

**EXHIBIT A1
DRAFT CONDITIONS OF APPROVAL**

**PUD-110, Irby Ranch
3988 First Street, 3878 and 3780 Stanley Boulevard
August 10, 2016**

PROJECT SPECIFIC CONDITIONS

Planning Division

1. The PUD development plan shall lapse in accordance with terms and conditions set forth within the approved Development Agreement.
2. The applicant/project developer shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued unless otherwise provided in a development agreement or affordable housing agreement covering the project.
3. The subject property shall be zoned to the following designations:
 - a. Planned Unit Development – Open Space (PUD-OS) District for Parcel I, covering the Arroyo. Permitted uses shall be permanent open space and public trail.
 - b. Planned Unit Development – High Density Residential (PUD-HDR) District for the 10 acre Irby Ranch Single Family Home development. Additions and accessory structures shall be prohibited within the development with the exception that Class 1 and Class 2 accessory structures (as defined by the Pleasanton Municipal Code) on lots 8, 10-16, 92, and 93 may be permitted with a minimum 3 foot rear and side yard setback. Unless otherwise specified in the Conditions of Approval, permitted uses and all site development standards shall follow those of the R-1-6,500 District.
 - c. Planned Unit Development – High Density Residential (PUD-HDR) District for Parcel B, the Sunflower Hill development. Permitted uses shall be an affordable residential community. However, this zoning approval shall not constitute entitlement of the specific residential community. Further details such as but not limited to number of units/beds, building heights, setbacks, and parking, shall be reviewed under a separate application for Planned Unit Development Plan approval. Because this affordable residential community is subject to further approval, requirements in these Conditions of Approval for PUD-110 that are timed in association with issuance of building permits or occupancy are referencing the market rate homes, and not the affordable residential community.
4. The applicant shall work with staff on final elevation materials, stucco finish and texture, and other details, to be provided for review and approval by the Director of Community Development. Final plans shall be submitted for review and approval to the Director of Community Development prior to issuance of building permits.

5. Construction of the overall project may be phased. The Nevada Street extension and intersection improvements must be under construction prior to occupancy of the first home and completed prior to occupancy of half of the homes. Parking, private streets, Nevada Street improvements, street access, common open space amenities, and other infrastructure requirements to match the building intensity proposed in any phase shall be reviewed and approved by the Planning Division prior to building permit(s) for each project phase or building(s) within each phase.
6. Details of the horizontal siding of the new townhomes shall be incorporated into the plans submitted to the Building and Safety Division for plan check and permit issuance and shall be subject to the review and approval of the Director of Community Development prior to issuance of building permits.
7. The stucco for the townhomes shall be smooth and hand-troweled. If the applicant can demonstrate to the satisfaction of the Director of Community Development that the appearance of hand-troweled stucco can be achieved mechanically, mechanical application of the stucco is allowed. Prior to issuance of a building permit, the applicant shall submit a finished stucco sample for the buildings. The stucco sample shall be subject to the review and approval of the Director of Community Development prior to application/installation on the buildings.
8. Wood-, fiberglass-, or vinyl-framed/sashed windows shall be utilized on the structures. If fiberglass- or vinyl-framed/sashed windows are used, they shall have a similar frame and sash thickness as found on a traditional wood-framed/sashed window unless the required noise mitigation for this project prevents compliance with this requirement. In addition, simulated mullions must appear real and be on both sides of the glass. Windows of new structures shall be recessed two inches, with wood trimmed windowsills. Manufacturer's specification sheets, details, and sections of the windows, and window treatments (sills, trim, etc.) shall be shown on the building permit plans and shall be subject to review and approval by the Director of Community Development prior to issuance of a building permit.
9. Final color, roofing, and material samples shall be submitted to the Director of Community Development for review and approval before issuance of the first building permit.
10. Unless approved by the Director of Community Development and City Engineer, no grading/building permits shall be issued prior to City approval of the tentative map and recordation of a Final Map.
11. The applicant shall obtain all necessary permits from the City prior to relocating either the historic Irby home, or the Zia home on-site.
12. Any damage to the exterior of either the Irby home, or the Zia home, that results from the relocation of the home or removal of the later additions shall be replaced and shall match the details, material, color, etc. of the existing home. The plans submitted to the Building and Safety Division for plan check shall include existing and proposed floor plans and elevation drawings and clearly indicate the extent of the area to be removed and what materials, details, colors, etc. will be used to seamlessly integrate the repaired exterior walls where the addition was removed. The colors, details, and materials of the repair

work shall be subject to the review and approval of the Director of Community Development prior to issuance of building permits.

13. At the time of recordation to subdivide the project site into 93 lots and 14 parcels, the applicant/project developer shall record Conditions, Covenants and Restrictions (CC&Rs) which shall create a Homeowners Association for the development. The type of association established shall be subject to the approval of the City Engineer and Director of Community Development prior to submitting a final subdivision map. The association shall be responsible for the maintenance of all common utilities and stormwater treatment measures/areas, the trail along the south side of Nevada Street, the portion of the arroyo that is located within the project site, private streets, parking, parks, the Irby or Zia Home, landscaping and irrigation including landscaping within the public right-of-way. The private homes and private landscape shall be the responsibility of the individual owner for the lot. The CC&Rs shall be subject to the review and approval of the City Attorney prior to recordation of the final map. The City shall be granted the rights and remedies of the association, but not the obligation, to enforce the maintenance responsibilities of the association.

A plan clearly showing these areas of association-owned and maintained facilities shall be submitted for review by the Director of Community Development and City Engineer prior to recordation of the final map. The CC&Rs shall be recorded with the final map for the project.

14. Prior to issuance of a building permit, the applicant/developer shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters, including irrigation meters, applicable to the portion or phase of the project covered by the permit. Additionally, the developer shall pay any applicable Dublin-San Ramon Services District (DSRSD) sewer permit fee.
15. The applicant acknowledges that the City of Pleasanton does not guarantee the availability of sufficient sewer capacity to serve this development by the approval of this case, and that the project developer agrees and acknowledges that building permit approval may be withheld if sewer capacity is found by the City not to be available.
16. The applicant/project developer shall avoid placing two of the same models adjacent to each other. In the event adjoining lots have the same model, they shall have different elevations.
17. The garages shall not be modified or used for storage in a manner that would interfere with the ability to park two cars within the garage and each resident shall utilize the garages for the parking of vehicles. In addition, boats, trailers, campers, motor homes, and other recreational vehicles shall not be parked or stored on-site. The above parking restrictions for the development shall be included in the project CC&Rs. Said restrictions shall be submitted for review and approval by the City Attorney and Director of Community Development prior to recordation of the final map.
18. The recorded deed of sale for all lots covered by this PUD Development Plan approval shall include separately recorded disclosure statements or restrictive covenants indicating the following:

- a. A disclosure statement indicating the portion of the arroyo within the project site, bio-retention basins, and public trail on the south side of Nevada Street are to be owned and maintained by the Homeowners' Association.
- b. That additions/modifications to the structures and garages are prohibited with the exception that Class 1 and Class 2 accessory structures (as defined by the Pleasanton Municipal Code) on lots 8, 10-16, 92, and 93 may be permitted with a minimum 3 foot rear and side yard setback.
- c. That the property is in an area subject to noise, activity, and traffic impacts associated with a Downtown location.
- d. The adjacency of the Union Pacific Railroad and possible noise, including noise from train whistles and horns, and vibration impacts from said railroad.
- e. That boats, trailers, campers, motor homes, and other recreational vehicles are prohibited from being parked or stored on-site.
- f. That the garages shall not be modified or used for storage in a manner that would interfere with the ability to park two cars within the garages of the homes, and that each resident shall utilize the garages for the parking of vehicles only.
- g. That the 1.36 acre portion of the property (including a site map) will be developed in the future as high density multi-family affordable housing, that may include persons with special needs.

Wording for these covenants and/or disclosures shall be submitted to the City Attorney for review and approval before recordation of the final map.

19. All open space areas, including the public trail shall be association-owned and maintained but publically accessible from sun-up to sun-down.
20. The applicant/project developer shall provide all buyers with copies of the project conditions of approval.
21. The electrical plan for the new homes shall provide telecommunications infrastructure consistent with state-of-the-art methods (e.g. cabling for DSL, broadband, or wireless service, wiring for total room access, etc.) in effect at the time that building permit(s) are issued. The plan shall be part of the building permit plan set.
22. If a cluster mailbox is required by the US Postal Service, the cluster mailbox location shall be shown on the construction plans submitted for issuance of a building permit.
23. The garages for the new homes shall have automatic opening sectional roll-up garage doors.
24. Only recycled water shall be used on the site during the grading and construction periods, and this specification shall be included on all grading plans and other construction documents.

25. The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.
26. All residential developments within boundaries of the Downtown Specific Plan area must contribute \$2,500 per new unit to the Bernal Park Reserve Fund. Prior to issuance of a building permit, the applicant shall contribute a total of \$50,000 to the Bernal Park Reserve Fund for units located on the Zia property.
27. All exterior lighting, including landscape lighting, shall be directed downward and designed or shielded so as to not shine onto neighboring properties. The project/building developer shall submit a final lighting plan and include drawings and/or manufacturer's specification sheets showing the size and types of the light fixtures for the exterior of the buildings. The lighting plan shall be subject to the review and approval by the Director of Community Development prior to issuance of building permits for the project.
28. The final location of pad-mounted transformers shall be subject to approval by the Director of Community Development prior to issuance of permits by the Building and Safety Division or Engineering Department. Such transformers shall be screened by landscaping to the satisfaction of the Director of Community Development. All transformers shall be shown on the plans submitted for issuance of permits.
29. The applicant and/or developer shall submit a pad elevation certification prepared by a licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development certifying that the pad elevations and building locations (setbacks) are pursuant to the approved plans, prior to receiving a foundation inspection for the structures.
30. All excess soil from the site shall be off-hauled from the site and disposed of in a lawful manner using a City approved haul route. Unless otherwise approved by the Director of Community Development, no stockpiling of dirt on this site shall occur.
31. Rain gutters shall discharge into landscaping planter areas where feasible. These details shall be shown on the plans submitted to the Building and Safety Division for plan check and are subject to the review and approval of the Director of Community Development prior to building permit issuance.
32. The new homes shall be constructed to allow for future installation of a Photovoltaic (PV) system and solar water heating systems. The project applicant/developer shall comply with the following requirements for making the proposed residential units photovoltaic-ready and solar-water-heating-ready:
 - a. Electrical conduit and cable pull strings shall be installed from the roof/attic area to the building's main electrical panels;
 - b. An area shall be provided near the electrical panel for the installation of an "inverter" required to convert the direct current output from the photovoltaic panels to alternating current;

- c. Engineer the roof trusses to handle an additional load as determined by a structural engineer to accommodate the additional weight of a prototypical photovoltaic system beyond that anticipated for roofing;
- d. Plumbing shall be installed for solar-water heating; and
- e. Space shall be provided for a solar-water-heating tank.

These measures shall be shown on the building permit plan set submitted to the Director of Community Development for review and approval before issuance of the first building permit.

- 33. The State of California’s Green Building Standards Code, “CALGreen,” shall apply, if applicable.
- 34. The developer shall comply with the recommendations of the noise assessment entitled “Irby Ranch, Pleasanton, CA Environmental Noise Assessment” by Charles M. Salter Associates, Inc., dated “11 February 2015,” on file with the Planning Division with the exception that the 8-foot wall adjacent to the tree park along Stanley Boulevard shall not be installed. Details of the noise mitigations shall be submitted in conjunction with the plans submitted for issuance of building permits and shall be subject to review and approval by the Director of Community Development prior to issuance of building permits for the project. The applicant’s noise consultant shall review the applicable noise mitigations shown on the building permit plans to ensure that the recommendations have been properly incorporated into the design. The consultant shall certify in writing that such recommendations have been followed.

**Housing Element and Climate Action Plan General Plan Amendment and Rezonings
Mitigation Monitoring and Reporting Plan**

- 35. Mitigation Measure 4.B-1: Prior to the issuance of a grading or building permit, whichever is sooner, the project the developer shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development. Air quality construction measures shall include Basic Construction Mitigation Measures (BAAQMD, May 2011) and, where construction-related emissions would exceed the applicable thresholds, Additional Construction Mitigation Measures shall be included on all grading, utility, building, landscaping, and improvement plans during all phases of construction.
- 36. Mitigation Measure 4.C-1a: Pre-construction Breeding Bird Surveys. Prior to development of each phase of project activities that have the potential to result in impacts on breeding birds, the project developer shall take the following steps to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success:
 - a. If grading or construction activities occur only during the non-breeding season, between August 31 and February 1, no surveys will be required.
 - b. Pruning and removal of trees and other vegetation, including grading of grasslands, should occur whenever feasible, outside the breeding season (February 1 through

August 31). During the breeding bird season (February 1 through August 31), a qualified biologist shall survey activity sites for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys shall include all line-of-sight trees within 500 feet (for raptors) and all vegetation (including bare ground) within 250 feet for all other species.

- c. Based on the results of the surveys, avoidance procedures shall be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.
 - d. Bird nests initiated during construction are presumed to be unaffected, and no buffer would be necessary, except to avoid direct destruction of a nest or mortality of nestlings.
 - e. If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been determined to be unoccupied by nesting or other special-status birds may be pruned or removed.
37. Mitigation Measure 4.C-1b: Pre-Construction Bat Surveys. Prior to the issuance of a grading or building permit, a qualified biologist shall conduct a pre-construction special-status bat surveys when large trees are to be removed or underutilized or vacant buildings are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer of 100 feet shall be created around active bat roosts being used for maternity or hibernation purposes. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.
38. Mitigation Measure 4.C-2: Riparian and Wetland Setbacks. Consistent with the Alameda County Watercourse Protection Ordinance, no new grading or development shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerline, as delineated by a qualified, City-approved biologist.
39. Mitigation Measure 4.D-1b: If the Irby home is approved to be demolished, prior to demolition, the structure shall be documented according to Historic American Building Survey (HABS) standards. These standards include large format black and white photographs, an historical narrative describing the architectural and historical characteristics of the building, and measured drawings (or reproduced existing drawings if available). The HABS documentation shall be archived at the City of Pleasanton Planning Division.
40. Mitigation Measure 4.D-2: Prior to the issuance of grading permits for development, the developer shall submit to the City an archaeological mitigation program that has been prepared by a licensed archaeologist with input from a Native American Representative. The applicant shall implement the requirements and measures of this program, which will include, but not be limited to:
- a. Submission of periodic status reports to the City of Pleasanton and the NAHC.
 - b. Submission of a final report, matching the format of the final report submitted for CA-Ala-613/H, dated March 2005, to the City and the NAHC.
 - c. A qualified archaeologist and the Native American Representative designated by the NAHC will be present on site during the grading and trenching for the foundations,

utility services, or other on-site excavation, in order to determine if any bone, shell, or artifacts are uncovered. If human remains are uncovered, the applicant will implement Mitigation Measure 4.D-4, below.

41. Mitigation Measure 4.D-3: In the event that paleontological resources are encountered during the course of development, all construction activity must temporarily cease in the affected area(s) until the uncovered fossils are properly assessed by a qualified paleontologist and subsequent recommendations for appropriate documentation and conservation are evaluated by the Lead Agency. Excavation or disturbance may continue in other areas of the site that are not reasonably suspected to overlie adjacent or additional paleontological resources.
42. Mitigation Measure 4.D-4: In the event that human remains are discovered during grading and construction of development facilities by the Housing Element, work shall stop immediately. There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify the persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains.
43. Mitigation Measure 4.G-5 (c): Prior to the issuance of a grading permit or building permit, whichever is sooner, the project Applicant shall submit verification from the FAA, or other verification to the satisfaction of the City Engineer or Chief Building Official, of compliance with the FAA Part 77 (Form 7460 review) review for construction on the project site.
44. Mitigation Measure 4.J-1: The applicant shall implement the following construction best management practices to reduce construction noise, including:
 - a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.
 - b. Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including residences, and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.
 - c. All site improvements and construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. In addition, no construction shall be allowed on State and Federal holidays. If complaints are received regarding the Saturday construction hours, the Community Development Director may modify or revoke the Saturday construction hours. The Community Development Director may allow earlier "start-times" for specific construction activities (e.g., concrete foundation/floor pouring), if it can be demonstrated to the satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents.
 - d. All construction equipment must meet California Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices.
 - e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise

disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.

45. Mitigation Measure 4.J-2: Prior to issuance of a building or grading permit, the developer shall provide a vibration study prepared by a qualified vibration consultant acceptable to the Director of Community Development which estimates vibration levels at neighboring sensitive uses. If the applicable vibration level limits established in Table 4.J-4 of the Supplemental Environmental Impact Report for the “City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings” are exceeded, mitigation shall be required to reduce vibration levels so they do not exceed the applicable limits, subject to the satisfaction of the Director of Community Development.
46. Mitigation Measure 4.J-6c: The developer shall include noise disclosures and noise complaint procedures for new residents at the project site. The requirement shall include a) a disclosure of potential noise sources in the project vicinity; b) establish procedures and a contact phone number for a site manager the residents can call to address any noise complaints.
47. Mitigation Measure 4.L-2: Prior to the recordation of a Final Map, the issuance of a grading permit, the issuance of a building permit, or utility extension approval to the site, whichever is sooner, the developer shall submit written verification from Zone 7 Water Agency or the City of Pleasanton’s Utility Planning Division that water is available for the project. To receive the verification, the developer may need to offset the project’s water demand. This approval does not guarantee the availability of sufficient water capacity to serve the project.
48. Mitigation Measure 4.N-7: Prior to the issuance of a grading or building permit, the developer shall contribute their fair-share funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements to local and regional roadways.

Engineering Department

49. The applicant shall construct, at its own expense, the Nevada Street extension. The Nevada street extension is that portion over and across APNs 946-1680-13-4 (Parcel 3 of Parcel Map 2298) and 946-4542-11 (Parcel E of Parcel Map 7637). The work shall include wet utilities (water, sanitary sewer and storm drain), dry utilities (electric, gas, cable television, street light cables, telephone, etc.), and surface improvements. The surface improvements shall include, but are not limited to, curb and gutter, street pavement, signing and striping, ADA ramps, fire hydrants, and LED street lights as required by the City Traffic Engineer and the City Engineer. This street extension shall connect the project’s proposed Nevada Street with the existing Nevada Street and shall be completed concurrently with the project’s proposed Nevada street or at a later time to the satisfaction of the City Engineer. The applicant will be eligible for reimbursement of the improvement of the Nevada Street extension as determined by the City Traffic Engineer and the City Engineer.

50. The applicant shall install a sanitary sewer main along the existing Nevada Street that will connect the project's sanitary sewer main to the existing sanitary sewer manhole on Bernal Avenue near Nevada Court. Upon completion of the work the applicant shall slurry seal existing Nevada Street from the centerline of the street to the northern gutter lip all the way to the existing manhole on Bernal Avenue or to the satisfaction of the City Engineer. The applicant will be eligible for reimbursement of the improvement of the sewer extension as determined by the City Traffic Engineer and the City Engineer.
51. All Nevada Street extension improvements including, landscaping, sidewalks, trail, and street improvements, shall be installed prior to occupancy of the first home.
52. The applicant/project developer shall convey the Arroyo Parcel (Parcel I) by separate instrument to the homeowners association. The homeowners association shall maintain the landscaping, creek bank, irrigation, fencing, and the public trail and all appurtenances within the Arroyo Parcel.
53. The applicant/project developer shall dedicate a public trail easement on the Arroyo Parcel (Parcel I) on the final map.
54. The applicant/project developer's contractor shall protect Arroyo del Valle Creek during all construction activities. A \$15,000 bond shall be posted with the City Engineer to ensure compliance with this requirement. Protection measures shall be described in detail on the on-site grading and utility improvement plans and any other construction or building plans to the satisfaction of the City Engineer prior to the start of construction.
55. All proposed sidewalk widths shall meet ADA requirements where parking stalls are perpendicular to proposed sidewalk.
56. The project applicant's engineer shall provide signed and stamped storm water treatment calculations and hydro modification calculations with the first submittal of the improvement plans showing compliance with the requirements of the November 19, 2015 NPDES permit.
57. The proposed masonry walls and associated footings along the project tract boundary shall be within the project limit. The project Homeowner's Association shall be responsible for maintenance and repair of all masonry walls installed with this subdivision.

The City will maintain water mains up to the water meters, irrigation back flow devices, and fire service double check detector checks except for restoration of the finished grade and landscaping, which shall be the responsibility of the project Homeowner's Association.
58. The City will maintain sewer mains except for restoration of the finished grade and landscaping, which shall be the responsibility of the project Homeowner's Association. The individual property owners shall be responsible for the maintenance of the sewer lateral from the residential units to the sewer main. The project Homeowners' Association will be responsible for the maintenance of the sewer lateral from any community buildings including the Irby or Zia home.

59. The project Homeowner's Association shall be responsible for the maintenance of all paving, subdivision monuments or subdivision signs, lighting, and all landscaping installed with this subdivision in public and private streets, including but not limited to, the restoration of the surface improvements in the event City staff accesses public utilities for maintenance and/or repair. The project CC&Rs shall include an exhibit showing all such locations.
60. The applicant shall install purple irrigation pipes for public and private landscape areas. When recycled water becomes available to the subdivision, the project's Homeowner's Association shall connect to the recycled water system in a timely manner at the discretion of the City Engineering Department.
61. The geotechnical report shall be peer-reviewed by the City's on-call geotechnical consultant. Prior to recordation of the parcel map, the project developer's civil engineer and/or geotechnical engineer shall satisfactorily address all comments and/or recommendations by the City's on-call consultant as determined by the City Engineer.

Traffic Engineering Division

62. Comprehensive traffic control measures shall be implemented during construction, including scheduling of major truck trips and deliveries to avoid peak travel hours. If necessary, as determined by the Traffic Engineer, proper lane closure procedures such as flagger stations, signage, cones, and other warning devices shall be implemented during construction.
63. A minimum 6-foot wide separated concrete sidewalk or larger to match the existing sidewalk shall be installed along the south side of Stanley Boulevard along the project frontage where not currently in place. Americans with Disabilities Act (ADA) compliant ramps shall be installed at the project entries.
64. A public trail shall be installed along the south side of Nevada Street that is a minimum of 10-foot wide with an 8-foot minimum design exception allowed for restricted areas as determined by the Director of Community Development. The proposed 10 foot wide trail shall be extended all the way to First Street/Stanley Boulevard unless otherwise review and approval by the City Traffic Engineer and Director of Community Development prior to issuance of building permits for the project. The trail material shall be decomposed granite and include bonding to be Americans with Disabilities Act (ADA) compliant. The public trail shall be shown on the plans submitted for issuance of building permits and shall be subject to the review and approval by the Director of Community Development prior to issuance of building permits for the project.
65. All parking stall dimensions shall meet city code requiring standard 90 degree stalls to be a minimum of 9 feet by 19 feet (up to two feet of overhang allowed over planting areas or sidewalks 6 feet or wider), and parallel stalls to be a minimum of 8 feet by 22 feet unless otherwise review and approval by the City Traffic Engineer and Director of Community Development prior to issuance of building permits for the project.

66. Plans submitted for building permits shall include a comprehensive signing and striping plan to be reviewed and approved by the City Traffic Engineer and Director of Community Development prior to issuance of building permits for the project.
67. Plans submitted for building permits shall include a minimum 2 foot buffer along the west side of parking stall 80, within K Court to allow for adequate access and circulation to be reviewed and approved by the City Traffic Engineer and Director of Community Development prior to issuance of building permits for the project.
68. Plans submitted for building permits shall include improvements to the J Street and Nevada Street intersection to include a raised median and sidewalk to allow for right-in and right-out access only. The revised plans shall be reviewed and approved by the City Traffic Engineer, Fire Department and Director of Community Development prior to issuance of building permits for the project.
69. Plans submitted for building permits shall include a protected bike lane along the project frontage to the Reflections Drive/California Avenue intersection where feasible. Final plans are to be reviewed and approved by the City Traffic Engineer and Director of Community Development prior to issuance of building permits for the project.
70. Plans submitted for building permits shall be revised to shift the east/west cross walk on the north side of First Street/Stanley Boulevard to be parallel to the sidewalk, the turn radius at the northeast corner of the intersection (Stanley/Old Stanley) shall be modified to promote slower turning speeds, and the crosswalk on the east side of the intersection to be moved forward toward the intersection to the extent possible, however, a 10 foot minimum separation between radii is required between the northbound and southbound left turns. The ADA ramps at the northeast and southeast corners shall be revised as needed. Final plans are to be reviewed and approved by the City Traffic Engineer and Director of Community Development prior to issuance of building permits for the project.
71. The applicant shall design and install all needed modifications to the traffic signal system at the intersection of Stanley/First/Nevada to provide full eight phase operation with protected left turns. This includes:
 - a. Modifying the design/geometry of all legs of the intersection
 - b. All needed changes to signal heads and equipment
 - c. Upgrade of vehicle detection system to current standards including bicycle detection
 - d. Provide accessible pedestrian push buttons
 - e. Intersection signing and striping
 - f. Any additional modifications needed to upgrade traffic signal system to current standards
72. The developer shall comply with the recommendations of the traffic analysis entitled "Transportation Assessment for Irby Ranch, Pleasanton" by Fehr & Peers Inc., dated "June 17, 2016," on file with the Planning Division with the exception of Recommendations 4, 5, 9, 10, and 12.

Landscaping

73. The applicant/project developer shall comply with the recommendations of the tree report prepared by HortScience, Inc. The project developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of City permits to ensure that all recommendations have been properly implemented. The consultant shall certify in writing that such recommendations have been followed.
74. The project shall comply with the State of California Model Water Efficient Landscape Ordinance and Bay Friendly Basics Landscape Checklist. Prior to issuance of a Building Permit, the applicant shall submit the following documentation to the Planning Division:
 - a. Landscape Documentation Package, which includes date; project applicant/contact information; project address; total landscape area; project type (new, rehabilitated, public, private, cemetery, homeowner-installed); water supply type (potable, recycled, well, greywater, combination of potable/greywater); Water Efficient Landscape Worksheet; Soil Management Report; Landscape Design Plan; Irrigation Design Plan; Grading Design Plan; and applicant signature/date with the statement that "I agree to comply with the requirements of the Water Efficient Landscape Ordinance."
 - b. Certificate of Compliance.
75. A final landscape and irrigation plan shall be submitted to and approved by Director of Community Development as part of the building permit plan set prior to issuance of a building permit. Prior to building permit finals for each new home, landscaping within the front yard, street side yards, and along the garage frontages shall be installed and inspected by Planning Division. Plant species shall be of drought-tolerant nature and suitable for reclaimed water, and the irrigation design shall utilize low-volume drip, bubbler, or other water conserving irrigation systems to the maximum extent possible.
76. All trees used in landscaping be a minimum of fifteen (15) gallons in size and all shrubs a minimum of five (5) gallons, unless otherwise shown on the approved landscape plan.
77. The project developer shall provide root control barriers and four inch (4") perforated pipes for street trees and trees in planting areas less than ten feet (10' 0") in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.
78. The applicant/project developer shall mitigate the removal of heritage-sized trees that are in fair and better than fair condition by making a payment to the Urban Forestry Fund based on the appraised value of these heritage-sized trees. If additional planting is proposed and/or the sizes of some or all of the trees that are presently shown on the landscape plan are increased, credit will be given for additional planting and/or upsizing the tree sizes. The planting size increase and reduced payment to the Urban Forestry Fund is subject to review and approval by the City Landscape Architect and Director of Community Development. The payment shall be paid in full prior to issuance of a building permit.

79. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$5,000 for each tree required to be preserved, up to a maximum of \$25,000. This cash bond or security shall be retained for one year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. No trees shall be removed other than those specifically designated for removal on the approved plans or tree report.
80. No tree trimming or pruning other than that specified in the tree report shall occur. The project developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of grading permits to ensure that all recommendations have been properly implemented. The consultant shall certify in writing that such recommendations have been followed.
81. Prior to issuance of a grading or building permit, the project developer shall install a temporary six foot tall chain-link fence (or other fence type acceptable to the Director of Community Development) generally outside of the driplines of the existing trees to be saved that are located near construction. The final location of said fencing shall be subject to the review and approval of the Director of Community Development. The fencing shall remain in place until final landscape inspection by the Community Development Department. Removal of such fencing prior to that time may result in a "stop work order."

STANDARD CONDITIONS

Community Development Department

82. The project applicant shall submit a refundable cash bond for hazard and erosion control. The amount of this bond will be determined by the Director of Community Development. The cash bond will be retained by the City until all the permanent landscaping is installed for the development, including individual lots, unless otherwise approved by the department.
83. If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.
84. The permit plan check package will be accepted for submittal only after the ordinance approving the PUD development plan becomes effective, unless the project developer submits a signed statement acknowledging that the plan check fees may be forfeited in the

event that the ordinance is overturned or that the design has significantly changed. In no case will a permit be issued prior to the effective date of the ordinance.

85. The project developer shall submit a dust control plan or procedure as part of the improvement plans.

Planning Division

86. Development shall be substantially as shown on, Exhibit B, the development plans, dated "Received August 3, 2016," as well as the following documents, except as modified by these conditions:

- *Green Building Checklist.*
- "Tree Report" prepared by HortScience, dated March 16, 2015.
- "Transportation Assessment for Irby Ranch" prepared by Fehr & Peers, dated June 17, 2016.
- "Western Burrowing Owl Survey" prepared by Monk & Associates Environmental Consultants, dated July 15, 2015.
- "Delineation of Top-of-Bank and Edge of Riparian, Arroyo del Valle" prepared by Monk & Associates Environmental Consultants, dated June 16, 2015.
- "Supplemental Slope Stability Analysis" prepared by Steven Ferrone & Bailey Engineering Company, Inc., dated June 19, 2015
- "Environmental Noise Assessment" prepared by Charles M. Salter Associates, Inc., dated February 11, 2015.
- "TAC Analysis of Stanley Boulevard" prepared by Illingworth & Rodkin, Inc., dated March 14, 2016.
- "3988 First Street & 3879 Stanley, Historic Evaluation" prepared by Architectural Resource Group, dated April 27, 2015,
- "3780 Stanley Boulevard – Historic Assessment" prepared by Valeria Nagel, Architect, dated August 1, 2013.
- "Due Diligence Level Geotechnical Investigation, 3780 Stanley Blvd" prepared by Berlogar Stevens & Associates, dated December 11, 2012.
- "Geotechnical Investigation – Kaplan, Zia Properties" prepared by Stevens Ferrone & Bailey Engineering Company, Inc., dated July 23, 2014

Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance with the approved exhibits.

87. To the extent permitted by law, the project applicant shall defend (with counsel reasonably acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees), action, or proceeding brought by a third party against the indemnified parties and the project applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

88. The applicant shall work with the Pleasanton Unified School District (PUSD) to develop a program to offset this project's long term effect on school facility needs in Pleasanton in addition to the school impact fees required by State law. This program shall be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities. The method and manner for the provision of these funds and/or facilities shall be approved by the PUSD and in place prior to building permit issuance. Written proof of compliance with this condition shall be provided by Applicant to the City, on a form generated by the PUSD, prior to building permit issuance.
89. Prior to building permit submittal, a list of the green building measures used in the design of the unit covered by this approval shall be provided to the Planning Division for the review and approval by the Director of Community Development. The proposed homes covered by this approval shall be designed to achieve a "certified rating" of a minimum of 50 total points, achieving at least the minimum points in each category, using BuildItGreen's current GreenPoints rating system.

The green building measures shall be shown on one of the first two pages of the plans submitted for issuance of a building permit. **Each point identified shall have a notation indicating the sheet the point can be found, and each sheet shall note where the point is located.** All proposed green building measures shall be shown throughout the plan set, as appropriate, as determined by the Director of Community Development.

A special inspection by the Planning Division shall be coordinated with regards to landscaping, irrigation, and exterior materials. All of the green building measures indicated on the approved checklist shall be inspected and approved by either the City of Pleasanton, a third party rater, or the project applicant shall provide written verification by the project engineer, architect, landscape architect, or designer.

90. Only gas fireplaces, pellet fueled wood heaters or EPA certified wood-burning appliances may be installed inside or outside the homes.
91. All HVAC condensing units shall be shown on the plans and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance.
92. All conditions of approval shall be attached to all building permit plan check sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet. These conditions of approval shall be attached at all times to any grading and construction plans kept on the project site. It is the responsibility of the applicant/developer to ensure that the project contractor is aware of, and abides by, all conditions of approval. It is the responsibility of the applicant/developer to ensure that the project landscape contractor is aware of, and adheres to, the approved landscape and irrigation plans, and all conditions of approval.
93. Prior approval from the Planning Division is required before any changes occur to site design, grading, building design, building colors or materials, green building measures, landscape material, etc.
94. The developer and/or property management are encouraged to use best management practices for the use of pesticides and herbicides.

95. The project applicant must provide to the Director of Community Development a building height certification performed by a licensed land surveyor or civil engineer. Said certification must allow for the installation of finished roof materials and must meet the approved building height.
96. The approved building colors and materials shall be indicated on the final building permit plans. Any proposed revisions to these approved colors or materials must be submitted for review and approval by the Director of Community Development prior to building permit issuance and/or painting/installation.
97. Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard.
98. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
99. Portable toilets used during construction shall be kept as far as possible from existing residences and shall be emptied on a regular basis as necessary to prevent odor.
100. The developer and future homeowners are encouraged to use reclaimed gray water, rain water, etc., for landscape irrigation. If used, the details shall be shown on the permit plan set to the satisfaction of the Director of Community Development before issuance of a building permit.

Landscaping

101. Prior to building occupancy, the landscape architect or landscape designer shall certify in writing to the Director of Community Development that the landscaping has been installed in accordance with the approved landscape and irrigation plans with respect to size, number, and species of plants and overall design concept.
102. Six-inch vertical concrete curbs shall be installed between all vehicular paved and landscaped areas.
103. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.
104. The following statements shall be printed on the site, grading, and landscape plans where applicable to the satisfaction of the Director of Community Development prior to issuance of a building permit:
 - a. No existing tree may be trimmed or pruned without prior approval by the Director of Community Development.
 - b. No equipment may be stored within or beneath the driplines of the existing trees to be saved.

- c. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
- d. No stockpiling/storage of fill, etc., shall take place underneath or within five feet of the dripline of the existing trees.

Building and Safety Division

- 105. At the time of building permit plan submittal, the project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures to prevent stormwater runoff onto adjoining properties.
- 106. Prior to issuance of building permits, the applicant/developer shall submit a waste management plan to the Building and Safety Division. The plan shall include the estimated composition and quantities of waste to be generated and how the project developer intends to recycle at least 75 percent of the total job site construction waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to the issuance of a final building permit. During construction, the project developer shall mark all trash disposal bins "trash materials only" and all recycling bins "recycling materials only." The project developer shall contact Pleasanton Garbage Service for the disposal of all waste from the site.

Engineering Department

- 107. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
- 108. The project applicant shall comply with the recommendations of the project's geotechnical consultant. The project applicant's geotechnical consultant shall review and approve all foundation, retaining wall, and drainage geotechnical aspects of the final development plans to ensure that the recommendations have been properly incorporated into the development. The consultant shall certify by writing on the plans or as otherwise acceptable to the City Engineer that the final development plan is in conformance with the geotechnical report approved with the project.
- 109. The project applicant shall arrange and pay for the geotechnical consultant to inspect and approve all foundation, retaining, and wall and drainage geotechnical aspects of project construction. The consultant shall be present on site during grading and excavation operations. The results of the inspections and the as-built conditions of the project shall be certified in writing by the geotechnical consultant for conformance to the approved plans and geotechnical report and submitted to the City Engineer for review and approval prior to occupancy.
- 110. The property owner shall enter into a deferred street improvement agreement prior to approval of the final map with the City agreeing to construct or finance the construction of street improvements adjacent to the site to the extent required by the Subdivision Ordinance at such time in the future, as this is deemed necessary by the City Engineer.

This agreement shall be recorded with the County Recorder's Office. Said public improvements may include, but are not necessarily limited to grading, curb and gutter, sidewalk, paving, street lighting, street trees, fire hydrants, street monuments, underground utilities, storm drain facilities, sanitary sewer facilities, tree removal, traffic control devices, landscaping and automatic irrigation systems. This agreement shall be executed and approved by the City Council prior to the approval of a final map. The property owner/project applicant shall deposit a bond with the City to ensure future completion of the required improvements. This bond shall be in a standard form approved by the City Attorney and shall be in an amount satisfactory to the City Engineer. The City Engineer may require a cash payment in-lieu of bonding where circumstances warrant.

111. The project applicant shall grant an easement to the City over those parcels needed for public service easements (P.S.E.) and which are approved by the City Engineer, or other easements, which may be designated by the City Engineer.
112. The project applicant shall construct vertical P.C.C. curbs and gutters within this development unless otherwise approved by the City Engineer. When the sidewalk is adjacent to the curb and gutter, they shall be poured monolithically.
113. All existing septic tanks or holding tanks shall be properly abandoned, pursuant to the requirements of the Alameda County Department of Health Services prior to the start of grading operations, unless specifically approved by the City Engineer.
114. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of a permit, and shall address the need to schedule major truck trips and deliveries during off peak travel times, to avoid peak travel congestion. It shall also include the provision to monitor the street surfaces used for the haul route so that any damage and debris attributable to the haul trucks is identified and corrected at the expense of the project applicant.
115. All dry utilities (electric power distribution, gas distribution, communication service, Cable television, street lights and any required alarm systems) required to serve existing or new development shall be installed in conduit, underground in a joint utility trench unless otherwise specifically approved by the City Engineer.
116. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project applicant and includes but is not limited to slurry seal, overlay, restoration of landscaping and irrigation system, signing, striping, pavement marking or street reconstruction if deemed warranted by the City Engineer.
117. This approval does not guarantee the availability of sufficient water and/or sewer capacity to serve the project.
118. A final map shall be required to subdivide the property into 93 lots, Parcels A-H, and private streets/courts A-L.
119. The project / owner shall create drainage easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.

120. The project applicant shall create utility easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.
121. There shall be no direct roof leaders connected to the street gutter or storm drain system, unless otherwise approved by the City Engineer.
122. The project applicant and/or the project applicant's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
123. Property lines shall be located a minimum of two feet from the uphill side of the top of the bank.
124. The project applicant shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and drainage control measures, including concrete-lined V-ditches, to protect all cut and fill slopes from surface water overflow. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of a subdivision grading permit.
125. The project applicant shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. The project applicant is responsible for ensuring that the contractor is aware of such measures. All cut and fill slopes shall be revegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between October 15 and April 15 unless approved erosion control measures are in place, subject to the approval of the City Engineer. Such measures shall be maintained until such time as a permanent landscaping is in place.
126. Storm drainage swales, gutters, inlets, outfalls, and channels not within the area of a dedicated public street or public service easement approved by the City Engineer shall be privately maintained by the property owners or through an association approved by the City.
127. The project applicant shall be responsible for the installation of the street lighting system serving the development. The street lights shall be LED units with the final design to be reviewed and approved by the Planning Divisions and Engineering Department. The lighting system design shall conform to the Illuminating Engineering Society (IES). Approval for the number, location, and type of electroliers shall be subject to the review and approval of the City Engineer.
128. The project applicant shall submit detailed landscape and irrigation plans as part of the improvement plans. The irrigation plan shall provide for automatic controls.
129. All existing drainage swales that are filled shall have subdrains installed unless otherwise approved by the City Engineer and the applicant's soils engineer. All subdrains shall have cleanouts installed at the beginning of the pipe. The end of the pipe shall terminate in a storm drain or other storm drain outfall, subject to the approval of the City Engineer. The applicant's engineer shall submit a final subdrain location map to the City Engineer prior to acceptance of the public improvements. It shall be the responsibility of the homeowner to

relocate a subdrain, if during the excavation of a pool or other subsurface structure, a subdrain is encountered. All owners within the subdivision shall receive notice of the presence of these subdrains. The applicant/project developer shall provide the form of the notice subject to approval by the City Attorney.

130. All retaining walls along the street shall be placed behind the Public Service Easement (PSE), unless otherwise approved by the City Engineer.
131. A detailed grading and drainage plan prepared by a licensed Civil Engineer including all supporting information and design criteria (including but not limited to any peer review comments), storm drain treatment calculations, hydromodification worksheets, etc., shall be submitted as part of the improvement plans.
132. The minimum grade for the gutter flowline shall be set at one percent where practical, but not less than .75% unless otherwise approved by the City Engineer.
133. A water meter shall be provided to each lot of record within the development unless otherwise approved by the City Engineer.
134. A sanitary sewer lateral with two-way cleanout (located at the back of the sidewalk or curb, whichever is applicable) shall be provided to each lot of record within the development unless otherwise approved by the City Engineer.
135. The improvement plans for this development shall contain signage and striping plans that are subject to the approval of the City Traffic Engineer.
136. The curb and gutter along the street shall have a subdrain installed at either the back of the curb or lip of gutter at the discretion of the City Engineer. This detail shall be shown on the improvement plans. Said drains shall be connected to the storm drain system or drained by other means acceptable to the City Engineer.
137. When the improvement plans are submitted for the City Engineer's signature, the applicant shall provide the City project engineer with:
 - a. A base sheet showing all existing and proposed fire hydrants in AutoCAD 2010 version for City GIS Department.
138. The applicant shall be responsible for the undergrounding of the overhead utility lines across the project frontage. All utility lines shall be installed in conduit. Only PG&E switch enclosures or capacity banks can be installed above ground provided the units are screened with landscaping to the satisfaction of the Director of Community Development.
139. Prior to requesting for an acceptance of the subdivision improvements the project applicant shall provide :
 - a. The project AS BUILT plans in PDF format for City record.
 - b. The project base sheet showing all utilities in AutoCAD 2010 version for City GIS Department.

- c. The project final soils report signed by the Geotechnical Engineer in PDF format.
- d. The project Mass Grading Plans, in PDF format, signed by the Geotechnical Engineer two times:
 - i. First time, signed before construction, for approval of the Mass Grading and Improvement plans for compliance with the Geotechnical Report and
 - ii. Second time, signed after construction certifying that all grading, site preparation, placing and compaction of fill was done in accordance with the Geotechnical recommendations.

Livermore-Pleasanton Fire Department

- 140. The project applicant shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
- 141. Prior to any construction framing, the project applicant shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.
- 142. All curbs located with a seven-foot, six-inch radius of a public/private fire hydrant shall be painted red, unless, modified by the Fire Chief. Blue street "hydrant markers" shall be installed for all fire hydrants per City of Pleasanton Standard Specifications.
- 143. All private streets and driveway aisles designated as fire lanes by the Fire Chief shall be maintained in accordance with the California Fire Code which permits towing vehicles illegally parked on the fire lanes. Fire lane curbs shall be painted red with "No Parking, Fire Lane, Tow Away Zone" or "No Parking, Fire Lane, Tow Away Zone" signs shall be installed as required by the Vehicle Code.
- 144. All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection.
- 145. The following items will be provided prior to any construction above the foundation or slab.
NOTE: Periodic inspections will be made for compliance.
 - a. Emergency vehicle access shall be provided to the site, including the area where construction is occurring. If Public Works improvements are part of the project to access the site, an emergency vehicle access plan shall be submitted for review and approval.
 - b. Emergency vehicle access shall be a minimum of 20 feet in clear width. A clear height free of obstructions (power, cable, telephone lines, tree limbs, etc.) is required. This clearance shall be a minimum of 13-feet, 6-inches. Inside turning radius of 41 feet and outside turning radius of 52 feet shall be provided.
 - c. All exterior portions of buildings must be within 200 feet of an access road. Yard and parking areas may be able to be located farther than 200 feet from access roads, depending on the specific use.
 - d. The carrying capacity of the access route(s) shall be 69,000 pounds under all weather conditions.
 - e. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).

- f. Where on-site fire hydrant(s) are required, they shall be installed, flushed and all valves open prior to any construction above the foundation or slab. This includes concrete tilt-up and masonry buildings.
- g. On-site fire hydrants shall not be obstructed and shall be sufficiently above grade to have all hydrant valves and outlets accessible for emergency use.
- h. Where a project is phased as part of the development approved by the City, specific access, water supply and fire hydrant installations will be required as part of each phase. As needed a phasing plan with these improvements will be required.
- i. Where on-site grading/utility plans are submitted for review and approval prior to building construction drawings, emergency vehicle access routes, fire hydrant locations, material staging areas, etc. shall be provided.

146. The following schedule for NO PARKING signs shall apply:

<u>Width</u>	<u>Requirements</u>
36 Feet or Greater	No Requirements
Between 28 and 36 Feet	Post one side
Between 20 and 28 feet	Post both sides
Less than 20 feet	Not permitted

CODE CONDITIONS

(Applicants/Developers are responsible for complying with all applicable Federal, State and City codes and regulations regardless of whether or not the requirements are part of this list. The following items are provided for the purpose of highlighting key requirements.)

Building and Safety Division

- 147. The project developer shall submit a building survey and/or record of survey and a site development plan in accordance with the provisions of Chapter 18.68 of the Municipal Code of the City of Pleasanton. These plans shall be approved by the Chief Building and Safety Official prior to the issuance of a building permit. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.
- 148. The project developer shall post address numerals on the buildings so as to be plainly visible from all adjoining streets or driveways during both daylight and night time hours.
- 149. The buildings covered by this approval shall be designed and constructed to meet Title 24 state energy requirements.
- 150. All building and/or structural plans must comply with all codes and ordinances in effect before the Building and Safety Division will issue permits.

Livermore-Pleasanton Fire Department

151. All construction covered by this approval shall conform to the requirements of the California Building Code currently in effect, the California Fire Code currently in effect, and the City of Pleasanton Ordinance 2083. All required permits shall be obtained.
152. Automatic fire sprinklers shall be installed in all occupancies in accordance with the 2013 California Building, Fire and Residential Codes; City of Pleasanton Ordinance No. 2083. Installations shall conform to NFPA Pamphlet 13, Occupancy Hazard Approach for commercial occupancies OR NFPA 13D with local amendments for one and two-family occupancies.
153. Underground fire mains, fire hydrants and control valves shall be installed in conformance with the most recently adopted edition of NFPA Pamphlet 24, "Outside Protection."
- The underground pipeline contractor shall submit a minimum of three (3) sets of installation drawings to the Fire Department Fire Prevention Bureau. The plans shall have the contractor's wet stamp indicating the California contractor license type and license number and must be signed. No underground pipeline inspections will be conducted prior to issuance of approved plans.
 - All underground fire protection work shall require a California contractor's license type as follows: C-16, C-34, C-36 or A.
 - All field-testing and inspection of piping joints shall be conducted prior to covering of any pipeline.
154. All buildings undergoing construction, alteration or demolition shall comply with the California Fire Code currently in effect pertaining to the use of any hazardous materials, flame-producing devices, asphalt/tar kettles, etc.
155. Fire flow for residential construction shall follow the 2013 California Fire Code Appendix B. A fire flow reduction may be applied for this project as the single family residential homes are provided with automatic sprinklers and fire access and circulation is provided. In no case shall the fire flow be less than 1500 gallons per minute.

Urban Stormwater Conditions Of Approval

The project shall comply with the NPDES Permit No. CAS612008, dated November 19, 2015, and amendments, issued the by California Regional Water Quality Control Board, San Francisco Bay Region, a copy of which is available at the Community Development Department, Public Works/Engineering section at City offices, Alameda County Clean Water Program and at State Water Board:

(http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/index.shtml);

The project shall comply with the "Construction General Permit" as required by the San Francisco Bay Regional Water Quality Control Board:

(http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml)

A. Design Requirements

1. The NPDES Permit design requirements include, but are not limited to, the following:
 - a. Source control, sight design measures, and design and implementation of stormwater treatment measures are required when commercial, industrial or residential development creates and replaces 10,000 square feet or more of impervious surface, including roof area, streets and sidewalk.
 - b. Hydro-modification standards are required when a new development or redevelopment project creates and replaces total impervious area of one acre or more.
 - c. The NPDES Permit requires a proactive Diazinon pollutant reduction plan (aka Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
 - d. The NPDES Permit requires complying with the Copper Pollutant Reduction Plan and the Mercury Pollutant Reduction Plan.

2. The following requirements shall be incorporated into the project:
 - a. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures including bio-swales. Irrigated bio-swales shall be redesigned as needed to the satisfaction of the City Engineer to optimize the amount of the stormwater running off the paved surface that enters the bio-swale at its most upstream end. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of any building permits.

 - b. The project developer shall submit sizing design criteria to treat stormwater runoff and for hydromodification, if required, at the time of PUD plan submittal and an updated detailed copy of calculations with subsequent submittals.

 - c. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate and acceptable to the project soils engineer, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.
 - I. Structures shall be designed to prohibit the occurrence and entry of pests into buildings, thus minimizing the need for pesticides.
 - II. Where feasible, landscaping shall be designed and operated to treat stormwater runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified. Soil shall be amended as required. (See planting guide line by Alameda County Clean Water Program.)
 - III. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
 - IV. Landscaping shall also comply with City of Pleasanton ordinances and policies regarding water conservation.

- d. Trash areas, dumpsters and recycling containers shall be enclosed and roofed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal. These areas shall not drain to the storm drain system, but to the sanitary sewer system and an area drain shall be installed in the enclosure area, providing a structural control such as an oil/water separator or sand filter. No other area shall drain into the trash enclosure; a ridge or a berm shall be constructed to prevent such drainage if found necessary by the City Engineer/Chief Building Official. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer. The project developer shall notify the Dublin-San Ramon Services District (DSRSD) upon installation of the sanitary connection; a copy of this notification shall be provided to the Planning Department.
- e. All paved outdoor storage areas shall be designed to minimize pollutant runoff. Bulk materials stored outdoors that may contribute to the pollution of stormwater runoff must be covered as deemed appropriate by the City Engineer/Chief Building Official and as required by the State Water Board.
- f. All metal roofs, if used, shall be finished with rust-inhibitive paint.
- g. Roof drains shall discharge and drain away from the building foundation. Ten percent of the stormwater flow shall drain to landscaped area or to an unpaved area wherever practicable.

B. Construction Requirements

The Construction General Permit's construction requirements include, but are not limited to, the following:

Construction activities (including other land-disturbing activities) that disturb one acre or more (including smaller sites that are part of a larger common plan of development) are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement a Stormwater Pollution Prevention Plan and to obtain a Construction General Permit (NOI) from the State Water Resources Control Board to discharge stormwater:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/finalconstpermit.pdf

Stormwater

1. The project developer shall submit a Stormwater Pollution Prevention Plan (SWPP) for review by the City Engineer/Chief Building Official prior to issuance of building or engineering permits. A reviewed copy of the SWPPP shall be available at the project site until engineering and building permits have been signed off by the inspection departments and all work is complete. A site specific SWPPP must be combined with proper and timely installation of the BMPs, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in the issuance of correction notices, citations or stop work orders.

2. The amendments to the SWPPP and all the inspection forms shall be completed and available at the site for inspection by the city, county or state staff.
3. The project developer is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure, shall be included in the SWPPP and implemented as approved by the City.
 - a. The project developer shall include erosion control/stormwater quality measures on the final grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and are subject to the review and approval of the City Engineer/Chief Building Official. If no grading plan is required, necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for an on-site permit, subject to the review and approval of the Building and Safety Division. The project developer is responsible for ensuring that the contractor is aware of and implements such measures.
 - b. All cut and fill slopes shall be revegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the grasses are established before October 15. No grading shall occur between October 15 and April 15 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Chief Building Official. Such measures shall be maintained until such time as permanent landscaping is in place.
 - c. Gather all sorted construction debris on a regular basis, place it in the appropriate container for recycling, and empty at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater runoff pollution.
 - d. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked-on mud and dirt from these areas before sweeping.
 - e. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
 - f. Create a contained and covered area on the site for the storage of cement, paints, oils, fertilizers, pesticides, or other materials used on the site that have the potential of being discharged into the storm drain system through being windblown or in the event of a material spill.
 - g. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.

- h. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
- i. Equipment fueling area: Use off-site fueling stations as much as possible. Where on-site fueling occurs, use designated areas away from the storm drainage facility, use secondary containment and spill rags when fueling, discourage “topping off” of fuel tanks, place a stockpile of absorbent material where it will be readily accessible, and check vehicles and equipment regularly for leaking oils and fuels. Dispose rags and absorbent materials promptly and properly.
- j. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
- k. Equipment and vehicle maintenance area: Use off-site repair shop as much as possible. For on-site maintenance, use designated areas away from the storm drainage facility. Always use secondary containment and keep stockpile of cleanup materials nearby. Regularly inspect vehicles and equipment for leaks and repair quickly or remove from the project site. Train employees on spill cleanup procedures.

C. Operation Requirements

The Permit’s operation and maintenance requirements include but are not limited to the following: The operation and maintenance of treatment measures including but not limited to bio-swales, lawns, landscaped areas with deep-rooted plants, oil/water separator, filterra units, etc., requires completing, signing and recording an agreement with Alameda County recorder’s office in a format approved by the State and Alameda County.

1. All projects, unless otherwise determined by the City Engineer or Chief Building Official, shall enter into a recorded Stormwater Treatment Measures Inspection and Maintenance Agreement for ongoing maintenance and reporting of required stormwater measures. These measures may include, but are not limited to:
 - a) A mechanism shall be created, such as a property owners’ association, to be responsible for maintaining all private streets, private utilities and other privately owned common areas and facilities on the site including stormwater treatment measures. These maintenance responsibilities shall include implementing the maintenance plan, which is attached to the Stormwater Treatment Measures Inspection and Maintenance Agreement. This document shall be reviewed by the City Attorney’s Office and recorded with the final map.
 - b) On-site storm drain inlets clearly marked and maintained with the words “No Dumping – Drains to Bay.”
 - c) Proper maintenance of landscaping, with minimal pesticide and fertilizer use.

- d) Ensure wastewater from vehicle and equipment washing operations is not discharged to the storm drain system.
 - e) Ensure that no person shall dispose of, nor permit the disposal, directly or indirectly, of vehicle fluids, hazardous materials or rinse water from cleaning tools, equipment or parts into storm drains.
 - f) Clean all on-site storm drains at least twice a year with one cleaning immediately prior to the rainy season. The City may require additional cleanings.
 - g) Regularly but not less than once a month, sweep driveways, sidewalks and paved areas to minimize the accumulation of litter and debris. Corners and hard to reach areas shall be swept manually. Debris from pressure washing shall be trapped and collected to prevent entry into the storm drain system. Wastewater containing any soap, cleaning agent or degreaser shall not be discharged into the storm drain.
 - h) Vegetated swales with grasses shall be mowed and clippings removed on a regular basis.
2. A regular program of inspecting vehicles for leaks and spills, and of sweeping/vacuuming, litter control, and spill cleanup shall be implemented. Such program shall be submitted to the Director of Community Development for review and approval prior to issuance of building permits.

{end}

**EXHIBIT A2
DRAFT CONDITIONS OF APPROVAL**

**Vesting Tentative Map 8245
3988 First Street, 3878 and 3780 Stanley Boulevard
August 10, 2016**

PROJECT SPECIFIC CONDITIONS

Planning Division

1. Approval of Vesting Tentative Map 8245 shall be contingent upon and not be valid until the underlying zoning amendments (PUD-110, P15-0245, P15-0246, and P15-0405) have been adopted by the City Council and are in full force and effect. The Vesting Tentative Map may be subject to modification if the zoning amendments adopted by the City Council differ from what was approved by the Planning Commission. The expiration date for Vesting Tentative Map 8245 shall coincide with the expiration date of the development agreement, approved by the City Council as part of PUD-110.

Engineering Department

2. A final map shall be required to subdivide the property into 93 single-family residential lots, private streets, and common parcels.
3. Storm drainage swales, gutters, inlets, outfalls, and channels not within the area of a dedicated public street or public service easement approved by the City Engineer shall be privately maintained by the property owners or through an association approved by the City.
4. The applicant shall post with the City, prior to approval of the final map, a performance bond and a labor and material bond for the full value of all subdivision improvements necessary to serve all ninety-three (93) lots of the subdivision. The City Engineer may waive this requirement if the required improvements have been satisfactorily installed prior to approval of the map. The applicant shall post with the City, prior to approval of the final map, a maintenance bond for the ten percent value of the all subdivision improvements necessary to serve all ninety-three (93) lots of the subdivision.
5. The project / owner shall create drainage and utility easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.
6. The applicant shall provide the City with a copy of the recorded map, CC&Rs, and other recorded documents in PDF format.
7. Sheet TM-1 of Exhibit B shows unnamed parcels such as the parcels west of Lot 90 and south of Lot 70. All parcels shall be named and referenced in the Final Map owner's statement for its use, maintenance and ownership.

8. A public trail easement, consistent with PUD-110 development plan, shall be dedicated on the face of the final map for Parcel I. The public trail and the remainder of Parcel I, including the arroyo, landscaping, irrigation, and fencing, shall be maintained by the homeowners association.

STANDARD CONDITIONS OF APPROVAL

Planning Division

9. Vesting Tentative Map 8245 shall be in substantial conformance to Exhibit B, dated "Received August 3, 2016," on file with the Planning Division, except as modified by these conditions or subject to modification if the zoning amendments adopted by the City Council differ from what was approved by the Planning Commission. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development.
10. Planning Division approval is required before any changes are implemented in the design, grading, drainage, etc. of the subdivision map.
11. To the extent permitted by law, the project developer shall defend (with counsel reasonably acceptable to the City), indemnify, and hold harmless the City, its City Council, its officers, boards, commissions, employees, and agents from and against any claim (including claims for attorney fees), action, or proceeding brought by a third party against the indemnified parties and the project developer to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorney fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

Engineering Department

12. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
13. The applicant shall grant an easement to the City over those parcels needed for public service easements (P.S.E.) and which are approved by the City Engineer, or other easements, which may be designated by the City Engineer.
14. A final map shall be required to subdivide the property into 93 lots, Parcel A-K, and private streets / courts A-L. With the map, the project applicant shall set forth the maintenance areas of the proposed development and maintenance responsibilities. The project applicant shall record CC&Rs at the time of recordation of the map which shall create a Homeowners Association for the development. The CC&Rs shall be subject to the review and approval of the City Attorney prior to recordation of the map. The association shall be responsible for the maintenance of all common utilities and stormwater treatment measures/areas, the trail along the south side of Nevada Street, the portion of the arroyo that is located within the project site, private streets, parking, landscaping and irrigation including landscaping within the public right-of-way. The City

shall be granted the rights and remedies of the association, but not the obligation, to enforce the maintenance responsibilities of the property owners association.

15. Prior to approval of the final map, the applicant shall comply with all applicable conditions of outside agencies having jurisdiction.
16. The in-lieu park dedication fees shall be paid to the City prior to approval of the map, at the rate then in effect, for the total number of buildable lots on the map, unless this requirement has been otherwise satisfied.
17. Prior to the first plan check, the applicant's engineer/surveyor shall submit a preliminary copy of the final map along with a preliminary copy of the title report and a copy of the adjoining deeds and/or recorded maps to the City. The City will forward these documents to its consultant who will estimate the cost for examining the map and certifying that the map is technically correct and in accordance with Section 66442 of the California Subdivision Map Act. After the consultant has provided a cost estimate, the applicant's engineer/surveyor may submit the first plan check along with a deposit for these costs along with all other standard plan check fees. Any unused portion of the estimate will be returned to the applicant after the map is recorded. Similarly, if the applicant withdraws their application in writing prior to the consultant having performed the work, any unused portion of the deposit will be returned to the applicant. Conversely, should consultant's estimate be insufficient to cover all of the consultant's time, the applicant will be required to pay the City the difference between the estimate and the actual cost prior to submittal of the map for the City Engineer's approval.
18. At the time applicant submits the fee for the consultant map review, the applicant shall also submit the following information to the City Engineer for review and approval:
 - a) Five prints of the final map
 - b) One copy of the preliminary title report
 - c) One set of the computer closures
 - d) One legible copy of the latest recorded deed for the property being subdivided
 - e) One legible copy of the recorded deeds for each of the adjacent properties unless those properties are part of a recorded map which has been recorded within the last seven years; and
 - f) One legible copy of the Recorded Final map, Parcel Map, or Record of Survey used to prepare this Parcel Map.
19. The applicant's title company shall record the final map, CC&Rs, Storm Water Operations and Maintenance Agreement, any grant deeds or easements, and any other required documents concurrently with the Alameda County Recorder's Office.
20. When the map is submitted for the City Engineer's signature, the applicant shall provide the City project engineer with:
 - i) An electronic copy of the Final Map in AutoCAD 2010 version. In addition to the information shown on the parcel map, the electronic information submitted should include:
 - a) Street address(es) centered on lot(s)

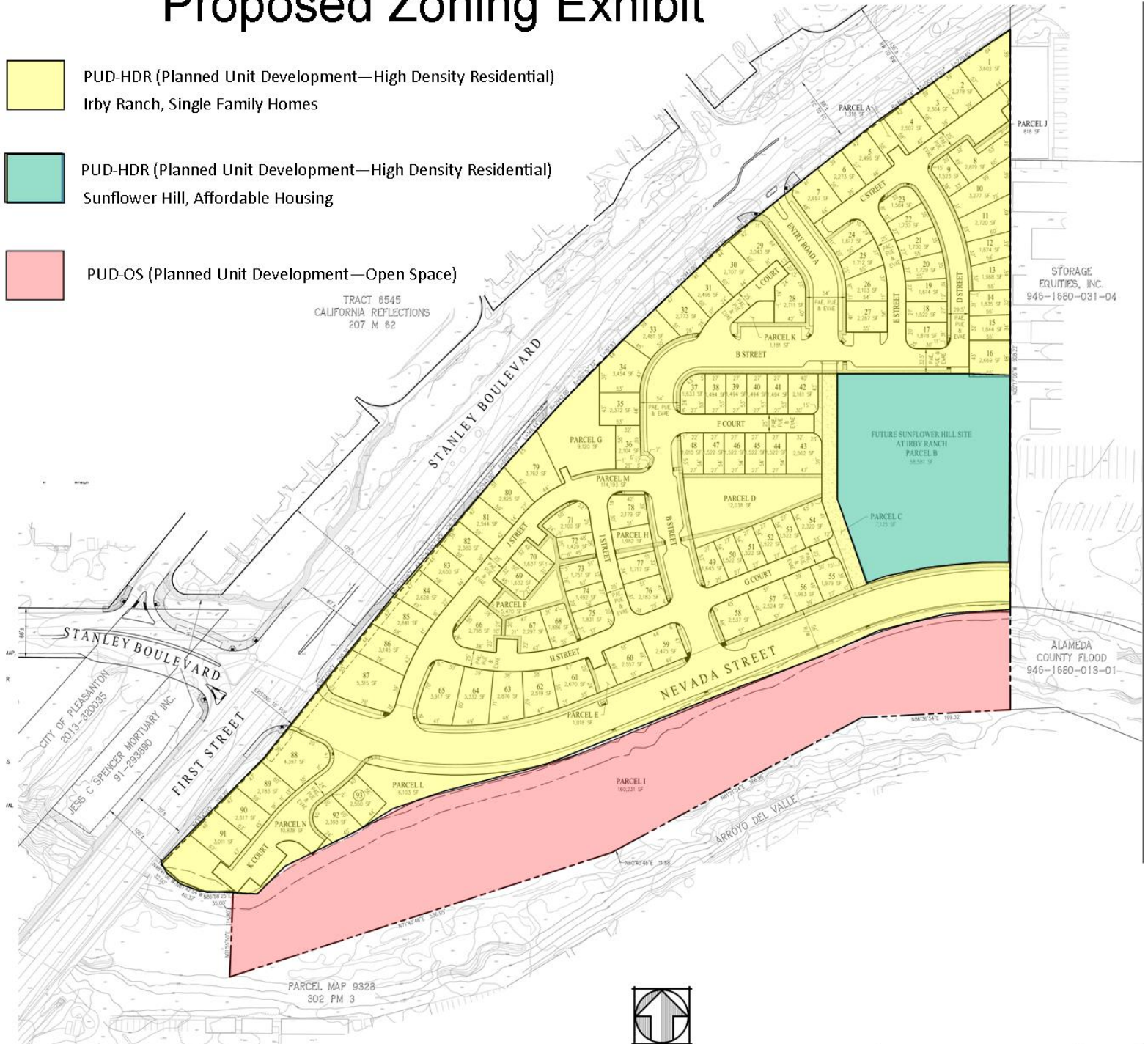
- b) Building outlines for existing structures
- ii) A signed copy of the Geotechnical Report in PDF format for the City record.

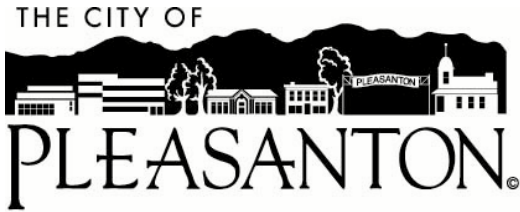
21. Any dedications, open offers of dedication, or grants of easements may be dedicated and accepted on the face of the map. Agreement or other required items shall be recorded as separate documents concurrently with the recordation of the final map.

[end]

Proposed Zoning Exhibit

-  PUD-HDR (Planned Unit Development—High Density Residential)
Irby Ranch, Single Family Homes
-  PUD-HDR (Planned Unit Development—High Density Residential)
Sunflower Hill, Affordable Housing
-  PUD-OS (Planned Unit Development—Open Space)





**Planning Commission
Staff Report**

April 27, 2016
Item 6.a.

- SUBJECT:** Workshop for PUD-110
- APPLICANT:** Mike Serpa, Irby Ranch, LLC
- PROPERTY OWNERS:** The Irby Family, LLC
ACHF Kaplan LP
Zia Corporation
- PURPOSE:** Workshop to review and receive comments on applications for General Plan Amendment, Downtown Specific Plan Amendment, and Planned Unit Development (PUD) rezoning and development plan to construct 95 single-family homes and an affordable residential community for individuals with special needs.
- GENERAL PLAN:** Retail/Highway/Service Commercial, Business and Professional Office as well as Open Space – Public Health and Safety with Wildland Overlay
- SPECIFIC PLAN:** 3988 First Street is within the Downtown Specific Plan Area with Downtown Commercial and Open Space specific plan land use designations
- ZONING:** 3988 First Street and 3780 Stanley Boulevard are A (Agriculture) District and 3878 Stanley Boulevard is C-S (Commercial Service) District
- LOCATION:** Approximately 15 combined acres located at 3988 First Street, 3878 Stanley Boulevard, and 3780 Stanley Boulevard
- EXHIBITS:**
- A. [Planning Commission Work Session Topics](#)
 - B. [Project Plans](#)
 - C. [Township Square Development Standards](#)
 - D. [Public Comments](#)
 - E. [Location and Noticing Map](#)

BACKGROUND

Mike Serpa, on behalf of the property owners and Sunflower Hill, has submitted applications to construct 95 single-family homes and to plan for an affordable residential community for

individuals with special needs. The affordable component would be developed by Sunflower Hill. Sunflower Hill is a Pleasanton based non-profit organization that works to develop housing options as well as activities to help those with special needs better integrate vocationally and socially within society.

The properties, formerly known as the Irby-Kaplan-Zia site, were analyzed for rezoning to High Density Residential uses as part of the Housing Element and Climate Action Plan General Plan Amendment and Rezonings Supplemental Environmental Impact Report (SEIR) in 2011. The SEIR was prepared as part of the Housing Element update as mandated by State law to meet the City's Regional Housing Needs Assessment (RHNA) requirements. At the conclusion of the process which considered 17 sites, the project site was not one of the nine sites chosen for rezoning to accommodate High Density Residential development. The property owners continued to show an interest in residential development and have submitted the subject applications with both single-family and multi-family components.

On April 17, 2015, the applicant submitted General Plan Amendment, Planned Unit Development Rezoning and Development Plan, Specific Plan Amendment and Tentative Map applications to consolidate and develop the three properties. The original proposal has been reduced in density and modified to relocate the Sunflower Hill project to better accommodate Sunflower Hill's operational needs.

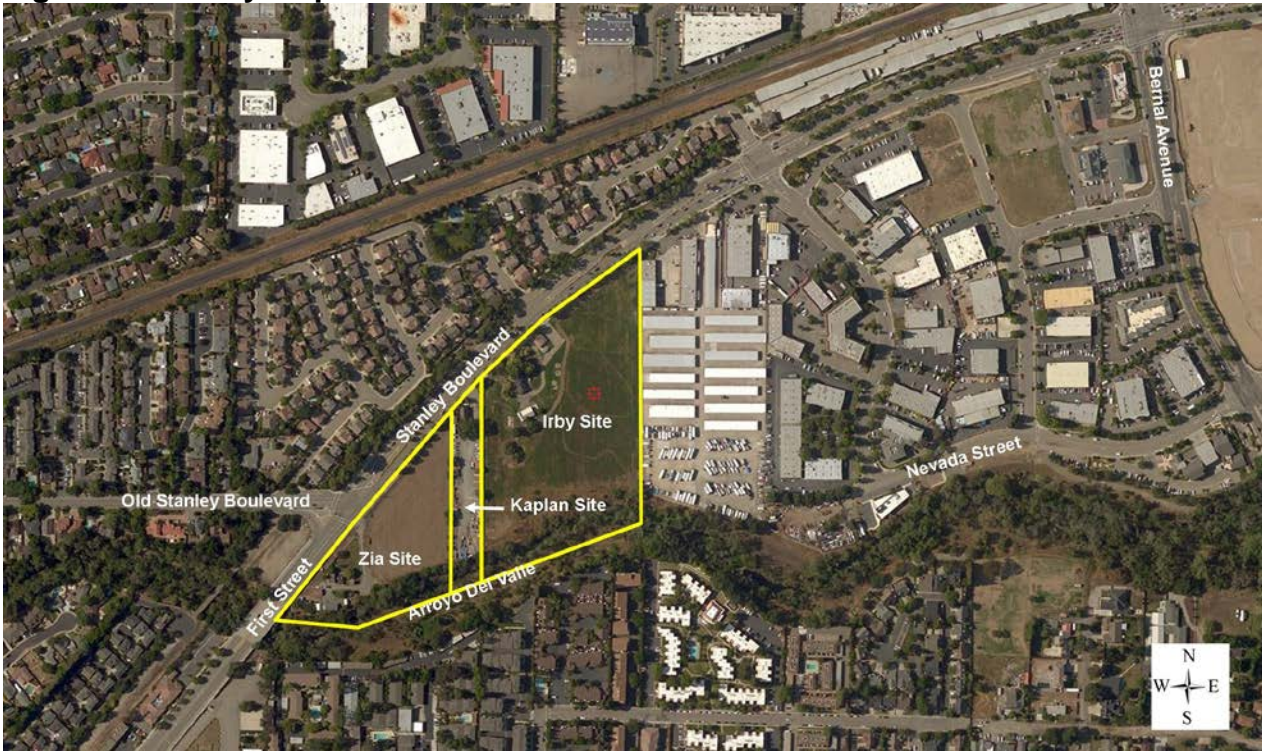
The purpose of the workshop is for the Planning Commission to review, comment and provide direction on the applications. The workshop also provides the public with an opportunity to review and comment on the proposed plan. The project will require a Housing Commission recommendation on the Affordable Housing Agreement, a Planning Commission recommendation on the PUD and a final decision by the City Council. A list of discussion topics and questions are included as Exhibit A of this report.

SITE DESCRIPTION

The Irby and Zia properties are located at 3780 Stanley Boulevard and 3988 First Street respectively, and are currently zoned A (Agriculture) District. The two properties are developed with single-family compounds built around 1887 and 1900, including barns and agricultural buildings. The home located on the Irby property has been determined to be a historic resource, while the home on the Zia property has not. The Kaplan property located between the Irby and Zia properties at 3878 Stanley Boulevard is zoned C-S (Service Commercial) District and is developed with an existing contractor's storage facility. The original home on the Kaplan lot was constructed around 1910 and was later converted from a single-family home into the contractor's storage office in 1986. It was also analyzed and was not deemed to be a historic resource. All together the three properties total approximately 15 acres of land. The properties also include a portion of Arroyo Del Valle creek running west to east along the southern property line.

The properties adjacent to the subject parcel include single-family homes to the north, across Stanley Boulevard; multi-family apartments and townhomes to the south, across the Arroyo Del Valle; commercial development including a self-storage facility to the east, and a church to the west on First Street, across the bridge over the Arroyo Del Valle. Figure 1 shows a vicinity map of the subject site and surrounding area.

Figure 1: Vicinity Map



The majority of the Irby and Zia sites are undeveloped and have been used for agriculture throughout the years, with predominantly ruderal/non-native grasslands and a mixed oak/bay woodland along the Arroyo. The existing oak woodland provides an abundance of foraging opportunities for a wide range of species making it an important animal habitat. All together 118 trees were evaluated on-site, of which 31 are heritage trees. Preliminary plans indicate about a third of the trees will be removed, approximately 13 of which are heritage trees.

PROJECT DESCRIPTION

The applicant is proposing to subdivide the property to create 95 single-family residential lots and related infrastructure on approximately 13.7 acres and one approximately 1.34-acre lot to be dedicated to Sunflower Hill to develop an affordable multi-family residential community for individuals with special needs. The Sunflower Hill portion of the development, to be discussed later in the report, is still in conceptual stages of design and is shown for reference within the plans.

Single-Family Development

Site Layout & Access

The proposed development will include the Nevada Street extension, which will eventually extend from its current terminus at California Avenue, just west of Bernal Avenue, to First Street. Access into the site will occur via an entry road off of Stanley Boulevard and interior streets off of Nevada Street as shown in Figure 2. The project includes a hierarchy of streets, including Nevada Street and smaller internal streets and vehicle courts. Internal pedestrian access will be provided by separated sidewalks along Nevada Street, the main Entry Road,

and B Street as well as trails in open space corridors. The development will also include a new multi-use trail along the arroyo on the south side of Nevada Street. The multi-use trail along the top of bank of the arroyo, outside the southern edge of the proposed right-of-way, is consistent with the City's Community Trails Master Plan and Pedestrian and Bicycle Master Plan. The master plan specifies that an 8-12 ft. wide, multi-use trail be provided along the north edge of the Arroyo del Valle for use by pedestrians, equestrians, etc.

Figure 2: Proposed Site Plan



Homes

There are four proposed home model types, two two-story models and two three-story models; front elevations are shown in Figure 3. The two-story models would range in size from 2,223-square-feet to 2,359-square-feet and are approximately 26 feet in height at the highest ridge. The three-story models would range in size from 1,843-square-feet to 2,359-square-feet and are approximately 35 feet in height at the highest ridge. The homes have all been designed with a traditional architectural style. Each home is proposed to include a two-car garage.

Figure 3: Front Elevations



The development parameters vary and would generally maintain the following:

Setbacks	
Front Yard	
Stanley Boulevard:	11 - 29 feet
Nevada Street:	6 - 10 feet
Interior Streets:	8 - 15 feet
Interior Courtyards:	6 - 11 feet
Side Yards:	0 feet and 6 feet 6 inches
Garage:	2 feet
FAR	
Range	35.4% - 143.9%
Average	99.75%
Lot Size	
Range	1,401 - 6,673 square feet
Average	2,342 square feet

Open Space¹	
Total Private Open Space	41,853 square feet
Total Public Open Space	32,496 square feet

¹ Per Sheet TM-5

Parking

Two garage parking spaces would be provided per home. The development would also provide 51 guest and on-street parking stalls which would be dispersed throughout the development; 23 parking stalls would be provided on the north side of the Nevada Street for a total of 74 additional parking spaces.

Open Space and Amenities

The project currently includes several passive open space areas and amenities as well as a proposed historic community park and gardens. Proposed recreation areas include three passive open space areas, two that include open lawn areas with a fire pit (6,403- and 12,124-square-foot in size), and a third area (8,798-square-foot) in size that will be centered around a large valley oak tree that will be preserved on site shown in Figure 4. None of the open spaces areas include any programmed active areas such as children’s play areas with play equipment.

Figure 4: Tree Park Valley Oak Tree



The proposed historic community park and gardens will be approximately 9,359-square-foot and will be located on the south side of Nevada Street. The main central barn will be used for potting and growing plants, composting, and educational/teaching classes. The applicant is proposing to include large story panels to provide pictures and a narrative of the history of the Irby and Zia properties and their importance to the local agricultural history of the area. In addition to the barn, the applicant is proposing to recreate the Zia ice house and water tower to

complement the barn. Details of the historic community garden are show in Figure 5. As currently proposed, the individual gardening plots will be available to residents only, while the barn and accessory structure will be open to the public. The amenities provided on the Sunflower Hill site will be analyzed separately and will not be considered amenities provided for the single-family development.

Figure 5: Historic Community Park and Garden



Historic Resources

The applicant provided historic evaluations for all of the structures on the property which concluded that only the Irby home was considered a historic resource. All of the homes on-site are shown in Figure 6. The report indicated that the Irby home was associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. In addition, by the late 1960’s much of Pleasanton’s agricultural land had been replaced with housing developments, leaving the Irby residence as one of the few remaining examples of an early farm house in the Pleasanton area from the late Nineteenth Century embodying the distinctive characteristics of a type, period, region, or method of construction. Staff has reviewed the historic evaluations and concur with their findings.

The Zia home with associated barn and outbuildings, as well as the Kaplan converted home do not embody the distinctive characteristics of a type or period of construction and the properties were not significantly associated with any historic events or persons in the history of Pleasanton and therefore were not historic resources. The current proposal does not include the retention of any of the homes or associated buildings on-site.

Figure 6: Existing Structures:

Irby Property (Home and Historic Resource)



Kaplan Property (Converted Home)



Zia Property (Home and Barn Structures)



Sunflower Hill Development

The Sunflower Hill development is a proposed new affordable residential project for individuals with special needs and is currently designed at a conceptual level. The Sunflower Hill development will be located along the east property line, just north of Nevada Street with access off of Street B and Nevada Street on approximately 1.34 acres. The current conceptual

plans shown in Figure 7 illustrate two two-story multi-family buildings currently anticipated to include 17 units. The affordable housing requirements for the overall project have not yet been negotiated but are anticipated to be met entirely by the Sunflower Hill portion of the development, with the final number of units and affordability levels to be determined. The density of the multi-family residential portion of the project is estimated to be between 11 and 15 units per acre.

Figure 7: Sunflower Hill Conceptual Site Plan



Sunflower Hill, a Pleasanton based non-profit, goal is to provide home living options for individuals with special needs by creating a community similar to senior living. In addition to providing an independent living environment, the site would include a community/recreation center and shared outdoor amenities, which could include a therapeutic swimming pool and a sports court. On-site property management would also be available to provide resident services coordination.

None of the Sunflower Hill residents are expected to have their own cars, and therefore the parking provided (approximately 20 spaces) is anticipated to be for the on-site staff and guests only. Depending on the services provided, Sunflower Hill expects to utilize 3 parking spaces for on-site staff during weekday working hours, with the remaining parking spaces available for service providers or other visitors during the day.

Regional Housing Needs Assessment (RHNA)

The subject properties are not currently included in the 2015-2023 Housing Element Housing Sites Inventory, which discusses the availability of sites for future residential development and the adequacy of these sites to address Pleasanton’s RHNA needs for the current RHNA cycle. The Housing Site Inventory only includes sites that are already zoned to accommodate

residential development. Although the project site was not included within the inventory, any affordable housing units constructed during this RHNA cycle, including the units proposed as part of this project, would still be counted towards our progress to meeting our RHNA goals. However, rezoning the site to allow for residential development would not be necessary to meet the City's current RHNA obligation.

Staff Refinements

Although staff has forwarded the application and plans to be presented to the Commission as a workshop item, multiple City departments are still working with the applicant on various components of the project. Areas of the project that staff will continue to work with the applicant to refine are as follows:

Architecture. Although staff believes the proposed architecture has improved from the first submittal, additional refinements are desired. Staff will continue to work with the applicant to refine the architecture and provide greater details in regards to the project elevation articulation, colors and materials.

Homes not fronting streets or green belts. There are numerous homes along D Street (Lots 8-16) and K Court (Lots 7-9) that front to the rear and do not have pedestrian friendly frontage (i.e., the front elevation is dominated by the garage door instead of an attractive front entry with porch). Staff will continue to work with the applicant to provide an alternative model type for these units to allow for all homes within the development to have pedestrian friendly porches and frontage.

Trail and Street Section. The proposed trail and street section have not been finalized and are still being reviewed by staff. Final alignments and trail/street sections will need to meet all Code, Trails Master Plan, and Pedestrian/Bike Master Plan requirements.

Fire Access. Adequate Fire Department access and circulation details, specifically involving F and G Streets, have not been provided. Staff will continue to work with the applicant on meeting all Fire Department requirements.

First Street Intersection and Nevada Street Improvements. Complete improvement plans including intersection improvements and Nevada Street extension plans are still being reviewed by staff. Staff will continue to work with the applicant on final plans to meet all requirements.

CONSIDERATIONS FOR THE WORKSHOP

The following section provides potential discussion topics and analysis of key issues related to the project. This workshop will allow the Planning Commission to provide direction to the applicant and staff regarding any issues it wishes to be addressed before the project formally returns to the Planning Commission for a recommendation to the City Council. The areas noted below are where staff would find the Commission's input most helpful. A list of these discussion topics and specific questions regarding the proposal are attached to this report as Exhibit A for the Planning Commission's consideration and discussion.

General Plan, Specific Plan, and Zoning

The properties currently have General Plan Land Use Designations of “Retail/Highway/Service Commercial, Business and Professional Office as well as Open Space – Public Health and Safety with Wildland Overlay” and zoning designations of “Agriculture and Service Commercial,” all of which (except Agriculture) do not allow residential uses. Therefore, an amendment to the General Plan Land Use designation is proposed to change the land use designation to “Medium Density Residential” for the single-family residential component and “High Density Residential” for the multi-family component. The site would be rezoned to Planned Unit Development - Medium Density Residential and Planned Unit Development – High Density Residential. In addition, the Zia property is located within the Downtown Specific Plan Area with a Downtown Commercial land use designation which will also need to be changed to Medium Density Residential.

The Medium Density Residential General Plan land use designation allows for 2 to 8 dwelling units per acre (DUA) with a midpoint density of 5 DUA. The General Plan indicates that residential projects which propose densities greater than the midpoint should be zoned PUD and include sufficient public amenities. The proposed single family portion of the development would have a density of 6.9 DUA, which is beyond the midpoint density; thus public amenities are required for this portion of the project.

The High Density Residential General Plan land use designation allows for 8+ DUA with a midpoint density of 25 DUA. The proposed Sunflower Hill development would have an approximated density of 11.2-14.9 DUA. The maximum density of properties designated as High-Density Residential are determined on a case-by-case basis based on site characteristics, amenities, and affordable housing incorporated into the development

Discussion Point

1. Does the Commission support the General Plan and Specific Plan Amendments and PUD rezoning to allow for residential development on the subject parcels?

Site Plan

The proposed development includes a hierarchy of streets and internal pedestrian access is provided along Nevada Street, the main Entry Road, B Street, D Street, and open space corridors as shown in Figure 8.

Staff seeks the Planning Commission’s comments regarding the street design and overall pedestrian experience. Staff believes that the overall pedestrian connections and view corridors within the project could be strengthened by providing enhanced landscaping and greater visibility through the project, specifically enhancing the connection between Parcel E and G through I Street as well as access along K Court as shown below.

Figure 8: Site Plan and Pedestrian Circulation



Discussion Point

2. Are the overall site plan and street/pedestrian design layout acceptable?

Amenities

The project currently includes several passive open space areas shown in Figure 9 and amenities as well as a proposed historic community park and gardens. The current proposal does not include programmed active space such as children’s play areas or tot-lots. For a project of this size, staff believes that additional programmed play space is warranted. In addition, staff has concerns with the open space proposed in Parcel B along the far northeast corner of the development. The area is closed off and not readily visible except from the dead-end of C Street. Staff believes that the open space area within Parcel B should be eliminated and converted into private yard area for Lots 8, 10, 11 and 12.

The proposed single family portion of the development would have a density higher than the midpoint density for the proposed General Plan designation therefore requiring public amenities for this portion of the project. Public amenities could include open space or recreational areas that include better programmed space such as tot-lots or bocce ball courts.

Figure 9: Passive Open Space Areas



The proposed historic community park and gardens will include barn and accessory structures that will help to highlight and maintain the properties' agricultural roots and importance in the community. The addition of the proposed story panels which would include historic pictures will also help reference the properties' agricultural history.

Discussion Point

3. Are the proposed public amenities sufficient for the proposed density and are they adequately designed?

Parking

The project would include two garage parking spaces per home. There would be no driveways to provide additional parking per unit. Dispersed throughout the development would be 51 parking stalls as well as 23 parking stalls on the north side of Nevada Street, for a total of 74 additional stalls. Since these units are single-family homes and not apartments, the PMC does not require on-site guest parking; however, the City normally requires some guest parking for single-family home projects. Outside of the development there is no parking allowed along First Street or Stanley Boulevard adjacent to the project.

Discussion Point

4. Is the proposed parking sufficient and appropriately dispersed throughout the development?

House Size and Design

The new single-family lots will range in size from 1,401 – 6,673 square feet, and average approximately 2,342 square feet. The homes vary in size from two-story models between 2,223- and 2,359-square-feet and three-story models between 1,843- and 2,359-square-feet. The development will have an average FAR of approximately 100%. The two-story models are primarily situated on the perimeter of the development adjacent to Stanley Boulevard and Nevada Street with the three-story models within the interior of the development as shown in Figure 10. The homes have all been designed with a traditional architectural style. Typical front yard setbacks range from 6-15 feet. A typical street scene is shown in Figure 11.

Figure 10: Two- and Three-Story Homes



Figure 11: Street Scene



Staff believes the perceived building massing within the development should be function of the individual home design and pedestrian experience and not the individual lot FAR. The proposed units are similar in size and scale to recently constructed units at Township Square adjacent to Valley Avenue and Bernal Avenue as shown in Exhibit C. The subject proposal would rezone the property to a PUD, therefore creating customized development standards for the subject site. Staff is seeking the Planning Commission’s comments regarding the proposed home designs, area, massing, and setbacks.

Discussion Point

5. Does the Planning Commission support the proposed building setbacks, building positioning, home designs, and massing?

Historic Resources

The applicant provided historic evaluations for all of the structures on the three properties which concluded that only the Irby home was considered a historic resource. Outside of the Downtown Specific Plan area, the City does not have adopted policies for preservation of historic structures. Of the three properties that make up the proposed development, only the Zia property is located within the Downtown Specific Plan area. Although not all of the properties are located within the Downtown Specific Plan area, staff believes that the applicant should attempt to meet the spirit of the Specific Plan regulations and guidelines.

The following Downtown Specific Plan Historic Resources Policy discusses the relocation of historic homes:

- Policy No. 9 – Future residential development (i.e., when additional dwelling units are being proposed on a property that has existing homes) should generally provide for the preservation and rehabilitation of existing on-site street frontage homes built before 1942 or which otherwise substantially contribute to the “small town” character of the neighborhood in terms of architecture and scale. Exceptions may be permitted to: (1) relocate such homes to other appropriate Downtown locations for permanent preservation and rehabilitation; or (2) demolish and replace such homes which are specifically found by the City to lack historic and/or architectural significance.

The Preservation & Relocation section of the Downtown Design Guidelines, page 10, addresses relocation of historic buildings within Downtown. Specifically, relocation of an existing building of heritage value within Downtown should meet the following criteria:

- The relocated building is compatible with the new area in terms of scale and architectural style; and
- Moving the original building does not jeopardize its historic status.

The Irby home is considered a historic resource because it was associated with events that have made a significant contribution local history. However, staff believes that the Zia home and barn structures are locally identifiable and serve as iconic structures within the community. The Kaplan converted home has long been utilized for commercial purposes and staff does not believe it holds any historic or iconic value. Staff believes that the Irby home as well as the Zia home should be retained in some form, somewhere onsite to preserve Pleasanton’s history and well known visual landmarks along First Street and Stanley Boulevard. Staff has had discussions with the applicant regarding relocating the Irby home to the historic community park and using it as a recreation building, renovating and retaining the home as a single family residence, or retaining the home in some other capacity. Staff is seeking the Planning Commission’s input on whether one or both of the homes on site should be retained or demolished, and if retained, where they should be located.

Discussion Point

6. Does the Planning Commission support the applicant’s proposal to demolish all of the homes or should one or more of the homes be retained? If one or more of the homes should be retained, does the Commission have a preference where on-site they retained and how should they be used?

Sunflower Hill

The Sunflower Hill development would be an affordable residential option for individuals with special needs. The applicant is proposing a unifying landscaping treatment along the street to connect the entire development. In addition, the Sunflower Hill development will include pedestrian access trails leading into the central green park area which will be open to all residents of both sections of the development.

Discussion Point

7. Is the Sunflower Hill development an appropriate use within the overall development and is the conceptual plan appropriate?

Conclusion

8. Are there any other ideas for enhancing the design of the project that the Commission wishes to add?

PUBLIC NOTICE

Notice of this workshop was sent to all property owners in Pleasanton within 1,000 feet of the site as shown within Exhibit E. Prior to the report publication, Staff received multiple phone calls requesting information regarding the application and requested to review the proposed site plan. Many of the callers requested clarification the types of residents the Sunflower Hill development would be serving. Staff also spoke with one resident at the counter who lives across the street in California Reflections who requested further analysis on the current speed limit on First Street/Stanley Boulevard. In addition staff received three emails stating concern regarding the project intensity, increased traffic, and water usage. The emails are attached as Exhibit D. Any additional public comments received after publication of this report will be forwarded to the Commission.

ENVIRONMENTAL ASSESSMENT

Since the Planning Commission will take no formal action on the project at the work session, no environmental document accompanies this work session report. Environmental documentation will be provided in conjunction with the Planning Commission's formal review of the PUD application.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the attached material, take public testimony, and make suggestions/comments to the applicant and staff regarding the development of the site.

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Reviewed/Approved By:

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Gerry Beaudin, Community Development Director

PUD-110, Irby Ranch

Work Session to review and receive comments on applications for General Plan Amendment, Downtown Specific Plan Amendment, and Planned Unit Development (PUD) rezoning and development plan to construct 95 single-family homes as well as an affordable multi-family residential community for individuals with special needs on an approximately 15.03-acre combined site located at 3988 First Street, 3878 Stanley Boulevard, and 3780 Stanley Boulevard. The current zoning for the properties is Agriculture (A) and Service Commercial (C-S) Districts.

Commissioner Balch recused himself due to a conflict of interest.

Assistant City Attorney Seto briefly discussed State law relating to Commissioner recusals.

Jennifer Hagen presented the Staff Report and described the scope, layout, and key elements of the application.

Chair Ritter: We'll ask staff questions, but before we begin, will you please explain when a project goes to a workshop and when it just goes through the process?

Hagen: Currently we don't have any specified definitions within our Code that specify when a project goes to workshop. Typically projects of more complex nature, specifically if it requires a Specific Plan Amendment, Rezoning or General Plan Amendment, are suggested to go to a workshop. Staff would like to hear comments from the public and the Commission early on with these types of projects, so staff may address concerns before presenting to the Commission for a final decision.

Chair Ritter: Thank you. Before we have the applicant come up, do you have any questions for staff?

Commissioner Brown: I have a couple of questions. In terms of Nevada Street, there was made mention that it would connect through but obviously you've got property and parking lots in between. What is the forecast for when Nevada would connect through?

Hagen: We're still working on the exact timing. We did obtain utility easements for the property next door, which is the storage unit development, quite a few years ago. Additionally, there's one other property that we're in discussions with and we'll have utility easements on that. The actual Nevada Street extension has been in our General Plan since 1976, so the Nevada Street extension has always been planned as part of a City extension. They already have CIP project improvement funds for the utility portion of the project, so as we're working through this project on the planning side, engineering is also working through it simultaneously. We're hoping that we could do this at the same time, but it still does take some negotiating with property owners in finalizing different aspects of the project.

Commissioner Brown: I did actually go out to the property and walked along the sidewalk anyway to get accustomed to the property and I noticed there's a proposed trail along the north side of the Arroyo, but I notice it's not going to connect on either

side, so the thought was to build that portion of the trail and eventually do we have it in the plans to connect it?

Hagen: There is a trail on the opposite side of Bernal Avenue going to Shadow Cliffs. As part of this project, with the Nevada Street extension, the Engineering and Traffic Departments would be looking at also extending the trail to those parts as well. But across First Street, there are spots where it's not connected within our overall master plan so as projects develop in the future we would get little bits of trail here and there.

Commissioner Brown: Okay thank you. Those are all my questions.

Chair Ritter: Great, I'm sure there will be more, but let's hear from the applicant. Mr. Serpa?

Mike Serpa, Applicant: Chair Ritter, Planning Commission, thank you for listening to us tonight and having this workshop. I think workshops are a great idea. We understood that it was optional for us and we're not required to do it but we think as part of the process, it's the right thing to do.

Beaudin: Can I just jump in here Mike? I just want to be clear with the workshop versus not workshop discussion; the Council has been clear and staff has been clear that if there is any kind of a legislative change associated with the application, we will meet with the Commission for a workshop and if it's a notable location or prominent location, we'll also do that. So it is not optional. It is a City policy now that projects come forward to this Commission when they involve legislative changes. I just want to be clear with everyone.

Serpa: Thanks, for the most recent projects, I didn't know. Okay, well now we know and here we are. You probably know; we've worked with staff for 3 ½ years designing this project. We've had a lot of great feedback from staff and leadership and we're grateful. I'm really excited. It's with humility and respect that we get the opportunity to do this. The land owners are here. I don't know that there's another land owner in Pleasanton that's been here longer than they have. They are leaders, stewards of the community. They are all here. My whole design team is here if we have questions with architecture or site planning, and the City Traffic Engineer is here, so I think we can get a lot done and I think we'll learn a lot. In my presentation, as I go through, feel free to stop on any one slide. Jennifer's presentation was fantastic. She covered a lot of ground, so you may see some duplicity in the slides I have so I'll speed through those and try and keep it brief, but hopefully we can all exchange good information and get good feedback here. So I'll go ahead and start.

I'm sure most of you know where the location is on Stanley Boulevard. When I first learned of this project, it was the Irby property in the 2012 Housing Element Update. I had a project in that update. That's when I learned about these 3 properties. They scored very, very high for residential development—among the highest of all properties considered across the City. The study included citizen groups from across the City and it was based on City criteria in scoring the properties.

I met the Irby family and was intrigued with their history, the property, its location, its proximity to downtown and I went into contract on that property. I went into see the City, told them about my ideas about that property and the feedback I got was, for

infrastructure improvement reasons, for master planning development reasons, we'd like to see the Kaplan Property and the Zia Property as part of it too. So over the next couple of years, I was able to get those two properties as well and make them part of the plan.

Just to give you a sense of surrounding uses, the Irby property is in the middle. We have detached, higher density residential across the street, multi-family attached housing, townhome style housing on the other side of the Arroyo and multi-family attached residential housing across the street and the other side as well.

I put the photos in here because I wanted to show you in Photo #1 and #3 the rooftops. When you see what we're doing and what we're proposing is a hybrid. It is a detached home with some density. We're about 10 units to the acre. The rooftops that you see there may be 6-8 units per rooftop that you see attached and those are probably about 16 units to the acre. So in terms of density, we're sort of between what you see as traditional detached housing and high density townhome style housing. So in suburban communities like Pleasanton and like Livermore where we've done this type of project before, it's a nice type of product because the square footage comes in the marketplace and it offers at a price point that is achievable where, you know, in Pleasanton—I'm sure you know, a new home in Pleasanton has a lot of zeros on the end of it. This is attainable housing, yet still detached and you wouldn't have the common walls and the stairs and the expanse and mass of the buildings.

I'm always intrigued when I look at this. I've been to many City Council meetings over a decade and I hear people come up to the podium and they say, "we've been here 30 years and 40 years, and I think I've heard one say 50. I don't think I've ever heard one say 120 years, and they were actually given an award by the City some years back. But, I think we've had a great time working with them on the Kaplan and Zia property and we're all pretty happy with the plan. It was a 3 ½ year design process. It started in 2012 and this was studied from an environmental perspective for 275 apartment units. At that time, the residences or structures themselves—they were studied more but it was thought that they'd be demolished at that time through that study. I mentioned how high this property scored for residential development and residential use. We got all three properties. We designed it with City staff and we were going after attainable priced housing, size housing, 1,800 to 2,300 square feet and not 6,000-square-foot lots. They use more resources than if you built this size home that typically goes on that, it is a \$1.5 million or \$1.7 million. It is a totally different project and a totally different buyer profile; not attainable and not necessarily what you would do in close proximity to a downtown.

We looked at the time at the zoning and the land use. Of course it's not going to stay open land. It's going to be developed and if you look at service commercial, between talking to Jennifer and reading the types of developments that go in there, it can be pretty broad, but service commercial could be some of these uses that we present.

At the time, we were in the Irby property only. We did a traffic study for this commercial park at 100,000 square feet. We used Fehr and Peers; the same traffic engineer that does the City's work and the same traffic engineer that did our work for this project. We had 115 units at the time on our plan. We compared that 115 units to just the Irby property at 100,000 square feet. The traffic production was about a wash. We didn't

have Kaplan and Zia at the time. If we had Kaplan and Zia at the time, this plan would have stretched to 150,000 to 170,000 and I don't think it would have been a contest of which would have produced more traffic.

So this is our proposed community—1,800-to 2,300-square-foot units, affordable, special needs housing, farmstead recreation, river walk Arroyo. It's been our understanding from the very start that this river walk was a critical missing piece and would facilitate the City's ability to connect a trail above and below this trail. We saw the street scene earlier. We like our street scene. It is two and three-story homes. There's a lot of articulation, a lot of movement along the street. Again, these are smaller structures. You've seen some three-story homes at 3,500 square feet. That's not these. They're much smaller neighborhood homes and priced accordingly.

This is a diagram to give you a sense of the 2 and 3-story homes. The blue that surround the community are all 2-story homes and the more orange color is the 3-story homes we mixed in the middle. Again; a diverse street scene. Homes along Stanley, we meandered them. We believe that we've got a lot of site relief as you go through Stanley and so the project objective for us is to create what's not here. There are no new homes available at 1,600 to 2,300 square feet with this price. They would be attainable to a group that currently doesn't have this in the market place. I haven't seen any partnerships between profits and non-profits like this one can offer. Its special needs housing. As the word indicates it is special, it is different. I'm not seeing this anywhere and I've been doing this for 25 years.

Infrastructure Master Plans. So the benefits that it does bring are right in line with the infrastructure plans in the City, and the City has attempted to secure, even with an eminent domain approach, this road through these properties since 1991. So it is an interest and need of the City and we think that it provides significant improvements. We don't know yet the level of circulation. We think improvements, we hope, we need to do more work to find out just how beneficial traffic relief may be at different intersections. We talked a little bit about heritage structures. I'll move onto those. These are typical front yards. You don't have a front and a back. You usually have one or the other, so we saw some of the photo simulations, green space. We may not have a tot lot, but quite frankly, the open spaces, the pedestrian connections—in all the years I've been doing this—my partner's been doing this for 40 years; the tot lots we feel like the open space is probably a better use for social connectedness and expression and that's why we proposed what we proposed with the open spaces. We have fire pits and seating areas and social gathering areas and we think that's important in communities. So you will see the different photo simulations as you go through. This is off of Stanley here, as you're coming up Stanley; about the middle of the community—that's our tree park. Okay, let me speed through here. So pedestrian paths you saw.

This will give you the numbers in terms of the infrastructure improvements, where these improvements go, just how much they provide, but once again, fairly significant, and needed by the City.

Chair Ritter: Did you say we could ask questions during?

Serpa: Yes, am I going too fast?

Chair Ritter: No, that's okay. While you're on this one, is this something you as a developer paid for and if you didn't do this project the City would have to pay for this using the funds that we set aside, is that correct?

Serpa: Yes, the City has pursued this in the past. They needed the relief line on sewer and that's why the City had gone through the eminent domain process.

Weinstein: Just to clarify really quickly. Mr. Serpa is correct; we would depend on private development to fund the cost of the Nevada Street extension. It's unlikely that if private development were not to happen here that we would actually build the Nevada Street extension using our own road funds.

Chair Ritter: Okay.

Serpa: I can flip back through to any slide if you remember a particular slide you want to go back to, but I just wanted to highlight the traffic circulation again—what we believe and what we hope based on the information we have so far are improvements. Those are the intersections that we'll be studying more. At this point, based on the information we have, we think it's going to provide improvements at those intersections, but we need to do more homework to figure that out.

We talked about Sunflower Hill and we couldn't be more excited to have the opportunity to work with these guys. They're just a fantastic group and to have this type of community within our community and this type of offering is pretty rare. I think Pleasanton, with this type of offering, would be the type of project that cities haven't and don't and this could provide a model that could be emulated. This shows the massing. The buildings have one- and two-story structures and that's the residential piece there. Great photo simulation as you're coming this direction on future Nevada Street approaching their community. Some of the amenities and concepts are on that page.

So the historic recreation—you know, we talk about and we really like to take this approach to celebrate and to highlight families who lived here, the structures that have been here and tell this story in a functional way and we think a greenhouse approach in the shape of these structures could be a functional, useful, educational, and a lot could go on with it. In this location if it was the City's choice, you could put the Irby house there. I don't know it would have the function of something else we could do there but we're open to more discussion, you know, on just how to do that and these are just the informational panels. There'll be a sense of how those work. We got this idea from this example in Hawaii where they take their archaeological and historical recreations very seriously. This is exactly what they do there. So, with that, if you've got questions on any particular area, let me get to that. I can go back to slides if you need.

Chair Ritter: Anyone have any questions?

Commissioner O'Connor: So you were talking about the size of the homes. For a new home, they're smaller than what's offered today in Pleasanton and I think you'd hinted they'd be more affordable. Do you have a price point for what these homes between 1,800 and 2,400 square feet would be?

Serpa: Yes, we think the three-story homes would come into the market just below \$800,000 or about \$775,000 and then the two-stories and the larger two-story would come in probably around mid-\$800,000/high \$800,000-something like that.

Commissioner Allen: Just a couple of questions following up on that. So how many of the 95 homes will be low income, or did I read none would be?

Serpa: As Jennifer explained, the Sunflower Hill community-the contribution there; the gift of the land, improvements and all that would satisfy the affordable housing issues.

Commissioner Allen: Okay, so all of the 95 homes would be at market rate.

Serpa: Market rate.

Commissioner Allen: Okay, the second question I have is regarding Sunflower Hill. I just pulled up today their website and there's a Q&A on their website that says what types of housing units are planned. They said that in Livermore, Sunflower Hill is proposing a development of 45 units on site and an on-site manager. And then it says, "The Pleasanton site may evolve more into a day use campus with opportunities for individuals and adjacent homes to use the service, but tentatively, 17 on-site apartments are planned." So what is the plan? It sounds like, according to their site, that this could be a day use facility and they clearly have a lot more land in Livermore that they would center around housing.

Serpa: Well, let me introduce Susan Houghton, President of the Board at Sunflower Hill and let her answer that question.

Chair Ritter: Before we go there does anyone have any more questions for Mike?

Serpa: I can get back up.

Chair Ritter: Okay, then we'll let Susan speak. Thank you. And just so the public knows, we're going to open it up to the public and go through these comments and we'll bring it back. Susan, do you want to help answer Commissioner Allen's question.

Beaudin: Mr. Chair, if I could, while Susan makes it to the microphone, just to clarify on the affordable housing question as well, the applicant's proposal is that zero of the units be market rate and that is something that is being negotiated with the City and that will come forward with an affordable housing agreement ultimately. So I just want to make sure it's clear that that's an on-going discussion. It will come through the Housing Commission, and it certainly is an important topic for this project.

Chair Ritter: Zero of 95.

Commissioner Allen: ...will all be market rate?

Beaudin: All 95 units are currently proposed to be market rate with the Sunflower Hill property on the table as a contribution towards the affordable housing component of the project, and the details just need to be worked out.

Susan Houghton: Hi, I'm Susan Houghton, President of the Board for Sunflower Hill. We are a Pleasanton based non-profit. We've been in existence for about four years. We have a number of our families and supporters here—you can all raise your hand; many of whom are very anxious to have the ability to have affordable housing.

To your question, Commissioner Allen, we do have another site in Livermore that is going through this same process now. It is about 2.2 acres, has about 45 units, it's a first and sale agreement on First Street that we're working with the City of Livermore on. We actually started working with Mike and Concentric Development on this first but we took the advantage to take two opportunities for land. There are more than 900 families in Livermore who need special needs housing, 700 in Pleasanton and as you know, unfortunately special needs is growing. 1 in 68 people are now being diagnosed with Autism. Of course, Sunflower Hill would not just house individuals with Autism. It would house people with Down Syndrome, Cerebral Palsy, and any type of developmental delay. The reason that we have identified only 17 units so far is really due to the size of the property. Our board feels very strongly about keeping an occupancy or a density ratio of 22 to the acre, and we know, given the need in Pleasanton, there will be significant interest of families to purchase some of the homes in the property, purchase adjacent to the campus. They would want to use the campus, the facilities on site that you saw on the amenity, as part of their day program or night program. Because for us, it is really an affinity community. It's being together. It's being able to have socialization and our friends; and our families and a lifelong residency. So we know, even though people will not be living on site, they will walk to the site and they could easily get up to 50 or 100 people using the auditorium or using some of the amenities. So that was the reference to the campus.

We fully intend to meet whatever is the requirement of the housing. We committed that to City staff and we are working with them on an appropriate housing agreement that would meet the needs of what the City, the Commission and of course, what the Council desires. So hopefully that answers your questions and I'm happy to answer anything else about Sunflower Hill.

Commissioner Allen: That answered my question.

Commissioner O'Connor: Susan, you said that your target is around 20 units per acre, but with 1.4 acres, why wouldn't you be higher than 17 units?

Houghton: Because that is what we have been told is the early estimate of what the affordable housing requirement would be. So we know with his density of 95, it would be approximately 17 that he would need to have to be affordable. So we originally put this as a place marker until we understand exactly how many houses are approved, exactly how many the final development will be and then we'll adjust it. You see the two buildings that are there in the green—the upper ones—those are the building concepts we would have. It would be similar to a college dorm in a way in which you might have some individual, single efficiency apartments with kitchens, but then you might have an area or floor that has a common living area and master bathrooms on site depending upon whether you wanted to cook or not cook. The big building you see down at the bottom is the community center and we personally believe that given the interest to the families, we want to put more of our effort into a community center that is large enough

for everyone in the subdivision who might need to use it to be able to use it. So we put most of our efforts there.

At 1.3 acres, it is just slightly under the 22 per acre density and we feel comfortable with that. Our architect is also here in the back if you have any questions about that, but we are also using her in our Livermore site as well and the concept is very similar there—just a bigger piece of property, it's 2.3 acres.

Commissioner O'Connor: So my understanding is the developer would be donating the property to Sunflower, but Sunflower would be building.

Houghton: Correct. We will go over a separate entitlement process once the General Plan and Zoning changes are approved and we know that we can. At that point we would partner with a non-profit housing provider like Mid-Pen or Eden. This project at 17 is under what Mid-Pen typically does in terms of property management. They are our partner in Livermore. Therefore, until we know exactly how many units we're going to have, we're not going to choose a house plan here. There are other apartments such as Housing Consortiums in the East Bay where this is in their wheelhouse and they would be very interested in working with us as a partner. That's one of the reasons we decided to delay our entitlement, is because we didn't know exactly how big it would be.

Commissioner Nagler: Prior to sitting on the Planning Commission I sat on the Human Services Commission and three years ago Sunflower made a presentation saying you were "coming to town" and you were looking for a site and you were going to do what you're now talking about; so, congratulations on making this much progress! Could you just explain to us the history a little bit because at that time, you didn't have a site identified? How did this partnership come to be?

Houghton: Well, thank you for that. Yes, we feel very grateful that our vision has resonated, and really we started as a group of parents four years ago who said, what are the options for our kids after high school? 80 percent of all individuals with special needs live with their parents their entire lives. Obviously, that's not sustainable. We're not going to live forever, so many of us felt compelled to find a place that would house our children. Unfortunately, there are not a lot of options. There are group homes. There are great places and organizations like Reach here in Pleasanton that have purchased homes, but the need is great. I guarantee you this will fill up instantly. We know this vision resonates. So we started as a group of parents thinking we had this unique idea and little did we know this was a vision taking shape nation-wide, and parents all over America are developing what we call "intentional" or "affinity" communities, similar to senior living because of exactly this. If we don't do it, who will?

So that's how we started and we're fortunate that we have a board and as our vision came up and started resonating, we got more and more interest and I have to tell you, I went early on to the cities, and Pleasanton was one of them and I didn't know anything about affordable housing. I didn't even know early on that I needed an affordable housing partner, so I learned a lot and we've all come together and we realize that we don't have the skill set to develop it, but we needed a partner to help us.

Along the way, we were introduced to Mike Serpa and we've been talking to him for the last year and one half; almost two years, and he offered to donate the land to us as part of this. We've talked with City staff and have worked with them to see if this was a good fit and have started down that process. So for us, we're very grateful for the ability to build this hopefully within this subdivision, and we know that as other land opportunity comes up, it will resonate with their members just as well and we can fill it easily. I hope that answers your question.

Commissioner Nagler: It does, thank you. And you talk about families purchasing homes in the neighborhood to be close to the community center and pool and so forth. Do you have a sense of how many of these 95 homes are going to be taken up by families?

Houghton: Well, let's ask our families. Oh, do you mean families or individuals, because probably what the concept would be is that three or four families go in together to buy a home in which their children live. So we have several members' kids here today and they would maybe then all live together, but the families would go in as part of purchasing that. It would not be families living in Sunflower Hill. Most of our kids honestly will never marry, but they are friends and they want to be together, so being in a community that's supportive like senior living is so important because that's their socialization. We all go to the RADD activities that the City of Pleasanton has, so we would want to partner with RADD and other groups to have activities on site. But I think because we will be following fair housing practices, we will have a lottery system basically that we hope to define that helps us, but there is a chance that families would not get in. So that's why this is such a unique vision for us because those families who may not get in could certainly have the ability to purchase a home and still be close to the amenities that we want to have in terms of a campus.

Commissioner Nagler: Thank you. And then on the design of the homes themselves to the extent that there would be that, is the height or multi-story element, or the design of the homes amenable enough to be residences for the kids?

Houghton: I think every family is different. I'm very happy to see there are two-story homes. I think that would probably resonate more. Most of our kids or members do not have physical disabilities, most of them are development disabilities; but certainly yes, having accessible homes for those who do have physical disabilities is important. Ours are just two-stories because we do want to make sure they are not too tall and they are appropriate and accessible.

Chair Ritter: Are there other questions?

Commissioner Brown: You mentioned possible day use and I noticed the Sunflower Hill has proposed 20 parking spots and I think there are three or four for staff. Do you anticipate—obviously it's going to depend on how much of a community can walk—but do you anticipate the recreational community being used by people who live outside of walking distance as well?

Houghton: We do, but most of our kids do not drive. In fact, I can't think of one that does. So they would not be cars that our members have or residents have. They would be people coming on site, perhaps caregivers, people who are assisting with some of the project management and property management. I know that the on-street parking

would probably be something that we would want to utilize if we had a big event obviously, but we believe that this ratio of parking is kind of consistent with senior living and we followed it similar to a development in Sonoma called Sweetwater Central that was developed a couple of years ago and has 16 residents and approximately the same amount of parking.

Commissioner Brown: Okay, thank you.

Ritter: Okay, we'll open it up to speakers. I have four cards. If someone wants to say something, please bring them up. We'll start with Lauri Fehlberg. You'll have three minutes.

THE PUBLIC HEARING WAS OPENED.

Lauri Fehlberg: I won't take even that. Lauri Fehlberg, Principal of Dahlin Architecture and Planning. We've been working with Susan and Sunflower Hill folks since this first started out in its inception. We are very excited to be in front of the Planning Commission tonight as part of this Irby project. We're so excited, and when I first met Susan, to be very honest, it was a little bit of a flat forehead moment as an architect who does not have a child with special needs. The question of what happens to these kids when their parents pass on, it was a total flat forehead moment to me. And so we've become very passionate about this effort. I'm here to answer any questions you have. We're looking forward to this moving through the process so that we can start to support the families here in Pleasanton and just look forward to working closely with the Planning Commission and City staff to move this process forward. Thank you.

Corey Messenger: Hello. I'm Corey Messenger for those who probably don't know who I already am. In the days of my youth, probably when I was no older than two years of age, I was diagnosed with a mental disability called Autism which rendered my ability to speak, but slowly but surely I regained my ability to speak and I got through my education just fine without becoming something of a mute or vegetable or anything like that. Speaking of education, I also happened to be currently attending Las Positas College in which I usually tend to take the bus to and from said college. Also, once I'm all done with college, sometime by this year or quite possibly the next I intend to go to Fresno State College so that way I can further expand on my knowledge of independent living skills and also be able to become eligible to get a job in the near future. And also after that, I intend to go to Sunflower Hill community where I will benefit from the safe environment and all that and thankfully be welcomed with open arms by the said community as well as an empty apartment that I may live at for the rest of my days or for as long as I so see fit, and also to be able to visit my parents every now and again, along with my friends and family. And I believe that is about it. Thank you for your time good ladies and gents.

Bruce Frank: Good evening, my name is Bruce Frank, a long-time Pleasanton resident, although I can't say 120 years...half that. I'm in favor of this development. I have a son, Austin, who is now 25 years old. After he went through all of his elementary school, middle school and high school in a special education program it has taken us over four years to find a group home for him. It is in Livermore and fortunately it is with a very loving couple who manage to take care of him and another individual. We would so much like to have our son back in Pleasanton in this community, and once again, I'm in

favor of this development and Sunflower Hill going forward. I read through some of the comments in there and one of them struck me pretty hard. It says "The special needs apartment project sounds a little scary and inappropriate for this location." My question is what is an appropriate location? Again, is that being sequestered out in the middle of the desert some place? I believe that to alleviate some of these concerns, those individuals that do have concerns about special needs that maybe they attend a RADD activity sponsored by the Pleasanton services or they maybe participate in a Pleasanton Challenger baseball game or maybe they participate in Special Olympics somehow. That would give them a great, in depth idea of who their neighbors would be in the community.

I also think that these young people should be afforded the same rights, privileges and opportunities to live in a home of their own that is close to family, friends and in their own community. Again, I support this activity. Austin's mother supports this activity and we would like to see this go forward. Thank you.

Commissioner Nagler: Sir, may I ask you a real quick question?

Frank: Sure.

Commissioner Nagler: Just the theme I've been wondering about, obviously there's not going to be that many units within the Sunflower Hill development and I'm just thinking of limitations. So, could you see yourself in fact going in partnership with other families and purchasing one of these homes in the neighborhood?

Frank: That's certainly a strong possibility. Where he is at right now, which is true with most providers is, they are going to age out of providing for our children and young adults so there needs to be some place where our children can reside and call home and make their permanent home.

Commissioner Nagler: And you could see yourself having your son circulate in this neighborhood the way it's laid out and the way traffic flows. In other words, having a picture in your mind of your son living in this neighborhood?

Frank: Oh certainly, yes. It took us over four years to find a home where we could place him. Planning on him just getting used to the fact that Mom and Dad aren't going to be around forever and he's going to have to be on his own; although he will always need assistance with daily needs and safety and those kinds of things. Yes, I think this would be an excellent opportunity.

Commissioner Nagler: Great, thanks a lot.

Debra Zentner: I'm Debbie Zentner. I'm a resident here in Pleasanton. I've lived here for about three years and a lot of times I'm accused of being Bruce's mother, Bruce is actually my brother and he's 50 years old. He has been in and out of group homes. He lived in Fremont with my parents until he was about 30 years old and then he moved to group homes; he has lived in three. But four years ago my father died and my mother (who was 76 years old at the time) lived here in Pleasanton, and I decided to move him home with my mother. With the chagrin of many relatives who decided that wasn't a great idea of having a mentally challenged child with a 76 year old, I decided we were going to try it. Well, she has

memory loss and he's a little autistic. He doesn't forget. She doesn't remember. They are an incredible couple and they live here in Pleasanton together. The problem is, she is aging and he's 50 and I'm older than him. So we have an issue coming on and so Sunflower Hill is the perfect solution for us. I have no envisions that we are going to get into the number of small homes here. The chances of us getting in with everybody else is small, but we also own two rentals here in Pleasanton and David, to answer your question, I would gladly sell one of those rentals to buy one of these and move him in that—absolutely. This is a perfect concept for anybody who has ever had a mentally challenged brother, sister, or family member. We are getting older. We have nowhere to put these kids. If my brother didn't have me, we would have nothing. My mother can't take care of him and he would be in a group home. So Sunflower Hill is an outstanding concept for all of us and I hope you can see to fulfill it.

Anuradha Paid: Thank you for giving us the opportunity to speak here today. I've been in Pleasanton for 20 years. Both my children were born here. My younger son is on the autistic spectrum. When we moved to Pleasanton, we didn't have any children. We moved because we love the community. We liked the situation here and it was close to us for work. When my second son was diagnosed, we realized the amazing support we have from the school system. He studies at Pleasanton Middle School right now in special education and every time we go to the street fair, it seems like the entire community knows him. Somebody either works with him, they know who he is, they have had some interactions with him and so it is really a community bringing these children up together for us. That's how we feel and so what is proposed here with Sunflower Hill and the surrounding neighborhood, and Susan spoke to this—the affinity, the community feeling, this is a continuation of that for many of us and it is great to see this vision coming through. It's also a great environment to have and to continue the story of not just providing an education, but also helping them find a place to live and maybe work and have some skills in the community moving forward so they can contribute to the community, add value and also be independent in their lives. I think that's a great setup for us to have and a great message for Pleasanton to be able to bring forward. So I appreciate you considering this. From our end we're very excited and fully supportive of this. To your question, we would happily go into a partnership with other families to buy a place if we can't get into one of those spots. Thank you very much.

Commissioner Allen: Just to understand, if you were to buy a home in a shared situation, would there generally be an assistant living there with the young adults?

Paid: I think it depends on the group of children living there because these are children on a spectrum so some are very high functioning in certain areas and it's not a physical issue—it's more of whether they can stay independently or do we need to look for a care giver or somebody who could stay with them. So I think it depends, there's multiple ways to deal with that so we would look at that situation and say, do we need somebody or do we need somebody to check in everyday with them, so there are many ways we could deal with it. But yes, we will be happy to look at those.

Brock Roby (with son, Barrett Roby): This is my son Barrett. Actually, I'm on the Human Services Commission so it's nice to come and see you guys in your work here tonight, and Barrett is a young adult who's happy in the Down Syndrome community. How old are you now?

Barrett Roby: 24.

Roby: Barrett's 24 years old and we obviously appreciate you doing a workshop tonight. Obviously you've got your fill on Item number 6 or 7, questions about Sunflower Hill and I hope you're going to have enough time to talk about some of the other items, but we saw the opportunity to come down. I saw some of the public comments and people asking about Sunflower Hill, about the community for adults with special needs so we thought we would take advantage of the opportunity and come down and speak on behalf of how we are in favor of it. As Mr. Serpa pointed out earlier in all of his work in the development world, he has not seen a community like this and that is because there aren't communities like this. I think if you talk to Susan and the other board members from Sunflower Hill, they had to look far and wide across the United States to find other potential communities like this because it's a new idea and a much needed idea and I know, my wife Ann and I work hard right now to try and find housing options for Barrett. Barrett qualifies for the affordable housing units that come up, in some of the recent developments like St. Anton. There's another lottery right now and Barrett actually will qualify for the very low, but because of his special needs, he needs to find a roommate, a non-profit that will provide supportive living services, so it's not an easy thing. I know you'll ask some of the families who will come up and ask hey, will you be willing to buy a home nearby, and all of us are going to say yes because we think that sounds like the most supportive thing of the project. It's difficult because if we did get that place, we would have to also find roommates that would want to stay with our young adult. We'd also have to find services that could be provided. When you get a community like Sunflower Hill that gets taken care of.

Barrett, though he may qualify for low income housing, he needs the services, and the City of Pleasanton is to be commended. You're doing something that we will see all communities eventually do, all loving and caring communities provide housing for their seniors, for their veterans, for those with special needs. Pleasanton is that kind of community and so we are very much in favor of that. Thank you for talking about that this evening.

Chair Ritter: So we'll close the workshop to the public and bring it back to staff and Commissioners.

THE PUBLIC HEARING WAS CLOSED.

Chair Ritter: Do we have any questions for staff? I'll just start with an easy one. Is there any other non-profit or private and public similar to this in Pleasanton; not necessarily special needs that you know of?

Hagen: There really isn't anything similar to this. You know, we have a senior housing project; Kottinger Gardens, who has partnered with Mid Pen for senior housing, but outside of that, we do not have any other specialty group housing of any type, special needs, or anything like that. All the rest are affordable components of larger scale residential projects.

Chair Ritter: And I understand that that School of Imagination in Dublin did something similar but that was for younger kids. Does it compare with that at all?

Hagen: No.

Commissioner Nagler: Can we just go through, if it's appropriate, some of the comments that staff has made specifically about the development proposal because I think it's hard to answer this question—do we support the General Plan Amendment.

Chair Ritter: We're going to go through these and take any questions and then we'll go through the discussion points?

Commissioner Nagler: I'm actually going to ask staff to be more detailed about some of the conversations they are having with the applicant about architecture, density, and I would really like to have a detailed conversation about the traffic impacts if you could this evening. I'm sorry if that's not appropriate, but that's what I was trying to do.

Chair Ritter: Okay, I thought you were just starting off with number 1.

Commissioner Nagler: No, I'm saying, in order to answer number 1, I think we need to talk about some of the details.

Hagen: We had this discussion in the numbering of the questions, perhaps we need to answer number 1 last. I think the other questions that you have are all wrapped up in the other discussion points and obviously in order to determine whether you would be supportive of the overall project and General Plan Amendment, we need to figure out whether you could be supportive of the traffic, the design and so forth. We can kind of push this general question off to the conclusion if you want to start at question number 2.

Commissioner Allen: I'm fine with that but I still do think that we should know about traffic. I mean, that's just part of the normal concern.

Chair Ritter: Let's just do the traffic now because that's a general question we're all going to ask.

Commissioner Allen: Especially trips.

Chair Ritter: Okay, before we go there, Commissioner O'Connor?

Commissioner O'Connor: One thing that came up a couple of times is that I'm hearing back in 2012 when we were trying to analyze the various properties around town to make our RHNA numbers and zone for 30 to the acre, this property came out very highly rated. Why didn't we select it?

Hagen: Ultimately it went through the Housing Element Task Force that had a typical assessment of yes and no questions. They were things like, is it close to major transit? This was yes, off of Stanley Boulevard. Is it in walking distance from downtown or other major thoroughfares? This would be yes. So a lot of those straight-forward questions they answered very highly, but then the task force was tasked with then taking those generic question ratings and then put together with public input, and would this high density development be compatible if this location was in Downtown? The ones that we ultimately picked were more designated toward our transit-oriented development sites; the ones that were closer to BART or areas closer to the freeway; the Vintage site just down the street that didn't have residential directly across the street. So I think a lot of those played in, but it did score very highly on the actual rating score sheet. When it came to the actual task force in the end in deciding which of the 9 sites out of 17 would be chosen this was not one of them.

Commissioner Allen: Would it be okay if I added one item because I was very involved in almost every one of those meetings? I think this was either next on the list or right after that to be eligible. One of the other critical factors in deciding was the balance across the City was important in selecting spots and the spot that was selected which is almost right next door to this is the Auf de Maur property across from McDonalds....

Commissioner Nagler: ...that's being built?

Commissioner Allen: That's being built right now. That's just maybe a couple blocks away from this and that's about 350 units, and because that was being built, they said we don't also need one almost next door, so it got a higher priority.

I do have one just general question before we go into traffic that I wanted to clarify for my understanding. It has to do with the discussion you had with RHNA. So what I understand from the report and from what you said is that we've already met our RHNA requirements through 2022 and if we were to rezone this and it got built prior to 2022, it wouldn't help us meet any more numbers. Also my understanding is that if though we waited—just an if—if we were to wait and build this in 2022, rezone and let's say in 2022 we had the same kind of RHNA requirements we're getting now for 1,000 more units, would it count then most likely? Would it count then toward lower income and moderate assuming that we were required to have a certain amount of units if we waited?

Hagen: So when we do the Housing Element Update, what we are required to do is provide a site inventory of properties that are currently designated for residential uses. So, right now this currently would not qualify because it is not currently zoned residential, but to be eligible it had to have been zoned for residential to allow for residential development. Based on different formulas, based on the density we can calculate that if every single one of those properties within the inventory were to be developed with affordable housing at, you know, "x" rate, and then we could meet our RHNA numbers. We are not required to actually develop those properties. We just have to show that we have the capacity for it.

Right now since we do currently have the capacity, this would not benefit that capacity. Ultimately, HCD is going to look at the city at the end of our RHNA cycle and look at how many units we actually did develop and they are going to take that into consideration and look to see if there was anything that hindered properties that were already zoned residential from becoming affordable housing and so forth. If we can show there is nothing that we did to stand in the way, that it was just economics and the marketability, we would be fine.

For this to count for the next affordable housing cycle or the next RHNA cycle, it would have to be rezoned to allow for residential. It could be entitled "prior" but it could not be under construction until after we get our next RHNA numbers. If that were the case, then it would count towards our next cycle.

Commissioner O'Connor: So if it was built today, we wouldn't get any credit for the affordable inventory that we have that's already been built and occupied?

Hagen: It would be part of our annual progress report that we present to the state so it would be reported as new affordable units, but in our overall capacity, we don't get any bonus for increasing our capacity. But, you know, we will get credit for those affordable units in our yearly report that we report to the state saying that we did provide "x" amount of units each year. So as our end goal, it would look better but ultimately the State just looks at the fact we had the capacity and not that they are all constructed.

Commissioner Nagler: Let me just ask this follow-up question, Jennifer. What you're describing is for this current RHNA cycle, but I think what Commissioner Allen is asking is, how might it impact the next cycle and in looking at the next cycle, isn't it the case that the

calculation will take into account the actual number of affordable units we have built relative to the number of overall units in the community?

Hagen: No.

Commissioner Allen: No, it's all about zoning, so this is one of the questions we always have to grapple with as Commissioners, is the project a good project. But second is what the right timing to bring the project forward is? So my understanding in double-checking is whether this makes sense or not almost doesn't matter. The fact of the matter is that it is all about RHNA requiring us to make zoning available and we already have enough zoning available now so we've met our RHNA requirement in this cycle. In 2022, whatever is already built—if these get built before 2022, it doesn't help us with anything. It just helps us say that we built them but it doesn't help us in 2022 to meet any new requirements for providing 1,000 more units.

Commissioner Nagler: But doesn't it affect the calculation?

Beaudin: Can I jump in? So the housing element process is a planning and zoning exercise to make sure we have the ability in the community to build our RHNA allocation and the ability to build is that we've zoned the land appropriately. The RHNA calculation is complicated, but if you really want to boil it down to a sentence for the sake of simplicity, it is really jobs: housing is how it is looked at. So the breakdown of the type of housing in town is really an important detail but the real driver is the number of employees you have coming to work every day or going to work every day in your community and then that relates to a housing number that we then have to plan for. And we end up with an 8 year Housing Element cycle so in each 8 year cycle here in Pleasanton we had a number just over 2,000 which translates to about 235 units per year which we've taken in our growth management ordinance.

I think what's challenging about RHNA and the Housing Element is that there's a planning and zoning process and then there're projects that come through the City outside of what's been planned for in RHNA and that really is what this is. It certainly takes an important site; a site that was considered and was ranked fairly highly in the last cycle and to develop that outside of that RHNA process, it's a different set of benefits. There's meeting RHNA and addressing those State housing obligations and we still get credit for generating affordable housing. It's just that those units are not coming off of the sites that we had preplanned in our Housing Element process. So it's really a policy decision about how much housing you develop outside of your pre-zoned or zoned property for higher density or for RHNA housing numbers. I'm not sure if that helped clarify things or not, but really it is a discussion in Pleasanton about whether or not we should be rezoning property for residential purposes outside of the RHNA cycle because there's so much discussion in the community about housing.

I'll also say that in this particular case, the Sunflower Hill concept is part of the City Council work plan, so when this partnership formed, it gave us something else to think about in terms of this particular residential application and how we look at it from a policy perspective because this component of this project was identified by Council as something we should be trying to accommodate here in the City of Pleasanton.

Commissioner Brown: So a clarifying question—on top of page 10 in the staff report it states, "Although the project site was not included in the inventory, any affordable housing units constructed during this RHNA cycle as proposed as part of the project would still be

counted toward the progress in meeting RHNA goals.” So in other words, it counts towards the achievement of the goal but it doesn’t take away from the allocated inventory. Could you potentially go back and rezone back things within the inventory to take into account exceptions made to the baseline?

Beaudin: You could, but we wouldn’t. It’s a challenging thing to undo. It would be seen as a bad faith move from HCD.

Chair Ritter: So, maybe traffic’s everybody’s favorite topic. Mike, could you give us your insight on how this development will affect the rest of us driving around.

Commissioner Nagler: And in your comments Mike, could you remember to include the planned impact of the 350 units down the street?

Commissioner Brown: And I’ll add one other thing. The applicant mentioned that they are studying these three intersections mentioned, but he didn’t say that he expects it will improve circulation. So, we would like to understand that statement.

Mike Tassano: Sure, so I don’t have a presentation set up for you, but I can give you an overview of the trip generation because I heard that question. I also heard questions about the Sunol interchange, First Street, the three study intersections, I’ll touch on the 350 units and if I miss anything you can ask if you want.

So I’ll start with the trip generation. 95 single family homes; the easiest thing to remember is one in each peak. So 95 single family homes generates 95 trips. I call it 100 just to make it easier. So 100 in the p.m. peak hour and it’s actually .75 in the a.m. peak hour but we’ve looked at the p.m. and it’s just easier to go 1 each. So anyway that’s just the rule of thumb I use. 100 trips in the p.m. peak; we focused on that. There’s a distribution that it’s kind of in the middle of town and I know that from previous conversations with City Council and Planning Commission, there’s this vision of everybody that owns a home in Pleasanton drives I-680 south. Which isn’t actually true but it’s kind of that overall feeling, right? So even if we assume 50 percent drive to the south, of that 100 p.m. trips, there’s only 2/3 of them actually coming home, so there’s about 70 coming home. Sorry, there’s going to be a lot of math here. 70 trips are coming home. If half of them are coming from the Fremont area, that’s 35. So you have 35 p.m. trips driving First Street/Sunol. To kind of put that number in perspective, 35 trips in the p.m. peak hour, my traffic signals, you get 30 green lights in one hour. So if they’re coming up that road and it was an even distribution, you get roughly one new car for every cycle.

And so when we look at what the impact is once we take these 100 trips and start to distribute them out from the center of town, it doesn’t appear that any of the locations will really reach that next level of significance. What we do for the City is that we don’t really even look at projects unless they generate 100 trips. We don’t usually do a traffic study unless they reach that 100 trips because it distributes out so quickly. So this is kind of right on the border. It actually generated more when it was a commercial use or the 138 units that was studied. Those were multi-family so it’s a little smaller generation, so it’s kind of right on the border. But this project is also really close to First Street and so there’s a lot of congestion, a lot of concerns. I want to make sure we study those intersections. They talk about studying three intersections. We actually require them to study 11. It didn’t go through our process so because they happen to use Fehr and Peers which is a good firm, I said we would take a lot of their information but they would still be required to contract with us so

while Fehr and Peers answers all of my questions as opposed to answering all of the developer's questions, there will be a little additional analysis that they have to do.

Anyway, but they did study 11 intersections. Some of them are downtown intersections so they're actually exempt from our level of service D standard. The summary shows that in 2014 when they did this study, they passed. We've seen kind of an increase in some of the circulation. Some of it is due to construction on the freeway and things like that, but we didn't have them study the Sunol interchange. That was one of the questions. We know that that's a future project for construction. I already know that's going to be a future project for construction and I know they're going to put trips through and they're going to have to pay fees for that. That's the same thing that Lund Ranch had. There's going to be trips that go through there and the mitigation is to pay fees.

So we can study that intersection. We can identify that that intersection has a failing level of service. I could tell you that right now, and that the result would be for them to pay fees. If they pay fees, we don't include that one.

I want to talk about Nevada Street because the image that you saw up there with the three blue dots of the three intersections, those are the three intersections that stand to gain the most for the Nevada Street extension. You put Nevada Street kind of through the middle of Bernal and Vineyard and you get another route for some cars to go. So those two north and south intersections actually have a traffic reduction, and probably the easiest one for most residents to identify is the morning peak hour—we have a large number of vehicles that travel northbound on Bernal, make the left turn at McDonalds so most of them are going towards the high school. That left turn is pretty congested and it backs up pretty far. They now have an alternate route, right, so they'll be able to make a more direct path taking Nevada Street to get to Old Stanley which is kind of a direct line for them. So that helps one of our impacted intersections of Stanley/Valley/Bernal.

And then Vineyard Avenue, we all see Vineyard Avenue congestion in both the a.m. and p.m. peak at Ray Street right where we merge down to a single lane. It takes some traffic off of that left turn to head southbound. It puts it on a through movement which actually gets a lot more time. That intersection is just a re-distribution. The volumes stay about the same. The level of service stays about the same for all of them, but there's a reduction in a couple of the intersections. So that's what's meant by the Nevada Street extension makes improvements. It makes improvements but it really doesn't change the level of service.

Commissioner O'Connor: So Mike, you're talking about improving the intersections but now we're creating a lot more traffic within the residential neighborhood, right?

Tassano: I don't know if I'd qualify it as a lot more traffic.

Commissioner O'Connor: Well, whatever we relieve off of the intersection is going to come through the new development.

Tassano: So it will come through the collector road. There are no homes that are fronting it, so the Nevada Street extension is a minor arterial/residential collector road. It's actually where we want cars. What we see right now is, as that northbound left turn that I was talking about at McDonald's starts to back up in the morning, a lot of people actually take that left turn early by the Fire Station and then they'll drive through California and up to California and Reflections so they kind of drive through. It's not really a neighborhood. It's an industrial area and commercial area, but that would be more like cut-through traffic. That's where I don't really want them to filter through those smaller areas mostly because

when they get to my signal, then I have to turn it green for them and it stops the main flow of traffic. I'd rather have them on my collector streets. So it kind of goes through residential but no more than if they were on Valley Avenue going through residential. It's not really through-residential as I envision it.

Commissioner Allen: You talked about peak hours being around 100 and the rule of thumb. How about total daily traffic like on a Saturday? How many more trips for 100 homes will there be?

Tassano: We go 10 for single family homes, so 1,000.

Commissioner Allen: So I'm looking at the Lund Ranch traffic summary. Essentially, this is twice as much traffic as Lund Ranch, more or less?

Tassano: Yes, because they were about 43 and this is 95.

Commissioner Allen: So it's tough, I mean its more cars in a busy area.

Tassano: Yes, and I think one of the things that I look at as a traffic engineer is, it doesn't have to be developed, but we anticipate something to be developed. So even though it is zoned as agricultural—those two properties—I have no vision that that was staying as agricultural. So in my model that has been around since 2000 or so, we've always had it as commercial right, because that's what it's also zoned as, commercial. Is that right?

Hagen: The General Plan Amendment?

Tassano: Yes, and so I had commercial on there and when we went through and did the Housing Element, we switched that and we put the residential units on there, and that's what we had them do in study because it was 2014 and really close into the Housing Element. I think we had just approved it, but the volume is pretty much the same so we left it as that. So that's what we had them analyze it at. So, yes it is new trips, but it is not unanticipated trips.

Commissioner O'Connor: How many trips did you have when it was industrial?

Tassano: So it was commercial, which is retail, and it was 65,000 square feet which is a little over I think about 200 peak hour trips. It's a little over 300 for retail, but the distribution pattern has changed a bit so you have to kind of watch that.

Commissioner O'Connor: That was peak hour?

Tassano: Yes, it was p.m. peak hour.

Commissioner O'Connor: How many per day trips?

Tassano: I don't know. I don't memorize the daily stuff because....

Commissioner O'Connor: You don't have a number for square feet?

Tassano: You mean like a magic number for daily?

Commissioner O'Connor: No, like 10 per house and do you know how many per 100 or 1,000 square feet?

Tassano: Let me see if I can find it real quick. It might be in here. 20, so 65,000 square feet would be 2,100 trips.

Commissioner Nagler: Twice as many as anticipated.

Chair Ritter: But we get caught up in the difference. We say twice as many but if we're going to 95 homes versus developing this as a commercial/industrial lot, it's not twice as many as it would be if it were developed under your current zoning. It's a bit more. Is that correct?

Tassano: It's less.

Chair Ritter: It's less for 95 homes. That's what I wanted to clarify.

Tassano: 1,000 daily trips with residential and 2,000 with the retail.

Chair Ritter: Right, so with the current zoning there would be more traffic, but rezoning to 95 homes there would be less traffic.

Tassano: Yes.

Commissioner Nagler: So here's what I don't know enough to be able to get a picture in my head about, is we're constructing this high density housing across from McDonalds, and you've determined obviously the number of daily trips, total trips and peak hour trips at these various intersections, particularly the problematic intersection that you talked about at the top of Ray Street, and now we're adding another 100 peak hour trips plus a total of 1,000 trips per day. What I can't quite understand is or can't get a picture of, how do those two—even if they were anticipated theoretically, in real terms of someone sitting in their car, sitting at the intersection, waiting for their turn, how do these two projects together change the current traffic flow? That's my question.

Tassano: I can't give you definitive answers. I can bring that back, but the way we would look at it is, the easiest way to look at it, from a driver perspective is how much longer you have to wait at that signal. Do you currently wait 30 seconds and now you're going to wait 42 seconds? So 12 seconds is pretty significant. Our level of service standard where it's unacceptable is if you have to wait more than 55 seconds. That's an average so if you wait 110 and someone else waits zero, then we're dead even from the last time. The 350 units, because they're apartments, they generate fewer trips per day instead of the magic number of 10 for single family. Apartments are 6. They also generate in the peak hour. They don't generate 1. They generate .6 and so it's a little bit reduced. So it seems like, 350, oh my gosh, that's 3 1/2 times this development, right, but instead of 350 you go half which is 175 and a bit more or call it 200, so call it 200 trips. This one does 100 trips in the p.m. and you can see that roughly that 350 apartment complex which sounds huge and menacing generates 200 trips and this would generate 100 trips. You do that same distribution where you break out the in's and the out's and the directions they are going and then we look to see what that difference is, but I don't have the exact number of seconds. I'm not sure how much that is.

Commissioner Nagler: But based on what you said, it's going from maybe you wait ...even the combination of the two may result in waiting one or two additional light cycles, right?

Tassano: Yeah, so if we look at it from a small perspective, when I was saying, as you're driving back in and that development's there and you get one more car per cycle. So maybe when you pull up in line, instead of being the third car, you're the fourth car. That's almost like not noticeable, right? So, I'm the fourth car and I waited an extra 2 seconds before I actually got through that intersection. The combination of the two, you would be 3 cars back. Maybe you would notice it a little bit more instead of being the fourth car you're now the sixth car or the seventh car. So you would start to experience over time, as the City builds out, oh, this takes a little bit longer to get through here and what I want to make sure is that even though it takes you a little bit longer, you want to get through on that first light. If you guys don't stop at that red after the solid green then that's what we're going for and that's what this continues to be.

Chair Ritter: So this is a workshop, so would a traffic study be included in the planned proposal with this?

Tassano: Yes, they submitted a traffic study for our review last year in 2015 and then we're going to have them make some changes because they changed their site plans and some of their parking things, and we'll get to those later. We have some other analysis that we can do. We can have them add in...actually the Housing Element was another report, and it would be updated and I will have some other data for you as well.

Commissioner Brown: We heard the gentleman up here say he would be taking the bus and I don't want to focus just on car trips. How convenient is the bus route for this development?

Tassano: Route 10, the V-route which is what I would call it—that's pretty much the main route there and has been the entire time the LAVTA has been existence. It runs down Stanley Boulevard. I don't think you could choose a better location, even LAVTA that's going through and adjusting their routes and trying to streamline them and make them more efficient; they have taken out a lot of Dublin routes and other routes that just kind of run around the three cities and aren't really efficient, but Route 10 stays and it stays with the 15 minutes and it's their one route people are on. So I don't have any concerns that this will continue to be there.

Commissioner O'Connor: Would they change their stopping location based on the new development?

Tassano: They could. So their current stop in the westbound direction coming into town is actually right there at Stanley and Old Stanley. The bus stop is actually in the right turn lane. If you were coming from McDonald's and driving into town and you wanted to turn right to go onto Old Stanley like you were going to Amador High School, that right turn pocket, the back end of that right turn pocket is actually the LAVTA bus stop. I'm not entirely positive where the eastbound stop is at. I'm not sure there's a pull out, so that could be a potential improvement that's included.

Chair Ritter: Okay. Thank you.

Commissioner Allen: Okay, so what's on my mind is that I'm thinking about the application we had recently for Ponderosa Homes near Centerpointe Church. Centerpointe Church was part of the Ironwood development when Ironwood was developed and approved. The

deal was that the church would be an important part of that property and part of the deal for the development. I'm thinking of this in a similar way. This is background for my question and what we learned there was that over time in this case, the church decided that they were going to sell the property and find a less expensive property and profit. They were going to sell the property that they got semi-donated to them at a lower cost and ended up making money and buying another property and re-investing in their church. So I'm thinking about this because as Planning Commissioners, we're really supposed to look at zoning. As Chair Ritter always reminds us, look at zoning and not the occupant of the zoning.

So in looking at the zoning we're creating; high density, my question is what happens if whoever the occupant is, and in this case the occupant we're talking about. What happens if for some business reason things change and they decide that they want to sell this property that has been donated to them and move to a different place or consolidate more in Livermore?

Hagen: That's still part of the negotiations and terms of what the nature of the affordable housing agreement is. As we discussed, the developer of the Irby project will be donating the land to the City and then the question is, is the City going to—much what we did with Kottinger Gardens, perhaps there is a long-term ground lease or some other structure for the ownership of the 1.34 acres. That would still be an issue for negotiation.

Commissioner Allen: So this is new to me. The land is donated to the City and not to the non-profit? Is that what I heard you say?

Hagen: That could potentially be one option. There could be another option where it was a direct donation, so there are lots of different potential aspects for how the ownership could work.

Commissioner O'Connor: So we haven't decided on that yet?

Hagen: That hasn't been decided yet. That's correct.

Chair Ritter: It's a workshop. Thank you, great question. I like the idea of leaving this question for last also and maybe we'll go to discussion points. We have 8 topics. If we do 10 minutes a topic that's about 80 minutes. So, what I'm asking is that if we all agree on something, you don't have to repeat it. Just agree and we'll go down the line. We'll just kind of take turns going down the road. Would you mind, maybe less than a minute, help discuss this site plan?

Hagen: So the first discussion point we're going to talk about is that basically overall: Is the overall site plan and street/pedestrian design layout acceptable? We are looking for comments on the visibility, the connections between the green spaces, sidewalks on the site, the overall parking design and layout. Is this something you feel acceptable such as are there enough sidewalks, enough pedestrian access? When you drive by Stanley, can you see directly into the property? So we are looking for comments from you on that and whether you feel the current design is appropriate.

Commissioner Allen: So high level, I agree with everything that staff is putting here under their recommendations and changes under amenities, page 12 of 17. So just specifically, I agree that ideally there should be some kind of program, active space or enclosed active space for children.

Chair Ritter: Wait a minute—that's amenities. We're number 2, site plan.

Commissioner Allen: Oh, I'm sorry. I'm jumping ahead. Okay. All right, so I agree with staff's position on this too; that the overall pedestrian connections and views could be strengthened by providing enhanced landscaping, greater visibility through the project and they specifically cite where and I agree with that. Now, with that said, if I had a visual landscaping or a realistic visual, I could help feel better about that, but I'm really going with staff's feeling and looking at some of the drawings that makes sense to me.

Commissioner O'Connor: I agree with Nancy too. And staff, again I was concerned on the site plan where the parking was. As I went through this I didn't realize how little street parking there is. There's really only one side of Nevada Street, so we have no real driveway aprons for parking. We really have garages. Now, given that, I'm going to assume that not everybody's going to fill up their 2-car garage with stuff because there's not enough parking for everybody to park. You have to have at least one space I guess, but again, even with I think some people parking in visitor parking if you will, the open parking, I don't know that there's enough for people who come to visit or for the people who have the third car if there's a family living in some of these homes. It looks under parked to me and I don't know how staff feels about that. It feels under-parked.

Commissioner Allen: Do we want to discuss parking now or do we want to discuss it as part of number 4.

Commissioner O'Connor: Oh, I'm sorry; she mentioned parking when she said the site plan.

Commissioner Nagler: No, that's a good comment though.

Chair Ritter: Yes, if you could add a comment about parking. Let's just keep going. Regarding the site plan, I like the layout of it. I think we need to make sure we incorporate the trails and sidewalks in because I think it's a walking location to the downtown and I sense there will be a lot of walking if we have a special needs and group in there. So I think that's real important. Proper lighting on the trails and inter-connectivity, and the overall site plan: I like it. Personally I would like to see Sunflower Hill get a bigger pad, but I know we have to make all the numbers work for that, but I think there's a need for that down the road. That's my second point.

Commissioner O'Connor: I'm sorry but something that came up earlier—is staff at all concerned with Nevada Street, for lack of a better word cut-through traffic coming off of Bernal as an easier place to go? If this is really the walking path area between the residents and the Sunflower Hill portion, there's two ways in there. One's on the north side and one's on the south side, but that's going to be a fairly busy street.

Hagen: It will be a fairly busy street, but it's going to be a complete street. They are going to have the streets with bike lanes on it, as well as parking on the north side of the street, and on both sides of the street they also have landscape strips with trees and landscaping.

Commissioner O'Connor: Is the sidewalk going to be separated from the street?

Hagen: It will be a separated sidewalk from the street. So the sidewalk is going to be separated from the landscape strip, from parking, from a bike lane to the street. And then on the opposite side, the multi-use trail will have the landscape strip between the multi-use trail and bike lane as well.

Commissioner Brown: K Court, are you concerned that there's no sidewalks there?

Hagen: Correct, K Court is the newest part of the project and that's where the Sunflower Hill project was, so this was the first time we really discussed it. In looking at it, staff does believe it does need some type of sidewalk/pedestrian access there for K Court.

Commissioner Brown: Okay, yes, that would be a good improvement. You might want to consider whether or not you want...you're kind of encouraging people to cut through central green into the park space so I can see why you're concerned. Maybe a cross walk or something might help ease or identify, but you're going to have people crossing over I Street and I guess the other part of B Street between Central Green and the Tree Park. But other than that, the only other observation I had was that Nevada Street where it comes into First Street seems a little off kilter considering the opposing Old Bernal, or sorry, is that Old Stanley? The center lines might make it a little difficult for people trying to cross over to a jog just based on the angle. I'm going to trust the traffic engineers and designers better than me.

Hagen: Yes, that is something that we're still working on. The center lines don't match up right now. The plans that we have don't show the full complete design of that intersection. Most likely, there's going to be intersection improvements on the opposite side of Stanley on the Old Stanley side to have a better transition, but right now, that's something that we're going to look at as we get further with the incremental plans.

Commissioner Brown: Okay, perfect.

Commissioner Nagler: I agree with comments made and have just a couple of questions. First, when you're driving or walking down Stanley Boulevard, what will be your view of this neighborhood?

Hagen: Basically your view is going to be something similar to this. Going down Stanley, you will have the homes that are going to front Stanley. On Stanley, it's going to be two-story homes.

Commissioner Nagler: So the homes will front on Stanley and there will be a green space and then a sidewalk as there is today...okay.

Hagen: The homes on Stanley, actually they have a little bit larger setbacks than the rest of the homes within the development. This one here is supposed to represent the entry street. The entry streets typically I believe have about 8- to 15-foot setbacks on these entry streets, but on Stanley they can go up to 30-foot setbacks of the homes. So it will have a little bit more setback. Also, they're going to have private picket fencing around the front yards as well to create that private space.

Commissioner Nagler: So as cars are coming up Stanley going eastbound in front of this neighborhood, people are going to be putting on their brakes and turning into their driveways.

Hagen: There are no driveways facing on Stanley. The driveways are all on the back side.

Commissioner Nagler: Oh, that's right, Okay, I got that. And then one quick question and maybe this is already addressed, but your comment about K Street and D Street in your staff analysis, you're specifically referring to the lack of sidewalks?

Beaudin: Those two streets right now, those are rear loaded units for the most part which means the garages come in through the back and the front space fronts public streets. So some of these areas with garages on the lane don't have any pedestrian amenities, so K and D are two that we think particularly need some additional pedestrian amenity because right now your front door takes you onto a main street. If you come out of the back of the home, you're essentially in a lane with no sidewalk.

Commissioner Nagler: Okay, so say you're walking south on J Street, there's sidewalk on one side or both sides of the street?

Hagen: On J Street there are very little sidewalks at all. There are sidewalks on the entry court and sidewalks up until the park. On the south side of J Street there are some sidewalks, but there are no sidewalks on the north side.

Beaudin: I'm a really visual person, so sheet L-4 in the package will show that. If you get to L-4, see the pedestrian circulation at work? This largely shows where the sidewalks exist and the paths and sidewalks, but you can see how J Street has a dotted sidewalk presence on what would be....if J Street is running north/south it would be on the east side.

Nagler: Right, right. Okay, could we just go back to page L-3 for a moment? So again, just as an example, on J Street, on one side are driveways and garages, right? And on the other side of J Street I guess I'm confused about where the entrance to the homes are.

Commissioner O'Connor: They're on the front. They're on Stanley.

Hagen: Yes, so on the north side of J Street, the homes front Stanley and on the south side of J Street, the homes front the green park. So the homes on J Street, H Street and I Street all front the central park, and the same on G Street and F Street—they front the central green.

Commissioner Nagler: Got it. Thank you. That's what I was asking. Okay, thank you for bearing with me. So having gotten through that, I agree with everything that's been said. I agree completely with what staff is suggesting about K Court and D Street. I also have some trouble with, but understand that the size of the homes directly correlates to their affordability but I have some trouble over the density of the neighborhood. There are just quite a few homes being built in a relatively small space and it particularly plays out in my mind, given the fact that there is not much open space given the density of the neighborhood. So for example, the homes on D Street, E and C Streets and L Court have very little green space in order for their kids to play; again, my operating assumption is because these are more affordable homes, there may be a high propensity of families buying these homes; that in order for a kid who lives on the corner of D and C to play in a park, they and/or with their parents have to walk quite some distance to cross a few streets, find where the sidewalks are to get to central green. And so the density of the neighborhood it seems to me sacrifices a certain amount of open space and park space that would benefit this neighborhood a lot.

Linked to that is the fact that there isn't programmed play spaces, I believe flies in the face of the experience of most parents that kids like swings, kids like to climb, and that's what they do. And, to say that the modern world deems sufficient open space in which you can be creative and do whatever you want, just in my experience flies in the face of how kids behave at certain ages. And so to have structured play in open space somewhere in this neighborhood or maybe in several places I think is important.

Chair Ritter: So you're going right to discussion point 3; great segway there! I'm going to let you keep talking because this is number 3 and Jennifer, do you have anything you want to add at this point as to what you're looking for?

Hagen: On this one right now, similar to what you had just gone through we want to know whether you think the open space concept is appropriate or whether you would rather have programmed space similar to tot lots, as well as if you had any comments on the layout and concept for the amenities and community garden park as well.

Weinstein: And if I could just ask for clarification as well when you're talking about density and the relationship between the project density and the open space, if you could clarify to what extent are you talking about number of units versus the actual building mass because there are ways to extract more open space out of this project that would involve not necessarily carving off residential units from this site but reducing the size of houses or clustering them together. So, to the extent you can talk about those two options as well, I think that would be helpful as well in staff's view to work with the applicant.

Commissioner Nagler: So everything that's been said and then in response to how this, as I see it, to potentially create more open space, it is what I was referring to in fact is the number of units and so the obvious conclusion to me would be to ask for reduction in number of units in order to get green space. If instead, you can change the configuration of the neighborhood or change the lot sizes or keep the number of units, I probably would be open to that personally, although to do that it likely would make the neighborhood more compact, right?

Weinstein: Some of the houses may be more compact. There could be clustering of houses with larger amounts of open space and there are lots of ways.

Commissioner Nagler: That's fine, and I know there are public amenities and I'm sorry that I'm skipping around but just to be clear in going back to the site plan comment, I think the fact that these are more affordable homes and by definition therefore are smaller is a good thing. It's a real attribute of this project, so I just want to be clear that I say that.

So then on the public amenities, we should talk I guess later about the restoration or not of the historical home, but as it relates to the barn and that historic park, I think that the concept is great and it should definitely be supported. I obviously don't think that the number of public amenities is sufficient by virtue of my comment about the open green space and that more could be done and should be done.

Commissioner Brown: Okay, I actually want to go back to point 2 for a second. I just noticed Lots 8, 9, 10, 11, 12 and 13 off of D Street, there's really no way to get there by sidewalks which I find kind of odd and how do you get to Lots 14 and 15? I see how you get to Lot 16, but I'm presuming the front is facing to the right?

Hagen: Right, so that's one—we had a small section in the staff report about areas that we already identified that we want to work with the applicant. One of those specifically is the homes on D Street that front the wall basically and the homes on K Street that front the wall. We want to explore different options with the applicant potentially creating a fifth unit type that maybe has a front door entry on the same elevation as the garage or something that has a side entry so it's not necessarily facing the back wall. It's something we have identified as something we want to work with further.

Commissioner Brown: In terms of the open space and this kind of gets into how space is designed and so forth, I've got similar concerns as Commissioner Nagler in terms of the number of units and the spacing between the units. One of the questions...anyway, I'm digressing off number 3, but it does relate to the public amenities in that I think with less units you have better open space. I do have some skepticism much like Commissioner Nagler around the vision of re-creating the barn and the water tower and so on. I mean, it kind of comes down to what you expect the owners to be, right? So we heard tonight from a lot of people who said this is a really special project because this is the Sunflower Hill component and a lot of them would like to buy these two-story homes so that they can partner their adult children who will survive them from a life perspective and give them an opportunity to thrive and integrate into the community.

So, the reason I bring it up, it addresses multiple things. It was mentioned earlier that most of those folks will not be driving. So it touches on the parking. Right now, if my assumption is that other families purchase these then parking is insufficient. If families of special needs individuals are collaborating and buying these homes, then the parking is less of an issue and the open space component—and the reason I bring it up is that if the proponents of buyers of single family homes have children, then they're going to need a play area, right? They will try to climb that barn for recreation and not necessarily play in the greenhouse whereas if it's adult children that are living in that community, they're going to need and expect a different type of open space. So I'm kind of struggling with how you balance that because I'll be looking for quiet reflection type places versus playground spaces. And we can't control it because the 95 homes or whatever it ends up being would be priced at fair market price so you can't control it but it does affect all of those components and that's why I bring it up. From my perspective, once side will have insufficient parking; the other the wrong kind of open space, but what I see in the project is probably the right kind of open space and the right kind of parking depending on what the homes end up being. So those are my comments.

Chair Ritter: Thanks. With regard to public amenities, I think it depends on the target market we're going after for this. Workday came in here the other day and said they are looking for their young professionals for a place to live close to the downtown, so this might not be just a kid's area but it might be young professionals moving in there. But as far as getting density, I know the applicant put up a picture of rooftops where we could have single families and it looks less dense or you get townhomes with four in one unit and the rooftop sits denser. I think because the yards are kind of small, I think it's important to have more public areas so I would give up a little bit of density, make it a little more dense to get some more green space in my opinion and I'm going to leave that to the professional to decide, but this is just a workshop so just a general overview and those are my thoughts on amenities.

Commissioner O'Connor: I too think for me more open space and how to create that. So I would rather not see these go into a clustered or attached type of townhouse or condo. I'd rather see them stay single family and I would leave it up to the developer and the City to work this out, but I'm not necessarily thinking we have to have less units, but maybe the larger units could be smaller so there are two things—we create more space and we create more affordability because if they were all in that 1,600 to 1,800 square feet and we did not move up into the 2,400 square feet, they are going to be more affordable. Maybe in there we could save the space of two or three homes to create more green space. But, you know, we do have a tree park, a central green and a few things like that that I think would appeal to an older set of children and young professionals, but I still think we should have something. If this is more affordable and young families can afford this, I think we need to

have at least one area where younger kids can go. You know something like a jungle gym or monkey bars or whatever they are. Something and not necessarily something for two and three year olds, but maybe more something for the seven and eight year olds and the ones that really want to use this type of facilities. Anyway, I'd leave it up to the professionals but I would rather see smaller units to create this space than to eliminate maybe the single family homes.

Commissioner Allen: And I'm feeling the same way as all of you have said with just a couple little additions. I think it is too dense. It's 38 percent denser than what the norm would be. 38 percent or there are 26 more homes at this density than at an average density and that's a lot. And I am okay with smaller homes. I'm okay with the smaller home strategy, but I think we need more open space. I want to make sure we've got the right amount of sidewalks and then we're going to deal with parking later, but I think we've got to park this better or have more parking because I think it's under parked.

And in terms of target market this is kind of a challenge but I think the safest way to bet because this is a market based community and there will be a lot of buyers and there's lots of demand for lower cost housing. I mean it's not low cost, but.... \$700,000-\$800,000. We've got to assume it's the open market. You know its young families, there may be some special needs here, but I think we need to design it around what that market would generally buy it and then customize it later if needed.

And the only other thing is the barn and the historic houses. I would love to see those more visible from Stanley versus Nevada Street if possible because I think it's the character we're trying to create, is people coming down our First Street and at Stanley, what will they see. And so, I don't know, but if there was a way to preserve some of those somewhere more near a tree park or more open space that would be created somewhere in front near Stanley, to me that would be nice to have versus hidden away.

Chair Ritter: Save that thought for number 6.

Commissioner O'Connor: And keep in mind that Nancy brought up a very good point about the densities. When we do go over the mid-point, they are supposed to offer more amenities when we take extra density. So it's not uncommon to ask for this.

Commissioner Allen: And Commissioner Nagler brought it up which I agree with and I think we're all saying: adding 26 more homes is a lot more homes above the average and it deserves significant amenities in my mind. I mean, that's a significant increase and it does result theoretically in more traffic and water and load onto the community nearby.

Commissioner Nagler: And if I could just follow up on Commissioner Allen's comment, the challenge clearly for this development in this regard is that if I were the applicant listening to this conversation, I'd say, yeah, but they're ignoring the fact that we're giving this land to Sunflower and that is the biggest public amenity one could imagine as compared to what we're talking about as planners a neighborhood separate and apart from Sunflower and what's the quality of life, what's the appearance, what's the density of a development in and of itself ignoring the fact that there's also going to be this Sunflower component. So it makes it a bit of a challenge and I think that given we're considering a zoning change, its okay for us to say to this applicant, yes, it's true. We're asking you to go beyond what you had envisioned or penciled out to be the level of amenities even with the contribution of the Sunflower site because of the overall density of the neighborhood, our Commissions' and hopefully the Council's perspective about the quality of life living in the neighborhood, and

again the fact that you're asking for a rezone. But I just want to acknowledge it's a little bit of a challenge because we can't forget that the land's being contributed to Sunflower, but it's like two different projects all in one.

Commissioner O'Connor: Keep in mind too that the land donating for the Sunflower is the affordable component.

Commissioner Nagler: Maybe, but they're still going to talk about it.

Commissioner Allen: We'll get to that right?

Chair Ritter: Yes, we're on number 4, parking: Is the proposed parking sufficient and properly dispersed throughout the development?

Commissioner Allen: So my first thought here was that this happens to be a project where there appears to be less impact on our public streets and the residents using our public streets for parking so I'm not as personally concerned about if the development's under parked because it's not going to overflow in public streets. But with that said, if I was a buyer in the community, I think it's significantly under parked and I think that if I was buying here I would expect there to be a small driveway; an entrance, so if you have a one- or two-car garage, you've got an entrance so you can park there where you store things in the garage and you can have your guests park there. Or, if for some reason you didn't want to do that, at a minimum you have a dedicated car parked for every unit, and this is a model I've seen in Danville Oaks which is great because they have a garage, but they also have a dedicated carport nearby. Most people store things in the garage but they use the carports and the carports are all full. So I think it's really under parked if I was buying here and there isn't anywhere else for people to go. And, in the senior communities we've worked with recently, we actually had both of them come and ask for more cars and this is the community, the Continuing Life Care. You know, they just came to us and they parked at 1.5 and they just requested 2 parking spots. This is for seniors, and the same thing happened at Ironwood for those apartments that they designed at 1.5 parking spots and now they're really almost at 2 when the church area got redone. So I think it's really under-parked as a buyer.

Commissioner O'Connor: I'm re-thinking the parking. We do have 74 spots that would be visitor parking. You're right. They're not going to overflow on other City streets unless they're going to go further out Nevada and go into the industrial area. But, I think they're going to have to self-police themselves and keep their garages open. If you're going to buy in here, you're going to have to know that you need the one or two garage spaces that you require because otherwise you can park in your visitor parking but now you will have no visitors. So I'm not so concerned about the parking at this point. I think we're okay. I mean, the more the better but I'm not too concerned about it.

Chair Ritter: I think you need to have some on-street parking and make that available for visitors or friends and families visiting this area too.

Commissioner Brown: I'll reiterate my earlier comment. There are 74 spaces. So basically you have less than one visitor spot. I know I have a two-car garage and I can only fit one car in there at a time, so I'm skeptical on the parking. I do take Commissioner O'Connor's point that when you choose to buy you know what you're getting into. But, I'm still concerned.

Commissioners Nagler: I'm closer to Commissioner Allen's point of view and the only thing I would ask is that as the plans are finalized is that the distribution of the on-street parking is evenly distributed throughout the neighborhood and that the number of guest parking spots I would suspect is slightly but not substantially inadequate if you assume that a lot of residents will park on the street and use the guest parking. So I don't know what the magic number is, but the one thing I would be concerned about is to be sure that it's properly distributed throughout the neighborhood.

Chair Ritter: Okay, number 5; does the Planning Commission support the proposed building setbacks, building position, home design and massing?

Commissioner Brown: I will start. I had a question. How does the density and space in between homes compare to say, the Bernal Safeway?

Hagen: Currently, the Safeway project at Township Square is the only project in the City right now that's similar in scale in density that we have. Currently what they have at that site is they do have five-foot setbacks between each home.

Weinstein: While Jennifer's scrolling to the right slide, there's also an exhibit to your staff report; Exhibit C which shows the development standards for that project.

Hagen: So these are the development standards that we used for the Township Square. For the Township Square they do have two-car garages. They do have 18-foot driveways for the two-story units. But for the three-story units, they have similar driveways. They basically don't have any driveways. One of the differences though in this is that they do have more space in between buildings. They have a total of 10 feet between the buildings where the current proposed project has approximately six feet between buildings.

Commissioner O'Connor: So was these zero lot line?

Hagen: We're still in discussions right now with the way they've shown this project, is that one of them will be zero lot line and there will be six feet on the other side. That's the way they currently have shown it. Within our discussions we really haven't talked to them about how that works and what the easements are going to need to be and where the windows line up and whether there is going to be just passive open space or whether they're actually going to be fenced privately. So it is still something we are determining that we need to work out with the developer, but right now it is shown as zero lot line for the Irby Ranch development.

Commissioner O'Connor: And 6 ½ feet is in the table?

Hagen: Correct.

Commissioner Brown: So just to finish my point I guess, if there's one area to get kind of unsolicited feedback on it's the distance between homes there so that's why I was asking. I know this proposal is 5 feet on each or 10, and I also think you can take a tape measure and trespass to measure that, so it's just interesting to compare. From a public perspective it would look similar to that development. And so to the points made earlier, if you make the houses slightly smaller or maybe space them further apart, you get some more green space. You're not necessarily reducing the number of units, so those are the things to consider. That's my comment. Thank you.

Chair Ritter: Great—I'll just keep going. I agree with Commissioner Brown here. I think if you made the houses smaller there'd be more green space and you know, when you buy a house in California, you want to live outside and I think that if you don't give any outside space on your property, I think it's a disservice to the buyer because we're outside. We get 300+ days of sunshine a year so that's just my idea on the density proposal, but I know this isn't the most dense proposal and it's not the least dense, it's kind of in the middle for that area based on the Google images of that area.

Commissioner O'Connor: I agree with what you said and I know we should've talked about design earlier, but this is a different community because the front yards don't even face the other front yards so it doesn't look like neighbors are going to meet neighbors very easily here. But, yes, I do think if we make the homes a little bit smaller and the larger ones a little bit smaller, we will get green space and possibly space between homes, and I think that's a good point.

Commissioner Allen: And I agree with the comments made as well.

Chair Ritter: All right, number 6: Does the Planning Commission support the applicant's proposal to demolish all of the homes or should one or more of the homes be retained? If one or more of the homes should be retained does the Commission have a preference where on-site they should be retained and how they should be used?

Commissioner O'Connor: I support retaining at least the Irby home which is historic. I think it would be great to see it from Stanley, but the downside is, is that's where we create more green space? And I'm not sure that's the best place to hang out because it's going to be noisy and more pollution and all the rest of it. I was looking at where they had the historic park community garden and how that occurred and maybe it is less usable for home sites. I'm okay with using that area but again, I'll leave that up to the designers.

Chair Ritter: I agree with Commissioner O'Connor. I know this is kind of the entrance into Pleasanton which is bringing up First Street. I wish we could see the historic-ness from First Street or Stanley but I know it's hard to find that location there. And I do think that trying to preserve the Irby home is important and I know relocating that is not easy and it's important for the community.

Commissioner Brown: So I walk past the three properties today and I personally don't have an issue with the other two properties. I did have a question on the Irby home specifically. I don't know if it shows well in the picture, but I presume every home can be saved. I guess I had a question of is it structurally sound today and is it a worthwhile investment. If re-conditioning it to standards results in basically redoing the whole home, is it worth it.

Hagen: It is questionable whether it is structurally sound at this time. We haven't had our Building Official go out there but you know we have been out there. We know that they have sloping floors, rotting issues, electrical issues and things like that. So any relocation of this is really almost going to be a recreation of this. We can keep the architectural integrity and the historic presence of the home, but I'm not sure until we get a professional inspector out there and the Building Official to take a look and see actually how structurally sound this structure currently is in its existing state.

Commissioner Brown: Yeah, that was my hesitation and the way I described it, it looked fragile.

Hagen: Yes.

Commissioner Nagler: I think it absolutely should be a condition of this development that the home be preserved and you know there's a home as we know on Neal just above Third Street that the City owns and was donated and bids are now being taken. Some private party is going to fall in love with that place. As structurally unsound as that place may be and they're going to restore it. Okay, so it's already pending, and somebody's going to put another half a million or something dollars into that place and that barn, and more, okay, and restore it. So it is always possible. It just is a function of how much is it going to cost, right? And it just occurs to me that given the role that this home has played in the history of this community and the fact that we're allowing this piece of historical land to be rezoned for a development that at a minimum for the integrity and the history of our town, we ought to have this home preserved. And whether it's on the current site or moved somewhere else within this development as opposed to some place at the corner of, you know, something else and something else, I just think it ought to be imperative to have this development go forward.

Commissioner Allen: And I agree with David, plus our historic guidelines say we are required to preserve this, correct? This is an historic resource.

Hagen: There are different interpretations to it. Like we talked about earlier, there's no historic guidance outside of the Downtown Specific Plan which the Irby home is not within. There are also CEQA requirements for historic resources. When this property was evaluated as part of the Housing Element, the original CEQA document, the homes on the site were not evaluated at that time, but it took into consideration that at the time of the project that if these homes were evaluated and determined to be historic resources that it was a significant impact that would be mitigated with some of the mitigation measures which were recorded and documented.

Commissioner Allen: I understand. It's not in the Downtown Specific Plan and that's what makes it different. So anyway, given this is a rezone and what we would be looking at here I absolutely agree it should be preserved and Mr. Serpa told us how critical this is to the history and it has all the pictures so to not preserve it would seem irresponsible.

Hagen: Can I clarify whether anyone has any preference on how it should be used? On whether you're looking for it to be preserved as a community building as part of the park, whether you are looking for it to be preserved as a residential unit or whether this is something you are comfortable leaving up to staff and the developer.

Commissioner Allen: I think it should look nice and I'm comfortable leaving it to staff.

Chair Ritter: And I am too.

Commissioner Nagler: And I'm fine with that other than having it be a private residence.

Hagen: You do not want it to be a private residence?

Commissioner Nagler: No, but anything else you guys come up with would be fine.

Commissioner Allen: Could it be like a caretaker's unit potentially? I don't know if that would ever happen but when you say not a private residence, do you mean just not a regular house? It needs to be part of a group situation? Shared?

Commissioner Nagler: There needs to be some social benefit.

Commissioner Allen: Shared?

Commissioner Nagler: Yes.

Commissioner Allen: HOA.

Commissioner Nagler: Something.

Chair Ritter: Okay, number 7: Is the Sunflower Home development an appropriate use within the overall development and is the conceptual plan appropriate?

Commissioner Nagler: I'm just going to repeat what Commissioner Allen said. Again, what really drives this development I think is the real creative partnership that's been established between Sunflower and the developer. There is something really unique and unusual about this whole project given that partnership and if for some reason Sunflower isn't able to put together the non-profit partnership or the funding or the whatever, and they actually proceed with their part of the project, I think that ought to impact the opportunity to do the development as being envisioned.

Commissioner Brown: So similar kinds of comments. Obviously this is my first meeting and I'm actually quite pleased that I get to comment on something that could be a very meaningful project for the City. It's important that we address all aspects of the community and it certainly gives the potential for independence, pride of ownership. Something I didn't know coming into this meeting was the real legitimate need for children with special needs and potentially outliving their parents. That's always my wish, that my children outlive me, so I'm very flattered and honored to comment on such projects.

I agree with Commissioner Nagler in terms of the rezoning. My consideration of the rezoning would be very heavily tied to such a use because we really are talking about making an exception outside of the requirements to meet the state mandate to allow sort of a re-use of the land.

Commissioner Ritter: In my opinion, this project doesn't happen without the Sunflower Hill element which does support a need that's in our community. My only suggestion is that instead of creating an area where they could have 17 units, I wish it was 27 units. I just think there's a huge need for that in our area and if we could take a lead of being passionate in Pleasanton and carrying the burden of citizens, so I'm very much in support of it.

Commissioner O'Connor: I too think that if Sunflower Hill was going to be part of this project and this project moves forward, I would hope we could get more than 17 units. If they can get 22 to the acre in Livermore, these should have 1.3 or 1.4 acres then I'm really hoping we can get more than 17 in because there's such a need for it. When we ask if it's appropriate, I have to say I wasn't thrilled to see the Rezoning and the General Plan Amendment for this for a couple of reasons. We've been through the General Plan update.

Chair Ritter: You're going back to the first question.

Commissioner O'Connor: No, the question here was, is it appropriate.

Chair Ritter: But you're asking the first question too.

Commissioner O'Connor: So what I was trying to say that we had a General Plan update and some Housing Element updates. We didn't rezone this property and I thought for good reason. I'm very concerned about the loss of light industrial. We had so little of it here in town. There is a need for diversification so that any downturn in the economy or in the housing that we had before, the better we're diversifying the better. I certainly support Sunflower Hill though and that's to me the carrot that makes this work. I really wish we could do both. I wish we could leave this industrial and find a better home for Sunflower Hill maybe like at the back of north and south Valley Trails, back in there, when they're going to do something back there. But again, if Sunflower Hill like David said, if for some reason this doesn't come to fruition, I really don't think we should rezone and do a General Plan Amendment. That is definitely the carrot here that would get me to move in this direction.

Allen: So I think, and I'm not talking about timing of when this would be rezone; as answer on this. I do think the Sunflower Hill development is an appropriate use within the development. When this is developed, I would also ideally like to see more acreage because I just think it's going to be difficult to maintain 17 units and all of the overhead that goes with 17, you know, 2 buildings or dorm situations with the overhead for 17 versus something that would be 25 or 30. So you know if you ask me for a wish list that would be it.

I know pricing and costs are an issue, but I also know that in total, this project could be 95 plus 17 units so that's what, 112 units? And our inclusionary zone requirements are 20% for single family homes. So that would actually be 21. My back of the envelope says the requirement would be 21 low cost units in a development of this size would be required to provide. So, Mr. Serpa's choosing to donate the land instead of paying an in-lieu fee or do low cost housing.

Seto: I should mention, as part of the discussions there's also a discussion about making a monetary contribution to the lower income housing. All those details remain to be negotiated.

Allen: Okay, so I won't go there because that's not my expertise except for knowing that we've been hearing it's a donation of land but the bottom line is it's part of our inclusionary zoning to say that when you build a development of this size, you can choose to donate land or pay or actually build low cost housing and it all gets balanced out. So I don't view this as above and beyond.

All right, so let me get to my point. I fully support Sunflower Hill. In my family we have two disabled young adults and the parents fly to Arizona to go to a special camp when the mom's in the hospital or on vacation so I totally understand the need for that and I think it's the right thing. My bottom line on number 1 though, is this to me is primarily a project for building 95 homes and rezoning land for 95 homes that will add 1,000 cars a day, potentially will have an impact on schools, on water and is something that we don't get any units credit for RHNA. It would mean in 2022, we'll actually have to build 95 more homes because these will have never of counted against any allocation requirement in terms of state law that we had to meet. So I can't in all good faith right now say that it's the right thing for our community to rezone this and add 95 or so units of land. I don't consider that I could do that, not when our community and the recent client service survey says that growth, traffic and water are the top three issues that they have.

So that's where I sit now in this workshop. I would request because we didn't get a lot of feedback from the public on this because there was low awareness. I talked with about 20 people today that wouldn't have been notified; people that live near Santa Rita and

Valley in my development. They never heard anything about this. No one at the Downtown Association meeting that I attended yesterday had heard anything about this. I mean they heard a long, long time ago there was something in the housing element, but they didn't even know who the developer was and these are people that are the senior leaders in the Downtown Association who had no idea this was going on. So, I mean, 100 homes—I don't know when the last time we rezoned 100 homes that were not part of the RHNA requirement. I mean, do you guys know? That's a good question. This is like a mini-East Pleasanton Specific Plan project that we're talking about and I mean it could be 20 percent of what the East Pleasanton Specific Plan is. So I think about this like I think about the Council decision that was made to pause on that project and go to the voters and get input about whether the community wants 100 or so homes. So then it just brings me to Sunflower Hill and saying, is there another way because I think the need is here—is there another way to use our low cost housing funds that we already have, get creative or find money somewhere else to meet the Council priority which I think is right on about helping this community even if we start off with a day center like Susan discussed where we have the pool and recreational room and people from the community could come there. So anyway, that's how I think about. I can't support it now, but I could in 2022.

Commissioner O'Connor: One question for staff. You had mentioned there's also on-going discussion about maybe also a contribution to the...

Seto: To the lower income housing fund, yes.

Commissioner O'Connor: If that happened and if there was a contribution, could it be targeted to Sunflower Hill?

Seto: And that's also part of the discussion, yes.

Commissioner Nagler: I came into the discussion this evening with thoughts remarkably similar to Commissioner Allen. Let's focus on RHNA but just on the density of the project, the fact that we're building the number of units that we are a half a block away or whatever it is; that I felt like Sunflower Hill was being used candidly as a little bit of a Trojan horse to get the development. That's how I came into the discussion and what's been interesting to me about this evening have been a couple of things. One is that the traffic impacts are potentially not going to be as severe as I anticipated them to be. So I'm definitely concerned about the traffic impacts particularly at key intersections and again, how this interacts with the development going up down the street, but less concerned than I was before tonight's hearing. And while the community of interest of special needs kids have a particular point of view and they showed up to advocate obviously for this project, the construct that they described of having relatively affordable housing contiguous to and admittedly too small a development for their needs also struck me as being interesting. So having said that, I think this is way too dense, that there are way too many units being proposed for the piece of land; that the amount of open space being proposed is inappropriate to what is being requested; that if this project were built as proposed we are not representing the citizenry well in exchange for the rezoning, and that therefore, the project would need to come back in a pretty significant reconfiguration.

So I guess what I'm saying is the impact on RHNA is less important to me. I am sensitive to the fact that the people of Pleasanton are nervous about growth but I'm not sure that I should be the one making the decision about that as opposed to the Council and although I completely agree with what you're saying in that regard, but as a question of what is it that would be approvable, it would need to be for me a community that has houses that have

proper articulation which we really never talked about but I'm going to say as an aside—the difference between this and the homes that have been built next to Safeway—I don't mean to be critical. I wasn't around when that was approved—those are monolithic rectangles. These are more interesting articulated structures which won't have the feel and look of being as dense as those structures next to Safeway, but having said that, I'm also saying I think there's too many of them, right?

But just to be clear, I could probably surprise myself and vote for a project with less concern that has been expressed about the RHNA impacts, sensitive to the fact that there is an interaction between what the community represented by Sunflower Hill represents and the fact that these are relatively affordable houses, but it would have to be a substantially reconfigured development.

Chair Ritter: This is a workshop so we're exploring ideas and getting feedback and I don't think we have all the answers yet. In general, I'm not supportive of making amendments to the General Plan and Specific Plan in general because they spent a lot of time putting those together; however, I am supportive of filling a need in Pleasanton which I think is this special needs need and I think that outweighs my other concern of not doing an amendment. I do think there is a lot more to be studied on this. The traffic made me feel what we could have with current zoning would be worse. That's not good. Water is a big issue, but if they utilized this the way it is agricultural, there would be a lot more water usage for the number of homes.

There is a need for workforce housing as well from what I understand for Pleasanton. We're bringing Workday into town and there's just a lot of opportunities there, so I think there is a need. And then the other big one is the Nevada cut-through street. If we could get the developer to pay for some of this project that we're likely going to have to do because it's worn out and rotting, I'd rather have someone else pay for it than our taxpayer dollars. So that's why it moves up my chain of what I'm thinking is a priority because we have someone that yes, they are going to build some homes, but we need to get something out of it that's worth it for the City and the residents.

Commissioner O'Connor: So I feel the same way as David. I came in to this meeting thinking we really shouldn't be making a General Plan Amendment. I said it many times before. I don't think we should be rezoning for the benefit of the developer or for the project de jure. You know, right now housing is the most expensive thing going so it's the most desirable. We passed it over the General Plan before and the citizens of this town really don't want any more development, of houses at least. They made that clear. We lost the housing cap lawsuit, but the spirit is still there. They don't want to keep building and building and building more homes. I really want to support Sunflower Hill though and that's one of the reasons like David said, you might be able to support the project if it came back less dense and a little more amenity but I think I'm swinging a little closer to Nancy. I don't think I can support a General Plan Amendment. I know it's a great, great project for Sunflower Hill and I know it would be a great amenity to the City. I would hope we could find another home for it. I would hope we could find some of the dollars we used for senior housing to help our disabled housing. We've done a lot of senior housing and I'm not saying that's a bad thing. I'm saying we haven't done anything for the kids that need something and young adults and even older adults that are disabled and need a place. So I think that should definitely be a priority of ours because it's certainly a priority of the Council. But, right now, I don't even know in 2022, but right now I don't think I could support a General Plan Amendment.

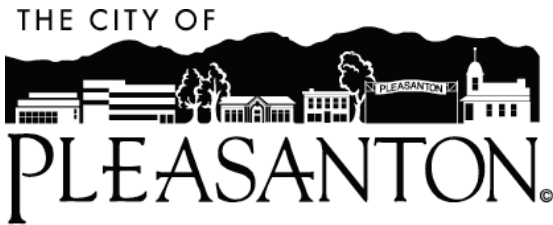
Commissioner Brown: I align a lot with what David said. I don't think it's fair for parents in the room to ask them to wait until 2022. I don't know what other opportunities there might be for Sunflower Hill. If it wasn't for Sunflower Hill, I wouldn't consider a General Plan Amendment. I'm on the same page as Nancy and Greg on that front. I'm still considering it in terms of the zoning. Like David I'd like to see something with less dense, more space between homes, better open space because as Greg pointed out it would be a very tough sell to the residents of the town to go beyond the state requirements that we have that already have been allocated. That's why I asked the question earlier in terms of can you do a trade-off and whether we can. So, I think it's a great use. I think the developer is being genuine and heartfelt. He spent 3 ½ years I think was the comment. There definitely is a need. I think you mentioned there are 900 families in Livermore and 700 in Pleasanton that have this need and we just don't have anything like this anywhere else in the City and I think it's a very interesting proposal that needs further refinement before I'd be prepared to make a decision.

Chair Ritter: All right, did staff get enough information or are there any other ideas to enhance the design of the project?

Commissioner Allen: I have an idea, sort of an idea. I'm wondering if we could do a community workshop of sorts around this project because sitting here, I'm hearing what both of you are saying. Maybe if there was....making this up, 20 single family homes and with a little larger Sunflower Hill community, I could buy into this. I mean that's extreme, but I don't know, none of us know, what is that range. I also don't want this to turn into another referendum. I mean Lund Ranch was 50 homes. It was a different issue but it's a little less. And a lot of our projects that have been at this size are getting a lot of initiatives against them. So I think it would behoove us no matter which way we go on this to have some type of community workshop and bring in folks that could have an impact on traffic and others like Valley, Santa Rita, and others that are within a mile or a mile and one half in the downtown area to provide some input so you all and we all could calibrate what is sort of the range of acceptability. Then certainly the developer has the pocketbook so the developer is going to need to be looking at their tradeoffs. But that's a suggestion because I have a feeling that as people start to learn about this, there's going to be more and more interest and I don't want to have it just be a problem later on saying we didn't know and why did we approve a project like this if it gets approved.

Beaudin: So we'll certainly take that into consideration. I appreciate the comment. I think what's interesting to me tonight is that it sounds like the Commission is leaning towards some pretty significant changes to the project. So what I'd like to do is go back and talk with the developer or the applicant here tonight and with Sunflower Hill and see if there is still a project, based on some of these comments, and then decide on our next steps, and certainly keep the Commission informed about those efforts.

Ritter: Okay, great. So we'll conclude the workshop. I want to thank Sunflower Hill for being here and we appreciate all your involvement and it sounds like we still have a lot of information to go through so no decision's been made tonight and we appreciate you coming tonight.



Housing Commission Agenda Report

July 14, 2016
Item 06

SUBJECT Review and Recommendation for an Affordable Housing Agreement with Irby Ranch, LLC for the Irby Ranch Development (“Irby Ranch”) Located Approximately at 3988 First Street, 3780 Stanley Boulevard, and 3878 Stanley Boulevard (PUD-110)

RECOMMENDATION

Review the Affordable Housing Agreement for Irby Ranch and recommend approval by City Council as part of the PUD approval process.

ATTACHMENTS

1. Draft Affordable Housing Agreement (AHA)
2. Inclusionary Zoning Ordinance (PMC Ch. 17.44)

BACKGROUND

Irby Ranch, LLC, on behalf of the property owners (the “Applicant”) has submitted applications to develop 93 single-family homes and to plan for an affordable residential community on the approximately 15.06 acre site located approximately at 3988 First Street, 3780 & 3878 Stanley Blvd (PUD-110).

Site Location Map



To meet the project’s affordable housing requirement, the Applicant proposes to contribute a portion of the site (approximately 1.35 acres) and secure land use approvals necessary to develop the special needs housing concept proposal presented by Sunflower Hill. Sunflower

Hill is a Pleasanton based non-profit organization, established in 2012, that works to develop housing options and activities to help those with special needs, including persons with autism and developmental delays, to better integrate vocationally and socially within society. City Council identified support for Sunflower Hill's housing concept and facilitating construction of special needs housing in Pleasanton in their 2015/2016 Work Plan Priorities. Sunflower Hill provided a presentation at the May 19, 2016 Housing Commission meeting regarding the organization's mission and housing development goals for both Pleasanton and Livermore.

The properties currently have General Plan Land Use Designations of "Retail/Highway/Service Commercial, Business and Professional Office as well as Open Space – Public Health and Safety with Wildland Overlay" and zoning designations of "Agriculture and Service Commercial," all of which (except Agriculture) do not allow residential uses. The General Plan designation of Open Space would remain over the Arroyo, while an amendment to "High Density Residential" would be required for the rest of the parcels. The site would also be rezoned to Planned Unit Development - High Density Residential and Open Space. In addition, the Zia property is located within the Downtown Specific Plan Area with a Downtown Commercial land use designation which will also need to be changed to High Density Residential.

The properties were analyzed for rezoning to High Density Residential uses in 2011 as part of the Housing Element process. At the conclusion of the process which considered 17 sites, the project site was not one of the nine sites chosen for rezoning to accommodate High Density Residential development. As a result, the subject properties are not currently included in the 2015-2023 Housing Element Housing Sites Inventory, which discusses the availability of sites for future residential development and the adequacy of these sites to address Pleasanton's Regional Housing Needs Assessment (RHNA) needs for the current RHNA cycle. Although the project site was not included within the inventory, any affordable housing units constructed during this RHNA cycle, including the units proposed as part of this project, would still be counted towards our progress to meeting our RHNA goals. However, rezoning the site to allow for residential development would not be necessary to meet the City's current RHNA obligation.

On April 17, 2015, the Applicant submitted General Plan Amendment, Planned Unit Development Rezoning and Development Plan, Specific Plan Amendment and Tentative Map applications to consolidate and develop the three properties. The original proposal has been reduced in density and modified to relocate the Sunflower Hill project to better accommodate Sunflower Hill's operational needs. On April 27, 2016, the Planning Commission held a workshop to review, comment and provide direction on the applications. The Applicants have made some adjustments to their proposal as a result of that workshop and intend to present the project for a Planning Commission recommendation to City Council on July 27th. As part of that process, the Housing Commission is tasked with providing a recommendation on the Affordable Housing Agreement prior to the Planning Commission meeting. Both recommendations will be forwarded for a final decision by the City Council which is tentatively scheduled for September 6, 2016.

DISCUSSION

Irby Ranch

As previously noted, the market rate development consists of 93 single family, two and three-story detached units with four proposed home model types ranging in size from 1,843-square-foot to 2,359-square-foot. Elevation examples for both Irby Ranch and Sunflower Hill's project are shown in Attachment 2 for informational purposes only. As part of the development, the Applicant will conserve and recreate some of the existing historic resources on site which will be incorporated into a small historic community park on the south side of Nevada Street. Various other public open space areas will also be included throughout the development including an approximately 12,124-square-foot great park and 8,789-square-foot tree preservation park. Programming for the Sunflower Hill site would be considered separately and is discussed later in this report.

Site Plan: Irby Ranch PUD-110



The City's Inclusionary Zoning Ordinance (IZO) requires new single-family residential projects of fifteen (15) units or more to provide at least 20% of the dwelling units as affordable to very low, low, and/or moderate income households, or to satisfy the requirement through an alternative means. The alternative means may include the dedication of land for the purposes of affordable housing development, so long as the property is appropriately zoned, is large enough to accommodate the number of inclusionary units required, is improved with infrastructure, and adjacent utilities, and fees are paid. A copy of the IZO is included as Attachment 2. Under the ordinance, the proposed market rate project would be required to provide 19 affordable units.

As described in the Affordable Housing Agreement, the Applicant has proposed in lieu of providing on-site units within the single family development, and consistent with the City's ordinance, to support the Sunflower Hill special needs housing concept by: 1) assisting with the application for land use approvals necessary to develop the Sunflower Hill concept proposal, including basic site plan drawings and necessary studies to develop the site; 2) providing 1.35 acres of the site dedicated for multi-family affordable housing to the City with utility connections constructed to the site; and, 3) providing \$1,000,000 to the City to support the development of affordable housing. The draft Affordable Housing Agreement is included as Attachment 1.

Staff has evaluated the financial contribution of the project as compared to the inclusionary value of providing on-site units. The estimated affordable housing contribution, based on information provided by the Applicant on the value of the land, improvements, studies, costs for entitlement, and the additional \$1,000,000 housing fee is \$44,085 per market rate unit. This fee per unit contribution is significantly less than if the developer were to provide on-site units (based on an estimated market value of the units starting at around \$900,000), however the per unit fee amount is significantly higher than the in-lieu fee currently in place for single family development of \$11,515 per unit and is generally consistent with fees which have been more recently negotiated for other detached single family projects. Most importantly, the project dedicates a developable site and funds for affordable housing.

Development of the Irby Ranch project is likely to commence in advance of the Sunflower Hill project due to the timing constraints of applying for affordable housing financing. Under the terms of the proposed agreement, the Applicant would retain ownership until such time as the property is needed for the Sunflower Hill development. In any case, the land will transfer to the City no later than prior to the issuance of the final Certificate of Occupancy for the final building permit in the market rate project.

Sunflower Hill at Irby Ranch Concept Proposal

Sunflower Hill seeks to develop residential communities (also referred to as "intentional communities") which provide social, vocational and educational enrichment for residents in a setting which is similar to a senior housing model. This model, which Sunflower Hill is venturing to develop in both Pleasanton and Livermore, would be the first of its kind to be available in the Tri-Valley, although over 80 similar communities operate nationwide. The Sunflower Hill concept proposal consists of approximately 19 units (one bedrooms, two bedrooms and 'junior suites') that will be affordable for extremely low and very low-income, special needs residents. The number of units proposed by Sunflower Hill does not exceed the minimum inclusionary requirement of the Irby Ranch project based on Sunflower's desire to be comparable with other similar developments which accommodate similar densities and to allow space for amenities on site (such as a recreation center and pool). These amenities are proposed to serve the residents of the development and other families associated with Sunflower Hill who would have an option to purchase homes in the neighboring market rate project.

Sunflower Hill at Irby Ranch Project Concept Site Plan



IRBY RANCH | PLEASANTON, CA
SUNFLOWER HILL
DAHLLIN GROUP ARCHITECTURE | PLANNING

DAHLLIN
ARCHITECTURE

SITE PLAN
JOB NO. 19-007-001
DATE: 03-25-2019
1800 Cowan Drive
Pleasanton, CA 94566
925-261-7200

A.1

Project amenities have been determined through community meetings held by Sunflower Hill to input on the proposed design for both their Pleasanton and Livermore housing sites. The actual number of units, type and size of facilities on site will be evaluated as part of the project feasibility studies that are being conducted by Sunflower and their selected development partner, SAHA Homes (Satellite Affordable Housing Associates), an experienced non-profit housing developer. Residents will utilize individualized Supportive Living Services (SLS) through the Regional Center of the East Bay, a state agency that provides support and assistance to individuals with developmental delays. Residents will choose their own appropriate day program, educational or work programs and work with their own Regional Center case managers to ensure the correct level of assistance. Sunflower Hill plans to provide an overlay of appropriate social, recreational and on-site activities similar to programs found in senior living communities. SAHA Housing will serve as the property manager with full-time, on-site staff.

It is anticipated that the project will need additional financial support from a variety of local, County and Federal sources to enable the project to develop. Possible sources of financing may include Federal Low Income Housing Tax Credits and private debt. Because the project will serve persons with very low and extremely low incomes (typically between 30% - 40% of Area Median Income), a significant permanent funding investment will be needed to allow rents to be affordable for the residents. The project will seek Project Based Section 8 Vouchers from the Housing Authority of Alameda County to assist with rent affordability. The estimated subsidy required from other public sources, including the City, County and Federal funds is approximately \$150,000 per unit. Sunflower will work with their selected project developer during the term of the Exclusive Negotiating Rights Agreement to prepare pro forma development budgets and a financing plan which will be feasible and attractive for other public funders.

If the project is approved by City Council, the City would likely enter into an exclusive negotiating rights agreement (“ENRA”) with Sunflower Hill which would establish a timeline for Sunflower to identify an experienced and capable partner that would be responsible for developing and operating the project, finalize the development proposal and obtain design approvals, and submit a financing and operating plan to the City for approval as a condition of accessing the land and further financial support from the City. While Sunflower intends to work through the development process as quickly as possible, the ENRA will likely include a development timeline that allows the project to obtain design approvals within a 12-24 month timeframe and secure final funding commitments within five years of the date of the agreement in order to allow the project to have sufficient time to compete for tax credit financing. While unlikely, if Sunflower is unable to complete the project as intended, then the City will still retain the land and evaluate other future affordable housing purposes that would be appropriate for the site, such as an affordable homeownership project, etc. Consideration of an ENRA for the Sunflower Hill project will likely be concurrent with Council’s consideration of the project approval.

Conclusion/Staff Recommendation

As described in the IZO, the Housing Commission’s role at this time is to recommend the City Council accept, reject or amend the terms of the attached Affordable Housing Agreement. Should the Commission reject the terms of the AHA, staff recommends that it provide detailed feedback to the City Council for consideration as part of its development review. A request for specific amendments may also be discussed and forwarded to the City Council. Overall, Staff’s opinion is that the Applicant’s affordable housing proposal does meet the requirements of the IZO as an alternative means of compliance, will address an unmet housing need in the community, supports the goals established in the City’s Housing Element, and fulfills a City Council priority and therefore, recommends approval of the AHA.

Recorded at the Request of
and when recorded, return to:

City of Pleasanton
P.O. Box 520
Pleasanton, CA 94566

Exempt per Gov. Code §27383

(APN)

AFFORDABLE HOUSING AGREEMENT

This Affordable Housing Agreement (“Agreement”) is made _____ 2016, by the City of Pleasanton, a Municipal Corporation (“City”), and Irby Ranch, LLC (“Developer”).

Recitals

- A. Developer currently owns, or has an interest in, an approximately fifteen (15) acre site at 3988 First Street, 3780 Stanley Boulevard and 3878 Stanley Boulevard, Pleasanton, California, more particularly described in Attachment 1, attached and incorporated by reference (“Property”). The Irby Family, LLC, ACHF Kaplan LP, and the Zia Corporation also have ownership interests in portions of the Property.
- B. For the Property, Developer is in the process of obtaining a General Plan Amendment, Downtown Specific Plan Amendment, Planned Unit Development Rezoning, and Subdivision to develop a residential housing project consisting of approximately 95 single-family homes ("Project").
- C. In accordance with Pleasanton Municipal Code Section 17.44.020, Developer is required to provide twenty percent (20%) of units in the Project at prices which are affordable to very low, low and/or moderate income households, or to satisfy the requirement through an alternative means.
- D. Developer and the City wish to address the affordable housing component of the Project through an opportunity to support a concept proposal from Sunflower Hill, a Pleasanton-based non-profit organization, that works to develop housing options with services and activities to help those with special needs better integrate vocationally and socially within society by: (1) assisting with the application for land use approvals necessary to develop the Sunflower Hill concept proposal, including basic site plan drawings and necessary studies and investigations related to the determine the suitability of the dedication parcel for development by Sunflower Hill; (2) providing 1.35 acres of the Property which has been graded and utilities stubbed to the site for multi-family affordable housing; and (3) providing One Million Dollars (\$1,000,000) to support affordable housing on that 1.36 acre portion of the Property.

- E. Sunflower Hill seeks to develop a new affordable residential project on the site for individuals with special needs that may include two (2) two-story buildings with seventeen (17) to nineteen (19) residential units, a recreation community room building, an outdoor pool, sports court, office building and manager's unit, with about twenty (20) parking spaces ("Sunflower Hill Concept Proposal").
- F. This Agreement meets the requirements of the City's Inclusionary Zoning Ordinance, under Municipal Code Section 17.44.080, for Land Dedication, as well as Alternative Methods of Compliance for the \$1,000,000 contribution, and shall be in lieu of providing affordable for sale units or paying the City's Lower Income Housing Fee for each market rate unit in the Project.

NOW, THEREFORE, in consideration of the mutual covenants, agreements and conditions contained herein, City and Developer agree as follows:

1. Dedication Parcel. The 1.35 acre portion of the Property proposed to be dedicated for affordable housing is shown in Attachment 2 ("Dedication Parcel"). In conjunction with Developer's seeking entitlements for the Project, this Dedication Parcel is being processed to be zoned for multi-family residential density of 11-15 units per acre, and will be created as a separate legal parcel with the Project's final subdivision map.

2. Disclosures by Developer to City and Sunflower Hill. Developer shall provide to City copies of any and all soils reports, hazardous materials surveys & reports, Phase I environmental investigation, due diligence reports, and any other documents or information in the possession of Developer or other parties with ownership interests in the Property regarding the Property and Dedication Parcel. Developer acknowledges that City and Sunflower Hill will rely on such disclosures.

3. Transfer of Dedication Parcel. The Dedication Parcel shall be granted by Developer to City by separate instrument within 60 days of written notice provided to the Developer by the City, and in any event, no later than issuance of the final Certificate of Occupancy for the final unit in the Project. When the Dedication Parcel is transferred, Developer shall certify that it is free and clear of any and all liens, leases, encumbrances, and title exceptions except for those specifically agreed to by the City in writing. Developer shall pay for escrow costs for the transfer, and City shall pay for title insurance if the City seeks such insurance.

The Developer and City may agree to a different timing for the transfer of the Dedication Parcel by counter-signed letter approved by the City Manager and Developer..

4. Improvements and Condition of Dedication Parcel. In conjunction with Developer's development of the Project, Developer shall:

- (a) bring water, sewer, storm drain and other wet and dry utility lines to two (2) points along the Dedication Parcel property line;
- (b) stub those utility lines at the Dedication Parcel property line;
- (c) bring joint trench and other utility infrastructure to the Dedication Parcel property line;

- (d) plan the Project's utility infrastructure at sufficient size and capacity to serve the Sunflower Hill Concept Proposal;
- (e) undertake weed abatement and maintenance of the Dedication Parcel until the transfer of the same to the City as provided in Section 3;
- (f) provide for temporary landscaping as required by the Project's conditions of approval;
- (g) grade the Dedication Parcel so that it is ready as a developable pad in the reasonable determination of the City Engineer or his/her designee prior to transfer to the City; and
- (h) remove any materials, equipment and personal property that Developer, its contractors or agents, or third parties, have placed on the Dedication Parcel prior to transfer to the City;
- (i) ensure that the site is free of toxic substances and contaminated soils and not permit the storage or disposal of any hazardous or toxic substance, material or waste, as defined by California or federal law, on the Dedication Parcel by Developer's contractors, subcontractors, agents or third parties.

5. Payment of One Million Dollars. Developer shall pay to City One Million Dollars (\$1,000,000) for the City's use for affordable housing, on the Dedication Parcel. Payment shall be made as follows:

- (a) \$250,000 with recordation of the subdivision map for the Project;
- (b) \$250,000 when the tenth (10th) building permit for the new single family market rate homes within the Project is issued;
- (c) \$250,000 when the twentieth (20th) building permit for the new single family market rate homes within the Project is issued; and
- (d) \$250,000 when the thirtieth (30th) building permit for the new single family market rate homes within the Project is issued.

6. Sunflower Hill. Sunflower Hill is currently studying an approximately 17 to 19 multi-family residential unit concept in two (2) two-story buildings, with other on-site amenities and improvements as generally described in Recital D.

Developer acknowledges that if Sunflower Hill proceeds with a community similar to the Sunflower Hill Concept Proposal or similar proposal on the Dedication Parcel that construction and supply vehicles will travel over road improvements within the Property to reach the Dedication Parcel. Developer will coordinate with Sunflower Hill, its agents, contractors, partners, affiliates, board, and members to: (a) allow construction and supply vehicles to use roads within the Project; and (b) coordinate infrastructure stub locations described in Section 2, above.

The City intends to coordinate and negotiate an exclusive development agreement with Sunflower Hill for the Dedication Parcel which shall include a determination of the final number of affordable units, on-site amenities, design and financing for the Sunflower Concept Proposal. As part of that future agreement, the City intends to enter into a long lease of the Dedication Parcel to Sunflower Hill, as well as transmit the payment described in Section 3, above, to

support the Sunflower Hill development, however, Developer acknowledges that the Sunflower Hill Concept Proposal may not be developed for reasons of financing, management or other issues. Developer agrees that if the Sunflower Hill Concept Proposal or similar proposal on the Dedication Parcel is not built, or cannot be built, in the City's reasonable determination, that the City may use the Dedication Parcel and the payment described in Section 5, above, for other affordable housing purposes as provided in the Pleasanton General Plan.

7. Disclosure to Project Homebuyers. Developer shall provide written and recorded disclosure, in a form approved by the City's Housing Division, to each purchaser of a market rate home in the Project advising that the Dedication Parcel is to be developed with affordable multi-family housing.

8. Recordation. This Agreement shall be recorded in Alameda County concurrently with the subdivision map for the Project and shall run with the land. Upon any transfer of the Project, the transferring entity shall be released from liability under this Agreement upon acknowledgement of responsibility by transferee entity.

9. Remedies. If Developer fails to perform an obligation hereunder, and such failure continues for thirty (30) days after receipt of written notice of such failure by the City (or such longer period of time as may be reasonably necessary to cure such failure) then Developer shall be in default hereunder and the City's sole remedy hereunder shall be to pursue an action for specific performance against Developer.

10. Notice. Any notice, consent or other communication required or permitted under this Agreement shall be in writing and shall be delivered by hand, sent by air courier, sent by prepaid registered or certified mail with return receipt requested, or sent by facsimile, and shall be deemed to have been given on the earliest of (a) receipt or refusal of receipt; (b) one business day after delivery to an air courier for overnight expedited delivery service; (c) five (5) business days after the date deposited in the United States mail, registered or certified, with postage prepaid and return receipt requested (provided that such return receipt must indicate receipt at the address specified); or (d) on the day of its transmission by facsimile if transmitted during the business hours of the place of receipt, otherwise on the next business day, provided that a copy of such notice, consent or other communication is also delivered pursuant to clause (b) or (c) above. All references to "business days" herein shall exclude weekends and State or Federal holidays. All notices shall be addressed as follows (or to such other or further addresses as the parties may designate by notice given in accordance with this section):

If to the City, at:

City of Pleasanton
P.O. Box 520
Pleasanton, California 94566
Attention: Nelson Fialho, City Manager
Facsimile No.: (925) 931-5482

If to the Developer, at:

Mike Serpa
Concentric Development
P.O. Box 913
Diablo, CA 94528
Email:

With a Copy to:
Jeff Lee
L.A. Urban Homes
475 Washington Blvd.
Marina Del Rey, CA 90292
Email:jlee@laurbanhomes.com

11. Jurisdiction and Venue. If any legal action is needed to enforce the terms of this Agreement, this Agreement shall be governed by California law and venue shall be Alameda County Superior Court.

THIS AGREEMENT is executed the date first above written.

DEVELOPER:
Irby Ranch, LLC

By: _____

Name: _____

Title: _____

{attach notary acknowledgement}

CITY OF PLEASANTON
a municipal corporation

Nelson Fialho, City Manager

Attest:

Approved as to form:

Karen Diaz, City Clerk

Dan Sodergren, City Attorney

ATTACHMENT 1

Property Description

(To Be Inserted)

DRAFT

ATTACHMENT 2

1.36 acre Dedication Parcel

(To Be Inserted)

DRAFT

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

City of Pleasanton
Attn: City Clerk
123 Main Street
P.O. Box 520
Pleasanton, CA 94566-0802

RECORDING FEE EXEMPT
PURSUANT TO GOVERNMENT CODE
SECTION 27383

**DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF PLEASANTON
AND
IRBY RANCH, LLC**

DRAFT

**DEVELOPMENT AGREEMENT BY AND BETWEEN
THE CITY OF PLEASANTON AND
IRBY RANCH, LLC**

This DEVELOPMENT AGREEMENT (“**Agreement**”) is made by and between the City of Pleasanton (“**City**”), a municipal corporation, and Irby Ranch, LLC, a California limited liability corporation (“**Developer**”). City and Developer each may sometimes be referred to herein as a “**Party**” and collectively as the “**Parties.**”

RECITALS

A. The Legislature enacted Government Code Section 65864 et seq. (“**Development Agreement Statute**”) to strengthen the public planning process, encourage private participation in comprehensive, long-range planning, and reduce the economic costs of development. It authorizes a city to enter into a binding agreement with any person having a legal or equitable interest in real property regarding the development of that property.

B. Developer has a legal or equitable interest in certain real property located in the City of Pleasanton, County of Alameda, California, consisting of approximately 15 acres at 3988 First Street, 3780 Stanley Boulevard, and 3878 Stanley Boulevard, as more particularly described in Exhibit A-1 attached hereto, and as diagrammed in Exhibit A-2 attached hereto (“**Property**”).

C. Developer intends to develop 93 single-family homes, as well as provide a 1.34 acre portion of the Property and \$1,000,000 towards an affordable housing community for individuals with special needs, on the Property (“**Project**”).

D. On _____, following review and recommendation by the City of Pleasanton Planning Commission and after a duly noticed public hearing, the City Council of City took the following actions (collectively, the “**Project Approvals**”):

1. In support of the following actions, and in compliance with the applicable provisions of the California Environmental Quality Act (“**CEQA**”), found: (1) that the previously prepared Supplemental Environmental Impact Report (SEIR), for the Pleasanton Housing Element and Climate Action Plan General Plan Amendment, including the adopted CEQA Findings and Statement of Overriding Considerations in City Council Resolution 12-492, and the City prepared Addendum to the SEIR for the Project are adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA, and (2) that the conditions described in California Environmental Quality Act (CEQA) Guidelines Section 15162 have not occurred.

2. By Resolution No. _____, approved a General Plan Amendment and Downtown Specific Plan Amendment changing the General Plan land use designation of the Property from Retail/Highway/Service Commercial, Business and Professional Office to High Density Residential and the Downtown Specific Plan land use designation from Downtown Commercial to High Density Residential. (the “**General Plan and Specific Plan Amendment**”).

3. Conducted the first reading of Ordinance No. ____, an ordinance approving a Planned Unit Development ("**PUD**") for the Project - Irby Ranch (PUD-110) that rezoned the Property from Agriculture and Service Commercial to Planned Unit Development - - High Density Residential and Open Space(collectively, "**Zoning Amendments**").

4. Conducted the first reading of Ordinance No. ____, an ordinance approving this Agreement and directing this Agreement's execution by City ("**Approving Ordinance**").

5. By Resolution No. _____, approved an Affordable Housing Agreement for the Project the generally provides for Developer's grant of a 1.34 acre portion of the Property to the City and payment to the City of \$1,000,000 towards an affordable housing community for individuals with special needs the (the "**Affordable Housing Agreement**").

6. Acknowledged the Planning Commission's approval by Planning Commission Resolution No. ____ at its meeting of _____, of a vesting tentative map for the Project [*Note and clarify if the Commission's VTM approval was changed during Council's approval of the Project*] (the "**Vesting Tentative Map**").

E. On _____, 2016, the City Council conducted the second reading of and adopted the Zoning Amendments and the Approving Ordinance.

NOW, THEREFORE, with reference to the foregoing recitals and in consideration of the mutual promises, obligations and covenants herein contained, City and Developer agree as follows:

AGREEMENT

SECTION 1. DEFINITION OF TERMS.

This Agreement uses certain terms with initial capital letters that are defined in this Section 1 below or elsewhere in this Agreement. City and Developer intend to refer to those definitions when the capitalized terms are used in this Agreement.

1.1 "**Affordable Housing Agreement**" has the meaning set forth in Recital D.5.

1.2 "**Agreement**" has the meaning set forth in the Preamble.

1.3 "**Approving Ordinance**" has the meaning set forth in Recital D.4.

1.4 "**Assignee**" has the meaning set forth in Section 9.1.

1.5 "**Building Permit**" means the document issued by City's Building Official authorizing the holder to construct a building or other structure, as provided for in the City of Pleasanton Municipal Code.

- 1.6 “CEQA” has the meaning set forth in Recital D.1.
- 1.7 “City” has the meaning set forth in the Preamble.
- 1.8 “City Council” means the Pleasanton City Council.
- 1.9 “City Law” has the meaning set forth in Section 3.3.
- 1.10 “Community Development Department” means the City’s Community Development Department.
- 1.11 “Community Development Director” means the Director of the Community Development Department, or his or her designee.
- 1.12 “County Recorder” means the Alameda County Recorder, which is responsible, in part, for recording legal documents that determine ownership of real property and other agreements related to real property.
- 1.13 “Days” means calendar days. If the last day to perform an act under this Agreement is a Saturday, Sunday or legal holiday in the State of California, said act may be performed on the next succeeding calendar day that is not a Saturday, Sunday or legal holiday in the State of California and in which City offices are open to the public for business.
- 1.14 “Developer” has the meaning set forth in the Preamble.
- 1.15 “Development Agreement Statute” has the meaning set forth in Recital A.
- 1.16 “Development Impact Fee” means those fees set forth in Exhibit B.
- 1.17 “Dispute” has the meaning set forth in Section 8.1.
- 1.18 “Effective Date” has the meaning set forth in Section 2.1.
- 1.19 “Enforced Delay” has the meaning set forth in Section 6.4.
- 1.20 “Existing Rules” has the meaning set forth in Section 5.1.
- 1.21 “General Plan and Specific Plan Amendment” has the meaning set forth in Recital D.2.
- 1.22 “Growth Management Unit Allocations” has the meaning set forth in Section 3.5.
- 1.23 “Mortgage” means any mortgage, deed of trust, security agreement, sale and leaseback arrangement, assignment or other security instrument encumbering all or any portion

of the Property or Developer' rights under this Agreement, where the Property or a portion thereof or an interest therein, is pledged as security, contracted in good faith and for fair value.

1.24 "Mortgage" means the holder of the beneficial interest under any Mortgage encumbering all or any portion of the Property or Developer' rights under this Agreement, and any successor, Assignee, or transferee of any such Mortgagee.

1.25 "Notice of Compliance" has the meaning set forth in Section 6.2.

1.26 "Notice of Intent to Terminate" has the meaning set forth in Section 7.2.

1.27 "Party" or "Parties" has the meaning set forth in the Preamble.

1.28 "Periodic Review" has the meaning set forth in Section 6.1.

1.29 "Permitted Assignees" has the meaning set forth in Section 9.1(a).

1.30 "Permitted Assignment" has the meaning set forth in Section 9.1(a).

1.31 "Planning Commission" means the Pleasanton Planning Commission.

1.32 "Project" has the meaning set forth in Recital C.

1.33 "Project Approvals" has the meaning set forth in Recital D and, as used herein, shall include all "Subsequent Approvals" as defined in Section 5.1(b)

1.34 "Property" has the meaning set forth in Recital B.

1.35 "Regulatory Processing Fees" has the meaning set forth in Section 4.1(b).

1.36 "Subsequent Approval" has the meaning set forth in Section 5.1(b).

1.37 "Subsequently Adopted Rules" has the meaning set forth in Section 5.1(c).

1.38 "Term" has the meaning set forth in Section 2.1.

1.39 "Vesting Tentative Map" has the meaning set forth in Recital D.6.

1.40 "Zoning Amendments" has the meaning set forth in Recital D.3.

SECTION 2. TERM OF THIS AGREEMENT

2.1 Effective Date and Term of Agreement.

This Agreement shall become effective upon the occurrence of both of the following: the Approving Ordinance becoming effective; and the ordinance adopting the Zoning Amendments becoming effective (“**Effective Date**”).

In the event the ordinance adopting the Zoning Amendments is challenged through a judicial action that results in a writ of mandate or court order that requires the City to modify or rescind the Project, the effectiveness of this Agreement shall be suspended pending such modification or recession. The City’s modification of the Zoning Amendments may necessitate that the parties to this Agreement negotiate an amendment to this Agreement. The recession of the Project shall result in this Agreement no longer being in force and effect. In that event the ordinance adopting the Zoning Amendments is challenged by a referendum petition, if such petition qualifies for the ballot, this Agreement shall be suspended pending the results of the election upon the ballot measure. If the voters do not reject the ordinance adopting the Zoning Amendments, this Agreement shall no longer be suspended. If the voters reject the ordinance adopting the Zoning Amendments, then this Agreement shall no longer be in force and effect.

This Agreement shall continue for a period of ten (10) years unless sooner terminated as provided in this Agreement (“**Term**”).

2.2 Effect of Termination.

Subject to the provisions of Section 7, following expiration of the Term (which shall include any mutually agreed upon extensions), this Agreement shall be deemed terminated and of no further force and effect except for any and all obligations expressly provided for herein that shall survive termination.

SECTION 3. STANDARDS, LAWS, AND PROCEDURES GOVERNING THE PROJECT

3.1 Permitted Uses.

The permitted uses and the density and intensity of use of the Property; the maximum height, bulk and size of the proposed buildings; provisions for reservation or dedication of land for public purposes and the location of public improvements; the general location of public utilities; and other terms and conditions of development applicable to the Project, shall be as set forth in the Project Approvals and, as and when they are issued (but not in any limitation of any right to develop as set forth in the Project Approvals), any Subsequent Approvals (defined below).

3.2 Conflicts.

During the Term, to the extent there are any conflicts between the Project Approvals (including but not limited to conditions to any of the Project Approvals) and this Agreement, the terms and conditions of this Agreement shall govern.

3.3 Moratorium, Initiatives and Conflicting Enactments.

To the extent consistent with State law (and excepting a declaration of a local emergency or state emergency as defined in Government Code section 8558), if any ordinance, resolution or other measure is enacted subsequent to the Effective Date, whether by action of City, by initiative, referendum or otherwise, that imposes a building moratorium, a limit on the rate of development, or a voter-approval requirement which would otherwise affect the timely development or implementation of the Project or Project Approvals or Subsequent Approvals on all or any part of the Property ("**City Law**"), City agrees that such City Law shall not apply to the Project, the Property, this Agreement, the Project Approvals, or the Subsequent Approvals, if any, during the Term.

3.4 Life of Project Approvals or Subsequent Approvals.

The life of all Project Approvals shall be equal to the Term of this Agreement in accordance with applicable laws, unless this Agreement is earlier terminated pursuant to the provisions hereof, in which event the life of said Vesting Tentative Map shall be governed by the applicable provisions of the Subdivision Map Act.

3.5 Growth Management Unit Allocations and Development Timing.

As provided in Pleasanton Municipal Code Chapter 17.36, Growth Management Unit Allocations for the Project are provided in a separate agreement.

3.6 Compliance with State and Federal Law.

This Agreement is subject to Developer's compliance with all applicable federal and State laws and regulations and compliance with applicable provisions of CEQA.

SECTION 4. DEVELOPER OBLIGATIONS

4.1 Fees.

(a) Development Impact Fees.

Developer shall pay to City all applicable "**Development Impact Fees**" which are in effect as of the Effective Date. A complete list of these applicable Development Impact Fees is attached as Exhibit B. Further, in the event Developer applies for multiple grading or building permits covering portions or phases of the Project, Developer shall only pay those Development Impact Fees applicable to the portion or phase of the Project covered by the issued permit.

(b) Regulatory Processing Fees.

Developer shall also pay to City all applicable "**Regulatory Processing Fees**" which are in effect as of the Effective Date. Regulatory Processing Fees include any and all fees, costs and charges adopted or otherwise imposed by City as a condition of regulatory approval of the

Project for the purpose of defraying City's actual costs incurred or to be incurred in the processing and administration of any form of permit, approval, license, entitlement, or formation of a financing district or mechanism, or any and all costs adopted or otherwise imposed by City for the purpose of defraying City's actual costs of periodically updating its plans, policies, and procedures, including, without limitation, the fees and charges referred to in Government Code Section 66014.

(c) Fee Adjustments.

Notwithstanding subsections (a) and (b) above, during the Term of this Agreement, Developer shall pay those periodic cost of living or similar indexed increases, decreases or adjustments to Development Impact Fees and Regulatory Processing Fees as are applicable and in effect at the time such fees would otherwise be payable to City.

(d) Fees Charged by Other Entities.

Developer acknowledges that this Agreement does not control development related fees charged by entities other than the City. Developer shall be responsible for the payment of such fees or charges imposed by entities other than the City in effect at the time of payment of such fees or charges notwithstanding that the City may collect such fees on behalf of those other entities. If there is a dispute over the amount of the fees or charges between the Developer and an entity other than the City, upon the Developer's request the City shall use its best efforts to encourage a resolution of the issue between the Developer and that entity. If the City, despite its best efforts, is not able to bring about an amicable resolution, Developer solely shall be responsible for the fees or charges imposed by the entity.

4.2 Sales Tax Origin.

Developer shall insert a contract provision in all of its contracts with general contractors and/or architects as applicable, requiring the general contractor and/or architect and their subcontractors to designate the City of Pleasanton as the point of sale and/or place of use of any materials purchased for the development of the Project. Developer shall comply with all requirements as set forth in Exhibit C.

SECTION 5. CITY OBLIGATIONS

5.1 Vested Right to Develop the Project.

(a) Vested Entitlements and Project Approvals.

Except as specifically set forth herein, as of the Effective Date, Developer shall have the vested right to develop the Property in accordance with the Project Approvals, any Subsequent Approvals, and the "**Existing Rules.**" Existing Rules include the City's General Plan, the City's Municipal Code, and all other adopted City ordinances, resolutions, rules, regulations, guidelines and policies in effect on the Effective Date.

(b) Processing Subsequent Approvals.

The Parties acknowledge that in order to develop the Project on the Property, Developer will need to obtain City approval of various “**Subsequent Approvals.**” “Subsequent Approvals” include any and all land use, environmental, building and development approvals, entitlements and/or permits granted by the City after the Effective Date to develop and operate the Project on the Property, including, without limitation, amendments or other modifications to any Project Approvals; boundary changes; tentative and final subdivision maps, parcel maps and lot line adjustments; subdivision improvement agreements; design review; conditional use permits; Building Permits; grading permits; encroachment permits; Certificates of Occupancy; formation of financing districts or other financing mechanisms; and any amendments thereto (administrative or otherwise). For any Subsequent Approvals proposed by Developer, Developer shall file an application with City for the Subsequent Approval at issue in accordance with the Existing Rules, and shall pay any applicable Regulatory Processing Fees as are in effect at the time of the application. Provided that such application(s) are in a proper form and include all required information and payment of any applicable Regulatory Processing Fees in the amount in effect at time of payment, City shall diligently and expeditiously process each such application.

(c) Subsequently Adopted Rules.

City may apply to the Property and the Project any new or modified rules, regulations and policies adopted after the Effective Date (“**Subsequently Adopted Rules**”), only to the extent that such Subsequently Adopted Rules are generally applicable to other similar developments in the City of Pleasanton and only to the extent that such application would not conflict with any of the vested rights granted to Developer under this Agreement. The Parties intend that Subsequently Adopted Rules that are adopted by the voters that impair or interfere with the vested rights set forth in this Agreement shall not apply to the Project. For purposes of this Agreement, any Subsequently Adopted Rule shall be deemed to conflict with Developer’ vested rights hereunder if it:

- (i) Seeks to limit or reduce the intensity of development of the Property or the Project or any part thereof;
- (ii) Would change any land use designation or permitted use of the Property;
- (iii) Would limit or control the location of buildings, structures, grading, or other improvements of the Project, in a manner that is inconsistent with the Existing Rules or Project Approvals;
- (iv) Would limit the timing or rate of the development of the Project, except as otherwise provided herein; or
- (v) Seeks to impose on the Property or the Project any Development Impact Fee not in effect on the Effective Date of this Agreement, provided however, that, except

as expressly provided herein, Developer shall pay, or cause to be paid, applicable Development Impact Fees in the amounts in effect at the time of payment.

(d) Applicable Subsequently Adopted Rules.

Notwithstanding the foregoing, and by way of example but not as a limitation, City shall not be precluded from applying any Subsequently Adopted Rules to development of the Project on the Property where the Subsequently Adopted Rules are:

- (i) Specifically mandated by changes in state or federal laws or regulations adopted after the Effective Date as provided in Government Code Section 65869.5;
- (ii) Specifically mandated by a court of competent jurisdiction;
- (iii) Changes to the Uniform Building Code or similar uniform construction codes, or to City's local construction standards for public improvements so long as such code or standard has been adopted by City and is in effect on a Citywide basis; or
- (iv) Required as a result of facts, events or circumstances presently unknown or unforeseeable that would otherwise have an immediate and substantially adverse risk on the health or safety of the surrounding community as reasonably determined by City.

5.2 Developer's Right to Rebuild

City agrees that Developer may renovate or rebuild the Project within the Term of this Agreement should it become necessary due to natural disaster, changes in seismic requirements, or should the buildings located within the Property become functionally outdated, within Developer's sole discretion, due to changes in technology. Any such renovation or rebuilding shall be subject to the square footage and height limitations vested by this Agreement, and shall comply with the Project Approvals, any Subsequent Approvals, the building codes existing at the time of such rebuilding or reconstruction, and the applicable requirements of CEQA.

5.3 Availability of Public Services

To the maximum extent permitted by law and consistent with its authority, City shall assist Developer in reserving and securing capacity for sewer, water and any other utilities or services as may be necessary or appropriate to serve the Project.

5.4 Developer's Application for Non-City Permits and Approvals.

City shall cooperatively and diligently work with Developer in its efforts to obtain any and all such non-City permits, entitlements, approvals or services as are necessary to develop and operate the Project in order to assure the timely availability of such permits, entitlements, approvals and services, at each stage of Project development.

SECTION 6. PERIODIC COMPLIANCE REVIEW; DEFAULT.

6.1 Periodic Compliance Review.

On an annual basis and upon thirty (30) days' notice from City to Developer, Developer shall document its good faith compliance with the terms of this Agreement and submit this compliance report to City. This periodic compliance review shall be conducted in accordance with the Development Agreement Statute ("**Periodic Review**").

6.2 Notice of Compliance.

Provided that City has determined, based on the most recent Periodic Review, that Developer is in compliance with all provisions of this Agreement, then within thirty (30) days following a written request from Developer that may be made from time to time, City shall execute and deliver to Developer (or to any party requested by Developer) a written "**Notice of Compliance**" in recordable form, duly executed and acknowledged by City, that certifies:

- (a) This Agreement is unmodified and in full force and effect, or if there have been modifications hereto, that this Agreement is in full force and effect as modified and stating the date and nature of such modifications;
- (b) There are no current uncured defaults as to the requesting Developer under this Agreement or specifying the dates and nature of any such default; and
- (c) Any other information reasonably requested by Developer. Developer shall have the right, at its sole discretion, to record the Notice of Compliance.

6.3 Default.

(a) Any failure by City or Developer to perform any material term or condition of this Agreement, which failure continues uncured for a period of sixty (60) days following written notice of such failure from the other Party (unless such period is extended by written mutual consent), shall constitute a default under this Agreement. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which such alleged failure satisfactorily may be cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such 60-day period, then the commencement of the cure within such time period, and the diligent prosecution to completion of the cure thereafter, shall be deemed to be a cure within such 60-day period.

(b) No failure or delay in giving notice of default shall constitute a waiver of default; provided, however, that the provision of notice and opportunity to cure shall nevertheless be a prerequisite to the enforcement or correction of any default.

(c) During any cure period specified under this Section and during any period prior to any delivery of notice of default, the Party charged shall not be considered in default for purposes of this Agreement. If there is a dispute regarding the existence of a default, the Parties

shall otherwise continue to perform their obligations hereunder, to the maximum extent practicable in light of the disputed matter and pending its resolution or formal termination of the Agreement as provided herein.

(d) City will continue to process in good faith development applications relating to the Property during any cure period, but need not approve any such application if it relates to a proposal on the Property with respect to which there is an alleged default hereunder.

(e) In the event either Party is in default under the terms of this Agreement, the non-defaulting Party may elect, in its sole and absolute discretion, to pursue any of the following courses of action: (i) waive such default; (ii) pursue administrative remedies, and/or (iii) pursue judicial remedies.

(f) Except as otherwise specifically stated in this Agreement, either Party may, in addition to any other rights or remedies that it may have available in law or equity, institute legal action to cure, correct, or remedy any default by the other Party to this Agreement, to enforce any covenant or agreement herein, or to enjoin any threatened or attempted violation hereunder or to seek specific performance. For purposes of instituting a legal action under this Agreement, any City Council determination under this Agreement as it relates to an alleged default hereunder shall be deemed a final agency action.

(g) The Parties hereby acknowledge that money damages are excluded as an available remedy. The Parties further acknowledge that the City would not have entered into this Agreement if doing so would subject it to the risk of incurring liability in money damages, either for breach of this Agreement, anticipatory breach, repudiation of the Agreement, or for any actions with respect to its negotiation, preparation, implementation or application. The Parties further acknowledge that money damages and remedies at law generally are inadequate, and specific performance is the most appropriate remedy for the enforcement of this Agreement and should be available to all Parties for the following reasons:

(i) Due to the size, nature, and scope of the project, it may not be practical or possible to restore the property to its original condition once implementation of this Agreement has begun. After such implementation, Developer may be foreclosed from other choices it may have had to utilize the property or portions thereof.

(ii) Developer has invested significant time and resources and performed extensive planning and processing of the project in agreeing to the terms of this Agreement and will be investing even more significant time and resources in implementing the project in reliance upon the terms of this Agreement, and it is not possible to determine the sum of money which would adequately compensate Developer for such efforts.

(h) Therefore, the Parties hereby acknowledge and agree that it is a material part of Developer's consideration to City that City shall not be at any risk whatsoever to liability for money damages relating to or arising from this Agreement, and except for non-damages remedies, including the remedy of specific performance, Developer, on the one hand, and the

City, on the other hand, for themselves, their successors and assignees, hereby release one another's officers, trustees, directors, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth and Fourteenth Amendments of the United States Constitution, or any other law or ordinance which seeks to impose any money damages, whatsoever, upon the Parties because the Parties entered into this Agreement, because of the terms of this Agreement, or because of the manner of implementation or performance of this Agreement.

6.4 Enforced Delay; Extension of Time of Performance.

No Party shall be deemed in default of its obligations under this Agreement where a delay or default is due to an act of God, natural disaster, accident, breakage or failure of equipment, enactment of conflicting federal or state laws or regulations, third-party litigation, strikes, lockouts or other labor disturbances or disputes of any character, interruption of services by suppliers thereof, unavailability of materials or labor, unforeseeable and severe economic conditions, rationing or restrictions on the use of utilities or public transportation whether due to energy shortages or other causes, war, civil disobedience, riot, or by any other severe and unforeseeable occurrence that is beyond the control of that Party (collectively, "**Enforced Delay**"). Performance by a Party of its obligations under this Section 6.4 shall be excused during, and extended for a period of time equal to, the period (on a day-for-day basis) for which the cause of such Enforced Delay is in effect.

6.5 Third Party Legal Actions.

(a) If there are any third party administrative, legal or equitable actions challenging any of the Project Approvals, including, without limitation, this Agreement and all CEQA processes and actions by City relating to the Project, Developer shall defend and indemnify City against any and all fees and costs arising out of the defense of such actions, including the fees and costs of City's own in-house or special counsel retained to protect City's interests. Each Party is entitled to legal counsel of its choice, at Developer's expense. The Parties and their respective counsel shall cooperate with each other in the defense of any such actions, including in any settlement negotiations. If a court in any such action awards any form of money damages to such third party, or any attorneys' fees and costs to such third party, Developer shall bear full and complete responsibility to comply with the requirements of such award, and hereby agrees to timely pay all fees and costs on behalf of City.

(b) If any part of this Agreement or any Project Approval is held by a court of competent jurisdiction to be invalid, the Parties shall cooperate and use their best efforts, to the extent permitted by law, to cure any inadequacies or deficiencies identified by the court in a manner consistent with the purposes of this Agreement.

SECTION 7. TERMINATION.

7.1 Termination Upon Completion of Project or Expiration of Term.

This Agreement shall terminate upon the expiration of the Term or earlier as set forth in this section. Upon termination of this Agreement, either Party may cause a notice of such termination in a form satisfactory to the City Attorney to be duly recorded in the official records of Alameda County.

7.2 Termination Due to Default.

After notice and expiration of the sixty (60) day cure period as specified in Section 6.3 above, if the default has not been cured or it is not being diligently cured in the manner set forth above, the noticing Party may, at its option, give notice of its intent to terminate this Agreement pursuant to the Development Agreement Statute (“**Notice of Intent to Terminate**”). Within thirty (30) days of receipt of a Notice of Intent to Terminate, the matter shall be scheduled for consideration and review in the manner set forth in the Development Agreement Statute. Following consideration of the evidence presented in said review, the Party alleging the default may give written notice of termination of this Agreement. If a Party elects to terminate as provided herein, upon sixty (60) days’ written notice of termination, this Agreement shall be terminated as it relates to the defaulting Party’s rights and obligations hereunder. Notwithstanding the foregoing, a written notice of termination given under this Section 7.2 is effective to terminate the obligations of the noticing Party only if a default has occurred and such default, as a matter of law, authorizes the noticing Party to terminate its obligations under this Agreement. In the event the noticing Party is not so authorized to terminate, the non-noticing Party shall have all rights and remedies provided herein or under applicable law, including, without limitation, the right to specific performance of this Agreement. Once a Party alleging default has given a written notice of termination, legal proceedings may be instituted to obtain a declaratory judgment determining the respective termination rights and obligations under this Agreement. Notwithstanding the foregoing, any such default and related termination shall only extend to the defaulting Party’s rights and obligations hereunder and shall not affect the rights and obligations of any other Assignee who has acquired other portions of the Property in accordance with Section 9.1 below.

7.3 Termination by Mutual Consent.

This Agreement may be terminated by mutual consent of the Parties in the manner provided in the Development Agreement Statute.

SECTION 8. DISPUTE RESOLUTION.

8.1 Voluntary Mediation and Arbitration.

If a dispute arises related to the interpretation or enforcement of, or compliance with, the provisions of this Agreement (“**Dispute**”), City and Developer may mutually consent to attempt to resolve the matter by mediation or arbitration; provided, however, that no such mediation or arbitration shall be required in order for a Party to pursue litigation to resolve a Dispute.

8.2 Legal Proceedings.

Either Party may, in addition to any other rights or remedies, institute legal action to resolve any Dispute or to otherwise cure, correct or remedy any default, enforce any covenant or agreement herein, enjoin any threatened or attempted violation thereof, enforce by specific performance the obligations and rights of the Parties hereto, or to obtain any remedies consistent with the purpose of this Agreement.

8.3 Attorneys' Fees and Dispute Resolution Costs.

In any action or proceeding brought by any Party to resolve a Dispute, the prevailing Party is entitled to recover reasonable attorneys' fees and any other costs incurred in the action or proceeding in addition to any other relief to which it is entitled.

SECTION 9. ASSIGNMENT AND ASSUMPTION; RIGHTS AND DUTIES OF MORTGAGEES.

9.1 Assignment of Rights, Interests and Obligations.

Subject to compliance with this Section 9, Developer may sell, assign or transfer its interest in the Property and related Project Approvals to any individual or entity ("Assignee") at any time during the Term of this Agreement.

(a) Any assignment by Developer as provided for in this Section 9.1 may occur without obtaining City's consent ("**Permitted Assignment**") so long as the proposed Assignee is an affiliate of Developer, which shall include any entity in which either Developer or Developer's principal Michael Serpa has a ownership or other financial interest or substantial interest. Such assignees shall be referred to herein as "**Permitted Assignees.**" Permitted Assignee(s) shall provide City with written notice of a Permitted Assignment within thirty (30) days following the effective date thereof.

(b) If the proposed Assignee does not qualify as a Permitted Assignee, then Developer or subsequent owner may still assign its interest in the Property and related Project Approvals so long as said Developer or subsequent owner receives the Community Development Director's prior written consent, which shall not be unreasonably withheld, conditioned or delayed. It shall be deemed unreasonable to refuse consent for such assignment unless, in light of the proposed Assignee's financial resources, such Assignee would not be able to perform the obligations proposed to be assumed by such Assignee. Any such determination shall be made in writing by the Community Development Director, supported by substantial evidence, and would be appealable by the affected Owner to the City Council. Failure by City to respond to any such assignment request within thirty (30) days would be deemed to constitute consent. Further, no consent to assign shall be required under this Section 9.1(b) for land covered by a specific tentative map or parcel map so long as Developer or subsequent owner(s) has satisfied all of its obligations hereunder in connection with said tentative map or parcel map. Finally, the Parties agree that once the Project is fully built out, then no consent to assign shall be required.

9.2 Assumption of Rights, Interests and Obligations.

Subject to compliance with the preceding Section 9.1, express written assumption by an Assignee of the obligations and other terms and conditions of this Agreement with respect to the Property or such portion thereof sold, assigned or transferred, shall relieve Developer of such obligations and other terms and conditions so expressly assumed. Any such assumption agreement shall be in substantially the same form as attached Exhibit D, as determined by the City Attorney. The County Recorder shall duly record any such assumption agreement in the official records of Alameda County within ten (10) days of receipt. Upon recordation of said assumption agreement, Developer shall automatically be released from those obligations assumed by the Assignee.

9.3 Rights and Duties of Mortgagee in Possession of Property.

(a) This Agreement shall be superior and senior to all liens placed upon the Property or any portion thereof after the Effective Date, including, without limitation, the lien of any Mortgage. Notwithstanding the foregoing, no breach of this Agreement shall defeat, render invalid, diminish or impair any Mortgage made in good faith and for value; provided, however, this Agreement shall be binding upon and effective against all persons and entities, including all Mortgagees who acquire title to the Property or any portion thereof by foreclosure, trustee's sale, deed in lieu of foreclosure or otherwise, and including any subsequent transferee of the Property acquired by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise (in either case, a "Mortgage Successor"), subject, however, to the terms of Section 9.3(b), below.

(b) The provisions of Section 9.3(a) above notwithstanding, no Mortgage Successor shall have any obligation or duty under this Agreement to commence or complete the construction of any project infrastructure, or to guarantee such construction or completion, or have any liability for failure to do so; provided, however, that a Mortgage Successor shall not be entitled to devote the Property to any uses or to construct any improvements thereon other than those uses or improvements permitted under the Project Approvals. In the event that any Mortgage Successor shall acquire title to the Property or any portion thereof, the Mortgage Successor further shall not be (i) liable for any breach or default under this Agreement on the part of any Developer or its successor, or (ii) obligated to cure any breach or default under this Agreement on the part of any Developer or its successor. In the event such Mortgage Successor desires to succeed to Developer' rights, benefits, and privileges under this Agreement, however, City may condition such succession upon the assumption of this Agreement by the Mortgage Successor by written agreement reasonably acceptable to City and the Mortgage Successor, including, without limitation, the obligation to cure any breach or default on Developer' part that is curable by the payment of money or performance at commercially reasonable cost and within a commercially reasonable period of time after such assumption takes effect.

(c) If City receives notice from a Mortgagee requesting a copy of any Notice of Default regarding all or a portion of the Property, then City shall deliver to such Mortgagee, concurrently with service thereof to Developer, any such notice given to Developer with respect to any claim by City that Developer has defaulted, and if City makes a determination of

noncompliance under Section 6.3 above, City shall likewise serve notice of such noncompliance on such Mortgagee concurrently with service thereof on Developer. Each Mortgagee shall have the right (but not the obligation) for a period of ninety (90) days after receipt of such notice to cure, or to commence to cure, the alleged default set forth in said notice in accordance with Section 6.3 above. If the default or such noncompliance is of a nature that can only be remedied or cured by such Mortgagee upon obtaining possession, such Mortgagee shall have the right (but not the obligation) to seek to obtain possession with diligence and continuity through a receiver or otherwise, and thereafter to remedy or cure the default or noncompliance within ninety (90) days after obtaining possession, except if any such default or noncompliance cannot, with diligence, be remedied or cured within such ninety (90) day period, then such Mortgagee shall have such additional time as may be reasonably necessary to remedy or cure such default or noncompliance if such Mortgagee commences cure during such ninety (90) day period, and thereafter diligently pursues completion of such cure to the extent possible. Notwithstanding the foregoing, nothing contained in this Agreement shall be deemed to permit or authorize any Mortgagee or Mortgagee Successor to undertake or continue construction or completion of any improvements comprising the Project (beyond the extent necessary to conserve or protect improvements or construction already made) without first having expressly assumed the defaulting Developer's continuing obligations hereunder in the manner specified in Section 9.3(b), above.

SECTION 10. GENERAL PROVISIONS.

10.1 Independent Contractors.

Each Party is an independent contractor and shall be solely responsible for the employment, acts, omissions, control and directing of its employees. All persons employed or utilized by Developer in connection with this Agreement and the Project shall not be considered employees of City in any respect. Except as expressly set forth herein, nothing contained in this Agreement shall authorize or empower any Party to assume or create any obligation whatsoever, express or implied, on behalf of any other Party or to bind any other Party or to make any representation, warranty or commitment on behalf of any other Party.

10.2 Invalidity of Agreement and Severability of Provisions.

If this Agreement in its entirety is determined by a court of competent jurisdiction to be invalid or unenforceable, this Agreement shall automatically terminate as of the date of final entry of judgment, including the entry of judgment in connection with any appeals. If any provision of this Agreement shall be determined by a court of competent jurisdiction to be invalid and unenforceable, the remaining provisions shall continue in full force and effect. Notwithstanding the foregoing, if any material provision of this Agreement, or the application of such provision to a particular situation, is held to be invalid, void or unenforceable, either City or Developer may terminate this Agreement as to Developer (in the case of Developer taking such action, the termination shall relate only to Developer's interest in the Property and the related Project Approvals) by providing written notice of such termination to the other Party.

10.3 Further Documents; Other Necessary Acts.

Each Party shall execute and deliver to the other Party all other instruments and documents as may be reasonably necessary to carry out the purpose of this Agreement and the Project Approvals and Subsequent Approvals, in order to provide or secure to the other Party the full and complete enjoyment of the rights and privileges granted by this Agreement.

10.4 Time of Essence.

Time is of the essence in the performance of each and every covenant and obligation to be performed by the Parties hereunder.

10.5 Amendment to this Agreement.

This Agreement may be modified from time to time by mutual consent of the Parties, in accordance with the Development Agreement Statute. In the event the Parties modify this Agreement, City shall cause notice of such action to be duly recorded in the official records of Alameda County within ten (10) days of such action.

10.6 Project Is A Private Undertaking.

The Parties agree that: (a) any development by Developer of the Property shall be a private development; (b) City has no interest in or responsibilities for or duty to third Parties concerning any improvements constructed in connection with the Property until such time that City accepts the same pursuant to the provisions of this Agreement and in connection with the various Project Approvals; (c) Developer shall have full power over and exclusive control of the Project herein described to the extent of Developer' interest therein, subject only to the limitations and obligations of Developer under this Agreement, its Project Approvals, and the other Existing Rules; (d) the contractual relationship between City and Developer is such that Developer is an independent contractor and not an agent of City; and (e) nothing in this Agreement is intended or shall be construed to create or reflect any form of partnership or joint venture between the Parties. This Agreement is made and entered into for the sole protection and benefit of the Parties and their successors and assigns. No other person shall have any right of action based upon any provision in this Agreement.

10.7 Covenants Running With The Land.

All of the provisions contained in this Agreement are binding upon and benefit the Parties and their respective heirs, successors and assigns, representatives, lessees, and all other persons acquiring all or any portion of the Property, or any interest therein, whether by operation of law or in any manner whatsoever. All of the provisions of this Agreement shall be enforceable as equitable servitudes and shall constitute covenants running with the land pursuant to California law, including, without limitation, Civil Code section 1468. Each covenant herein to act or refrain from acting is for the benefit of or a burden upon the Project, as appropriate, runs with the Property and is binding upon each owner, including Developer and all successive owners, of all or a portion of the Property during its ownership of such property.

10.8 Recordation Of Agreement.

Within ten (10) days of the Effective Date, City shall cause this Agreement to be duly recorded in the official records of Alameda County.

10.9 Notices.

Any notice required under this Agreement shall be in writing and personally delivered, or sent by certified mail (return receipt requested and postage pre-paid), overnight delivery, or facsimile to the following:

City:	City of Pleasanton	Developer:
Attn:	City Manager	
	123 Main Street	
	P.O. Box 520	
	Pleasanton, CA 94566	
Tel:	(925) 931-5002	
Fax:	(9256) 931-5482	

Notices to Mortgagees by City shall be given as provided above using the address provided by such Mortgagee(s). Notices to Assignees shall be given by City as required above only for those Assignees who have given City written notice of their addresses for the purpose of receiving such notices. Either Party may change its mailing address/facsimile at any time by giving written notice of such change to the other Party in the manner provided herein at least ten (10) days prior to the date such change is effected. All notices under this Agreement shall be deemed given, received, made or communicated on the earlier of the date personal delivery is effected or on the delivery date or attempted delivery date shown on the return receipt, air bill or facsimile.

10.10 Applicable Law.

This Agreement shall be construed and enforced in accordance with the laws of the State of California.

10.11 Venue.

Any action brought relating to this Agreement shall be held exclusively in a state court in the County of Alameda.

10.12 Indemnification.

Developer shall indemnify, defend, and hold harmless City (including its elected officials, officers, agents, and employees) from and against any and all claims, demands, damages, liabilities, costs, and expenses (including court costs and attorney's fees) (collectively, "Claims") resulting from or arising out of the development of the Project contemplated by this Agreement, other than a liability or claim based upon City's negligence or willful misconduct. The

indemnity obligations of this Agreement shall not extend to Claims arising from activities associated with the maintenance or repair by the City or any other public agency of improvements that have been accepted for dedication by the City or such other public agency.

10.13 No Waiver.

No waiver by either Party of any provision of this Agreement shall be considered a waiver of any other provision of any subsequent breach of the same or any other provisions, including the time for performance of any such provisions, and shall have no effect with respect to any other Party's rights and obligations hereunder. The exercise by a Party of any right or remedy as provided in this Agreement or provided by law shall not prevent the exercise by the Party of any other remedy provided in this Agreement or under the law, and shall have no effect with respect to any other Party's rights and remedies as provided herein.

10.14 Construction.

This Agreement has been reviewed and revised by legal counsel for both City and Developer and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement. The provisions of this Agreement and the attached exhibits shall be construed as a whole according to their common meaning and not strictly for or against either Party, and in a manner that shall achieve the purposes of this Agreement. Wherever required by the context, the masculine gender shall include the feminine or neuter genders, or vice versa.

10.15 Entire Agreement.

This Agreement and all exhibits constitute the entire agreement between the Parties and supersede all prior discussions, negotiations, and agreements whether oral or written. Any oral representations or modifications concerning this instrument shall be of no force or effect unless contained in a subsequent written notification signed by both Parties.

10.16 Estoppel Certificate.

Either Party from time to time may deliver written notice to the other Party requesting written confirmation that, to the knowledge of the certifying Party: (a) this Agreement is in full force and effect and constitutes a binding obligation of the Parties; (b) this Agreement has not been amended either orally or in writing, or if it has been amended, specifying the nature of the amendment(s); and (c) the requesting Party is not in default in the performance of its obligations under this Agreement, or if in default, describing therein the nature of the default. A Party receiving a request shall execute and return the certificate within thirty (30) days after receipt thereof. The Community Development Director shall have the right to execute any such certificate requested by Developer. At Developer' request, the certificate provided by City establishing the status of this Agreement with respect to any lot or parcel shall be in recordable form and Developer shall have the right to record the certificate for the affected portion of the Property at its cost.

10.17 Counterparts.

This Agreement and any and all amendments thereto may be executed in counterparts, and all counterparts together shall be construed as one document.

10.18 Authority To Execute.

Each Party hereto expressly warrants and represents that it has the authority to execute this Agreement on behalf of its entity and warrants and represents that it has the authority to bind its entity to the performance of its obligations hereunder.

10.19 Captions.

The caption headings provided herein are for convenience only and shall not affect the construction of this Agreement.

10.20 Compliance, Monitoring, and Management Duties; Default.

If Developer fails to perform any of its duties related to compliance review processes, monitoring, or the management of any programs as required herein, City has the right, but not the obligation, to undertake such duties and perform them at said Developer' expense.

10.21 Listing And Incorporation Of Exhibits.

The exhibits to this Agreement, each of which is hereby incorporated herein by reference, are as follows:

- Exhibit A-1: Property Description
- Exhibit A-2: Property Diagram
- Exhibit B: Development Impact Fees
- Exhibit C: Sales Tax Origin Requirements
- Exhibit D: Assignment and Assumption Agreement

IN WITNESS THEREOF, this Agreement has been entered into by and between Developer and City.

CITY

By: Nelson Fialho, City Manager

Date: _____

APPROVED AS TO FORM:

By: Daniel G. Sodergren, City Attorney

ATTEST:

By: Karen Diaz, City Clerk

DEVELOPER

By:

Date: _____

Its:

By:

Its:

//

EXHIBIT A-1
Property Description
(To Be Inserted)

DRAFT

EXHIBIT A-2
Property Diagram
(To Be Inserted)

DRAFT

EXHIBIT B

Development Impact Fees

(To Be Inserted)

DRAFT

EXHIBIT C
Sales Tax Origin Requirements
(To Be Inserted)

DRAFT

EXHIBIT D

Assignment and Assumption Agreement

(To Be Inserted)

DRAFT

EXHIBIT C

Contract Provisions for Contractors and Subcontractors Regarding Construction Sales and Use Tax

Subject to applicable laws and regulations, Developer's Contractor shall comply with the provisions of Section 4.2 to provide that local sales and use taxes generated in connection with all eligible purchases of materials, fixtures, furniture, machinery, equipment and supplies for the work to be performed hereunder are allocated directly to the City of Pleasanton (the "City"). In particular, Contractor shall:

(a) Apply for a jobsite sub-permit with the California State Board of Equalization ("CBOE") prior to the purchase of any materials, fixtures, furniture, machinery, equipment and supplies for the work to be performed hereunder (a "Jobsite Sub-Permit"). Upon the request of Developer, Contractor shall furnish a copy of its application for Jobsite Sub-Permit. Promptly following Contractor's receipt of a Jobsite Sub-Permit from the CBOE, Contractor shall provide Developer and the City with a copy of such Jobsite Sub-Permit.

(b) If Contractor is a seller and/or retailer of tangible items, apply for a seller's permit from the CBOE and provide the City with a copy of such seller's permit when it is received by Contractor from the CBOE.

(c) (i) Incorporate a "transfer of title clause" in contracts for the purchase of materials and fixtures to be used in connection with the work to be performed hereunder, and (ii) issue resale certificates to Contractor's suppliers, whether based in state or out of state, when purchasing materials and fixtures. The "transfer of title clauses" in such purchase contracts shall: (A) explicitly provide for the transfer of title to the materials prior to the time materials are installed, and (B) separately state the price of materials, exclusive of the charge for installation.

(d) Provide the Developer and the City, upon the reasonable request of either, with:

(A) A list of contractors and subcontractors in connection with the work to be performed hereunder, which list shall include (unless such information requires the disclosure of confidential information, trade secrets, or information that impairs the Developer's ability to gain pricing advantages relative to materials and services):

- (i) Name of subcontractor
- (ii) Address and telephone number of headquarters or office
- (iii) Name and telephone number of contact person
- (iv) Estimated value of the contract
- (v) Estimated completion date
- (vi) Scope of Work

(B) A copy of the first page and signature page of the subcontract; and

(C) Such additional information as may be reasonably requested in writing by the City to ensure compliance with the foregoing provisions, including without limitation copies of the Contractor's sales and use tax returns and schedules of purchases of materials, fixtures, equipment, and machinery.

(e) Acknowledge and agree to the following: CONTRACTOR ACKNOWLEDGES AND AGREES THAT THE CITY IS A THIRD PARTY BENEFICIARY OF THE FOREGOING PROVISIONS AND THAT CONTRACTOR'S AGREEMENT TO COMPLY WITH SUCH PROVISIONS FOR THE BENEFIT OF THE CITY IS A MATERIAL INDUCEMENT TO DEVELOPER IN ENTERING INTO THIS CONTRACT. CONTRACTOR FURTHER AGREES THAT PROVISIONS MAY BE DIRECTLY ENFORCED BY THE CITY. WITHOUT LIMITING THE REMEDIES OR OWNER OR THE CITY, THE CITY SHALL HAVE THE RIGHT TO SEEK, AS DAMAGES, THE FULL AMOUNT OF ANY SALES AND USE TAXES NOT ALLOCATED TO THE CITY AS A RESULT OF CONTRACTOR'S FAILURE TO COMPLY WITH THE FOREGOING PROVISIONS, WITHOUT REGARD TO WHETHER CONTRACTOR OR ITS SUBCONTRACTORS PAID SUCH SALES AND USE TAX, TOGETHER WITH INTEREST AT THE LOWER OF 10% OR THE HIGHEST INTEREST RATE ALLOWED BY LAW.

EXHIBIT D

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

ASSIGNMENT AND ASSUMPTION OF DEVELOPMENT AGREEMENT

THIS ASSIGNMENT AND ASSUMPTION OF DEVELOPMENT AGREEMENT ("Assignment") is made this ____ day of ____ ("Assignment Date") by and between Irby Ranch, LLC, a California limited liability corporation ("Assignor"), and _____ ("Assignee").

RECITALS

- A. Irby Ranch, LLC is currently the owner of certain real property located in the City of Pleasanton, County of Alameda, State of California, as described in Exhibit A attached hereto (the "Property").
- B. Pursuant to California Government Code Section 65864, et seq. Assignor and the City entered into that certain Development Agreement dated _____ and recorded _____ as Instrument No. _____ in the Official Records of Alameda County ("Official Records") (the "Development Agreement").
- C. Assignor and Assignee entered into that certain Agreement of Purchase and Sale and Joint Escrow Instructions, dated as of _____ ("Agreement"), respecting the sale of the Property.
- D. Under the Agreement, Assignor is obligated to assign to Assignee all of Assignor's right, title and interest in and to the Development Agreement pursuant to this Assignment.

NOW, THEREFORE, in reliance on the foregoing and in consideration of the mutual covenants, agreements and conditions contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto,

intending to be legally bound, hereby agree as follows:

1. Assignment and Assumption. Effective as of the Assignment Date, Assignor hereby assigns, sells, transfers, sets over and delivers unto Assignee (the "Assignment") all of Assignor's estate, right, title and interest in and to the Development Agreement, provided, however, the Assignment shall not release or relieve Assignor of any of its obligations, duties, covenants, conditions or liabilities under the Development Agreement to the extent arising or accruing prior to the Assignment Date. Assignee hereby assumes the performance of all of the terms, covenants, obligations and conditions imposed upon Assignor under and with respect to the Development Agreement to the extent arising or accruing from or after the Assignment Date. Assignor shall retain all obligations respecting the Development Agreement for the period of time prior to the Assignment Date.

2. Representations and Warranties of Assignor. Assignor hereby makes the following representations and warranties to the Assignee as of the date of this Assignment:

2.1 Assignor is the holder of the entire interest of the "Developer" under the Development Agreement, and has not previously transferred or assigned any interest in the same.

2.2 The Development Agreement is unmodified and in full force and effect.

2.3 To the actual knowledge of Assignor, no default on the part of Assignor, and no breach or failure of condition that, with notice or lapse of time or both, would constitute a default on the part of Assignor, exists under the Development Agreement.

2.4 The execution, delivery, and performance by Assignor of this Assignment (i) will not contravene any legal requirements applicable to Assignor, (ii) will not conflict with, breach or contravene any other agreement binding upon Assignor, and (iii) will not result in the creation or imposition of any liens on any portion of the Property (except as may be permitted under the terms of the Development Agreement)

2.5 Prior to the date hereof, Assignor has provided the City with written notice of this Assignment and requested from Assignee the appropriate documentation required by the City in connection this Assignment.

3. Counterparts. This Assignment may be executed in counterparts, each of which shall be deemed an original, and all of which shall taken together be deemed one document.

4. Survival. This Assignment and the provisions hereof shall inure to the benefit of and be binding upon the parties to this Assignment and their respective successors, heirs and permitted assigns.

5. Further Assurances. Each party hereto hereby covenants that it will, at any time and from time to time upon written request therefor, execute and deliver to the other party and its successors, nominees or assigns, such documents as such other party or they may reasonably request in order to fully consummate the transactions contemplated by this Assignment.

6. Governing Law. This Assignment shall be governed by, interpreted under, and construed and enforceable in accordance with, the laws of the State of California, without regard to choice of law principles.

IN WITNESS WHEREOF, Assignor and Assignee have executed and delivered this Assignment as of the day and year first written above.

**Addendum to the City of Pleasanton
Housing Element and Climate Action Plan
General Plan Amendment and Rezonings
Supplemental Environmental Impact Report for the
Irby Ranch Project (PUD 110)
City of Pleasanton, Alameda County, California
State Clearinghouse Number 2011052002**

Prepared for:

City of Pleasanton

Community Development

200 Old Bernal Road

Pleasanton, CA 94566

925.931.5607

Contact: Jennifer Hagen, Associate Planner

Prepared by:

FirstCarbon Solutions

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925.357.2562

Contact: Mary Bean, Project Director

Janna Waligorski, Project Manager

Date: July 29, 2016

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SECTION 1: INTRODUCTION

1.1 - Project Details

1. Project Title and Number

Irby Ranch Project (PUD-110)

2. Lead Agency Name and Address

City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

3. Contact Person and Phone Number

Jennifer Hagen, Associate Planner
925.931.5607

4. Project Location and Assessor's Parcel Number (APN)

3988 First Street, APN: 946-1680-4-4
3878 Stanley Boulevard, APN: 946-1680-3-2
3780 Stanley Boulevard, APN: 946-1680-2-3

5. Project Sponsor's Name & Address

Irby Ranch LLC
Mike Serpa
475 Washington Boulevard
Marina Del Rey, CA 92092
825.588.1001

6. General Plan Designation

Existing: Retail/Highway/Service Commercial, Business and Professional Offices, Public Health and Safety with Wildland Overlay (Arroyo del Valle)

Proposed: High Density Residential and Public Health and Safety with Wildland Overlay (Arroyo del Valle)

7. Downtown Specific Plan Designation

Existing: Downtown Commercial and Open Space

Proposed: High Density Residential and Open Space

8. Zoning

Existing: Agriculture (A) and Service Commercial (CS)

Proposed: Planned Unit Development—High Density Residential and Open Space (PUD-HDR/OS)

9. Description of Project

The project consists of the potential relocation of a historic home on-site, demolition of the remaining on-site existing buildings and development of 93 single-family homes and related infrastructure on 15.06 acres. Future plans dedicate an approximately 1.35-acre portion of the project site to an affordable single-family residential community for individuals with special needs that could be developed with a congregate care facility of up to 30 beds and 5,000 square feet of community space. In addition, the project would include various open spaces, including a Historical Park, Tree Park, and community garden.

10. Requested Permits/Approvals

- a) General Plan Amendment (P15-0245)
- b) Specific Plan Amendment (P15-0405)
- c) Rezoning (P15-0246)
- d) Planned Unit Development Plan (PUD-110)
- e) Tentative Tract Map (Tract 8245)
- f) Development Agreement
- g) Affordable Housing Agreement
- h) Growth Management Agreement (P15-0406)
- i) Grading Permit
- j) Building Permit
- k) Heritage Tree Removal Permit

1.2 - Background

On July 21, 2009, the City of Pleasanton adopted the Pleasanton General Plan Update 2005–2025, after certification of the Pleasanton General Plan Update 2005–2025 Environmental Impact Report (EIR) (State Clearinghouse Number 205122139). However, as a result of two lawsuits (*Urban Habitat Program v. City of Pleasanton*, and *State of California v. City of Pleasanton*) and a subsequent Settlement Agreement and Covenant Not to Sue, dated August 2010, the City was obligated to update its Housing Element to meet regional housing needs (including eliminating the housing cap) and adopt a Climate Action Plan, both of which are subject to the provisions of the California Environmental Quality Act (CEQA).

On January 4, 2012, under Resolution No. 12-493 (Appendix A), the City of Pleasanton certified the Supplemental Environmental Impact Report (Supplemental EIR) for the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings (State Clearinghouse Number 2011052002), hereinafter referred to as the Supplemental EIR. The document provided supplemental information about the City of Pleasanton General Plan Program EIR (State

Clearinghouse No. 2005122139) relating to an updated Housing Element, the adoption of a Climate Action Plan, and related General Plan Amendments and Rezoning. The Supplemental EIR considered the potential impacts that were likely to result from implementation of the policies and programs contained within the updated Housing Element and Climate Action Plan and the changes in land use designations proposed in the General Plan Amendment and Rezoning. Within the Supplemental EIR, the City identified 21 potential sites for rezoning and the buildout potentials of those sites to provide an adequate inventory of housing to meet the City of Pleasanton's share of regional housing needs through 2014 (City of Pleasanton 2011). Not all 21 sites were needed to meet the City of Pleasanton's share of regional housing needs, and the City ultimately selected only nine of the 21 sites for rezoning. The Supplemental EIR thus provides an all-encompassing analysis of potential impacts resulting from the development of residential land uses on potential rezone sites.

The project site was included as a potential site for rezoning in the Supplemental EIR as site number 6. Within the Supplemental EIR (Table 3-3 of the Supplemental Draft EIR), 14.8 acres of the site were considered for potential rezoning to Planned Unit Development-Mixed Use, with a density of up to 30 units per acre or 180 units. Any future development on the project site would be required to adhere by all applicable mitigation included in the Supplemental EIR. As noted in the Supplemental EIR, the rezoning would not alter the Wildland Overlay or the Public Health and Safety land use designations of the project site.

The Supplemental EIR concluded that all potential impacts resulting from the implementation of the Housing Element and Climate Action Plan were either less than significant or could be reduced to a less than significant level after mitigation, with the exception of two significant and unavoidable impacts:

- The demolition of a potentially significant historic resource on Site 6 (subject site).
- The addition of traffic to segments of Sunol Boulevard (First Street) and Hopyard Road, to the point at which these roadway segments would operate unacceptably under Cumulative Plus Project Conditions.

This document analyzes the conclusions of the Supplemental EIR to confirm whether the current project would result in any new significant environmental effect or increase the severity of any previously identified environmental effect, such that preparation of a subsequent EIR or Mitigated Negative Declaration would be necessary pursuant to CEQA Guidelines Section 15162. If a subsequent EIR or Mitigated Negative Declaration is not necessary, the City may rely on this Addendum to the Supplemental EIR to approve the project. The 2009 City of Pleasanton General Plan Program EIR (State Clearinghouse No. 2005122139) and 2011 City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezoning's Supplemental Environmental Impact Report (EIR) (State Clearinghouse Number 2011052002) are incorporated by reference into this document.

Note that specific parameters of the project may change based on input from the Planning Commission and/or City Council during the project approval process. However, this analysis

conservatively evaluates a likely development scenario that encompasses potential minor changes (reduction) to unit count, site layout, design, or other project features.

1.3 - Project Site

The project site consists of 15.06 acres located at 3988 First Street, 3878 Stanley Boulevard, and 3780 Stanley Boulevard in the City of Pleasanton, California (Exhibit 1). The project site is roughly triangular, bounded by First Street and Stanley Boulevard to the north, a storage facility to the east, Arroyo del Valle and residential land uses to the south, and First Street and Arroyo del Valle to the west (Exhibit 2). The project site contains three different parcels (Exhibit 3). The first parcel at 3988 First Street, APN 946-1680-4-4, is known as the Zia parcel. The second parcel at 3878 Stanley Boulevard, APN 946-1680-3-2, is known as the Kaplan parcel. The third parcel at 3780 Stanley Boulevard, APN 946-1680-2-3, is known as the Irby parcel.

Table 1 provides a summary of the project site.

Table 1: Project Site Summary

Parcel Name	Address	APN	Approximate Square Feet	Approximate Acreage
Zia	3988 First Street	APN 946-1680-4-4	184,721	4.24
Kaplan	3878 Stanley Boulevard	APN 946-1680-3-2	67,384	1.55
Irby	3780 Stanley Boulevard	APN 946-1680-2-3	403,801	9.27
Total			655,906	15.06
Source: City of Pleasanton 2016				

The majority of the project site is a flat, open field with residences and associated structures. Arroyo del Valle runs along the southern portion of the project site. The Zia parcel contains seven buildings and structures, including a residence, a tank house, two garages, a barn, and two sheds. The Kaplan parcel contains a single residence and several ancillary buildings, including several portable metal storage containers and wooden storage sheds. The Irby parcel contains a residence, ancillary buildings that include a woodshed, a refrigeration shed, dairy buildings, and a temporary storage structure. The open field areas of the project site are routinely disked to control the threat of fire; therefore, this part of the project site does not contain any native habitats and is dominated by disturbed, non-native ruderal vegetation. Arroyo del Valle makes up the southern border of the project site and supports riparian vegetation. There are approximately 24 different species of trees on the project site.

1.4 - Project Description

The applicant is proposing to develop 93 single-family detached homes and up to 30 affordable residential community units, referred to as Sunflower Hill, for individuals with special needs located

on 15.06 acres (Exhibit 4). Arroyo del Valle would remain in its existing state. Table 2 provides a summary of the project land use. Table 3 provides a summary of the project components.

Table 2: Project Land Use Summary

Component	Acreage
Single-Family Homes	10.91
Sunflower Hill	1.35
Arroyo del Valle	2.79
Total Acreage	15.06

Table 3: Project Summary

Component	Total
Single-Family Homes	
Total Residences	93
Gross Developable Area	10.91 acres
Gross Density	8.5 du/ac
Common Space	75,681 sq ft
Parking Spaces	88
Sunflower Hill	
Congregate Care Facility	30 beds
Manager’s Office	700 square feet
Gross Developable Area	1.35
Gross Density	22.2 du/ac ¹
Common Space	5,000 square feet
Parking Spaces	20
Notes: sq ft= square feet du/ac = dwelling units per acre ¹ For conservative purposes, the gross density of the Sunflower Hill facility is based on a total of 30 apartment type residential units. Source: Irby Ranch LLC, 2016	

1.4.1 - Single Family Homes

The 93 single-family homes would consist of two- and three-story units and a gross density of approximately 8.5 dwelling unit/acre.

There are four proposed home model types: 2 two-story models and 2 three-story models; front elevations are shown in Exhibit 5. The two-story models would range in size from 2,248 square feet to 2,500 square feet and are approximately 27 feet in height at the highest ridge; refer to Exhibit 5. The three-story models would range in size from 1,875 square feet to 2,336 square feet and are approximately 35 feet in height at the highest ridge; refer to Exhibit 5. Homes have all been designed with a traditional architectural style. Each home is proposed to include a two-car garage.

The project includes common open space throughout the site, totaling 75,681 square feet and consisting of a historic park, tot lot, tree park, and central green (Exhibit 6). The historic park consisting of the Irby home and green space is proposed on the south side of Nevada Street along Arroyo del Valle.

Homes in the central portion of project site are oriented around several open spaces, including a tot lot, a tree park (preserving existing trees), and a central green (with gathering areas, fire pit/ fireplace, and multipurpose field).

1.4.2 - Sunflower Hill

A Sunflower Hill facility is proposed to be located on the southeastern corner of the project site, (Exhibit 7). The 1.35-acre site would include four buildings: 2 two-story buildings consisting of a congregate care facility of up to 30 beds, a 5,000-square-foot recreation/community room, and an office managers unit. A central common space would be located on the west side of the Sunflower Hill site. Additional amenities such as a swimming pool, sports court, fitness center, outdoor patio with seating, picnic area with BBQ, and outdoor living area would also be provided.

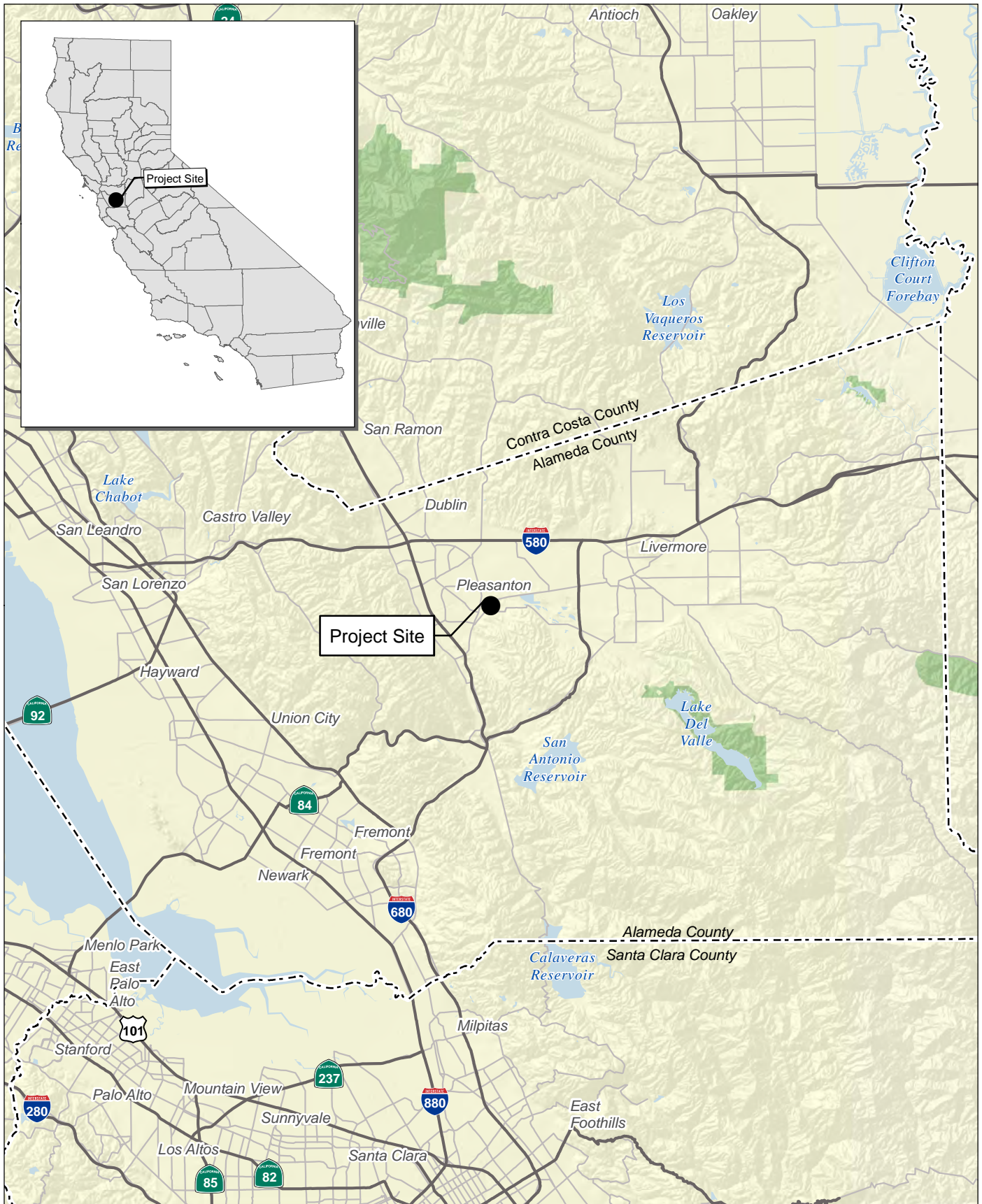
1.4.3 - Site Access and Parking

Vehicular access to the single-family homes as well as Sunflower Hill would be provided from two driveways off Stanley Boulevard. The southern access point to the project site would coincide with the intersection of Stanley Boulevard and First Street. This access point would be constructed as Nevada Street, a two-lane road, that would extend southeast from the Stanley Boulevard/First Street intersection, east along Arroyo del Valle and continue east off the project site to the existing terminus of Nevada Street, west of California Avenue. It is expected that the entire alignment of Nevada Street, including the off-site portion, would be constructed with the project.

As part of the project, access to the first project roadways from Nevada Street would be restricted to right-in/right-out access through the construction of a median island or other acceptable means to reduce queuing conflicts at the Stanley Boulevard/First Street/Nevada Street intersection.

The northern access point would coincide with the intersection of Reflections Drive and Stanley Boulevard and would be unsignalized with left-in/right-in/right-out access only.

Internal streets and pedestrian access would provide circulation throughout the site. Sunflower Hill would be accessed via Nevada Street or B Street, which would connect to the northern access point.



Source: Census 2000 Data, The CaSIL, FCS GIS 2013.

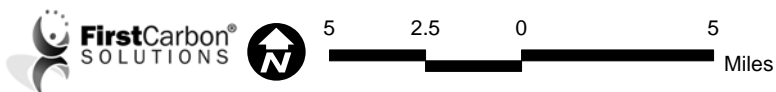
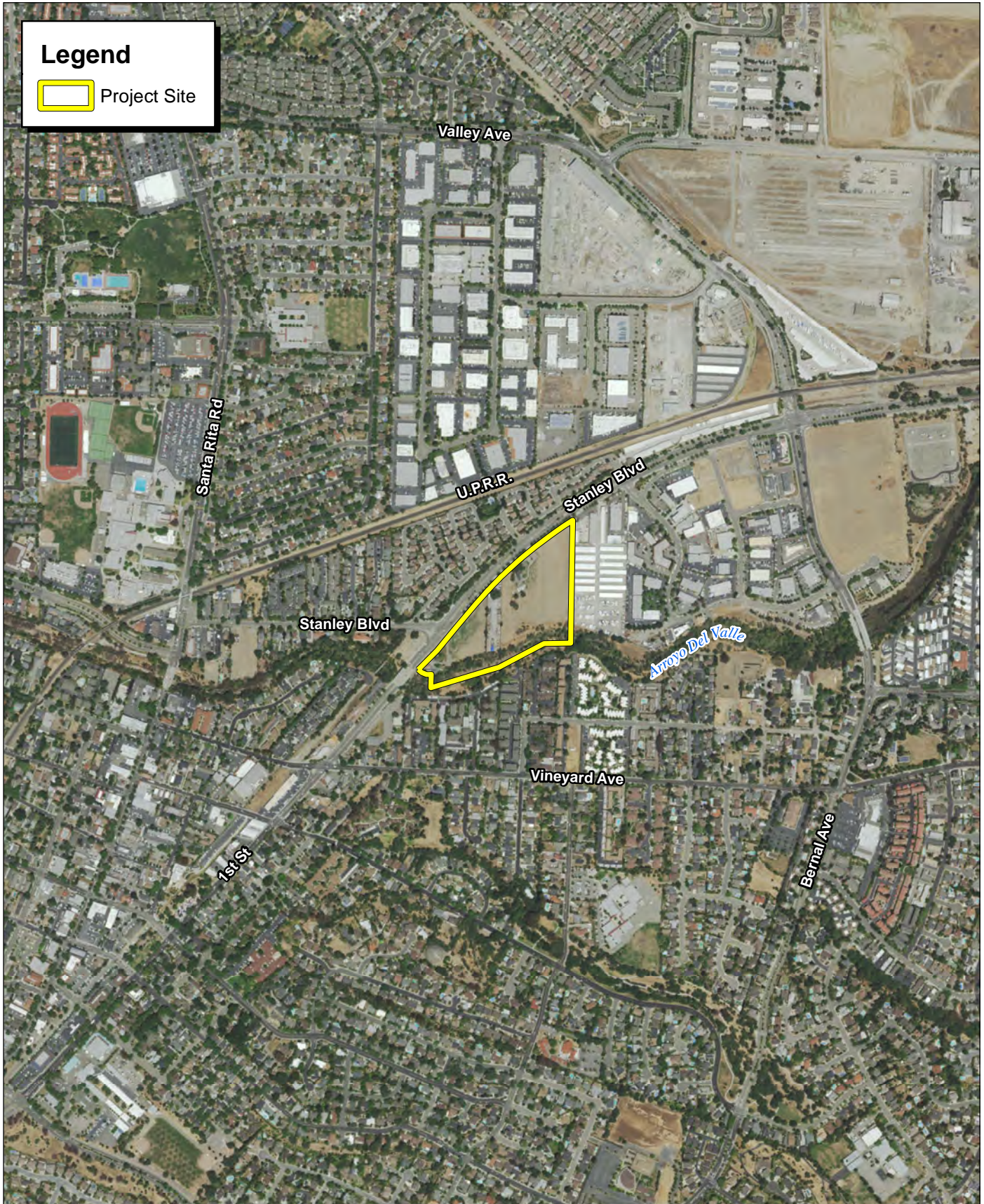


Exhibit 1 Regional Location Map

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Source: ESRI Imagery, 2015

Exhibit 2

Local Vicinity Map

Aerial Base



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Source: ESRI Imagery, 2015

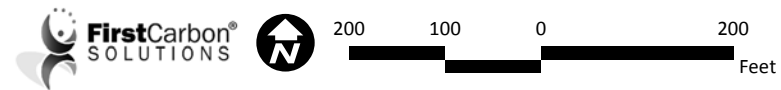


Exhibit 3 Project Site Parcels

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Source: Gates & Associates, 2016



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Exhibit 4 Site Plan

CITY OF PLEASANTON • IRBY RANCH PROJECT
ADDENDUM TO THE HOUSING ELEMENT AND CAP GENERAL PLAN
AMENDMENT AND REZONINGS SUPPLEMENTAL EIR

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Two Story Elevations



Three Story Elevations



Source: Van Tilburg, Banvard, & Soderbergh, AIS 2016



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SUMMARY:

IRBY PROPERTY: 403,801 SF +/-
 KAPLAN PROPERTY: 67,384 SF +/-
 ZIA PROPERTY: 184,721 SF +/-
 TOTAL GROSS ACREAGE: 15.06 AC +/-

LAND TO BE DEDICATED TO SUNFLOWER HILL: 59,142 SF +/-
 REMAINING GROSS LAND (GROSS - SUNFLOWER): 596,765 SF +/-
 ARROYO AREA: 121,450 SF +/-

IRBY RANCH NET AREA
 (GROSS TOTAL - SUNFLOWER - ARROYO): 475,315 SF +/-

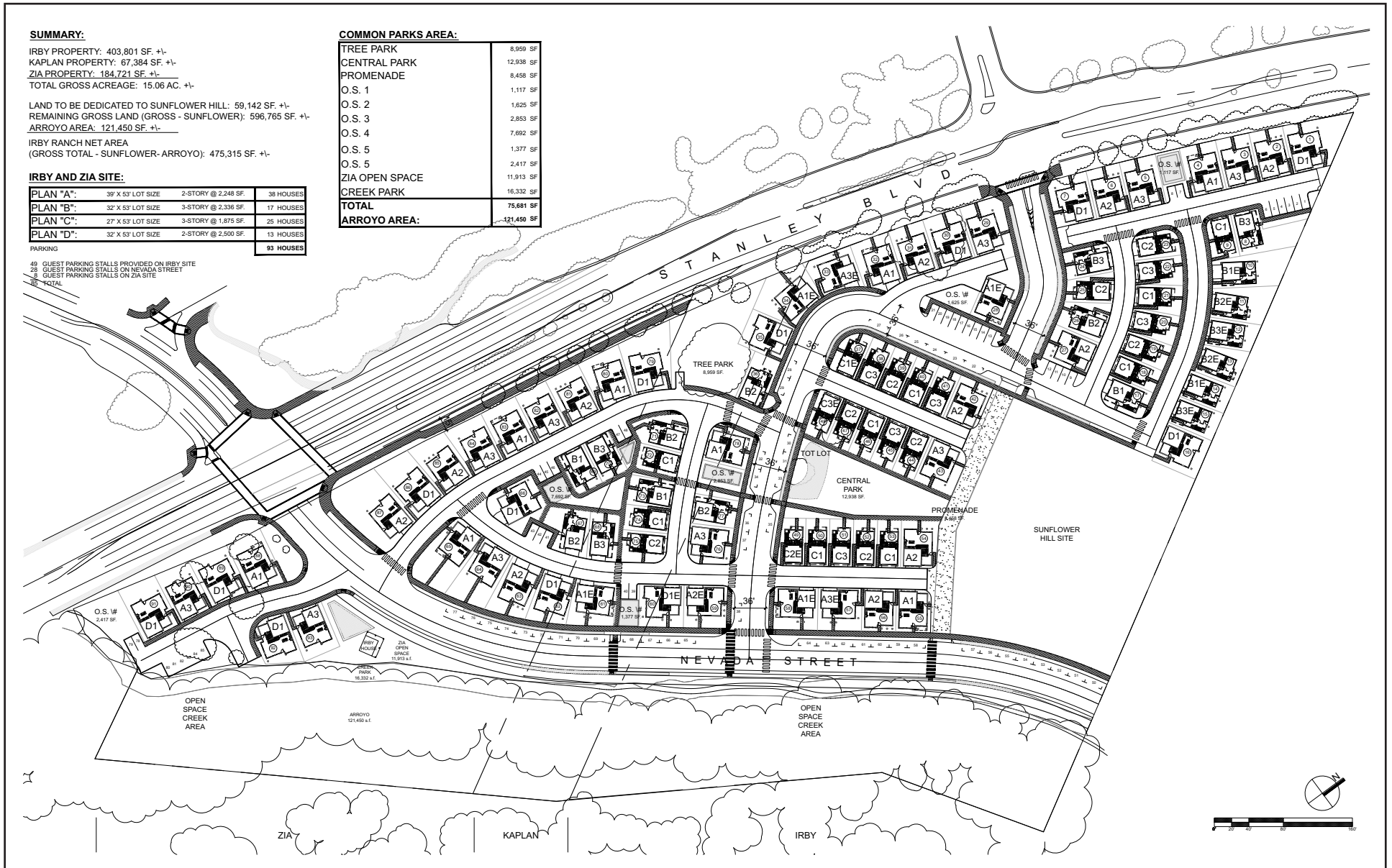
IRBY AND ZIA SITE:

PLAN "A":	39' X 53' LOT SIZE	2-STORY @ 2,248 SF	38 HOUSES
PLAN "B":	32' X 53' LOT SIZE	3-STORY @ 2,336 SF	17 HOUSES
PLAN "C":	27' X 53' LOT SIZE	3-STORY @ 1,875 SF	25 HOUSES
PLAN "D":	32' X 53' LOT SIZE	2-STORY @ 2,500 SF	13 HOUSES
PARKING			93 HOUSES

49 GUEST PARKING STALLS PROVIDED ON IRBY SITE
 28 GUEST PARKING STALLS ON NEVADA STREET
 16 GUEST PARKING STALLS ON ZIA SITE
 93 TOTAL

COMMON PARKS AREA:

TREE PARK	8,959 SF
CENTRAL PARK	12,938 SF
PROMENADE	8,458 SF
O.S. 1	1,117 SF
O.S. 2	1,625 SF
O.S. 3	2,853 SF
O.S. 4	7,692 SF
O.S. 5	1,377 SF
O.S. 5	2,417 SF
ZIA OPEN SPACE	11,913 SF
CREEK PARK	16,332 SF
TOTAL	75,681 SF
ARROYO AREA:	-121,450 SF



Source: Gates & Associates, 2016



Exhibit 6
 Open Space and Pedestrian Circulation Plan

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Source: Dahlin Group, 2016



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Exhibit 7 Sunflower Hill

CITY OF PLEASANTON • IRBY RANCH PROJECT
ADDENDUM TO THE HOUSING ELEMENT AND CAP GENERAL PLAN
AMENDMENT AND REZONINGS SUPPLEMENTAL EIR

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Within the single-family residential area, parking would be provided via two garage parking spaces per home. In addition, 88 guest and on-street parking stalls would be located throughout the development. Sunflower Hill would include 20 parking stalls for residents and guests.

1.4.4 - Construction Schedule

For the purposes of this document, construction of the single-family homes is expected to start in late 2017 and end in late 2019. It is assumed that Sunflower Hill would be constructed starting in 2017 and would take approximately 14 months.

1.4.5 - Historic American Building Survey (HABS)

The main residence located on the Irby portion of the project is considered a locally significant historical resource, and may be demolished as part of the project, as previously concluded in the Supplemental EIR. Therefore, consistent with Mitigation Measure 4.D-1b of the Supplemental EIR, if the structure is approved to be demolished, the structure will be documented according to Historic American Building Survey (HABS) standards. These standards include large format black and white photographs, a historical narrative describing the architectural and historical characteristics of the building, and measured drawings (or reproduced existing drawings if available). The HABS documentation will be archived at the City of Pleasanton Planning Department of the City of Pleasanton Public Library. Such documentation will occur prior to alteration and demolition of the structure.

1.4.6 - Noise-reducing Project Components

To ensure acceptable interior noise levels in residences located along Stanley Boulevard, the project would install upgraded sound transmission class (STC)-rated windows and doors as follows:

- At facades facing Stanley Boulevard, windows and exterior doors would be STC 38 at corner rooms and STC 34 at non-corner rooms.
- At facades perpendicular to Stanley Boulevard, windows and exterior doors would be STC 34 at corner rooms and STC 31 at non-corner rooms.
- At facades perpendicular to Stanley Boulevard, windows and exterior doors would be STC 34 at corner rooms and STC 31 at non-corner rooms.

In addition, as required by the California Building Code (CBC), all rooms where windows need to be closed to reach interior noise goals would include ventilation or an air-conditioning unit.

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SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Determination

The Supplemental EIR analyzed the development of the project site, consisting of up to 180 residences on 14.8 acres. The project as currently envisioned includes 93 single-family homes and a congregate care facility of up to 30 beds, which are fewer than total on-site units previously analyzed.

As indicated by CEQA Guidelines Section 15162, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the City determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

On the basis of the record and the analysis contained herein:

- (1) The modifications proposed to the project do not require major revisions to the Supplemental EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

- (2) Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the Supplemental EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The circumstances under which the proposed project is undertaken are substantially the same as under the Supplemental EIR.
- (3) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Supplemental EIR was certified, that shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous Supplemental EIR;
 - (B) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (C) Mitigation measures or alternatives which are considerably different from those analyzed in the previous Supplemental EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

On the basis of the record and this evaluation, it is concluded that an addendum to the Supplemental EIR is the appropriate document to be prepared.

Evaluation of Environmental Impacts

Discussion of Environmental Evaluation

The following analysis includes a discussion of each item identified in the current CEQA environmental checklist (CEQA Guideline's Appendix G). Required mitigation measures are identified (if applicable) where necessary to reduce a projected impact to a level that is determined to be less than significant. The 2009 Pleasanton General Plan Update EIR (State Clearinghouse Number 2005122139) and 2011 Housing Element and Climate Action Plan Supplemental EIR (State Clearinghouse Number 2011052002) are herein incorporated by reference in accordance with Section 15150 of the CEQA Guidelines. Copies of these documents and all other documents referenced herein are available for review at the City Pleasanton Planning Division, 200 Old Bernal Avenue Pleasanton, California.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Aesthetics <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The majority of the project site is flat and open field with residences and associated structures. The Zia parcel of the project site contains seven buildings and structures, including a residence, a tank house, two garages, a barn, and two sheds. The Kaplan parcel of the project site contains a single residence and several ancillary buildings, including several portable metal storage containers and wooden storage sheds. The Irby parcel of the project site contains a residence and ancillary buildings that include a woodshed, a refrigeration shed, dairy buildings, and a temporary storage structure.

The properties adjacent to the project site include single-family homes to the north, across Stanley Boulevard; multi-family apartments and townhomes to the south, across the Arroyo del Valle; commercial development including a self-storage facility to the east, and a church to the west on First Street, across the bridge over the Arroyo del Valle (Exhibit 2). Downtown Pleasanton is located less than 0.5 mile from the project site.

Arroyo del Valle defines the southern project site boundary. Arroyo del Valle is a 36.4-mile-long riparian corridor, a tributary of Lake del Valle. This area supports riparian vegetation including valley oak, Fremont cottonwood, western sycamore, blue elderberry, and California black walnut with an understory dominated by western poison oak.

Findings

The Supplemental EIR concluded that residential development would have a less than significant impact related to each aesthetic checklist questions, and no mitigation specific to the project site

was required. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Scenic Vistas

The Supplemental EIR concluded that implementation of the goals, policies, and programs included as part of the proposed Housing Element, applicable General Plan zoning requirements, and design guidelines and specific plans would protect Pleasanton’s visual resources—including hillsides and ridgelines—from impacts resulting from development facilitated by the proposed Housing Element, including development for the project site.

Scenic resources include Mt. Diablo to the north, the Pleasanton Ridgeland’s west of Interstate 680 (I-680), and hills to the west, southeast, and east. Views of these resources are mostly obstructed by mature trees and by surrounding urban development. Therefore, the project would not substantially alter these views and thus would not introduce any new impacts to scenic vistas. Impacts would continue to be less than significant and no mitigation is necessary.

b) State Scenic Highway

The project site is located approximately 2.5 miles east of I-680, which is designated as a State Scenic Highway. The project site is not visible from I-680 because of its distance and the intervening developed land uses, and would not introduce any new impacts to views from State Scenic Highways not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

c) Visual Character

The Supplemental EIR concluded that potential adverse visual character effects of new development would be reduced through the Design Review process, as required by Chapter 18.20 of the Pleasanton Municipal Code. The project is consistent with the land use and intensity evaluated in the Supplemental EIR. The project is also subject to Design Review, which would ensure consistency with the architectural style, heights, and massing of the surrounding area. Therefore, visual character impacts due to new development would be less than significant and the project would not introduce any new impacts to visual character that were not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

d) Light/Glare

The Supplemental EIR concluded that new residential development would introduce artificial light and glare from residences and outdoor parking areas. However, compliance with the State Nighttime Sky-Title 24 Outdoor Lighting Standards, and the City’s General Plan policies and Municipal Code regulations regarding lighting and glare would reduce potential light and glare effects to a less than significant level.

The project has been designed in accordance with the City of Pleasanton’s General Plan policies regarding lighting and glare as well as the Pleasanton Municipal Code regulations, including Sections 18.48.100, 18.88.040, 18.96.020, and the site lighting guidelines of the Housing Site Development Standards and Design Guidelines. Therefore, the project’s lighting is appropriately designed to limit glare and spillover light as well as limit interior and exterior illumination. In addition, the project would be consistent with Title 24 Outdoor Lighting Standards. A lighting plan, indicating consistency with Title 24 and limitation of lighting spillover will be required to be submitted to the City prior to the issuance of building permits. Therefore, the project would not introduce any new lighting or glare impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The project would not result in any aesthetic impacts beyond those considered in the Supplemental EIR. All impacts continue to be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. Agriculture and Forestry Resources <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Aerial photos of the project site from 1939 show evidence of a residence and one outbuilding assumed to be a chicken ranch with walnut orchards on the majority of the site. In 1965, aerial photos indicate the presence of additional buildings assumed to be part of the chicken ranch facilities. Between 1982 and 1993, the chicken ranch facilities appear to have been removed (with foundations remaining) and the orchards partially removed. By 1993, all chicken coups and orchards were removed from the site. However, the existing residence and outbuilding identified in the 1939 aerial photo are still present.

Currently, the project site is not used for agricultural or forest purposes, nor are there any agricultural or forest uses in the surrounding area. The project site is mainly open field with developed residences and associated structures. The area surrounding the project site is developed with land uses primarily composed of residences and commercial and industrial facilities. There are no Williamson Act lands within or near the project site.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have no impacts related to agricultural or timber resources, and no mitigation was required. No change has occurred regarding the presence of agricultural or timber land on or surrounding the project site since the adoption of the Supplemental EIR. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Important Farmland

The Supplemental EIR concluded that the project would not result in conversion of farmland to non-agricultural use. No changes have occurred to the status of the project site's non-farmland designation as indicated by the most recent Alameda County Farmland Mapping and Monitoring Program (California Department of Conservation 2016). The Alameda County Farmland Mapping and Monitoring Program designates the project site as Rural Residential Land. Therefore, the project would not introduce any new agricultural land conversion impacts not previously disclosed and no impact would occur.

b) Agricultural Zoning or Williamson Act

The Supplemental EIR concluded that the project would not result in any impacts to lands zoned for agriculture or existing Williamson Act contracts. No changes have occurred to the status of the project site zoning and the project site continues to be unencumbered by a Williamson Act contract. While a portion of the project site is zoned for Agriculture, no agricultural activities occur on-site and rezoning of the land to residential uses has already been considered and planned for by the Supplemental EIR. Therefore, the project would not introduce any new agricultural zoning or Williamson Act impacts not previously disclosed. No impact would occur.

c) Forest Land or Timberland Zoning

The Supplemental EIR concluded that the project would not result in any impacts related to lands zoned for forest land or timberland. No changes have occurred to the project or project site that would alter this conclusion. The project site does not contain any forest land or timberland and there are no forests or timberlands in the surrounding area. Therefore, the project would not introduce any new forestland or timberland zoning impacts not previously disclosed. No impact would occur.

d) Conversion or Loss of Forest Land or Agricultural Land

The Supplemental EIR concluded that the project would not result in any impacts related to the conversion or loss of forest land or agricultural land. No changes have occurred to the project or project site that would alter this conclusion. The project site does not contain any forest land or agricultural land and there are no forest land or agricultural land in the surrounding area. Therefore, the project would not result in the conversion or loss of forest land or agricultural land, and no impacts would occur.

e) Other Changes

The project site does not contain any farmland or forestland uses. No impacts would occur.

Conclusion

Consistent with conclusions in the Supplemental EIR, the proposed project would not result in impacts to agricultural, forest, or timber resources. No impact would occur and no mitigation is required.

Mitigation Measures

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Air Quality				
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i>				
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is located in the Bay Area Air Quality Management District (BAAQMD). BAAQMD’s 2010 CEQA Air Quality Guidelines (2010 Air Quality Guidelines) were used in the Supplemental EIR’s analysis of potential sites for rezoning and residential development.

The original Air Quality Guidelines were published in 1999 and updated with minor edits in 2011; however, for purposes of clarity, the updated Air Quality Guidelines are referred to in this section by their 2010 adoption date (2010 Air Quality Guidelines). The Air Quality Guidelines were further updated in 2012, as described below.

The Air Quality Guidelines set forth a process of gathering project information and then comparing the project information against screening criteria or significance thresholds to determine whether additional analysis is warranted. If a project exceeds the screening criteria, the next step is to perform a more detailed and refined analysis and compare project impacts against a set of significance thresholds. If a project does not exceed the screening criteria or significance thresholds, then the project would be deemed to have a less than significant impact and no mitigation would be required. Conversely, a project that exceeds the significance thresholds would be required to implement feasible mitigation measures.

The 2010 Air Quality Guidelines included new screening levels and thresholds of significance (2010 Air Quality Thresholds) for construction-related criteria pollutants (exhaust PM₁₀ and PM_{2.5}), ozone precursors (reactive organic gases[ROG] and nitrous oxide [NO_x]), and toxic air pollutants (TACs) and operational-related cumulative TACs. In addition, the 2010 Air Quality Thresholds included reduced criteria pollutant thresholds for operational criteria pollutants and ozone precursors to provide a more conservative threshold.

Following certification of the Supplemental EIR by the City of Pleasanton on January 4, 2012, the Alameda County Superior Court issued a judgment, which found that BAAQMD’s adoption of new thresholds of significance within the 2010 Air Quality Guidelines did not comply with the informational requirements of CEQA. BAAQMD successfully appealed the trial court’s ruling and the case was then reviewed by the California Supreme Court, which issued a decision in October 2015. This Supreme Court’s review was limited to the question of under what circumstances, if any, does CEQA require an analysis of how existing environmental conditions will impact futures residents of a proposed project. This means that BAAQMD thresholds related to impacts of existing air quality impacts on the projects are not valid. However, the BAAQMD’s other thresholds were not invalidated and can be considered for use by lead agencies.

The BAAQMD has not yet adopted revised guidance addressing the Supreme Court ruling. Nonetheless, in view of the legal uncertainty at the time, the BAAQMD released a new version of the Air Quality Guidelines in May 2012, which removed the 2010 Air Quality Thresholds. The BAAQMD recommends that lead agencies determine their own appropriate air quality thresholds of significance based on substantial evidence within the lead agency’s administrative record. Lead agencies may still rely on the BAAQMD’s 2010 Air Quality Guidelines for assistance in calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. The City of Pleasanton has determined that the BAAQMD’s 2010 Air Quality Thresholds are based on substantial evidence, as identified in Appendix D of the CEQA Guidelines, and has therefore adopted and incorporated them into this analysis.

Table 4 and Table 5 compare the 2010 Air Quality Thresholds with the thresholds established in the original 1999 Air Quality Guidelines.

Table 4: BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
ROG	None	54 lbs/day
NO _x	None	54 lbs/day
PM ₁₀	None	82 lbs/day (exhaust)
PM _{2.5}	None	54 lbs/day (exhaust)
PM ₁₀ /PM _{2.5} (fugitive dust)	BMPs	BMPs

Table 4 (cont.): BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
TACs	None	Increased cancer risk of >10 in a million Increased non-cancer risk of >1 Hazard Index (chronic or acute) Ambient PM _{2.5} increase >0.3 µg/m ³ annual average
Cumulative TACs	None	Increased cancer risk of >100 in a million Increased non-cancer risk of >10 Hazard Index (chronic) Ambient PM _{2.5} increase >0.8 µg/m ³ annual average
Notes: lbs/day = pounds per day O _x = nitrous oxides CO = carbon monoxide TACs = toxic air contaminants ROG = reactive organic gases PM = particulate matter BMPs = best management practices Source: Bay Area Air Quality Management District 1999, 2011.		

Table 5: BAAQMD Project-Level Operational Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds	
		Average Daily Emissions	Maximum Annual Emissions
ROG	80 lbs/day	54 lbs/day	10 tons/year
NO _x	80 lbs/day	54 lbs/day	10 tons/year
PM ₁₀	80 lbs/day	82 lbs/day	15 tons/year
PM _{2.5}	None	54 lbs/day	10 tons/year
Local CO	9.0 ppm (8-hour average), 20 ppm (1-hour average)	9.0 ppm (8-hour average), 20 ppm (1-hour average)	
TACs	Increased cancer risk of >10 in a million Increased non-cancer risk of >1 Hazard Index	Increased cancer risk of >10 in a million Increased non-cancer risk of >1 Hazard Index (chronic or acute) Ambient PM _{2.5} increase >0.3 µg/m ³ annual average	
Cumulative TACs	None	Increased cancer risk of >100 in a million Increased non-cancer risk of >10 Hazard Index (chronic) Ambient PM _{2.5} increase >0.8 µg/m ³ annual average	
Accidental Release	Storage or use of acutely hazardous materials near receptors or new receptors near stored or used acutely hazardous materials	Storage or use of acutely hazardous materials near receptors or new receptors near stored or used acutely hazardous materials	

Table 5 (cont.): BAAQMD Project-Level Operational Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds	
		Average Daily Emissions	Maximum Annual Emissions
Odor	>1 confirmed complaint per year averaged over three years or 3 unconfirmed complaints per year averaged over three years	5 confirmed complaints per year averaged over three years	
<p>Notes:</p> <p>ROG = reactive organic gases NO_x = nitrous oxides PM = particulate matter CO = carbon monoxide TACs = toxic air contaminants ppm = parts per million lbs/day = pounds per day t/y = tons per year</p> <p>Source: Bay Area Air Quality Management District 1999, 2011.</p>			

The Supplemental EIR utilized the 2010 Air Quality Guidelines and the 2010 Air Quality Thresholds. Although BAAQMD is no longer recommending the 2010 Air Quality Thresholds, this document uses the 2010 Air Quality Guidelines and 2010 Air Quality Thresholds for screening and analysis purposes for most impacts. In certain circumstances, consistent with the May 2012 Update to the 2010 CEQA Guidelines, this document uses alternative thresholds where deemed appropriate and supported by substantial evidence. Pursuant to the 2010 Air Quality Guidelines if a project does not exceed the thresholds contained within the 2010 Air Quality Guidelines or alternative thresholds, it will result in a less than significant impact. The Supreme Court opinion eliminates the need to assess impacts of the existing environment on the project for CEQA purposes. The following analysis assesses the impacts of existing TAC and odor sources on the project for informational purposes only.

Findings

The Supplemental EIR concluded that implementation of the General Plan Amendment and rezoning of the project site for eventual residential development would have a less than significant impact related to (1) consistency with the Clean Air Plan, (2) consistency with the implementation measures of the 2010 Clean Air Plan, (3) net increase of criteria pollutants, (4) impacts on sensitive receptors after implementation of mitigation, and (5) exposure to objectionable odors.

The project includes the development of 93 single-family homes on 10.91 acres and a 30-bed congregate housing facility on 1.35 acres. Arroyo del Valle would remain in its existing state and occupies 2.79 acres of the 15.06-acre project site. The project’s overall density would be 10.03 dwelling units per gross developable area.

Within the Supplemental EIR (Table 3-3), 14.8 acres of the site were considered for potential rezoning to Planned Unit Development-Mixed Use, with a density of up to 30 units per acre that

would accommodate up to 180 units. As such, the density of the project is less than the maximum density anticipated by the Supplemental EIR (30 units per acre).

As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Air Quality Plan

Air Quality Plan Compliance

The Supplemental EIR concluded that the project would not conflict with implementation of the Bay Area 2010 Clean Air Plan (2010 Clean Air Plan) because:

- The projected rate of vehicle miles traveled (VMT) associated with the Housing Element and associated rezonings would not be greater than the projected rate of increase in population, and
- The Housing Element and associated rezonings demonstrate reasonable efforts to implement control measures contained in the 2010 Clean Air Plan.

A project would be judged to conflict with or obstruct implementation of the 2010 Clean Air Plan if it would result in substantial new regional emissions not foreseen in the air quality planning process. The project would not result in a substantial unplanned increase in population, employment, or regional growth in vehicle miles traveled, or emissions, so it would not conflict with or obstruct implementation of the air quality plan. Furthermore, it is consistent with the density analyzed in the Supplemental EIR. As such, the project would be consistent with the 2010 Clean Air Plan and would not introduce any new impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

b) Air Quality Standard

Air Quality Standards or Violations

The Supplemental EIR concluded that the General Plan Amendment and rezonings would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. Development anticipated by the Supplemental EIR would require demolition and removal of existing structures, grading, site preparation, and construction of new structures. Emissions generated during construction activities would include exhaust emissions from heavy-duty construction equipment, trucks used to haul construction materials to and from sites, worker vehicle emissions, as well as fugitive dust emissions associated with earth-disturbing activities. However, as indicated in the Supplemental EIR, implementation of Mitigation Measure 4.B-1a would ensure that impacts from fugitive dust and other construction emissions (carbon monoxide hotspots) would be less than significant and would adhere to the BAAQMD's requirements. The project's potential for carbon monoxide (CO) hotspot and construction emissions impacts are analyzed below.

Carbon Monoxide Hotspot

A significant impact related to CO hotspots is identified if a project would exceed the BAAQMD Local CO threshold. The BAAQMD's 2010 Air Quality Guidelines contain a preliminary screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in CO emissions that exceed the CO thresholds of significance. If a project meets the preliminary screening methodology, quantification of CO emissions is not necessary.

A development project would result in a less than significant impact to localized CO concentrations (and would not require quantification) if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county Congestion Management Agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As noted in Section 2.16, Transportation/Traffic of this addendum, the project would be consistent with applicable transportation policies establishing effectiveness. The project would not cause any signalized study intersections to operate below acceptable level of service (LOS) standards after the implementation of mitigation measures from the Supplemental EIR and compliance with General Plan Transportation Element Program 1.1. Because the project is consistent with the Housing Element of the General Plan, it is also consistent with other applicable transportation-related policies of the General Plan. As such, the project would not introduce any new impacts related to applicable transportation plans and policies not previously disclosed, and meets the first screening criteria.

Based on existing surface road volumes in the project vicinity, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, and would have no effect on any intersections where vertical and/or horizontal mixing is substantially limited, thereby meeting the second and third screening criteria. As shown in the Transportation Assessment Memorandum (Appendix I), Valley Avenue/Stanley Boulevard is the project-affected intersection with the highest current volume, experiencing a PM peak-hour volume of 5,603 vehicles. Based on the BAAQMD screening methodology, this volume of traffic would have a less than significant impact on CO concentrations. As such, the project would not introduce any new impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

Construction Fugitive Dust Emissions

The Supplemental EIR concluded that the General Plan Amendment and rezonings would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. Development anticipated by the Supplemental EIR would require demolition and removal of existing structures, grading, site preparation, and construction of new structures. Emissions generated during construction activities would include fugitive dust emissions associated with earth disturbing activities. However, as indicated in the Supplemental EIR, compliance with Mitigation Measure 4.B-1a would ensure that impacts from fugitive dust would be less than significant as well as ensure that the other construction emissions would adhere to the BAAQMD's requirements.

In summary, the project would not introduce any new impacts related to air quality standards or violations not previously disclosed. Impacts would continue to be less than significant with the implementation of Mitigation Measure 4.B-1a from the Supplemental EIR.

c) Criteria Pollutants

The Supplemental EIR concluded that the implementation of residential development on rezoned sites would have less than significant impacts related to cumulatively considerable net increases of criteria pollutants, for which the project region is in nonattainment after implementation of Mitigation Measure 4.B-1a. As discussed below, the project would not introduce any new significant impacts not previously disclosed. Further analysis of the project's potential impacts and emissions modeling output is provided below and in Appendix B.

Construction Exhaust Pollutants

The 2010 Air Quality Guidelines provide screening criteria developed for criteria pollutants and precursors. According to the 2010 Air Quality Guidelines, if the project meets the screening criteria then its air quality impacts relative to the criteria pollutants may be considered less than significant. In developing the 2010 Air Quality Guidelines, BAAQMD also considered the emission levels for which a project's individual emissions would be cumulatively considerable. Specifically for construction, the project would result in a less than significant impact to air quality if the following screening criteria are met:

1. The project is below the applicable screening level size (see Table 6).
2. All Basic Construction Mitigation Measures would be included in the project design and implemented during construction.
3. Construction-related activities would not include any of the following:
 - a) Demolition activities inconsistent with District Regulation 11, Rule 2: Asbestos Demolition, Renovation and Manufacturing;
 - b) Simultaneous occurrence of more than two construction phases (e.g., paving and building construction would occur simultaneously);
 - c) Simultaneous construction of more than one land use type (e.g., project would develop residential and commercial uses on the same site) (not applicable to high density infill development);

- d) Extensive site preparation (i.e., greater than default assumptions used by the Urban Land Use Emissions Model [URBEMIS] for grading, cut/fill, or earth movement); or Extensive material transport (e.g., greater than 10,000 cubic yards of soil import/export) requiring a considerable amount of haul truck activity.

Table 6: Criteria Air Pollutant and Precursors Screening Level for Construction Emissions

Land Use	Screening Size	Project Size
Single-Family Residential	114	93 DU
Apartment Low Rise	240	30 DU
Total Dwelling Units Compared with the Smallest Applicable Screening Size	114 DU	123 DU
Note: DU = dwelling units Source: BAAQMD 2011.		

The project includes 93 single-family homes and a congregate care facility of up to 30 beds in two two-story buildings. Although individually the project components would not exceed the BAAQMD screening thresholds, the combined project exceeds the unit counts for the single-family residential screening threshold. Therefore, as a conservative assessment, the project unit counts were assumed to exceed the screening criteria.

The project does not meet all of the BAAQMD’s screening requirements. Therefore, the project cannot be deemed less than significant using the screening method, and project construction emissions must be compared with the BAAQMD significance thresholds.

Table 7 summarizes the construction-generated emissions in tons per day. Table 8, Table 9, and Table 10 summarize the construction-related emissions in average daily pounds for years 2017, 2018, and 2019, respectively. As indicated, the BAAQMD’s regional emission thresholds for construction exhaust would not be exceeded for any regional pollutant. Therefore, the project would have a less than significant regional emissions impact from project construction.

Table 7: Unmitigated 2016 Construction Criteria Air Pollutants Emissions (Annual Tons)

Construction Phase	Air Pollutant Emissions (Total Tons)			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
2017				
Demolition	0.042	0.440	0.021	0.020
Site Preparation	0.025	0.259	0.014	0.013
Grading	0.093	1.045	0.050	0.046

**Table 7 (cont.): Unmitigated 2016 Construction Criteria Air Pollutants Emissions
 (Annual Tons)**

Construction Phase	Air Pollutant Emissions (Total Tons)			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
Paving	0.020	0.204	0.011	0.011
Single Family 2017 Building Construction	0.008	0.065	0.004	0.004
Sunflower Hill 2017 Building Construction	0.008	0.046	0.003	0.003
Total 2017 Construction Emissions	0.194	2.059	0.104	0.096
2018				
Single Family 2018 Building Construction	0.293	2.479	0.155	0.145
Sunflower Hill 2018 Building Construction	0.302	1.814	0.109	0.106
Total 2018 Construction Emissions	0.595	4.293	0.264	0.251
2019				
Single Family 2019 Building Construction	0.175	1.505	0.090	0.084
Sunflower Hill 2019 Building Construction	0.029	0.186	0.010	0.010
Sunflower Hill Architectural Coatings	0.249	0.009	0.001	0.001
Single Family Architectural Coatings	1.207	0.019	0.001	0.001
Total 2019 Construction Emissions	1.660	1.719	0.102	0.096
Notes: ¹ . Exhaust only ROG = reactive organic gases NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter Totals calculated using unrounded results. Source: CalEEMod Output (Appendix B)				

Table 8: 2017 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
Total Emissions (tons)	0.194	2.059	0.104	0.096
Total Emissions (lbs)	388.6	4117.8	207.0	191.4
Average Daily Emissions (lbs/day) ²	4.5	47.9	2.4	2.2

Table 8 (cont.): 2017 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
Significance Threshold	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No
Notes: ¹ Exhaust only ² Calculated by dividing the total lbs by the total 86 working days of construction for 2017. lbs = pounds ROG = reactive organic gases NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter Source of Emissions: CalEEMod Output (Appendix B)				

Table 9: 2018 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
Total Emissions (tons)	0.595	4.293	0.264	0.251
Total Emissions (lbs)	1,189.0	8,585.6	528.4	502.4
Average Daily Emissions (lbs/day) ²	4.6	32.9	2.0	1.9
Significance Threshold	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No
Notes: ¹ Exhaust only ² Calculated by dividing the total lbs by the total 261 working days of construction for 2018. lbs = pounds ROG = reactive organic gases NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter Source of Emissions: CalEEMod Output (Appendix B)				

Table 10: 2019 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
Total Emissions (tons)	1.660	1.719	0.102	0.096
Total Emissions (lbs)	3,319.2	3,438.2	204.4	192.6
Average Daily Emissions (lbs/day) ²	16.9	17.5	1.0	1.0
Significance Threshold	54	54	82	54

Table 10 (cont.): 2019 Construction Criteria Air Pollutants Emissions (Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ ¹	PM _{2.5} ¹
Exceeds Significance Threshold?	No	No	No	No
Notes: ¹ Exhaust only ² Calculated by dividing the total lbs by the total 196 working days of construction for 2019. lbs = pounds ROG = reactive organic gases NO _x = oxides of nitrogen PM ₁₀ = particulate matter 10 microns in diameter PM _{2.5} = particulate matter 2.5 microns in diameter Source of Emissions: CalEEMod Output (Appendix B)				

Operational Pollutants

The 2010 Air Quality Guidelines provide operational emissions screening criteria developed for criteria pollutants and precursors. As shown in Table 11, the project’s proposed land use is less than the BAAQMD’s screening level for criteria air pollutants and precursors. Therefore, the project would have a less than significant impact with respect to criteria pollutants and ozone precursors.

Table 11: Criteria Air Pollutant and Precursors Screening for Operational Emissions

Land Use	Screening Size	Project Size
Single-Family Residential	325	93 DU
Apartment Low Rise	451	30 DU
Total Dwelling Units Compared to the Smallest Applicable Screening Size	325 DU	123 DU
Note: DU = dwelling units Source: BAAQMD 2011.		

In summary, the project would not introduce any new impacts related to cumulatively considerable net increases of nonattainment pollutants not previously disclosed. Impacts would continue to be less than significant with the implementation of Supplemental EIR Mitigation Measure 4.B-1a.

d) Sensitive Receptors

Expose Receptors to Substantial Pollutants

The Supplemental EIR concluded that the project would not subject residents, neighbors, or customers and employees of nearby businesses to substantial concentrations of air pollutants after incorporation of mitigation.

Implementation of Mitigation Measure 4.B-4 requires project-specific health risk assessments and the implementation of any combination of measures required by the health risk assessment to reduce receptor exposures to a level below the threshold. Measures could include the incorporation of design features, trees, and/or high-efficiency central heating and ventilation systems. As discussed below, the project would not introduce any new substantial impacts not previously disclosed. Further analysis of the project's potential toxic air contaminant (TAC) impacts and emissions modeling output are provided below and in the Health Risk Assessment prepared by Illingworth & Rodkin, Inc. (Appendix B), consistent with Mitigation Measure 4.B-4.

Sensitive receptors near the project site include commercial uses east of the project site, residential uses south of the project (across the Arroyo Del Valle portion of the project site), and residential uses north and west of the project site (across Stanley Boulevard).

Construction Localized Fugitive Dust

Activities associated with site preparation and construction would generate short-term emissions of fugitive dust resulting in increased dust fall and locally elevated levels of PM₁₀ and PM_{2.5} downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. Consistent with BAAQMD's 2010 Air Quality Guidelines, the Supplemental EIR included Mitigation Measure 4.B-1a to ensure that the current best management practices (BMPs) would be implemented to reduce fugitive dust emissions from construction activities to less than significant. Implementation of Mitigation Measure 4.B-1a by the project would ensure impacts would remain less than significant.

Construction Toxic Air Contaminants Generation

As discussed in the BAAQMD's Air Quality Guidelines, construction activity using diesel-powered equipment emits diesel particulate matter (DPM), a known carcinogen. A 10-year research program (Air Resources Board (ARB) 1998) demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. The State of California Office of Environmental Health Hazard Assessment (OEHHA) and ARB developed recommended methods for conducting health risk assessments. The most recent OEHHA risk assessment guidelines were published in February of 2015 (OEHHA 2015). These guidelines incorporate substantial changes designed to provide for enhanced protection of children, as required by State law, compared to previous published risk assessment guidelines. ARB has provided additional guidance on implementing OEHHA's recommended methods (ARB 2015). This HRA used the recent 2015 OEHHA risk assessment guidelines and ARB guidance. While the OEHHA guidelines use substantially more conservative assumptions than the current BAAQMD guidelines, BAAQMD has not formally adopted recommended procedures for applying the newest OEHHA guidelines. BAAQMD is in the process of developing new guidance and has developed proposed HRA Guidelines as part of the proposed amendments to Regulation 2, Rule 5: New Source Review of Toxic Air Contaminants (BAAQMD 2016). Exposure parameters from the OEHHA guidelines and newly proposed BAAQMD HRA Guidelines were used in the evaluation. The majority of heavy diesel equipment usage would occur during the grading phase of construction, which would occur over a brief duration. Nearby sensitive receptors that surround the project site would be exposed to construction contaminants only for the duration of construction. This brief exposure period would substantially limit exposure to

hazardous emissions. In addition, construction-emitted pollutants would rapidly disperse from the project site. The brief exposure period presented by the project is substantially less than the exposure period typically assumed for the health risk analysis. Further, Mitigation Measure 4.B-1 requires the preparation of an air quality plan and submittal to the City that demonstrates BAAQMD recommended control measures will minimize risks to sensitive receptors. Therefore, impacts from exposure to construction-generated DPM would be less than significant.

Operational Toxic Air Contaminants Exposure

The project is not a land use known to generate TACs in substantial quantities; therefore, risks to adjacent receptors from the project would be less than significant. The project would result in the construction of a sensitive receptor land use. The *CBIA v BAAQMD* Supreme Court opinion invalidates requirements to assess the impact of existing emission sources on new sensitive receptors for CEQA purposes. Therefore, the analysis of existing sources of emissions on the project was completed for information only. This analysis focuses on the potential impacts to on-site residents from nearby sources of TACs. The BAAQMD provides the following tools for use in screening potential sources of TACs:

- **Roadway Screening Analysis Tables**—County-specific tables containing estimates of risk and hazard impacts from roadways by annual average daily traffic (AADT) and distance. (Tables do not estimate acute or chronic hazards since the screening levels were found to be extremely low.)
- **Highway Screening Analysis Tool**—The BAAQMD prepared a Google Earth file that contains pre-estimated cancer risk, hazard index, and PM_{2.5} concentration increases for highways within the Bay Area. Risks are provided by roadway link and are estimated based on elevation and distance to the sensitive receptor.
- **Stationary Source Risk and Hazard Screening Tool**—The BAAQMD prepared a Google Earth file that contains the locations of all stationary sources within the Bay Area that have BAAQMD permits. For each emissions source, the BAAQMD provides conservative cancer risk and PM_{2.5} concentration increase values.
- **Traffic Count Data**—Local road traffic count data from the California Environmental Health Tracking Program (BAAQMD 2015).

The BAAQMD recommends the use of these tools in a screening process to identify whether further environmental review of potential TAC or PM_{2.5} concentration risk for a project is warranted. Specifically, emissions sources within 1,000 feet of the project boundary should be evaluated.

Although not required for CEQA purposes, the TAC and PM_{2.5} impacts from existing sources were compared to BAAQMD screening criteria. For project-level analysis, BAAQMD specifies both individual and cumulative-level thresholds of significance for risks and hazards. The BAAQMD's individual cancer risk threshold of significance is 10 in a million, and the cumulative risk threshold is 100 in a million. For projects that consist of new receptors, it is generally appropriate to only use the cumulative-level threshold because the project itself is not a source of TACs and, thus, the individual

project-level threshold is not relevant. The cumulative risk threshold accounts for all potential sources of TACs and PM_{2.5} in proximity to new receptors. Because the project is a residential development and is not considered a source of TACs, this analysis is focused to the cumulative impact of nearby sources of TACs to the project.

Consistent with the requirements of Supplemental EIR Mitigation Measure 4.B-4, a Health Risk Assessment (HRA) was prepared by Illingworth & Rodkin, Inc. to assess community risks and hazards related TACs (Appendix B). Mitigation Measure 4.B-4 requires that exposure to TACs fall below “BAAQMD’s threshold of significance at the time of project approval.” The following evaluates impacts from potential offsite mobile sources within 1,000 feet of the project’s boundary) on new onsite sensitive receptors. No stationary sources were located within 1,000 feet of the project. Although the *CBIA v BAAQMD* Supreme Court opinion invalidates use of this threshold for CEQA purposes, the analysis was completed for information only.

Mobile Sources

The BAAQMD provides screening tables and data to determine if roadways with traffic volumes of over 10,000 vehicles per day may have a significant effect on sensitive receptors. Table 12 provides the potential risk for residences within 10 feet of an east-west roadway with an average daily traffic (ADT) count of 20,000 vehicles as indicated by BAAQMD’s thresholds.

As indicated in the HRA, the latest city traffic counts indicate this portion of Stanley Boulevard has an ADT volume of between 17,200 and 22,100 vehicles. Project plans indicate that the closest residential dwelling units for the project would be 30 feet or further from the edge of the roadway.

Health Risk Assessment Results

As shown in Table 12, the maximum increased cancer risk from traffic on Stanley Boulevard at residential receptors was computed as 1.8 in one million and is below the BAAQMD’s threshold of greater than 10 in one million excess cancer cases per million. Similarly, the estimated chronic hazard index and the annual average PM_{2.5} concentrations fall below the corresponding cumulative significance thresholds. Detailed analysis is provided in Appendix B.

Table 12: Screening TAC Roadway Impacts at 30 feet from Stanley Boulevard

Scenario	Lifetime Cancer Risk (per million)	Chronic Hazard Index	PM _{2.5} Concentration (µg/m ³)
Screening Calculator at 30 feet	8.70	0.249	
South	13.23	0.314	
East	10.96	0.282	<0.03
Refined Modeling with Maximum Impact Reported	1.8	0.2	<0.01
Threshold ¹	>10.0 / million	>0.3 µg/m ³	1.0 Conc./REL
Notes: Average of north-south and east-west roadway in Alameda County with ADT of 22,100 vehicles and setback of 30 feet. ¹ BAAQMD. 2011. CEQA Air Quality Guidelines. May. Source: Illingworth & Rodkin, March 14, 2016.			

In summary, the project has complied with Mitigation Measure 4.B-4 by preparing an HRA. As indicated in the HRA the project would not expose on-site residents to significant cumulative risks from adjacent sources of TACs, and impacts would be less than significant.

e) **Objectionable Odors**

Impacts from existing sources of odors would fall under the CBIA v BAAQMD Supreme Court opinion that invalidated thresholds that address impacts from the existing environment on projects. However, potential odor impacts are an important community issue that has been identified for the project vicinity. The Supplemental EIR indicated that residential development on the rezoned sites could potentially expose occupants to sources of substantial odors. The project site is within the BAAQMD recommended one-mile buffer of the solid waste transfer station located at 3110 Busch Road. The Supplemental EIR concluded that Policy 8, Program 8.1 and Program 8.2 of the Air Quality Element of the Pleasanton General Plan require odor generators within the City to minimize impacts. The Supplemental EIR further concluded that because these programs do not address potential odors from the transfer station, mitigation is required for areas to be rezoned residential within the one-mile buffer distance of the transfer station. As such, the Supplemental EIR included Mitigation Measure 4.B-5, which requires the transfer station owner(s) and operator(s) to work with the City to ensure that odors are minimized appropriately. Therefore, with the implementation of this mitigation, impacts would continue to be less than significant.

Conclusion

The project would not result in any air quality impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation as contained within the Supplemental EIR, and as cited below.

Mitigation Measures

The following mitigation measure appears in the Supplemental EIR, and applies to the project:

Mitigation Measure 4.B-1a: Prior to the issuance of a grading or building permit, whichever is sooner, the project Applicant for a potential site for rezoning shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development. Air quality construction measures shall include Basic Construction Mitigation Measures (BAAQMD, May 2011) and, where construction-related emissions would exceed the applicable thresholds, Additional Construction Mitigation Measures included on all grading, utility, building, landscaping, and improvement plans during all phases of construction.

Mitigation Measure 4.B-5: If odor complaints associated with the solid waste transfer station operations are received from future residences of the potential sites for rezoning (Sites 6, 8, 11, and 14), the City shall work with the transfer station owner(s) and operator(s) to ensure that odors are minimized appropriately.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Biological Resources <i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

With the exception of areas within and adjacent to Arroyo del Valle, the project site is routinely disked to control the threat of fire. As a result, the majority of project site does not support any native habitats; rather, it is dominated by disturbed, non-native ruderal (weedy) vegetation, trees associated with on-site land uses, and urban forms (buildings, driveways, etc.). With the exception of Arroyo del Valle along the project’s southern border, the project site is surrounded by urban uses.

As indicated by biological surveys completed by Monk and Associates (Appendix C), common on-site plant species include small nettle (*Urtica urens*), bindweed (*Convolvulus arvensis*), Bermudagrass (*Cynodon dactylon*), foxtail barley (*Hordeum murinum*), wild oats (*Avena barbata*), cheeseweed (*Malva parviflora*), milk thistle (*Silybum marianum*), and puncture vine (*Tribulus terrestris*). The segment of the Arroyo del Valle located partially on-site supports riparian vegetation such as valley oak (*Quercus lobata*), Fremont cottonwood (*Populus fremontii fremontii*), western sycamore (*Platanus racemosa*), blue elderberry (*Sambucus nigra caerulea*), and California black walnut (*Juglans hindsii*). The understory is dominated by western poison oak (*Toxicodendron diversilobum*).

As indicated by the Tree Report prepared by HortScience (Appendix C.1) approximately 118 trees are located on-site, including a mix of 24 different species. On-site trees are a mix of planted and naturally occurring individuals. Along Arroyo del Valle, most trees were natives such as valley oak, blue elderberry, and Fremont cottonwood. This is consistent with the tree species identified on-site by Monk and Associates. Near the on-site buildings, landscape plants such as Japanese privet (*Ligustrum japonicum*) were common. In addition, a long row of London Plane (*Platanus x hispanica*) trees is present along Stanley Boulevard. Of the 118 trees on-site, 31 were determined to be heritage trees, which are defined by the City of Pleasanton as trees having a trunk diameter of 18 inches or greater or a height of 35 feet or more.

Wildlife within the project area is limited to those adapted to urban activities and human disturbance. As with most urbanized environments, landscape features such as trees, bushes, grasses, and ruderal vegetation may provide roosting habitat for bird or bat species as well as foraging habitat. Riparian corridors such as Arroyo del Valle may provide food, water, migration and dispersal corridors, breeding sites, and thermal cover for wildlife. Development adjacent to riparian habitat may degrade the habitat values of stream reaches throughout the project area through the introduction of human activity, feral animals, and contaminants that are typical of urban uses.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have a less than significant impact related to local policies or ordinance protecting biological resources, or habitat conservation plans. The Supplemental EIR concluded that the project would have a less than significant impact related to sensitive species, riparian habitat, wetlands, and fish or wildlife movement with the implementation of mitigation. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Candidate, Sensitive, or Special Status Species

The Supplemental EIR concluded that removal of trees or other vegetation associated with the project could result in direct loss of nesting habitat, nests, eggs, nestlings, or roosting special-status bats; and that such impacts could be considered significant. As indicated in the Supplemental EIR, the impacts would require the implementation of Mitigation Measures 4.C-1a and 4.C-1b to ensure that any impacts to special-status bird and bat species are avoided or minimized to a level of less than significant.

The Supplemental EIR also indicated that potentially suitable grassland habitat required for Western burrowing owl is present at the project site, but noted that the site is disked on a regular basis, precluding the establishment of ground squirrel complexes used by burrowing owl for shelter and nesting. The Supplemental EIR included Mitigation Measure 4.C-1c, which required a burrowing owl habitat assessment and survey, but it did not indicate that such mitigation was applicable to the project site because of the lack of habitat. Nonetheless, a Western Burrowing Owl Survey Report was prepared for the project site by Monk & Associates (Appendix C.2). As concluded therein, the project site does not support burrowing owls and would be unlikely to be occupied in the near future by burrowing owls given the absence of suitable burrow habitat.

The project site includes portions of the Arroyo del Valle riparian corridor with a Wildlands Overlay land use designation; however, the project would be set back from the Arroyo. As indicated in the Supplemental EIR, impacts to the Arroyo del Valle riparian habitat would require the implementation of Mitigation Measure 4.C-2 to ensure that any impacts to the riparian corridor are avoided or minimized to a level of less than significant. Mitigation Measure 4.C-2 requires compliance of the Alameda County Watercourse Protection Ordinance, which states that no new grading or development for the project site shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerlines, as delineated by a qualified, City-approved biologist.

With implementation of Mitigation Measures 4.C-1a, 4.C-1b, and 4.C-2 the projects potential impacts would be less than significant.

b) Riparian Habitat or Other Sensitive Natural Community

The project site includes portions of the Arroyo del Valle riparian corridor with a Wildlands Overlay land use designation; however, the project would be set back from the Arroyo. There is no documentation of seasonal wetlands at the project site and no evidence of wetlands were observed during site surveys conducted by ESA in July 2011 site surveys or through a review of current or historical aeriels. The Supplemental EIR concluded that direct impacts to any wetlands within the Arroyo del Valle riparian corridor would be avoided through the implementation of the riparian setback specified in Mitigation Measure 4.C-2. Mitigation Measure 4.C-2 requires compliance of the Alameda County Watercourse Protection Ordinance, which states, no new grading or development for the project site shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerlines, as delineated by a qualified, City-approved biologist.

The project would also be required to comply with the City's General Plan policies related to protection of riparian habitat, which require site plans, design, and best management practices (BMPs) to be consistent with applicable water quality regulations including the applicable National Pollutant Discharge Elimination System (NPDES) permit. Adherence to these policies would provide further protection for identified riparian habitat along Arroyo del Valle.

Consistent with Mitigation Measure 4.C-2, a Delineation of Top-of-Bank and Edge of Riparian study was prepared for the project site by Monk & Associates (Appendix C.3). The study established the

required 20-foot setback for grading and associated development activities on the project site. The project, as proposed, would not include development within the delineated 20-foot setback. Therefore, no new grading or development would occur on-site within 20 feet of Arroyo del Valle's top of bank. The project as designed is consistent with the requirements of Mitigation Measure 4.C-2. Therefore, the project's impacts would continue to be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

c) Federally Protected Wetlands

The project site includes portions of the Arroyo del Valle riparian corridor with a Wildlands Overlay land use designation; however, the project would be set back from the Arroyo. There is no documentation of seasonal wetlands at the project site. The project would be required to comply with the City's General Plan policies related to protection of water quality, which require site plans, design, and BMPs to be consistent with applicable water quality regulations, including the applicable NPDES permit. Adherence to these policies would ensure that impacts would continue to be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

d) Species, Wildlife Corridors, or Wildlife Nursery Sites

The Supplemental EIR concluded that while the project site is developed and lacks habitat value, Arroyo del Valle could provide wildlife corridors for fish, waterfowl, other birds, bats, and mammals. As indicated in the Supplemental EIR, implementation of Mitigation Measures 4.C-1a, 4.C-1b, and 4.C-2 would ensure that any impacts to special status species within the Arroyo del Valle riparian corridor are avoided or minimized. Therefore, the project's impacts would continue to be less than significant as concluded in the Supplemental EIR with the implementation of Mitigation Measures 4.C-1a, 4.C-1b, and 4.C-2.

e) Local Policies or Ordinances

The Supplemental EIR indicated that residential development on rezoned sites could occur in location where heritage trees would be adversely affected through damage to root zones, tree canopy, or outright removal. The Supplemental EIR concluded that impacts to heritage trees would be less than significant with adherence to the Tree Preservation Ordinance included in Chapter 17.16 of the Pleasanton Municipal Code, which provides adequate protection for heritage trees in the City of Pleasanton.

According to the Tree Report prepared by HortScience Inc. (Appendix C.1), the project site contains 118 trees, representing 24 species. Of the 118 trees on-site, 31 are considered heritage trees. For species type and location, refer to Appendix C.1. HortScience recommends preserving 79 of the 118 on-site trees, 18 of which are considered heritage trees. Based on location, condition, species and age, 39 trees were recommended to be removed, 13 of which are heritage trees.

The heritage trees proposed for removal are either in poor condition or are located in such a manner that they prohibit the construction of project improvement for the economic benefit of the property. The landscaping plan includes the planting of additional trees to offset the removal of mature

vegetation and heritage trees, consistent with the Tree Preservation Ordinance. Therefore, removal of on-site trees and heritage trees would be implemented in accordance with Chapter 17.16 of the Pleasanton Municipal Code. As concluded in the Supplemental EIR, impacts would be less than significant and no mitigation is necessary.

f) Habitat Conservation Plan, Natural Community Conservation Plan, or other Approved Plan

The supplemental EIR concluded that no impact would occur with respect to conflicts with habitat or natural community conservation plan because the City of Pleasanton is not located within such a designated area. No changes have occurred that would alter this conclusion.

Conclusion

The project would not introduce any biological resource impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of applicable mitigation from the Supplemental EIR, a cited below.

Mitigation Measures

The following mitigation measures appear in the Supplemental EIR, and apply to the project:

Mitigation Measure 4.C-1a: Pre-construction Breeding Bird Surveys. The City shall ensure that prior to development of all potential sites for rezoning (Sites 1-4, 6-11, 13, 14, and 16-21) and each phase of project activities that have the potential to result in impacts on breeding birds, the project Applicant shall take the following steps to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success:

- If grading or construction activities occur only during the non-breeding season, between August 31 and February 1, no surveys will be required.
- Pruning and removal of trees and other vegetation, including grading of grasslands, should occur whenever feasible, outside the breeding season (February 1 through August 31). During the breeding bird season (February 1 through August 31), a qualified biologist will survey activity sites for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys will include all line-of-sight trees within 500 feet (for raptors) and all vegetation (including bare ground) within 250 feet for all other species.
- Based on the results of the surveys, avoidance procedures will be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.

- Bird nests initiated during construction are presumed to be unaffected, and no buffer would be necessary, except to avoid direct destruction of a nest or mortality of nestlings.
- If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been determined to be unoccupied by nesting or other special-status birds may be pruned or removed.

Mitigation Measure 4.C-1b: Pre-Construction Bat Surveys. Conditions of approval for building and grading permits issued for demolition and construction [of the project] shall include a requirement for pre-construction special-status bat surveys when large trees are to be removed or underutilized or vacant buildings are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer of 100 feet shall be created around active bat roosts being used for maternity or hibernation purposes. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

Mitigation Measure 4.C-2: Riparian and Wetland Setbacks. Consistent with the Alameda County Watercourse Protection Ordinance, no new grading or development at site 6 shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerline, as delineated by a qualified, City-approved biologist.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Cultural Resources <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

As indicated in the Supplemental EIR, the project site has the potential to impact on-site historical structures, noted as an ice house and farmhouse complex. No archeological or paleontological resources were identified on the project site during the cultural resource assessment conducted for the Supplemental EIR and no unique geologic features are present on the project site. Two Historical Assessments have been completed, one for the Irby portion of the project site by Victoria Nagel and one for the Kia and Kaplan portions of the project site by Architectural Resources Group, Inc.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development has the potential to create a significant and unavoidable impact with the demolition of a potentially significant historic resource. Specifically, the project sites outbuildings and homes, which may be historic since they are more than 50 years old. The Supplemental EIR also included that less than significant impacts could result regarding the disturbance of human remains after the implementation of mitigation. Finally, the Supplemental EIR concluded that less than significant impacts could result to archeological resources and that no impacts to paleontological resources or unique geological features would occur.

Historic Assessment by Valerie Nagel

Valerie Nagel completed a Historic Assessment on August 1, 2013 for the Irby portion of the project site (Appendix D). The main residence was constructed in 1882/1887 and appears to be locally significant; therefore, the main residence has been identified as a historic resource. Ancillary structures were determined not to be significant.

Historic Assessment by Architectural Resource Group

Architectural Resource Group, Inc. completed a Historic Assessment in April of 2015 on the Zia and Kaplan portions of the project site (Appendix D). On-site buildings consist of a residence, a tank house, a barn, two garages, and two sheds on the Zia portion of the site constructed between 1900 and 1910. A residence and ancillary storage structures, which were installed relatively recently, are present on the Kaplan portion of the site. The report concluded that the properties and on-site structures did not appear significant under any National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) criteria and therefore do not qualify as historical resources.

Additional Assessment

As part of the Supplemental EIR, a record search at the Northwest Information Center was performed. No recorded prehistoric or historic resource sites were identified on the project site.

a) Historical Resource

The Supplemental EIR indicated that project-related demolition involving historical resources could result in significant impacts if historical structures were identified on the project site. The Supplemental EIR specifically indicated that buildings located on the project site may be historic and could be directly adversely affected by development if they are demolished to make way for new housing, or indirectly, through incompatible design.

As indicated by the two Historic Assessments prepared for the project site, the main residence on the Irby portion of the project site is a significant historical resource. As indicated by the Supplemental EIR, current federal, state, and local laws as well as the goals, policies, and programs included in the General Plan (specifically, Programs 5.1, 5.2, and 5.4 of the Conservation and Open Space Element) address potential impacts to historical resources during demolition as a part of a project. Since the project site contains a known historical resource, Mitigation Measures 4.D-1a and 4.D-1b includes the requirements for historic resource evaluation on the Irby portion of the project site.

As previously indicated, and in compliance with Mitigation Measure 4.D-1a, Historic Assessments were completed for the on-site buildings and concluded that the main residence on the Irby portion of the project site is a significant historical resource. The project may either relocate the residence or demolish it. If the residence is approved for demolition, implementation of Mitigation Measure 4.D-1b would be required. Consistent with this mitigation, and as indicated in Section 1.4.5 of the Project Description, the residence will be required to be documented in accordance with HABS standards. Relocation of a historical resource may constitute an adverse impact to the resource as well. However, in situations where relocation is the only feasible alternative to demolition, relocation may mitigate below a level of significance provided that the new location is compatible with the original character and use of the historical resource and the resource retains its eligibility for listing on the California Register (14 CCR Section 4852 (d)(1) (California Department of Parks and Recreation 2016). In either case, because the Supplemental EIR concluded that significant

unavoidable impacts to the historic resource would occur, the project would not result in new impacts to the historical residence.

Compliance with the applicable regulations and General Plan policies and programs as well as Mitigation Measure 4.D-1a, and, if relocated, Mitigation Measure 4.D-1b would ensure the project would not introduce any new impacts to historical resources that were not previously disclosed in the Supplemental EIR.

b) Archaeological Resource

The Supplemental EIR indicated that project-related construction activities involving ground disturbance could result in significant impacts if previously unknown significant resources are discovered. The Supplemental EIR states that:

In general, it may be expected that portions of the city lying in the flat valley would reveal a low sensitivity for prehistoric sites, except along drainages. In contrast, the hills to the south and west, particularly around springs and creeks would be expected to have a relatively high sensitivity for containing prehistoric sites. While the majority of the potential sites for rezoning identified in the proposed Housing Element are located in the flat valley area and on parcels that have had some level of previous development or disturbance, some sites, such as Sites 6 or 7 may have only been minimally disturbed in the past and, while they are located in the flat valley and are expected to reveal a low sensitivity for prehistoric sites, they may contain unknown archeological resources.

The project site is located within Site 6 as delineated by the Supplemental EIR. As such, the project site may contain previously unknown archeological resources. As indicated by the Supplemental EIR, current federal, state, and local laws as well as the goals, policies, and programs included in the General Plan (specifically, Programs 5.1 through 5.3 of the Conservation and Open Space Element) address potential impacts to archeological resource that may be discovered during implementation of residential development planned for under the Housing Element. The City's standard condition of approval requires that all construction stop in the event that cultural resources are discovered during excavation. With implementation of this standard condition, the project would be expected to have less than significant effect on unknown cultural resources. In addition to these policies, Mitigation Measure 4.D-2 from the Supplemental EIR would be required of the project and would reduce any potential impacts to archeological resources to a less than significant level. Therefore, the project would not introduce any new impacts to archaeological resources that were not previously disclosed in the Supplemental EIR. Impacts would be less than significant and no mitigation is necessary.

c) Unique Paleontological Resource or Site or Unique Geologic Feature

The Supplemental EIR concluded that Pleasanton is directly underlain by Quaternary Alluvium (see Section 4.F, Geology and Soils of the Supplemental EIR), which is unlikely to contain vertebrate fossils. However, it is possible that the City is also underlain by older Quaternary deposits that are known to contain vertebrate fossils. Fossils have been found within 5 miles of areas with similar

deposits. Therefore, the City has moderate paleontological sensitivity. While shallow excavation or grading is unlikely to uncover paleontological resources, deeper excavation into older sediments may uncover significant fossils.

If a paleontological resource is uncovered and inadvertently damaged, the impact to the resource could be substantial. The City requires a standard condition of approval that requires all construction to stop in the event that paleontological resources are uncovered during excavation. With implementation of this standard condition, future projects in the Planning Area would be expected to have a less than significant impact on unknown paleontological resources. Similarly, the Supplemental EIR included Mitigation Measure 4.D-3, which requires construction to temporarily stop if paleontological resources are encountered and their assessment by a qualified paleontologist occurs.

With the implementation of the City's standard conditions of approval regarding paleontological discovery and Mitigation Measure 4.D-3, the project's potential impacts would be reduced to less than significant, consistent with the conclusions of the Supplemental EIR.

d) Human Remains

The Supplemental EIR states that there is no indication in the archeological record that the project site has been used for human burial purposes in the recent or distant past. The City requires a standard condition of approval requiring that all construction stop in the event that human remains are discovered during excavation. Similarly, the Supplemental EIR included Mitigation Measure 4.D-4, which requires construction to temporarily stop and actions in accordance with California Health and Safety Code Section 7050.5 and Public Resources Section 5097.98 to be implemented. With the implementation the City's standard conditions of approval and Mitigation Measure 4.D-4, the project's potential impacts to inadvertently disturb human remains would be less than significant, consistent with the conclusions of the Supplemental EIR.

Conclusion

The project would not introduce any new substantial or more severe impacts to cultural resources than those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation from the Supplemental EIR, as cited below, with the exception of impacts to historical resources, which would continue to be significant and unavoidable as concluded in the Supplemental EIR.

Mitigation Measures

The following mitigation measures appear in the Supplemental EIR, and apply to the project:

Mitigation Measure 4.D-1a: Prior to demolition, the project applicant shall have a historic resource evaluation conducted for the homes and outbuildings on Site 6 and for the residence on Site 21. If it is determined that this structure is historic, Mitigation measure 4.D-1b will be required. If the structure is

not found to be historic, demolition of the structure will be considered less than significant impact.

Mitigation Measure 4.D-1b: If the historic resources evaluation determines that Site 6 contains a historic resource, prior to demolition, the structure shall be documented according to Historic American Building Survey (HABS) standards. These standards include large format black and white photographs, an historical narrative describing the architectural and historical characteristics of the building, and measured drawings (or reproduced existing drawings if available). The HABS documentation shall be archived at the City of Pleasanton Planning Department of the City of Pleasanton Public Library.

Mitigation Measure 4.D-2: Prior to the issuance of grading permits for development on the potential sites for rezoning that have not been previously developed or have only experienced minimal disturbance, including Sites 6, 7, 8, and 18, the applicant shall submit to the City an archaeological mitigation program that has been prepared by a licensed archaeologist with input from a Native American Representative. The applicant shall implement the requirements and measures of this program, which will include, but not be limited to:

- Submission of periodic status reports to the City of Pleasanton and the NAHC.
- Submission of a final report, matching the format of the final report submitted for CA-Ala-613/H, dated March 2005, to the City and the NAHC.
- A qualified archaeologist and the Native American Representative designated by the NAHC will be present on site during the grading and trenching for the foundations, utility services, or other on-site excavation, in order to determine if any bone, shell, or artifacts are uncovered. If human remains are uncovered, the applicant will implement Mitigation Measure 4.D-4, below.

Mitigation Measure 4.D-3: In the event that paleontological resources are encountered during the course of development, all construction activity must temporarily cease in the affected area(s) until the uncovered fossils are properly assessed by a qualified paleontologist and subsequent recommendations for appropriate documentation and conservation are evaluated by the Lead Agency. Excavation or disturbance may continue in other areas of the site that are not reasonably suspected to overlie adjacent or additional paleontological resources.

Mitigation Measure 4.D-4: In the event that human remains are discovered during grading and construction of development facilities by the Housing Element, work shall stop immediately. There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify the persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Geology and Soils <i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is relatively flat with an approximate ground surface elevation of 350 feet above mean sea level and is located in an area with minimal topographical relief. The project would not encroach upon Arroyo del Valle, where more prominent topographical relief is present.

According to the General Plan, active faults in or near the Pleasanton Planning Area are the Calaveras, Verona, Concord-Green Valley, Greenville, Hayward-Rodgers Creek, Mt. Diablo, San Gregorio, and San Andreas faults. Figure 5-3 of the General Plan indicates that the project site is located in an area susceptible to severe to violent intensity of peak ground shaking during earthquakes. The Calaveras and Verona Faults are the nearest faults designated as Alquist-Priolo Earthquake Fault Zones; however, these faults do not traverse the project site (City of Pleasanton 2012).

The project site contains soils that are classified as Yolo Loam, 0 to 3 percent slopes (Natural Resources Conservation Service 2016).

Berlogar Stevens and Associates (BSA) conducted a Due Diligence Level Geotechnical Investigation for the Irby portion of the project site (Appendix E.1). Stevens Ferrone and Bailey Engineering Company Inc. (SFB) performed a Geotechnical Investigation for the Zia and Kaplan portions of the project site (Appendix E.2).

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have less than significant impacts related to fault rupture, seismic ground shaking, seismic-related ground failure, landslides, erosion, or unstable soils. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

As previously mentioned, a geotechnical investigations were completed for each project parcel. The conclusions of each investigation is summarized separately below.

Irby Due Diligence Level Geotechnical Investigation

BSA findings concluded that the upper 2 feet of existing ground surface on the Irby portion of the site should be reworked in areas where the former orchard has created loose and soft soils from past agricultural activities. It was also recommended that the 2010 California Building Code Seismic Design Criteria should be incorporated into the structural design of proposed structures.

Kaplan and Zia Geotechnical Investigation

SFB provides recommendations for the Kaplan and Zia portions of the site that are based on on-site soil exploratory borings that indicated the potential for soil to be loose, weak, heterogeneous, and compressible. It was recommended that the loose soils and fills be completely removed and re-compacted. To reduce potential for property damage caused by creek bank erosion and slumping, SFB recommended establishment of a creek bank setback along Arroyo del Valle. Similar to BSA, SFB recommended that the California Building Code and local ordinances be incorporated into the project development to reduce risk of creek bank erosion, localized slumping, and other factors. In addition, SFB recommended that detailed drainage, earthwork, foundation, retaining wall/soundwall, and pavement recommendations be incorporated into the project. Further details are provided in Appendix E.2.

a) Risk of Loss, Injury or Death Involving:

i) Fault Rupture

The Supplemental EIR indicated no fault lines traverse within the project site. No changes have occurred to the project site that would alter this conclusion. Furthermore, BSA concluded in its investigation that there are no designated California Earthquake Fault Zones located within the project site. SFB concluded that the project site is not located within an Alquist-Priolo Earthquake Fault Zone as designated by the State of California. Therefore, it is determined that the project site's probability of surface fault rupture would be low. The project would not result in any impacts related to fault rupture.

ii) Seismic Ground Shaking

The Supplemental EIR concluded implementation of goals and policies of the Public Safety Element of the City of Pleasanton's General Plan and requirements of the City's Building Code would minimize risk from ground shaking, including a requirement for site-specific soil and geological studies that include recommendations for minimizing seismic hazards. Consistent with Goal 2, Policy 5, of the Public Safety Element of the City of Pleasanton's General Plan, site-specific Geotechnical Investigations have been completed by BSA and SFB for the project site. BSA and SFB recommended compliance with the California Building Code seismic design criteria to minimize risk from ground shaking. Compliance with the final grading plans, California Buildings Codes, and local ordinances would mitigate structural failure resulting from potential seismic-related ground shaking. Recommendations from BSA and SFB would be incorporated into the proposed project to ensure ground-shaking risks are minimized. The project would not introduce any new impacts related to seismic ground shaking not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

iii) Seismic-related Ground Failure

The Supplemental EIR concluded that the project site is located within a liquefaction hazard zone. The Supplemental EIR indicated that compliance with soil and foundation support parameters in Chapters 16 and 18, as well as the grading requirements in Chapter 18, of the CBC, as required by city and state law, would ensure the maximum practicable protection available from ground failure for structures and their foundations. In addition, the CBC requires that each construction site suspected of containing liquefaction-prone soils be investigated. However, BSA's investigation determined that the project site is underlain by Livermore Gravel, which, because it is dense to very dense, has a low potential for liquefaction to occur at the project site. Similarly, SFB concluded that the potential for liquefaction on the project site is low because of the lack of liquefiable soils. The areas adjacent to Arroyo del Valle are mapped as having very high liquefaction susceptibility, according to the Association of Bay Area Governments and the U.S. Geological Survey; however, the project would be set back from the Arroyo as required and thus would avoid potential impacts from such soils. As such, the project would not introduce any new impacts related to seismic-related ground failure not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

iv) Landslides

The Supplemental EIR indicated that because of the flat topography, the development facilitated by the proposed Housing Element and CAP General Plan Amendment and Rezonings would not expose people or structures to landslides. The project site is generally flat with open fields; no changes have occurred to the project site that would alter this conclusion. BSA reported that the Irby portion of the project site is not mapped within an area susceptible to seismically induced landslides and its fault topography would preclude the potential for landslides. Creek bank failure could occur along Arroyo del Valle; however, the project would not encroach on areas of greater topographical relief within Arroyo del Valle. SFB has reported that according to the U.S. Geological Survey Open-File Report 97-745, the Kaplan and Zia portions of the project site are not mapped as having previously identified landslides. SFB recommended following the adequate creek bank setbacks and retention systems used for residential lots and improvements. As illustrated in Exhibit 3, sufficient setback from Arroyo del Valle has been incorporated into the project site. As such, the proposed project would not introduce any new landslide-related impacts not previously disclosed. Impacts would be less than significant.

b) Erosion

The Supplemental EIR concluded that the potential impacts related to erosion as the result of site grading would be less than significant. The project would be required to adhere to the NPDES General Construction Permit, which contains requirements for erosion control of exposed soils including implementation of Stormwater Pollution Prevention Plan's (SWPPP's) BMPs. In addition, policies in the Public Safety Element of the General Plan (Goal 1, Policy 2; Goal 2, Policy 5) minimize the risk of soil erosion and further mitigate its effects. No project site or regulatory conditions have changed that would alter this conclusion. Furthermore, the project would not encroach on Arroyo del Valle, where erosion potential may be greater. Therefore, the project would not introduce any new erosion-related impacts not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

c) Unstable Soils

The Supplemental EIR concluded that the residential development would be required to implement geotechnical tests and reports to identify the suitability of soils and measures to minimize unsuitable soil conditions. The Supplemental EIR also indicated that the design of foundation support must conform to analysis and implementation criteria described in the CBC, Chapters 16 and 18. Adherence to the City's codes and policies would ensure maximum practicable protection from unstable soils and less than significant impacts would occur.

In accordance with Goal 2, Policy 5 and the recommendations from BSA and SFB, the project would include the completion of a design-level geotechnical analysis prior to issuance of a building permit and prior to the approval of final improvement plans. Recommendations from the design-level geotechnical analysis would ensure unstable soil risks are minimized. The design-level geotechnical analysis would also provide site-specific soil remediation and construction practices that would ensure geologic stability on-site. Therefore, the project would not introduce any new impacts

related to unstable soils not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

d) Expansive Soil

The Supplemental EIR indicated that expansive soils are typically found within the upper 5 feet of ground surface and are often found in low-lying alluvial valleys such as the valley in which Pleasanton is located. The Supplemental EIR concluded that adherence to the City's codes and policies and the California Building Code Chapter 16 and 18 would ensure maximum practicable protection from expansive soils, thereby reducing impacts to a less than significant level.

Based on laboratory testing performed by BSA, surface soils on the Irby parcel have low expansion potential. SFB also indicated that, based on laboratory testing, soils on both the Kaplan parcel and Zia parcel have low liquefaction susceptibility. Therefore, the project would not introduce any new impacts related to unstable soils not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

e) Septic Tanks

The project would be required to connect to the City sewer system and would not utilize a septic tank or alternative wastewater disposal system. Therefore, no impact would occur related to the use of a septic system or alternative wastewater disposal system and no mitigation is necessary.

Conclusion

The project would not introduce any new substantial or more severe geologic or soils impacts than those considered in the Supplemental EIR. All impacts would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

As discussed in Section 2.3, Air Quality, of this document, the City of Pleasanton has determined that the BAAQMD’s 2010 Thresholds are based on substantial evidence, as identified in Appendix D of the CEQA Guidelines, and has therefore incorporated them into this analysis.

Table 13 compares the greenhouse gas aspects of the 2010 Air Quality Thresholds with the thresholds established in 1999 (1999 Air Quality Thresholds).

Table 13: BAAQMD Operational Greenhouse Gas Thresholds

Analysis Level	1999 Air Quality Thresholds	2010 Air Quality Thresholds
Project-level	None	Compliance with a Qualified GHG Reduction Strategy, or 1,100 MT of CO ₂ e/yr, or 4.6 MT of CO ₂ e/SP/yr
Plan-level	None	Compliance with a Qualified GHG Reduction Strategy, or 6.6 MT of CO ₂ e/SP/yr
Notes: MT = metric tons CO ₂ e = carbon dioxide equivalent yr = year SP = service population (employees + residents) Source: Bay Area Air Quality Management District 1999, 2011.		

The Supplemental EIR utilized the 2010 Air Quality Guidelines and 2010 Air Quality Thresholds. As shown in Table 13, the 2010 Air Quality Thresholds are more stringent than the 1999 Air Quality Thresholds. Therefore, the 2010 Air Quality Guidelines and associated thresholds were utilized in this document for screening and analysis purposes. As with the rezonings analyzed in the Supplemental EIR, the project would result in emissions related to construction and operation.

Findings

The Supplemental EIR concluded that rezoning of the project site for residential development would have a less than significant impact related to generation of greenhouse gases, and consistency with an applicable plan, policy, or regulation of an appropriate regulatory agency adopted for the purposes of reducing greenhouse gas emissions.

As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Greenhouse Gas Generation

The Supplemental EIR determined that, because the quantifiable thresholds established in the BAAQMD 2010 Air Quality Guidelines were based on AB 32 reduction strategies, a project cannot exceed the numeric thresholds without also conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Supplemental EIR utilized the BAAQMD's 2010 plan-level threshold of 6.6 metric tons of carbon dioxide equivalent (MTCO₂e) per service population, (SP) per year to determine significance.

The Supplemental EIR quantified emissions from the development of the project site as a component of the development facilitated by the Housing Element and associated rezonings. URBEMIS 2007 and the BAAQMD's Greenhouse Gas Model were used to quantify emissions in the Supplemental EIR. For this analysis, the CalEEMod version 2013.2.2 was used to estimate construction and operational emission of greenhouse gases for the project alone.

Construction emissions are generally considered separately from operational emissions because construction emissions are a one-time event, while operational emissions would be continuous over the life of the project. The 2010 Air Quality Guidelines do not contain a threshold for construction-generated greenhouse gases, but it recommends quantification and disclosure of these emissions. Because the Supplemental EIR included the annualized construction emissions in the significance analysis, the greenhouse gas generation from project construction is included in the significance analysis below.

Operational greenhouse gas emissions by source are shown in Table 14. Total operational emissions were estimated at 1,594.2 MTCO₂e. Project construction emissions were calculated as 941.3 MTCO₂e. If annualized over 30 years, construction emissions equal 31.4 MTCO₂e. With an average of 2.79 persons per household, as indicated by the Supplemental EIR, the project is estimated to accommodate 348.75 residents. The project would generate approximately 4.57 MTCO₂e per service person at year 2019. Therefore, the project would not exceed the BAAQMD's 2010 Air Quality Threshold of 4.6 MTCO₂e for greenhouse gases, and would not have a significant generation of greenhouse gases. (The CalEEMod output is included in Appendix B.)

Table 14: Operational Greenhouse Gas Emissions (2019)

Emission Source	Single Family (MTCO ₂ e per year)	Sunflower Hill (MTCO ₂ e per year)	Project Total MTCO ₂ e per year
Area	18.8	1.7	20.5
Energy	336.1	82.3	418.4
Mobile (Vehicles)	802.0	229.5	1,031.5
Waste	52.0	15.4	67.4
Water	16.5	8.5	25.0
Construction Emissions (Amortized over 30 Years)			31.4
Total Project Emissions			1,594.2
Service Population (Residents)			348.75
Project Emission Generation			4.57 MTCO ₂ e/SP
BAAQMD 2010 Threshold			4.6 MTCO ₂ e/SP
Does project exceed threshold?			No
Notes: MTCO ₂ e = metric tons of carbon dioxide equivalent. Unrounded results used to calculate totals. Source of emissions: CalEEMod Output (Appendix B)			

b) Greenhouse Gas Plan Consistency

The City adopted a Climate Action Plan in 2012 as part of the adoption of the Supplemental EIR. The Climate Action Plan includes the project site in its community-wide analysis of vehicle miles traveled and associated greenhouse gas emissions, and shows that the City of Pleasanton can meet a community-wide 2020 emissions reduction target that is consistent with the provisions of AB 32, as interpreted by BAAQMD.

This project includes the construction and development of 93 single-family homes on 10.91 acres and a 30-bed congregate care facility on 1.35 acres, which is consistent with the density analyzed by the Supplemental EIR (30 dwelling units per acre). Therefore, the project would not conflict with the City’s Climate Action Plan, or any other applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases, and would result in fewer emissions than considered under the Supplemental EIR.

Applying the City’s General Plan Policies and Climate Action Plan, the project would not result in the City exceeding the levels set forth above. As a result, the greenhouse gas impacts are less than significant.

Conclusion

The project would not introduce any greenhouse gas emission impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Hazards and Hazardous Materials <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Two Environmental Site Assessments (ESAs) were prepared for different portions of the project site. A Phase I ESA prepared by Berlogar Stevens and Associates (BSA) (Appendix F.1) looked at the Irby portion of the project site. A Phase I ESA prepared by AEI Consultants (AEI) (Appendix F.2) looked at the Kaplan and Zia portions of the project site. The conclusions of each Phase I ESA are summarized separately below.

Irby Phase I ESA

BSA did not find evidence that current use of the Irby portion of the project site would indicate the likelihood of environmental impairment. BSA did not observe visual evidence of hazardous-material contamination, indications of improper hazardous material storage or disposal, or identify significant concerns relating to polychlorinated biphenyls (PCBs), aboveground storage tanks, underground storage tanks (USTs), or radon at the project site. BSA reported soil sampling at two potential contaminant locations. The results showed that gasoline, diesel, and motor oil range organics, as well as BTEX, were not detectable and no further investigation was needed at these two locations. However, BSA did report that testing should be performed for shallow soils from the former orchard to identify residual pesticides and chemicals. In addition, BSA reported a telephone-mounted transformer on the Irby portion of the project site may contain PCB and will need proper disposal. Because of the age of the buildings, asbestos-containing material (ACM) and lead-based paint (LBP) may be present. BSA recommended that a qualified contractor be retained to ascertain the presence of ACM, LBP, and PCBs present in building materials and provide proper management and disposal if encountered.

BSA also recommended that a large pile of tree stumps, wire fencing, lumber, and trash located on the Irby portion of the project site be removed and investigated for stained soils or materials encountered during removal through sampling. In addition, it was recommended that a qualified contractor properly destroy the existing on-site well under approved permits of Alameda County Zone 7 Water Agency.

The Irby portion of the project site was identified as listed within the NPDES database. However, BSA concludes that the actual site listed appears to be just north of the project site. The project site was not listed on any other environmental databases. In addition, several sites were listed on various databases of hazardous sites within one mile of the project site; however, none of these sites were identified as posing an environmental concern to the project site.

Kaplan/Zia Phase I ESA

Based on AEI's review of aerial photographs of the Kaplan and Zia portions of the project site, evidence of past agricultural use was apparent and could have impacted on-site soils. Similar to BSA's recommendations, AEI recommended on-site soil sampling for residual pesticides and chemicals.

A gasoline UST was removed from the Zia portion of the project site in February of 1990. Soil samples taken during removal of the UST reported traces of benzene, toluene, ethylbenzene,

xylenes, and petroleum hydrocarbons as gasoline below the tank pit. Isopropyl benzene was not detected in the soil. AEI recommended additional on-site sampling to determine extent of impact in connection with the former UST.

Similar to the Irby site, because of the age of the buildings on the Kaplan and Zia portions of the project site there is the potential for ACM and LBP to be present. An asbestos survey is required in accordance with the United States Environmental Protection Agency National Emission Standards for Hazardous Air Pollutants 40 CFR Part 61 prior to demolition or renovation activities that may disturb ACM. Similar compliance with regulations regarding LBP would be required.

The Kaplan portion of the project site is listed on the HAZNET database. The listing is related to Aragon Commercial Landscaping's use of the site and its generation of 0.105 ton of waste oil and mixed oil in 2008. Based on the single year of generation, the small quantity generated, and the lack of large quantities of hazardous materials observed on-site, AEI concluded that the listing is not expected to present a significant environmental concern. In addition, several sites were listed on various databases of hazardous sites within one mile of the project site; however, none of these sites were identified as posing an environmental concern to the project site.

Findings

The Supplemental EIR concluded that, after mitigation implementation of housing development on sites contemplated for rezoning, including the project site, would have less than significant impacts related to hazards and hazardous materials after the implementation of mitigation. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Transport, Use, or Disposal of Hazardous Materials

The Supplemental EIR indicated that residential developments consistent with the proposed Housing Element, would involve demolition activities and use of construction equipment that would require the use of hazardous materials, such as fuel, lubricants, or solvents. The Supplemental EIR concluded that development would be required to comply with all applicable regulations for management of hazardous materials during construction and demolition, and that these regulations would ensure potential hazards resulting from hazardous material use during construction activities would be less than significant.

In addition, the project would be required to comply with additional site-specific environmental review, and Policy 17 of the Public Safety Element requiring that contaminated sites be remediated prior to the commencement of new construction. The development also is required to coordinate with the City of Pleasanton's Public Works Department and utility owners to precisely locate the utilities. Policy 17, Programs 17.2 and 17.3 of the Public Safety Element would require that construction drawings and construction sites clearly show underground utilities and pipelines and that project contractors shall contact the Underground Service Alert.

During operation, the development would be required to comply with a range of policies, including the Alameda County Department of Environmental Health/Livermore-Pleasanton Fire Department Emergency Management Plan. Proposed General Plan policies, such as Programs 16.3 and 16.5 of the Public Safety Element would further reduce any potential impact. Therefore, these regulations for construction and operation would ensure potential hazard resulting from hazardous material use during construction activities would be less than significant.

Overall, the Supplemental EIR concluded that because of a limited potential for exposure of people or the environment to hazardous material—largely as a result of compliance with federal, state, and local regulations—impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant. No changes have occurred to the project site or to the proposed development that would alter this conclusion. Therefore, the project would not introduce any new impacts related to the routine use of hazardous materials not previously disclosed and impacts would be less than significant.

b) Hazardous Material Upset or Accident

The Supplemental EIR indicated that construction of residences on sites for rezoning would disturb soils that could be contaminated from past releases of hazardous substances into the soil or groundwater. The Supplemental EIR required implementation of Mitigation Measure 4.G-2, which includes the preparation of a Phase I ESA to determine the potential presence of on-site contamination, and the provision of documentation indicating that any on-site contamination has been appropriately remediated. The Supplemental EIR concluded that with the implementation of Mitigation Measure 4.G-2, and adherence to General Plan Public Safety Element Policy 17, which requires contamination to be remediated prior to development, impacts related to hazardous materials or accidents would be reduced to a less than significant level.

In accordance with Supplemental EIR Mitigation Measure 4.G-2, two Phase I ESAs were prepared for the project site.

As previously summarized, the Irby Phase I ESA recommended testing be performed on shallow soils within the former orchard to identify any residual pesticides and chemicals; proper disposal of telephone-mounted transformer; and investigating the presence of stained soils beneath a large pile of debris after removal. In addition, it is indicated that PCBs, LBP, and ACM are likely to be present on-site. Finally, a qualified contractor will need to properly destroy the well under approved permits.

The Kaplan/Zia Phase I ESA recommended soil testing to determine the extent of residual chemicals in connection with the former UST, as well as proper LBP and ACM abatement.

In accordance with Public Safety Element Policy 17, any and all contamination on-site would have to be remediated prior to development. The recommendations of the Phase I ESAs would be followed in coordination with implementation of this policy. In addition, all applicable regulations regarding soil testing, PCBs, LBP, ACM, and removal of the on-site well would be followed. Therefore, the

project would not introduce any new impacts related to hazardous material upset not previously disclosed and impacts would be less than significant.

c) Hazardous Materials in Proximity to Schools

The project site is less than 0.5 mile from Amador Valley High School, separated by First Street and residential developments. The Supplemental EIR concluded that development facilitated by the Housing Element would not result in the handling of significant quantities of hazardous materials, substances, or wastes; therefore, risk of hazardous material releases within the vicinity of schools would be less than significant.

The project is consistent with the residential land use considered in the Supplemental EIR; therefore, the project would not introduce new impacts related to hazardous materials in proximity to schools not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

d) Hazardous Materials Sites

The Supplemental EIR indicated that development of sites known to be contaminated by hazardous materials or wastes could occur on potential sites for rezoning. However, the project site was not identified by the Supplemental EIR as containing hazardous materials. In compliance with Mitigation Measure 4.G-2, two Phase I ESAs have been completed for the project site. The AEI Phase I ESA prepared for the Kaplan and Zia parcels indicated that the Kaplan parcel is listed on the HAZNET database and Hazardous Waste Tracking System for generating 0.105 ton of waste oil and mixed oil in 2008. Based on the single year of generation, the small quantity generated, and the lack of large quantities of hazardous materials observed on-site, AEI concluded that this listing is not expected to present a significant environmental concern. The BSA Phase I ESA indicated that the Irby parcel is not listed on any hazardous material databases. In accordance with Public Safety Element Policy 17, any contamination identified on-site must be remediated prior to development. Therefore, the project would not introduce any new impacts related to hazardous material sites not previously disclosed. No further mitigation is required.

e) Public Airports

The Supplemental EIR concluded that a conflict between the Livermore Municipal Airport Land Use Compatibility Plan (ALUCP) and potential rezoning sites for housing development was not anticipated. However, at the time the Supplemental EIR was written, the ALUCP was being revised; therefore, the Supplemental EIR indicated that, without specific project site details and a newly adopted ALUCP, additional analysis regarding residential development consistency with the Livermore Municipal Airport would be speculative. Therefore, the Supplemental EIR included Mitigation Measure 4.G-5, which requires submittal of verification of compliance with the Federal Aviation Administration (FAA) Part 77 air space review.

Since the completion of the Supplemental EIR, a revised Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport has been completed. The project site is located approximately 2.5 miles southwest of the Livermore Municipal Airport and is not located within the Airport

Protection Area, Airport Influence Area, or Federal Aviation Regulation (FAR) Part 77 height restriction space as indicated by the ALUCP. Furthermore, none of the buildings would exceed 200 feet in height.

As such, Mitigation Measure 4.G-5 would not be applicable. The project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

f) Private Airstrips

The Supplemental EIR indicated that no private airstrips exist near the City. Therefore, there would be no safety hazards related to the use of private airstrips and no impact would occur related to the development of housing under the General Plan Amendment and Rezonings. No changes have occurred to the location of private airports near the project site. Therefore, the project would not introduce any new private airstrip safety hazards not previously disclosed. No impact would occur.

g) Emergency Response Plan or Emergency Evacuation Plan

The Supplemental EIR concluded that the buildout of the proposed Housing Element would not interfere with current guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan, and impacts would be less than significant. No changes have occurred that would alter this conclusion. Therefore, the project would not affect the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would continue to be less than significant.

h) Wildland Fires

The Supplemental EIR concluded that all of the sites considered for rezoning, including the project site, are located outside of the designated wildland-urban interface threat areas within the City of Pleasanton; therefore, impacts related to wildland fires would be less than significant.

No changes have occurred to the status of the project site's location outside of the wildland-urban interface area. Therefore, the project would not introduce any new wildland fire hazards not previously disclosed and impacts would continue to be less than significant.

Conclusion

The project would not introduce any hazards or hazardous materials impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of applicable mitigation included in the Supplemental EIR as provided below.

Mitigation Measure

The following mitigation measure appears in the Supplemental EIR, and applies to the project:

- Mitigation Measure 4.G-5:**
- a. Prior to PUD approval for Site 11 (Kiewit), 14 (Legacy Partners), 6 (Irby-Kaplan-Zia), 8 (Auf de Maur/Richenback), 10 (CarrAmerica), 16 (Vintage Hills Shopping Center), 17 (Axis Community Health), and 21 (4202 Stanley): 1) the project applicant shall submit information to the Director of Community Development demonstrating compliance with the ALUPP, as applicable, including its height guidance; and 2) the Director of Community Development shall forward this information and the proposed PUD development plans to the ALUC for review.
 - c. The following condition shall be included in any PUD development approval for all the potential sites for rezoning: Prior to the issuance of a grading permit or building permit, whichever is sooner, the project Applicant shall submit verification from the FAA, or other verification to the satisfaction of the City Engineer or Chief Building Official, of compliance with the FAA Part 77 (Form 7460 review) review for construction on the project site.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The site currently includes approximately 68,600 square feet of impervious surfaces consisting of on-site residences, buildings, and paved areas. The southern boundary of the site is Arroyo del Valle, which runs east-west. According to the Preliminary Post Construction Stormwater Control Plan, prepared by Carlson, Barbee & Gibson, Inc. (Appendix G), stormwater runoff leaves the site in two different ways. Drainage within the Kaplan portion of the project site collects in existing inlets and is piped to an outfall in the creek. The rest of the project site's stormwater flows toward Stanley Boulevard, where it is collected by existing inlets.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have less than significant impacts related to hydrology and water quality. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a), f) Water Quality, Flooding, Polluted Runoff

The Supplemental EIR concluded that development on rezoned sites could affect drainage patterns and create new impervious surfaces that could cause changes to stormwater flows and affect water quality. However, the Supplemental EIR indicated that compliance with the Alameda Countywide Clean Water Program (ACCWP) NPDES Permit, including the C.3 provision, and implementation of a Construction SWPPP would reduce impacts to a less than significant level. As part of issuance of building and/or grading permits, the project would be required to demonstrate compliance with these regulations. In addition, the City and/or San Francisco Regional Water Quality Control Board, through their review and approval of applicable permits, would ensure that the project would not substantially worsen existing water quality problems and that no net increase in stormwater rates and runoff would occur.

The project will demolish the majority of structures and impervious surfaces existing on the site, totaling in approximately 68,600 square feet. Because of the project, the total impervious surfaces on-site would increase to approximately 306,000 square feet, an increase of 238,000 square feet, as indicated by the project's Preliminary Post Construction Stormwater Control Plan (Appendix G). Therefore, in accordance with section 2.3.2 of the County's C.3 Guidebook, set forth in the Municipal Regulation permit (MRP), the project is required to include treatment measures. In addition, pursuant the MRP, because the proposed project will create more than 1 acre of impervious area and will increase the amount of impervious area on the site, a vault is required that can handle an approximate volume of 15,400 cubic feet of water. Bioretention basins will be located throughout the project site to meet the requirements of the MRP. The Low Impact Development (LID) facilities will provide an opportunity to treat areas where runoff can collect some of the worst pollutants in high concentrations (such as parking lots and roads). The project's grading and drainage plans must be reviewed and approved prior to construction. Implementation of recommendations and requirements would ensure compliance with city codes regarding flooding and drainage (including properly sized storm sewers and building within Federal Emergency Management Agency Flood

(FEMA) flood hazard zones). As such, the project would not introduce any new water quality, flooding, or polluted runoff related impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

b) Groundwater

The Supplemental EIR indicated that development of impervious surfaces on rezoning sites could potentially reduce groundwater infiltration and that the addition of new housing would result in an increase in residential consumption of municipal water supply, which could potentially increase demand on groundwater supplies. However, these impacts were determined to be less than significant because the City has already planned for the residential growth on the redevelopment sites and because the Housing Element includes policies to protect water supplies.

The project site's growth has been included in future water supply planning and would not deplete groundwater supplies. While the project site currently contains primarily impervious surfaces it does not provide for substantial groundwater recharge. Furthermore, the project site's multiple bioswales and open space areas would allow for continued stormwater percolation. The geotechnical investigation performed by Stevens, Ferrone, and Bailey (SFB) determined that no groundwater was detected in any of the borings from the soils report, refer to (Appendix E.2). In summary, the project would not introduce any new groundwater impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

c) Drainage Resulting in Erosion or Flooding

The Supplemental EIR concluded that compliance with existing regulatory requirements including the NPDES Construction General Permit requirements, provision C.3 of the ACCWP NPDES permit, and Goal 6 of the Public Facilities and Community Programs Element of the City of Pleasanton General Plan would ensure that development resulting from the Housing Element would not result in any erosion or flooding. As previously discussed under Impact a, f), the project would be required to demonstrate compliance with these regulations as part of issuance of building and/or grading permits. As such, the project would not introduce any new drainage impacts resulting in erosion or flooding not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

d) Flood Hazards

The Supplemental EIR indicated that development proposals resulting from the Housing Element must be reviewed by the City's Engineering Department. The review and implementation of any recommendations and requirements would ensure compliance with city codes regarding flooding and drainage (including properly sized storm sewers and building within FEMA flood hazard zones). The Supplemental EIR concluded that compliance with applicable regulations would ensure that development within flood hazard zones would be less than significant.

As indicated by FEMA Insurance Rate Map No. 06001C0336G, the project site is located within Zone X and is not located within a 100-year flood zone (FEMA 2009). Arroyo del Valle is designated as

Zone AE subject to inundation by the 100-year flood. However, no development would occur within Arroyo del Valle or the associated Zone AE. As such, the project would not introduce any new flood hazard impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

e) Stormwater Drainage

The supplemental EIR concluded that compliance with existing regulatory requirements including the NPDES Construction General Permit requirements, provision C.3 of the AACWP NPDES permit, and Goal 6 of the Public Facilities and Community Programs Element of the City of Pleasanton General Plan would ensure that development resulting from the Housing Element would not result in any storm drainage impacts. As previously discussed under Impact a, f), the project would be required to demonstrate compliance with these regulations as part of issuance of building and/or grading permits.

Bioretention basins will be located throughout the project site to meet the requirements of the MRP. The LID facilities and bioretention basins will provide an opportunity to treat areas where runoff can collect some of the worst pollutants in high concentrations. Implementation of applicable recommendations and requirements would ensure compliance with city codes regarding flooding and drainage (including properly sized storm sewers and building within FEMA flood hazard zones). As such, the project would not implement the Storm Water Control Plan and would not create any new impacts to drainage not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

g), h) Housing or Structures within a 100-year Flood Hazard Area

As indicated by FEMA Insurance Rate Map No. 06001C0336G, the project site is located within Zone X and is not located within a 100-year flood zone (FEMA 2009). Arroyo del Valle is designated as a special flood hazard area subject to inundation by the 100-year flood; however, no development would occur within Arroyo del Valle. As such, the project would not introduce any new flood hazard impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

i) Levee or Dam Failure

The Supplemental EIR indicated that most of the City of Pleasanton is within the 5- to 40-minute Del Valle Dam inundation area. However, catastrophic dam failure is considered highly unlikely, as the dam is regularly maintained and inspected. Flood retention facilities, including levees, throughout the City are undergoing updates under the Stream Management Master Plan. Residential development is not allowed within levee failure zones without being designed to acceptable flood protection standards. Accordingly, the Supplemental EIR concluded that impacts related to levee or dam failure would be less than significant. No changes have occurred that would alter this conclusion. Therefore, the project would not introduce any new levee or dam failure hazard impacts not previously disclosed in the Supplemental EIR and impacts would be less than significant.

j) Seiche, Tsunami, or Mudflow

The Supplemental EIR concluded that no impacts would occur related to seiche, tsunami, or mudflow because the City is inland from the ocean and in a relatively flat area. No changes have occurred that would alter this conclusion.

Conclusion

The project would not introduce any hydrology or water quality impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with adherence to applicable regulations and no mitigation is required.

Mitigation Measure

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in an area of residential and commercial land uses. The project site has a General Plan designation of Retail/Highway/Service Commercial, Business and Professional Offices, Open Space and Public Health and Safety Wildland Overlay (Arroyo del Valle). The project site is located within the Downtown Specific Plan and is designated therein as Downtown Commercial. The project site is zoned Agriculture (A) and Service Commercial (CS).

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would have less than significant impacts related to conflicts with applicable land use plans and policies or regulations, or the division of an established community. In addition, the Supplemental EIR concluded that rezoning of the project site for eventual residential development would not conflict with habitat conservation or natural community conservation plans. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Division of an Established Community

The Supplemental EIR indicated that sites selected for rezoning for high-density housing development would be compatible with surrounding residential development. The project is consistent with the scale and intensity of development analyzed in the Supplemental EIR and would not introduce any new impacts related to the division of an established community. Impacts would continue to be less than significant and no mitigation is needed.

b) Land Use Plan, Policy, or Regulation

The Supplemental EIR indicated that several of the potential sites for rezoning are located in areas that, if not properly addressed, could result in conflicts with General Plan policies related to air quality and noise, due to their proximity to point sources of air pollution and to noise sources. However, the Supplemental EIR indicated that compliance with mitigation measures set forth in Section 4.B, Air Quality and 4.J Noise as well as consistency with applicable policies of the Housing Element would ensure that sites rezoned for residential development would be consistent with the General Plan and impacts would be less than significant. The project would implement mitigation measures from the Supplemental EIR as applicable to ensure consistency with General Plan policies. Therefore, impacts would continue to be less than significant.

General Plan Consistency

The project proposes a General Plan Amendment from Retail/Highway/Service Commercial, Business and Professional Offices, Open Space-Public to High Density Residential. The Arroyo del Valle would remain under the Public Health and Safety with Wildland Overlay designation. The General Plan identifies the High Density Residential designation as greater than eight dwelling units per gross developable acre. In addition, the General Plan indicates that any housing type (detached and attached single-family homes, duplexes, townhouses, condominiums, and apartments), in addition to religious facilities, schools daycare facilities, and other community facilities, may be allowed in any residential designation provided that all zoning ordinance requirements are met. As discussed below, the project would be consistent with applicable zoning requirements. The project's 93 single-family residences and the Sunflower Hill congregate care facility would result in an overall density of 10.03 dwelling units per gross developable area^{1,2} and therefore would be consistent with the High Density Residential designation. Therefore, the project would be consistent with the proposed General Plan High Density Residential designation.

Downtown Specific Plan

The Zia portion of the project site is located within the Downtown Specific Plan. The purpose of the Downtown Specific Plan is to preserve and enhance the 308-acre downtown area. The Zia portion of the project site is designated by the Downtown Specific Plan as Downtown Commercial. However, as a part of the project, the site would be redesignated to the Specific Plan's High Density Residential designation. The Specific Plan defines High Density Residential as greater than eight dwelling units per gross developable acre. It also indicates that any housing type (detached and attached single-family homes, duplexes, townhouses, condominiums, and apartments) may be allowed, provided that all requirements of the Zoning Ordinance are met. As discussed below, the project would be consistent with applicable zoning requirements. Gross density of the single-family homes would be approximately 8.5 dwelling unit/acre (du/ac). Gross density of Sunflower hill would be 22.2 du/ac. The project's combined total of 123 dwelling units (93 single-family and a 30-bed congregate care facility) on 12.26 acres of developable area (10.91 acres plus 1.35 acres) would result in a total gross density of 10.03 du/ac. All densities would be consistent with the High Density Residential

¹ As indicated on page 2-22 of the General Plan, arroyos are not to be counted as residential gross developable areas.

² For conservative purposes, the gross density of the Sunflower Hill facility is based on a total of 30 apartment type residential units.

requirement. Both the 93 single-family units as well as the Sunflower Hill congregate care facility would be consistent with the allowable housing types.

The Sunflower Hill portion of the project is also consistent with the Specific Plan's Land Use Objective 3: To promote the provision of affordable and special-needs housing.

In addition, the project would be consistent with various applicable Specific Plan policies and programs, including the maintenance and preservation of Arroyo del Valle and the provision of archeological considerations during construction. Therefore, the project would be consistent with the Downtown Specific Plan.

Zoning Consistency

While the project was considered in the Supplemental EIR for rezoning, it has not yet been rezoned. As such, as a part of this project, the site would be rezoned from Agriculture (A) and Service Commercial (CS) to Planned Unit Development—High Density Residential and Open Space (PUD-HDR/OS). The Open Space zoning will be applied to the Arroyo del Valle portion of the project site.

As indicated by the Pleasanton Municipal Code, a PUD district is intended to accomplish, among other things, variation in housing type; promotion of General Plan goals and objectives; accommodation of changing market conditions and community desires; provision of mechanism whereby the City can designate parcels and areas requiring special consideration regarding the manner in which development occurs; and the establishment of open areas in residential developments.

Permitted uses within a PUD are those approved by the planning commission and city council that are compatible with the purposes of a PUD and the neighborhood and general vicinity of the project site, and in keeping with the protection of public health, safety, and general welfare. As part of the PUD process, appropriate amounts of landscaping, natural open space, parking, signing, distances between buildings, front yards, and other development standards are established. Such standards are included as conditions of approval for the project. As such, the project, through its PUD, would inherently be consistent with the PUD zoning designation.

In summary, the project has been designed to be consistent with existing General Plan, Downtown Specific Plan, and Zoning Designations. Impacts would be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

c) Habitat Conservation Plan or Natural Communities Conservation Plan

The Supplemental EIR concluded that no impact would occur with respect to conflicts with a habitat or natural community conservation plan because the City is not located within such a designated area. No changes have occurred that would alter this conclusion.

Conclusion

The project would not result in any land use impacts beyond those considered in the Supplemental EIR. All impacts would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Mineral Resources <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in the Mineral Resource Zone (MRZ) 1, which includes no significant mineral deposits (City of Pleasanton 2011).

Findings

a), b) Mineral Resources

The supplemental EIR concluded that the residential development facilitated by the General Plan Amendment and Rezoning would have no impact related to each mineral resource checklist questions and no mitigation was required. No changes have occurred that would alter this conclusion.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts to the mineral resources than those identified in the Supplemental EIR. No impact would occur and no mitigation is required.

Mitigation Measures

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Noise				
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is located in a developed area and in proximity to existing transportation, residential and commercial noise sources. Active railroad tracks are located approximately 430 feet north of the site.

As indicated by the General Plan Figure 11-2, areas of the project site along Stanley Boulevard are located within the future (2025) 65 dBA L_{dn} roadway noise contour. The remainder of the project site is located within or outside of the future (2025) 60 dBA L_{dn} roadway noise contour.

Supplemental EIR Table 7.3-3 indicates that existing traffic noise on Stanley Boulevard north of the Zia parcel driveway is 60 dBA L_{dn} at a distance of 159 feet from the centerline, 65 dBA L_{dn} at a distance of 74 feet from the centerline, and 70 dBA L_{dn} at a distance of 16 feet from the centerline. Table 11-3 of the General Plan indicates that by year 2025, increases in traffic noise will result in

noise contours of 65 dBA L_{dn} at 90 feet from the centerline, and 60 dBA L_{dn} at 190 feet from the centerline of Stanley Boulevard west of California Avenue.

The Environmental Noise Assessment prepared for the project by Charles M. Salter Associates, Inc. (Appendix H) indicates that existing on-site noise levels range from 51 dBA L_{dn} (at approximately 285 feet south of Stanley Boulevard and 130 feet east of Reflections Drive) to 75 dBA L_{dn} (approximately 35 feet south of Stanley Boulevard).

As indicated on General Plan Figure 11-4, a single-family residential neighborhood is located across Stanley Boulevard to the north and a high density residential neighborhood is located across Arroyo Del Valle to the South. These residential areas are considered noise sensitive receptors (City of Pleasanton 2009).

The Noise Element of the City of Pleasanton General Plan contains land use compatibility guidelines for environmental noise in the community. Table 15 below summarizes these guidelines for residential land uses and park areas.

Table 15: Noise Compatibility Guidelines for Single Family Residential and Park Areas

L_{dn} Value in Decibels		Compatibility Level
Single-Family Residential	Parks and Recreation Areas	
60 dB or less	60 dB or less	Normally Acceptable: Specified Land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements
60 to 75 dB	60 to 80 dB	Conditionally Acceptable: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.
Greater than 75 dB	Greater than 80 dB	Unacceptable: New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: City of Pleasanton 2009, as summarized by Charles M. Salter Associates, 2015.

In addition to the land use compatibility guidelines, the Noise Element outlines the following noise level goals:

- Interior noise levels must be 45 dBA L_{dn} or lower for all single-family residences.
- Exterior noise levels in private or shared outdoor use areas (i.e. backyards and parks, excluding front yards) in new single-family residential development should be 60 dBA L_{dn} or less.

The City of Pleasanton Municipal Code also establishes noise limits summarized as follows:

- Stationary/non-transportation noise limit of 60 dBA L_{max} at any point outside of the property plane (Section 9.04.030).
- Construction noise limit from individual construction equipment and tools of 83 dBA L_{eq} at a distance of 25 feet or a cumulative construction noise limit of 86 dBA L_{eq} outside of the project boundary (Section 9.04.100).

The State of California maintains noise standards applicable to single- and multi-family uses. The standards are contained in Title 24, Part 2, of the State Building Code, which sets forth Noise Insulation Standards applicable to new multi-family housing. Projects exposed to an outdoor L_{dn} greater than 60 dBA require an acoustical analysis during the design phase, showing that the proposed design will limit outdoor noise to the allowable 45 dBA L_{dn} interior noise level in habitable rooms. Additionally, if windows must be closed to meet the interior standard, “the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior environment” (CBC 2010).

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would have less than significant impacts related to noise with the implementation of mitigation. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Excessive Noise Levels

Construction Noise Levels

The Supplemental EIR concluded that because the development projects would be required to comply with Municipal Code 9.04.100, individual project construction equipment would not produce a noise level in excess of 83 dB L_{eq} at a distance of 25 feet, nor would total construction noise exposure exceed 86 dB L_{eq} outside of project boundaries. In addition, to ensure construction noise is minimized, the Supplemental EIR included Mitigation Measure 4.J-1, requiring compliance with the City’s construction noise exposure criteria and implementation of construction BMPs.

With the implementation of Mitigation Measure 4.J-1 and compliance with construction noise limits outlined by Municipal Code 9.04.100, the project would not introduce any new impacts related to construction noise not previously disclosed. Impacts would continue to be less than significant after the implementation of mitigation.

Traffic Noise Levels

The Supplemental EIR also considered roadway noise impacts. As shown in the analysis, traffic noise levels in the project vicinity would be the highest in the cumulative noise scenario (Year 2035). The Supplemental EIR concluded that developments on rezoned sites may be exposed to exterior traffic noise in excess of 65 dBA L_{dn} and interior traffic-related noise exposure in excess of the acceptable 45

dB L_{dn} threshold; therefore, impacts would be potentially significant. To ensure compliance and reduce impacts to less than significant, the Supplemental EIR included Mitigation Measure 4.J-5b and 4.J-5c, which required acoustical analysis to ensure buildings would limit interior traffic noise to 45 dB L_{dn} /CNEL or less, and it also required that outdoor activity areas are designed such that traffic noise exposure does not exceed 65 dBA L_{dn} .

Potential traffic noise impacts related to the project's interior and exterior noise levels are discussed separately below.

Interior Noise

Residential development is required to comply with Title 24 of the California Code of Regulations, which requires an interior noise exposure of 45 dBA L_{dn} /CNEL or less within any habitable room, and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. The Environmental Noise Assessment estimated that future noise at the facades of the residences ranges from 54 dBA to 73 dBA L_{dn} .

As recommended by the Environmental Noise Assessment, the project would employ upgraded STC rated windows and doors to achieve the required 45 dBA L_{dn} or less indoors in the first row of houses along Stanley Boulevard as follows:

- At facades facing Stanley Boulevard, windows and exterior doors would be STC 38 at corner rooms and STC 34 at non-corner rooms.
- At facades perpendicular to Stanley Boulevard, windows and exterior doors would be STC 34 at corner rooms and STC 31 at non-corner rooms.
- At facades facing away from Stanley Boulevard, windows and exterior doors would be STC 28 at corner rooms and non-corner rooms.

The first row of houses is expected to provide enough shielding to the homes on the rest of the site to reduce traffic noise levels to below 60 dBA L_{dn} at these home facades. Therefore, standard construction is acceptable in these locations. Furthermore, as required by the CBC all rooms where windows need to be closed to reach interior noise goals, would include ventilation or an air-conditioning unit. Implementation of the upgraded STC rated windows and incorporation of air conditioning units would ensure that interior noise levels would not exceed 45 dBA L_{dn} standards. The project design and associated Environmental Noise Assessment fulfills the requirements of Mitigation Measure 4.J-5b and ensures that impacts related to interior traffic noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

Exterior Noise

The City of Pleasanton's goals for maximum outdoor noise levels in residential areas are an L_{dn} of 60 decibels for single-family and 65 decibels for multi-family units. These levels are intended to guide the design and location of future development and to act as goals for the reduction of noise in existing development. However, all residential areas cannot necessarily reach this goal because of economic or aesthetic considerations. Therefore, this goal should generally be applied where

outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects).

The Environmental Noise Assessment estimated future exterior noise levels at the residences along Stanley Boulevard could reach levels of 75 dBA L_{dn} , which exceeds the City of Pleasanton's goals for maximum outdoor noise levels for single-family residential backyards. However, the homes front along Stanley Boulevard (front doors and entry pathways are located on the roadway's frontage). As such, the single-family residential backyards would not be exposed unacceptable noise levels. While the Tree Park, also located along Stanley Boulevard, would experience exposure to noise levels higher than suggested, the Tree Park is a passive use area, and, therefore, such noise levels have been deemed acceptable by the City. All other outdoor common open space areas would experience noise below acceptable levels as a result of shielding from adjacent residences.

The submittal of the Environmental Noise Assessment fulfills the requirements of Mitigation Measure 4.J-5c, and ensures impacts related to exterior noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

Stationary Sources Noise Levels

The Supplemental EIR concluded that development on rezoned sites could be exposed to stationary noise sources (e.g., industrial/commercial area loading noise and late or 24-hour operations noise) and that impacts would be potentially significant. To ensure impacts would be reduced to a less than significant level, the Supplemental EIR included Mitigation Measures 4.J-6a and 4.J-6c, which required site-specific acoustical assessment regarding non-transportation noise sources, and the implementation of noise disclosures and noise complaint procedures for new residents.

The Environmental Noise Assessment prepared for the project did not specifically quantify potential noise impacts from the adjacent land uses; however, surrounding uses include the Arroyo del Valle and residential to the south, residential to the north across Stanley Boulevard, a mini storage and other commercial land uses to the east, and residential to the west. These land uses are all typically compatible with the proposed on-site residential uses. Existing noise levels, as documented by the ambient noise measurements, range from 51 dBA to 75 dB L_{dn} , (inclusive of stationary noise sources) which are within the normally acceptable and conditionally acceptable range for single-family residential uses as indicated by the Pleasanton General Plan. In addition, with the implementation of the aforementioned STC rated windows and doors, on-site noise levels would be reduced to within the normally acceptable noise level range. The project would be required to implement Mitigation Measure 4.J-6c, requiring noise disclosures and noise complaint procedures. The project does not include any stationary noise sources that would be expected to impact adjacent land uses, and any exterior mechanical equipment must adhere to the City's Municipal Code noise limit of 60 dBA at adjacent residential property lines. In conclusion, the project would not result in significant impacts related to stationary noise sources, and impacts would continue to be less than significant after the implementation of Mitigation Measure 4.J-6c as concluded in the Supplemental EIR.

b) Excessive Groundborne Vibration or Groundborne Noise Levels

Construction Vibration Levels

The Supplemental EIR concluded that vibration exposure at neighboring sensitive uses, which are expected to be greater than 100 feet removed from the rezoned construction sites, would not be expected to exceed the applicable criteria outlined by the Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, except in situations where pile driving occurs. Should pile driving occur, the Supplemental EIR concluded that implementation of Mitigation Measure 4.J-2 would reduce construction-related vibration to a less than significant level. No pile driving is expected to be necessary during project construction; therefore, Mitigation Measure 4.J-2 is not applicable.

The project site is more than 100 feet from nearby sensitive receptors; therefore, typical construction vibration levels would not exceed acceptable levels at nearby receptors. Furthermore, construction would not require the implementation of pile driving. Therefore, the project would not introduce any new construction-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Exposure to Train Vibration

The Supplemental EIR concluded that train-related vibration exposure may be substantial for sites that are close to the Union Pacific Railroad mainline tracks. The project site is located approximately 430 feet south of the nearby railroad tracks and therefore would not be exposed to any significant train-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

c) Permanent Increase in Ambient Noise Levels

Traffic Noise Increase

The Supplemental EIR indicated that increases in traffic noise resulting from traffic pattern changes would be in the range of 1 to 3 dB at 100 feet from along some studied roadway segments, but that many analyzed roadway segments would not be expected to experience increased traffic noise exposure or would be expected to experience reduced traffic noise exposure. Supplemental EIR table 4.J-6 indicates that traffic noise modeling results for Stanley Boulevard north of the Zia residence driveway (along the project site's frontage) would experience a decrease of 4 dBA L_{dn} at 100 feet from the roadway centerline, thereby decreasing noise exposure from 63 dBA to 59 dBA L_{dn} with implementation of the projects considered in the Supplemental EIR, including the project considered herein. The project site is not located along or near a roadway segment where potentially significant traffic noise increases would occur as identified in the Supplemental EIR.

As indicated in the Environmental Noise Assessment, the General Plan indicates that peak-hour build out traffic volumes along Stanley Boulevard are expected to increase up to 52 percent from the 2007 volumes. It is assumed that a significant amount of this traffic increase has already occurred between 2007 and 2015. Therefore, the remaining traffic increase could correspond to an additional one-decibel increase in environmental noise between 2015 and 2025.

As indicated in the Transportation Assessment, the project would generate 890 daily trips, 70 morning peak hour and 90 evening peak hour trips. These trips would not double the existing traffic volumes on any roadway segment in the project vicinity. A characteristic of noise is that a doubling of a noise source is required to result in an increase of 3 dBA, defined to be the lowest perceptible increase in an outdoor environment. Therefore, implementation of the project would not result in a perceptible increase in traffic noise levels and impacts would be less than significant.

d) Temporary or Periodic Increase In Ambient Noise Levels

The Supplemental EIR concluded that because the development projects would be required to comply with Municipal Code 9.04.100, project construction equipment would not produce a noise level in excess of 83 dBA L_{eq} at a distance of 25 feet, and total construction noise exposure would not exceed 86 dBA L_{eq} , outside of project boundaries. In addition, the Supplemental EIR included the Mitigation Measure 4.J-1 in order to ensure less than significant impacts. The project would not introduce any new impacts related to construction noise not previously disclosed. Impacts would continue to be less than significant after the implementation of mitigation.

e) Aviation Noise

The Supplemental EIR concluded that maximum noise levels from aircraft departures to the west from Livermore Municipal Airport may exceed the applicable 50/55 dB L_{max} criteria within habitable rooms at sites near the left-hand pattern of Runway 25L. The project is not located near the left-hand pattern of Runway 25L and, therefore, would not be exposed to aircraft-related noise. Impacts would continue to be less than significant and no mitigation is necessary.

f) Private Airstrips

There are no private airstrips located in the project vicinity. Therefore, there would be no impact and no mitigation measures are required.

Conclusion

The project would not introduce any new substantial or more severe noise impacts than noise considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation as provided below.

Mitigation Measures

The following mitigation measures appear in the Supplemental EIR, and apply to the project:

Mitigation Measure 4.J-1: In addition to requiring that all project developers comply with the applicable construction noise exposure criteria established within the City's Municipal Code 9.04.100, the City shall require developers on the potential sites for rezoning to implement construction best management practices to reduce construction noise, including:

- a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.
- b. Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including residences, and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.
- c. All site improvements and construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. In addition, no construction shall be allowed on State and federal holidays. If complaints are received regarding the Saturday construction hours, the Community Development Director may modify or revoke the Saturday construction hours. The Community Development Director may allow earlier “start-times” for specific construction activities (e.g., concrete foundation/floor pouring), if it can be demonstrated to the satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents.
- d. All construction equipment must meet DMV noise standards and shall be equipped with muffling devices.
- e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.

Mitigation Measure 4.J-6c: For all of the potential sites for rezoning, the City shall require noise disclosures and noise complaint procedures for new residents at the project site. The requirement shall include a) a disclosure of potential noise sources in the project vicinity; b) establish procedures and a contact phone number for a site manager the residents can call to address any noise complaints.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing <i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

According to the California Department of Finance, as of January 2016, the City of Pleasanton had a population of 74,982, an average of 2.86 persons per household, and 26,980 housing units (California Department of Finance 2013)

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have less than significant impacts related to population and housing, and no mitigation was required. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Population Growth

The Supplemental EIR indicated that development of all the sites considered for rezoning could result in substantial population growth. As shown in the Supplemental EIR’s Table 3-3, it was assumed that the project site would be developed with up to 180 units at a density of 30 units per acre on a total of 14.8 acres with the potential for multi-family development on 6.0 acres. The proposed project would result in an overall reduced number of units at 123 (93 single-family units and a 30-bed congregate care facility) and a reduced combined density of 10.03 du/ac. Individually, both project housing types would also be below the density analyzed in the Supplemental EIR with the single-family proposed density of 8.5 du/ac and the congregate care facility’s density of 22.2 du/ac.

Therefore, the likely population of the project is within the assumptions of the Supplemental EIR. The project would not include the extension of road or infrastructure that could result in indirect population growth. The project has been designed to be consistent with the policies included in the Housing Element and would assist the City in meeting the housing allocation as determined by RHNA. Therefore, impacts would continue to be less than significant and no mitigation is necessary.

b) Displacement of Housing

The project would include the demolition of three on-site houses. Such displacement would not be considered substantial. Furthermore, the project would construct up to 125 housing units on-site, thereby replacing and increasing on-site housing availability. Such housing would be consistent with the policies included in the Housing Element and would assist the City in meeting the housing allocation as determined by RHNA. Therefore, impacts would continue to be less than significant and no mitigation is necessary.

c) Displacement of People

The project site currently contains three existing houses; however, the project would construct up to 125 housing units on-site, thereby replacing and increasing on-site housing availability. Such housing would be consistent with the policies included in the Housing Element and would assist the City in meeting the housing allocation as determined by RHNA. Therefore, impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The project would not introduce any population or housing impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Public Services				
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Fire protection is provided by the Livermore-Pleasanton Fire Department (LFPD). The nearest fire station to the project site is located at 3560 Nevada Street, approximately 0.47 mile southeast of the project site.

Police services are provided by the City of Pleasanton Police Department. The nearest police station is approximately 0.8 mile southwest of the project site, located at 4833 Bernal Avenue.

The Pleasanton Unified School District provides education services for the project area.

The City of Pleasanton offers 42 community and neighborhood parks, the closest of which are Kottinger Village Park, Tawney Park, and Lion Wayside Park. Park facilities are intended for community wide use and offer a variety of amenities. The City also has approximately 24 miles of trails, the closest of which is a side path/trail on sidewalk along Stanley Boulevard, located east of the project site.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would have less than significant impacts related to fire, police, school, parks, and other public service facilities. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Fire Protection

The Supplemental EIR concluded that impacts to fire protection services would be less than significant because all proposed rezoning sites, including the project site, are located within a

5-minute response radius of a fire station. No changes have occurred to alter this conclusion. The project would not introduce any new impacts related to fire services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

b) Police Protection

The Supplemental EIR concluded that impacts to police protection would be less than significant because the General Plan Public Safety Element's Program 26.2 requires that all new development pay for police safety improvements required of that development. Payment of this required fee would effectively mitigate any increase in demand for services. The project would not introduce any new impacts related to police protection not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

c) Schools

The Supplemental EIR indicated that new development on sites proposed for rezoning, such as the project site, would increase enrollment at schools, which could require additional facilities and staff. The Supplemental EIR concluded that with the payment of developer fees as collected by the Pleasanton Unified School District, impacts to schools would be less than significant.

The project developer would be required to pay the Pleasanton Unified School District developer fees that would cover related facility costs. Therefore, the project would not introduce any new impacts related to school services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

d) Parks

The Supplemental EIR indicated that additional population resulting from sites rezoned for residential development, including the project site, could result in impacts to park services. The Supplemental EIR concluded impacts to park services would be less than significant because the City plans to build approximately 131 acres of new community parks in Pleasanton by 2025.

The project would provide on-site recreation opportunities to serve the existing residents inclusive of 75,681 square feet of common space. Furthermore, the project would be subject to park fees that would support the City's plans to construct additional parks to serve the expected population growth of the City, including the population growth of the project. Therefore, the project would not introduce any new impacts to park services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

e) Other Public Facilities

The Supplemental EIR did not specifically address public facility services other than fire, police, school, and recreation. However, the project is located in an urbanized area currently served by a variety of public facilities; therefore, the project would not be expected to significantly change or impact public services or require the construction of new or remodeled public service facilities. As

previously noted, the project would be required to pay applicable development fees related to incremental increases in demand on public services. Therefore, impacts would be less than significant and no mitigation is required.

Conclusion

The project would not introduce any public services impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project is proposed to include common open space throughout the site, totaling 121,450 square feet, inclusive of Arroyo del Valle, a historic neighborhood park, a tot lot, a tree park, and a central green. Existing off-site parks nearest the project site include Kottinger Village Park, Tawney Park, and Lion Wayside Park.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would result in less than significant impacts related to the use or construction of recreational facilities. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Use of Recreational Facilities

The Supplemental EIR indicated that rezoned sites, such as the project site, would result in additional residents and a corresponding increased demand for park and recreational facilities. Based on the City’s plans for expansion of park facilities, the Supplemental EIR concluded that impacts to recreational facilities associated with buildout of the rezoned sites would be less than significant.

Although the Supplemental EIR indicates that recreational impacts would be less than significant, the project would provide additional on-site recreational amenities to serve the on-site residents, decreasing the overall demand for public recreational facilities. The project would not introduce any new impacts related to the substantial physical deterioration of a recreational facility. Impacts would continue to be less than significant and no mitigation is necessary.

b) Construction or Expansion

The Supplemental EIR indicated that future park development has been planned and accounted for in the General Plan, and that impacts of this development have been analyzed in the General Plan EIR. Therefore, the Supplemental EIR concluded that adverse physical impacts associated with new parks and recreational facilities would be less than significant.

The project includes recreational amenities. The environmental effects of constructing these components have been considered in this document, and implementation of mitigation and compliance with applicable regulations as discussed throughout this document would ensure that any potential impacts are reduced to less than significant. Furthermore, increased off-site recreational facility use resulting from the project has been planned for in the General Plan and analyzed by the General Plan EIR. Therefore, the project would not introduce any new impacts related to the construction or expansion of recreational facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The project would not introduce any recreation impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Transportation/Traffic <i>Would the project:</i>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project is currently accessed via three driveways, one on each of the existing parcels. The westernmost driveway serves as the southern leg of the First Street and Stanley Boulevard signalized intersection, the middle driveway is served by a middle turn lane on Stanley Boulevard, and the easternmost driveway has a dedicated left turn lane on Stanley Boulevard for westbound traffic turning left onto the project site.

Main local roadways that serve the project site include Stanley Boulevard, First Street, and Valley Avenue. The Livermore-Amador Valley Transit Authority (LAVTA) Wheels Bus Service (Wheels) Route 10 traverses Stanley Boulevard along the project's frontage. Wheels provides bus connections to Bay Area Rapid Transit (BART), the Altamont Commuter Express (ACE) train, and Central Contra Costa County Transportation Authority's County Connection bus service. All streets in the project vicinity have sidewalks and crosswalks at signalized intersections. A Class II bike lane exists on Stanley Boulevard along the project's frontage. Additional information regarding existing transportation conditions can be found in Appendix I.

Fehr & Peers prepared a Transportation Assessment prepared, dated June 8, 2016 (Appendix I). Information and analysis in this section are based, in part, on the Transportation Assessment.

Study Area and Analysis Scenarios

The following intersections were included in the Transportation Assessment, based on consultation with City staff, as they provide access to the study area and are the most likely to be affected by the project:

1. Stanley Boulevard at Reflections Drive/Project Driveway
2. Stanley Boulevard at California Avenue/Reflections Drive
3. Stanley Boulevard at Bernal Avenue/Valley Avenue
4. Santa Rita Road/Main Street at Stanley Boulevard/Driveway
5. Stanley Boulevard/1st Street at Stanley Boulevard/Nevada Street Extension (Project Driveway)
6. Nevada Street at Bernal Avenue
7. Vineyard Avenue at Bernal Avenue North
8. Del Valle Parkway at Main Street
9. First Street at Ray Street/Vineyard Avenue
10. Vineyard Avenue/Tawny Drive at Bernal Avenue South
11. Bernal Avenue at 1st Street/Sunol Boulevard

Study intersection operations were evaluated during the weekday morning (AM) and evening (PM) peak hours for the following scenarios:

- **Existing**—Existing conditions based on intersection turning movement counts.
- **Existing with Project with Nevada Street**—Existing traffic counts plus the addition of Project traffic considering the extension of Nevada Street and potential shifts of existing traffic that could occur with the new roadway connection.
- **Existing with Approved Projects**—Near-term conditions, which consider existing traffic plus anticipated traffic from approved developments that could substantially affect study intersection traffic volumes. The Nevada Street extension was not considered in this scenario.
- **Existing with Approved Projects with Project with Nevada Street**—Near-term conditions considering the Nevada Street extension plus Project-related traffic.

- **Cumulative without Project**—Future forecast conditions, which considers local and regional traffic growth. The Nevada Street extension was not considered in this scenario.
- **Cumulative with Project with Nevada Street**—Future forecast conditions plus Project related traffic and the Nevada Street extension.

Trip Generation

Trip generation refers to the process of estimating the amount of vehicular traffic a project might add to the local roadway network. In addition to estimates of daily traffic, estimates are also created for the peak one-hour periods during the morning (AM) and evening (PM) commute hours, when traffic volumes on adjacent streets are typically at their highest.

The expected vehicle trip generation was calculated for the project, which includes 93 single-family homes, and then compared to various uses that could be constructed on the site based on trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). Trip generation estimates were prepared for the following scenarios, as presented in Table 4:

- Proposed Project (93 single-family homes)
- Housing Element EIR Assumptions (138 to 270 apartment units)
- General Plan EIR Assumptions (65,500 square feet of retail)
- General Plan Zoning (134,600 square feet of commercial)³
 - Office
 - Business Park
 - Warehousing
 - Retail

As presented in Table 4, the proposed 93 single-family home project would generate levels of traffic on a daily and peak-hour basis similar to 138 apartment units but less traffic than 270 apartment units. Single-family homes would generate more traffic on a daily and peak-hour basis than warehousing. For the other commercial uses, single-family homes are expected to generate less traffic on a daily basis and in-total during the peak hours.

This analysis considers the trip generating potential of 93 single-family homes, which are expected to generate 890 daily trips, 70 morning peak-hour and 90 evening peak-hour trips. In addition, the trip generating potential of the Sunflower Hill Site was considered in the analysis. It is assumed that the Sunflower Hill Site could generate 10 morning and 20 evening peak-hour trips, based on a 30-bed congregate care facility and a 5,000-square-foot community center.

³ For the commercial scenarios, it was assumed that the 10.3 net acres would be developed with a floor-area-ratio of 0.30, resulting in approximately 135,000 square feet of commercial development.

Table 16: Project Trip Generation Estimates

Land Use	Size	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Single Family Homes ¹	93 single-family homes	890	18	52	70	57	33	90
Sunflower Hill Site								
Group Home ²	30 beds + 5,000 square feet of common space	260	5	5	10	10	10	20
Housing Element and General Plan Land Use Assumptions								
Apartments ³	138 ⁸ apartment units	920	14	56	70	59	31	90
Apartments ³	270 ⁹ apartment units	1,800	28	110	138	111	59	170
Retail ⁴	65,500 sq ft	2,100	29	18	47	88	94	182
Other Uses Potentially Allowed Under General Plan Zoning								
Office ⁵	135,000 sq ft	1,490	186	25	211	34	167	201
Business Park ⁶	135,000 sq ft	1,680	161	28	189	44	126	170
Warehousing ⁷	135,000 sq ft	480	32	9	41	11	32	43
Retail ⁴	135,000 sq ft	4,320	61	37	98	180	196	376
Notes: Bold indicates uses where the proposed single-family home project would generate more vehicle trips. ¹ Based on Trip Generation Manual (9 th Edition) trip generation rates for land use 210, Single Family Homes. ² Based on Trip Generation Manual (9 th Edition) trip generation rates for land use 253, Congregate Care Facility and estimates for the recreation/community room use. ³ Based on Trip Generation Manual (9 th Edition) trip generation rates for land use 220, Apartments. ⁴ Based on Trip Generation Manual (9 th Edition) trip generation rates for land use 820, Shopping Center; includes a 25 percent pass-by reduction. ⁵ Based on Trip Generation Manual (9 th Edition) trip generation rates for land use 710, Office. ⁶ Based on Trip Generation Manual (9 th Edition) trip generation rates for land use 770, Business Park. ⁷ Based on Trip Generation Manual (9 th Edition) trip generation rates for land use 150, Warehousing. ⁸ Evaluated as part of the Housing Element EIR ⁹ Evaluated as an alternative in the Housing Element EIR ¹⁰ Land use assumptions within the City of Pleasanton Travel Demand Model used to forecast General Plan conditions. Source: Fehr & Peers, 2016.								

Findings

The Supplemental EIR concluded that development facilitated by the General Plan Amendment and rezonings would have less than significant impacts to the level of service (LOS) at local intersections under existing plus project conditions and cumulative plus project conditions. The Supplemental EIR also concluded that less than significant impacts would result related to traffic safety hazards, emergency vehicle access, temporary construction traffic, and consistency with adopted policies,

plans, or programs supporting alternative transportation. The Supplemental EIR concluded that no impact would result related to air traffic.

The Supplemental EIR concluded that impacts to the regional roadway network under cumulative plus project conditions would be significant and unavoidable. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a) Plan, Ordinance, or Policy Consistency

The Supplemental EIR concluded that development facilitated by the rezoning of sites for residential development would be consistent with applicable transportation policies establishing effectiveness.

As discussed below, upon payment of fair-share fees consistent with General Plan Circulation Element Program 1.1, the project would not cause any study intersections to operate below an acceptable LOS. Furthermore, because the project is consistent with the Housing Element of the General Plan, it is also consistent with other applicable transportation-related policies of the General Plan and would not introduce any new impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

b) Congestion Management Program

Traffic Forecasts and Roadway Network

To assess the changes in traffic flow through the City with approved and planned development, the City of Pleasanton Travel Demand model was used to assess citywide vehicular travel changes. For this Project, the near-term and cumulative forecasts developed for the Housing Element Analysis, as modified for the East Pleasanton Specific Plan, were adjusted to remove projected traffic forecasts associated with development on the project site as contemplated in previous analyses. The near-term forecasts reflect likely conditions in the area over the next 5 to 10 years, and do not include development within the East Pleasanton Specific Plan area. Cumulative forecasts reflect expected conditions over the next 20 to 30 years, and they include development within the East Pleasanton Specific Plan area and the extension of El Charro Road from Stoneridge Drive to Stanley Boulevard.

In the near-term condition, no modifications were assumed at any of the study intersections, except for the project connection to Stanley Boulevard at First Street, where it was assumed a left-turn lane and a through-right-shared lane would be constructed as the east leg of the intersection.

In the cumulative condition, intersection improvements were assumed to be in place at the following study intersections:

- Stanley Boulevard at Bernal Avenue/Valley Avenue—conversion of the eastbound right-turn only lane to a through-right shared lane and the associated receiving lanes on the east leg of the intersection.
- Stanley Boulevard at Main Street—Construction of a second southbound left-turn lane.

Other regional roadway network improvements that were considered in the cumulative condition include the extension of El Charro Road, additional travel lanes on I-680 and I-580, and modifications to the Sunol Boulevard and Bernal Avenue interchanges with I-680 and the Fallon Road/El Charro Road interchange with I-580.

The extension of Nevada Street through the project site east to the existing terminus of Nevada Street, west of its intersection with California Avenue, was also considered a roadway improvement in all With Project scenarios analyzed.

Analysis Results

The Supplemental EIR concluded that development facilitated by rezonings would result in less than significant impacts to LOS at the local study intersections under existing plus project conditions, as all of the study intersections would continue to operate at LOS D or better during both peak periods evaluated.

Table 5 presents LOS operations at study intersections for the AM and PM peak hours.

As indicated in Table 17, the driveways and intersections that provide access to the project site from regional transportation system currently operate at LOS D or better during the morning and evening peak hours. With the addition of project traffic, intersections are expected to continue to operate at LOS D or better.

In the near-term and cumulative conditions, intersections would continue to operate at acceptable service levels during both the morning and evening peak hours with the addition of traffic from the Project, considering the extension of Nevada Street and potential traffic shifts. As such, the project would not introduce any new impacts related to LOS not previously disclosed and no mitigation is necessary.

Table 17: Peak Hour Intersection Levels of Service

Intersection	Control ¹	Peak Hour	Existing		Existing With Project With Nevada Street		Near-Term Without Project		Near-Term With Project With Nevada Street		Cumulative Without Project		Cumulative With Project With Nevada Street		Comments
			Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	
1. Stanley Boulevard at Reflections Drive/Driveway	Side-Street Stop-Controlled	AM	1 (11)	A (B)	1 (13)	A (B)	1 (11)	A (B)	1 (13)	A (B)	1 (10)	A (B)	1 (13)	A (B)	Generally unchanged conditions.
		PM	1 (12)	A (B)	1 (10)	A (A)	1 (12)	A (B)	1 (10)	A (B)	1 (11)	A (B)	1 (11)	A (B)	
2. Stanley Boulevard at California Avenue/Reflections Drive	Signalized	AM	14	B	8	A	16	B	11	B	16	B	12	B	Slightly better operating conditions
		PM	11	B	9	A	12	B	10	B	13	B	12	B	
3. Stanley Boulevard at Bernal Avenue/Valley Avenue	Signalized	AM	37	D	32	C	53	D	48	D	38	D	36	D	Generally unchanged conditions
		PM	31	C	32	C	32	C	33	C	30	C	30	C	
4. Santa Rita Road/Main Street at Stanley Boulevard/Driveway	Signalized	AM	19	B	18	B	21	C	21	C	25	C	25	C	Generally unchanged conditions
		PM	15	B	15	B	17	B	17	B	22	C	22	C	
5. Stanley Boulevard/1 st Street at Stanley Boulevard/Driveway	Signalized	AM	15	B	26	C	13	B	23	C	15	B	31	C	Increase in average delay; within City's LOS.
		PM	11	B	18	B	12	B	20	B	15	B	24	C	

Table 17 (cont.): Peak Hour Intersection Levels of Service

Intersection	Control ¹	Peak Hour	Existing		Existing With Project With Nevada Street		Near-Term Without Project		Near-Term With Project With Nevada Street		Cumulative Without Project		Cumulative With Project With Nevada Street		Comments
			Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	
6. Nevada Street at Bernal Avenue	Side-Street Stop-Controlled	AM	2 (41)	A (E)	7 (92)	A (F) A	3 (54)	A (F)	13	B (F)	3 (44)	A (E)	15	B (F)	Delay for vehicles turning from Nevada to Bernal would increase with construction of the Nevada Street Extension. Project only increment would be minimal.
		PM	1 (22)	A (C)	5 (43)	(E)	1 (18)	A (C)	(>120) 2 (26)	A (D)	1 (22)	A (C)	(>120) 3 (28)	A (D)	
7. Vineyard Avenue at Bernal Avenue North	Signalized	AM	12	B	12	B	13	B	13	B	24	C	19	B	Slightly better operating conditions
		PM	11	B	10	B	17	B	16	B	13	B	13	B	
8. Del Valle Parkway at Main Street	Signalized	AM	8	A	8	A	8	A	9	A	11	B	11	B	Generally unchanged conditions
		PM	6	A	6	A	7	A	7	A	8	A	8	A	

Table 17 (cont.): Peak Hour Intersection Levels of Service

Intersection	Control ¹	Peak Hour	Existing		Existing With Project With Nevada Street		Near-Term Without Project		Near-Term With Project With Nevada Street		Cumulative Without Project		Cumulative With Project With Nevada Street		Comments
			Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	Delay ²	LOS ³	
9. First Street at Ray Street/Vineyard Avenue	Signalized	AM	25	C	25	C	30	C	30	C	33	C	34	C	Generally unchanged conditions
		PM	22	C	22	C	23	C	24	C	26	C	25	C	
10. Vineyard Avenue/Tawny Drive at Bernal Avenue South	Signalized	AM	14	B	13	B	20	B	18	B	39	D	35	C	Slightly better operating conditions
		PM	11	B	11	B	17	B	15	B	17	B	15	B	
11. Bernal Avenue at 1 st Street/Sunol Boulevard	Signalized	AM	31	C	31	C	45	D	45	D	51	D	52	D	Generally unchanged conditions
		PM	25	C	26	C	48	D	50	D	50	D	52	D	

Notes:

Bold text indicates unacceptable operations based on City’s level of service policy.

¹ Signal = Signalized Intersection; SSSC = Side-street stop-controlled intersections, traffic from the major roadway does not stop

² Delay presented in seconds per vehicle; for side-street stop-controlled intersections, delay presented as intersection average (worst approach)

³ LOS = Level of Service.

Source: Fehr & Peers, 2016.

The Supplemental EIR concluded that development facilitated on the potential sites for rezoning, would result in significant and unavoidable impacts to the regional roadway network, under both Year 2015 and Year 2025 scenarios to the Sunol Boulevard (First Street) roadway segment between Vineyard Avenue and Stanley Boulevard, and the Hopyard Road roadway segment (Year 2025 only) between Owens Drive and I-580. At both of these locations, development would worsen pre-existing LOS F conditions and would increase the volume to capacity ratio by more than 0.03. As indicated in the Supplemental EIR, widening of these roadways is not feasible or desirable because of the surrounding built environment, and improvements to nearby parallel corridors to create more attractive alternative routes and additional capacity is preferred. Therefore, the Supplemental EIR included Mitigation Measure 4.N-7, requiring developers to contribute fair-share funds through the payment of the City of Pleasanton and Tri-Valley Regional TIFs to help fund future improvements to local and regional roadways.

The project would be required to pay any applicable fair-share funds as required by Mitigation Measure 4.N-7 and General Plan Transportation Element Program 1.1. In summary, the project would not introduce any new impacts related to LOS not previously disclosed and implementation of Mitigation Measure 4.N-7 from the Supplemental EIR is required.

Vehicle Queuing

The addition of project traffic could increase vehicle queues for some movements at the study intersections that provide access to the site. Table 18 summarizes the vehicle queues at the Stanley Boulevard at Reflections Drive, Stanley Boulevard at First Street/Driveway, and Nevada Street at Bernal Avenue intersections for the morning and evening peak hours for all analysis scenarios. Detailed information is provided in Appendix I.

Table 18: Peak Hour Vehicle Queue Summary in Feet

Intersection	Movement	Storage Length (ft)	Peak Hour	Existing		Near-Term		Cumulative	
				Without Project	With Project	Without Project	With Project	Without Project	With Project
1. Stanley Boulevard/ Reflections Drive	EBL	130	AM	20	20	20	20	20	20
			PM	20	20	20	20	20	20
	WBL	110	AM	—	40	—	40	—	40
			PM	—	50	—	50	—	50
	NBR	150	AM	—	20	—	20	—	20
			PM	—	20	—	20	—	20
	SBR	190	AM	20	20	20	20	20	20
			PM	20	20	20	20	20	20
5. Stanley Boulevard/First Street/Driveway	WBL	—	AM	—	230	—	210	—	210
			PM	—	70	—	70	—	70
	WBTR	80	AM	—	60	—	60	—	60
			PM	—	70	—	80	—	80
	NBL	205	AM	210	210	210	210	210	210
			PM	110	110	140	140	240	240
	SBL	175	AM	—	20	—	20	—	20
			PM	—	20	—	20	—	20
	EBL	180	AM	70	60	90	70	100	90
			PM	90	70	100	80	140	120
6. Nevada Street/Bernal Avenue	EBL	470	AM	30	120	60	200	60	240
			PM	20	100	20	80	20	80
	NBL	80	AM	20	20	20	20	20	40
			PM	20	20	20	20	20	20

Table 18 (cont.): Peak Hour Vehicle Queue Summary in Feet

Intersection	Movement	Storage Length (ft)	Peak Hour	Existing		Near-Term		Cumulative	
				Without Project	With Project	Without Project	With Project	Without Project	With Project
	SBL	190	AM	0	0	20	20	20	20
			PM	20	20	20	20	20	20

Notes:
 EBL—eastbound left, WBL—westbound left, WBTR—westbound through/right, NBL—northbound left, NBR—northbound right, SBL—southbound left, SBR—southbound right
 Source: Fehr & Peers, 2016.

The 95th percentile vehicle queue for the northbound left-turn movement at the Stanley Boulevard at First Street/Driveway intersection currently exceeds the available storage. The addition of project traffic would not increase the vehicle queue. The 95th percentile vehicle queue for the westbound movement at the Stanley Boulevard at First Street/Driveway intersection would extend beyond the first entry intersections into the project site. Therefore, as part of the project, access to the first project roadways from Nevada Street would be restricted to right-in/right-out. Vehicle queues at the Nevada Street at Bernal Avenue, and Stanley Boulevard at Reflections Drive/Driveway would be contained within the available storage area. Therefore, no significant impact would occur and no mitigation is necessary.

c) Air Traffic Patterns

As discussed in Section 8, Hazards and Hazardous Materials of this document, the Supplemental EIR concluded that a conflict between the ALUCP and potential rezoning sites for housing development was not anticipated. However, at the time the Supplemental EIR was written, the ALUCP was being revised; therefore, the Supplemental EIR indicated that without specific project site details and a newly adopted ALUCP, additional analysis regarding residential development consistency with the Livermore Municipal Airport would be speculative. Therefore, the Supplemental EIR included Mitigation Measure 4.G-5, which requires submittal of verification of compliance with the FAA Part 77 air space review.

Since the completion of the Supplemental EIR, a revised ALUCP for the Livermore Municipal Airport has been completed. The project site is located approximately 2.5 miles west of the Livermore Municipal Airport and is not located within the Airport Protection Area, Airport Influence Area, or FAR Part 77 height restriction space as indicated by the ALUCP. Furthermore, none of the projects on-site buildings would exceed 200 feet in height. As such, Mitigation Measure 4.G-5 would not be applicable. The project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

d) Design Feature or Incompatible Use

The Supplemental EIR concluded that impacts related to roadway hazards and traffic safety would be less than significant because each individual residential development would be required to adhere to design standards and traffic safety protocols outlined in the City's General Plan, Caltrans's Highway Design Manual, the California Manual of Uniform Traffic Control Devices, and the City Standard Specifications and Details. The project does not include any features that would result in unanticipated roadway hazards.

Vehicular access to the site would be provided from a roadway connection to Stanley Boulevard, opposite Reflections Drive. Roadway connection to the extension of Nevada Street from Stanley Boulevard to California Avenue would also provide site access. As shown in Table 5, the primary site access intersections are projected to operate at acceptable service levels with construction of the project, including the Nevada Street extension.

As shown in Table 18, the westbound vehicle queue on Nevada Street at Stanley Boulevard could extend past the project roadway connections located approximately 80 feet from Stanley Boulevard. Vehicles turning left to or from these roadways could block traffic close to the intersection and create a hazardous situation. Therefore, restricting these roadways to right-in/right-out access only through the construction of a median island has been incorporated as part of the project.

The Stanley Boulevard at Reflections Drive intersection is unsignalized, with left-in/right-in/right-out access provided to Reflections Drive. Because of the roadway curvature and volume of traffic on Stanley Boulevard, the project will include similar access restriction be imposed on the project access roadway.

Proposed streets providing the main connections through the site and limited driveway access are proposed to range between 20 and 36 feet wide. On local streets less than 25 feet in width, no on-street parking would be permitted. On local streets between 26 and 35 feet wide, perpendicular parking would be allowed on one side of the street. Parking would generally be permitted on both sides of the roadway on local streets greater than 36 feet wide. This is consistent with the City's standards.

Overall, the project would not increase hazards due to a design feature. No incompatible uses are included as part of the project. Consistent with the Supplemental EIR, impacts would be less than significant and no mitigation is necessary.

e) Emergency Access

The Supplemental EIR concluded that impacts related to emergency access would be less than significant because development facilitated by the proposed Housing Element, such as the project, would not significantly alter or modify the circulation system in the planning area and therefore would not adversely affect travel times of emergency vehicles. Further, compliance to the City's Fire Code and Subdivision regulations would ensure adequate on-site emergency vehicle access.

Note that, as a part of this project, Nevada Street would be extended from its current terminus west of California Avenue to the project site. The closest fire station to the project site is located on Nevada Street between Bernal Avenue and California Avenue. As such, the project site would likely experience improved emergency vehicle response times from this station.

As indicated in the Transportation Assessment, emergency vehicles would have multiple ways of accessing the site from Stanley Boulevard so if one entrance is blocked, alternative access would be available. All roadways within the site are would be least 20 feet wide; however, some cul-de-sac roadways would be greater than 100 feet in length where no turn-arounds are proposed. However, project plans are subject to review by the City and the Fire Department, as part of the standard building permit process, to ensure consistency with the City's Fire Code to allow apparatus access and maneuverability. Therefore, the project would not introduce any new impacts related to roadway hazards not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

f) Public Transit, Bicycle, or Pedestrian Facilities

The Supplemental EIR concluded that residential development resulting from rezoned sites would not eliminate or modify existing or planned pedestrian or bicycle facilities, and that existing transit services have sufficient capacity to accommodate future increases in ridership. Further, future residential development would be required to adhere to General Plan policies regarding alternative transportation. Therefore, the Supplemental EIR concluded that impacts to alternative transportation would be less than significant.

Existing and proposed pedestrian, bicycle and transit facilities would adequately serve the project site. In addition, the project includes a new multi-use trail along the top bank of the Arroyo del Valle, outside the southern edge of the proposed right-of-way, that is included within the City's Community Trails Master Plan and Pedestrian and Bicycle Master Plan. The project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities. Therefore, the project would not introduce any new impacts related to alternative transportation not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The project would not introduce any transportation or traffic impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of applicable mitigation from the Supplemental EIR, as cited below, with the exception of cumulative LOS impacts, which would remain significant and unavoidable, as disclosed in the EIR.

Mitigation Measures

The following mitigation measure appears in the Supplemental EIR, and applies to the project:

Mitigation Measure 4.N-7: The City shall require developers on the potential sites for rezoning to contribute fair-share funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements to local and regional roadways.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems				
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Utilities and services including water, sewer, stormwater, and solid waste collection are provided to the project site by the City of Pleasanton. Water, sewer, and stormwater lines exist in the adjacent Stanley Boulevard right-of-way.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would require mitigation to reduce impacts related to water supply, but that impacts to wastewater treatment, stormwater, landfills, and solid waste regulations would be less than

significant. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR.

a), b), e) Wastewater Treatment Requirements, Capacity, and Construction or Expansion

The Supplemental EIR indicated that the rezonings would result in a less than significant impact regarding wastewater treatment requirements of the RWQCB.

The project would be served by the City of Pleasanton's sewer collection services, which directs wastewater to the Dublin-San Ramon Services District's Regional Wastewater Treatment Facility. The Treatment Facility treats and disposes of wastewater in accordance with applicable requirements of the RWQCB. As noted in the Supplemental EIR, the treatment facility has adequate capacity to serve the buildout demand associated with the rezonings. Therefore, impacts related to the exceedance of wastewater treatment requirements would be less than significant and no mitigation is necessary.

b) Construction or Expansion of Water Treatment Facilities

The Supplemental EIR indicated that development on rezoned sites would increase demand for water. The Supplemental EIR concluded that because the City of Pleasanton has planned for such residential growth by supporting Zone 7's capital improvement projects, impacts related to the construction or expansion of water treatment facilities would be less than significant. The Supplemental EIR also concluded that because sufficient wastewater treatment capacity is available now and in the future at the Dublin-San Ramon Services District Regional Wastewater Treatment Facility, impacts related to the construction or expansion of wastewater treatment facilities would be less than significant.

The project would include the construction of 93 single-family units and a 30-bed congregate care facility, less than the total potential on-site housing units considered as part of the demand generated by the rezoning the site as contemplated in the Supplemental EIR. Therefore, the project would not result in impacts related to the construction or expansion of water or wastewater treatment facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

c) Stormwater Drainage Facilities

The Supplemental EIR discussed stormwater drainage in Section 4.H, Hydrology and Water Quality. As indicated therein, development on rezoned sites would be required to implement C.3 provisions of the ACCWP NPDES Permit, requiring that there be no net increase in stormwater rates and runoff after project construction. The City and/or the RWQCB would ensure compliance with the NPDES permit through review and approval of applicable permits and grading and drainage plans. As such, the Supplemental EIR concluded that impacts related to stormwater drainage facilities would be less than significant.

The project includes bioretention basins located throughout the project site to meet the requirements of the Municipal Regulation Permit (MRP) to ensure no net increase in off-site stormwater flow would

occur in accordance with C.3 guidelines. Furthermore, the City has reviewed the projects grading and drainage plan for compliance with C.3 guidelines. Future development on the Sunflower Hill site would be required to adhere to similar requirements and regulations. Therefore, the project would not require or result in the construction of new off-site water or wastewater treatment facilities or expansion of existing facilities. Impacts would continue to be less than significant and no mitigation is necessary.

d) Water Supply

The Supplemental EIR indicated that new development as facilitated on the potential sites for rezoning would increase demand for water and could require new water supply sources. However, because the City has already planned for this growth by supporting Zone 7's capital improvement projects to secure more water, and the residential development contemplated in the Supplemental EIR would not exceed Zone 7's allocation of contractual water supply, sufficient water supply exists and impacts would be less than significant. To further ensure supply is adequate, the City's 2011 Water Supply Assessment (WSA) includes a condition of approval for residential development on the potential sites for rezoning, including the project site. The WSA's condition of approval, which requires written verification of water availability for the project, was included in the Supplemental EIR as Mitigation Measure 4.L-2. With the implementation of this mitigation measure and applicable water conserving programs included in the General Plan's Water Element, the Supplemental EIR concluded that impacts on water supply would be less than significant.

The project would include the construction of 93 single-family units and a 30-bed congregate care facility, less than the total potential on-site housing units considered as part of the demand generated by the rezoning the site as contemplated in the Supplemental EIR. In addition, the project would include water saving features such as low-flow fixtures, high-efficiency irrigation systems, and drought-tolerant native landscaping. Therefore, impacts would continue to be less than significant with the implementation of Mitigation Measure 4.L-2.

f) Landfill Capacity

The Supplemental EIR indicated that development on rezoned sites would contribute to an increase in solid waste generation within the City of Pleasanton. The Supplemental EIR concluded that because waste would be diverted from landfills pursuant to Assembly Bill (AB) 939, sufficient space remains at the Vasco Landfill for waste that cannot be diverted. Residential projects are required to implement a Waste Diversion Plan consistent with General Plan Program 26.18; therefore, impacts related to landfill capacity would be less than significant.

Solid waste from the project would be disposed of at the Vasco Road Landfill via the Pleasanton Garbage Service. The project would implement a Waste Diversion Plan consistent with General Plan Program 26.18, which would include on-site disposal, composting, and recycling facilities, as well as construction debris and disposal recycling. This plan will be reviewed and approved by the City as part of the land entitlement process. Therefore, the project would not introduce any new impacts related to landfill capacity not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

g) Solid Waste Statutes and Regulations

The Supplemental EIR concluded that impacts related to solid waste regulations would be less than significant because the City would comply with AB 939 and the General Plan's Program 26.18 requiring Waste Diversion Plans to be implemented by residential development.

As indicated, the project would implement a Waste Diversion Plan consistent with General Plan Program 26.18. This plan will be reviewed and approved by the City as part of the land entitlement process. Therefore, the project would not introduce any new solid waste regulation impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The project would not result in any utilities impacts beyond those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation from the Supplemental EIR, as cited below.

Mitigation Measures

The following mitigation measure appears in the Supplemental EIR, and applies to the project:

Mitigation Measure 4.L-2: Prior to the recordation of a Final Map, the issuance of a grading permit, the issuance of a building permit, or utility extension approval to the site, whichever is sooner, the Applicant shall submit written verification from Zone 7 Water Agency or the City of Pleasanton's Utility Planning Division that water is available for the project. To receive the verification, the Applicant may need to offset the project's water demand. This approval does not guarantee the availability of sufficient water capacity to serve the project.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is located in an urban area and contains developed and undeveloped land. The project proposes the demolition of existing structures, and the subsequent construction of 93 single-family homes and a 30-bed congregate care facility with associated amenities.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would require mitigation associated with adverse effects on human beings. The implementation of these mitigations would reduce impacts to less than significant. The Supplemental EIR also concluded that cumulatively considerable and unavoidable impacts would result related to regional transportation and historic resources. As discussed below, the project would not result in any new substantial impacts and would not exceed the level of impacts previously identified in the Supplemental EIR, due to project modification, physical changes on the project site, new information, or changed circumstances.

a) Impacts to the Environment, Animals, Plants, or Historic/Prehistoric Resources

The Supplemental EIR concluded that development of the sites considered for rezoning would result in less than significant impacts regarding the potential to significantly degrade the quality of the environment, including effects on animals or plants, or the elimination prehistoric resources. However, with the implementation of mitigation measures identified in the Supplemental EIR, as identified throughout this document, the project would not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or the elimination of prehistoric resources.

The Supplemental EIR also concluded that significant and unavoidable impacts would occur related to historical resources. As discussed in the preceding sections and consistent with the Supplemental EIR's conclusions, the project would contribute to the significant and unavoidable impact related to historical resources through the demolition of the historically significant residence on the Irby portion of the project site. As noted, implementation of Supplemental EIR Mitigation Measure 4.D-1b would require recordation of the residence in accordance with HABS standards prior to demolition. Nonetheless, a significant unavoidable impact to the historic resource would remain. However, this is consistent with the Supplement EIR's conclusions and no new or greater impacts to cultural resources would occur.

b) Cumulatively Considerable Impacts

The Supplemental EIR concluded that development of the sites considered for rezoning in combination with potential development in the surrounding areas would result in significant and unavoidable impacts under cumulative conditions related to transportation. As indicated in the Supplemental EIR, transportation impacts are considered significant and unavoidable on regional roadways under the buildout of the General Plan. The project's generation of traffic on regional roadways was considered as part of the Buildout Scenario in the Supplemental EIR and was therefore identified as a contributor to this significant and unavoidable cumulative impact. The project as currently proposed is consistent with the level of impact already identified and would not result in a greater effect than has already been disclosed and evaluated as part of the Supplemental EIR.

c) Adverse Effects on Human Beings

The Supplemental EIR concluded that development of the sites considered for rezoning would have less than significant impacts related to direct or indirect adverse effects on human beings, after the implementation of mitigation.

The project would result in similar impacts that may affect human beings, including air quality emissions and noise. Implementation of the Supplemental EIR's applicable mitigation measures, as included herein, would ensure impacts to human beings remain less than significant.

Conclusion

The project would not introduce any impacts beyond those considered in the Supplemental EIR. Implementation of the Supplemental EIR's applicable mitigation measures and conditions of approval as defined by the City, as well as consistency with applicable General Plan policies and project plans, would ensure that impacts related to mandatory findings of significance would be less than significant with the exception of cumulatively considerable impacts related to regional transportation impacts.

Mitigation Measures

Refer to mitigation measures throughout this document.

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SECTION 3: REFERENCES

- AEI Consultants. 2014. Draft Phase I Environmental Site Assessment.
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- BAAQMD, 2016. Workshop Report. Proposed Amendments to Air District Regulation 2, Rule 5: New Source Review of Toxic Air Contaminants. Appendix C. Proposed Air District HRA Guidelines. January 2016.
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- Office of Environmental Health Hazard Assessment (OEHHA). 2015. Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February.
- Pleasanton, City of. 2009. Pleasanton General Plan 2005–2025.
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References

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Stevens Ferrone and Bailey Engineering Company, Inc. 2014. Geotechnical Investigation: Kaplan-Zia Properties.

SECTION 4: LIST OF PREPARERS

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Walnut Creek, CA 94597
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Board of Supervisors

Nathan A. Miley
Supervisor, District 4

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Castro Valley, CA 94546
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Pleasanton District Office
4501 Pleasanton Avenue, 2nd Floor
Pleasanton, CA 94566
925-803-7959

district4@acgov.org

August 5, 2016

City of Pleasanton
Planning Commissioners
123 Main Street
Pleasanton, CA 94566

Dear Planning Commissioners:

I am in full support of residential community housing developments for adults with special needs like Sunflower Hill's proposed residential building project off of Stanley Boulevard in Pleasanton. Housing is essential in order for a person to maintain a high quality of life.

As you may know, the entire Bay Area is facing an affordable housing crisis. At the June 28th, Alameda County Board of Supervisors meeting, all five County Supervisors voted in favor of placing the Alameda County General Obligation Housing Bond on the November 2016 ballot. If passed, this bond will help relieve the crisis. However, housing for special needs adults is another challenge that local elected and community leaders must address. Though a drop in the bucket, the Sunflower Hill project is exactly the type of project that should be supported and funded.

I appreciate the efforts of Sunflower Hill's staff and board members, and the community members who seek to include special needs adults into the community by giving them an opportunity to live independently. Independence is something that the majority of us take for granted. Pleasanton has a history of embracing individuals with special needs through the City of Pleasanton's Recreation for Adults with Developmental Disabilities Program (RADD) and R.E.A.C.H., a non-profit organization. Please support and approve the Sunflower Hill project.

If you have questions or comments, please contact Paul Sanftner from my office at 510.670.5967 and/or paul.sanftner@acgov.org.

Thank you,

A handwritten signature in black ink that reads "Nate Miley".

Nate Miley, Supervisor
Alameda County, District 4

August 2, 2016

Jennifer Hagen
City of Pleasanton
Via email --jhagen@cityofpleasantonca.gov



Re: Irby Ranch and Sunflower Hill at Irby Ranch

Dear Pleasanton Planning Commissioners and City Council members:

Four years ago, the founding board members and advisors of Sunflower Hill made a decision to locate our organization within the city of Pleasanton. Many of us were either current or former residents of the city and we knew, first hand, how we would be embraced as both a new nonprofit and community member. We were not disappointed. Over the past four years, we've witnessed what it means to be a part of a 'community with character' and we're extremely grateful.

Whether it is through local service clubs and newspapers or via community leaders, staff and other nonprofits, our mission and vision is warmly embraced. We were honored when the City Council identified supporting Sunflower Hill and finding a site for us as a Council priority (on 5-0 vote, no less!). We know that you recognize what we were trying to create in Pleasanton and what it might mean for the more than 700 individuals with special needs and their families who live here. Thank you for that.

And now, the Irby Ranch subdivision represents an incredible opportunity for Sunflower Hill. The donation of land, and additional support via the city's Housing Fund are critical to the success of our vision. I would urge you to think beyond any RHNA numbers and to focus on the 700 individuals with special needs in Pleasanton who need housing today. Quite frankly, they probably don't know and – and more importantly - don't care if any type of quota has been met. They just need a place to live.

John F. Kennedy once said, "If not us, then who...If not now...then when?" Sunflower Hill at Irby Ranch is a chance to move the needle forward and to say YES! It is an opportunity to illustrate to the East Bay, Northern California and the entire State of California that Pleasanton is setting an example and that creating a community like this is the right thing to do.

Warm Regards,

Susan Houghton
President, Board of Directors



August 2, 2016

City of Pleasanton Planning Commission,

The Board of Directors and Downtown Vitality Committee of the Pleasanton Downtown Association (PDA) have carefully reviewed the proposed Irby Ranch Development. Even though this project is outside of our Business Improvement District we want to offer our full support. We believe this well thought out, in-fill project is the best use of this land and will be a wonderful addition to our community. By providing affordable, single family homes near our Downtown we hope the future Irby Ranch residents will become frequent visitors to our downtown. Additionally we believe the new Nevada Street connection and trail connections will be extremely beneficial to our greater downtown area. And, finally, we are incredibly impressed by the inclusion of Sunflower Hill in this development. We are excited that Pleasanton could be a model for this type of special neighborhood and we are thrilled to have it located so near our commercial district.

We strongly encourage approval of this project.

Best Regards,

Jim DeMersman
President
Pleasanton Downtown Association

Laura Olson
Executive Director
Pleasanton Downtown Association



August 5, 2016

Planning Commission, City of Pleasanton
123 Main Street
Pleasanton, CA 94566

RE: Proposed Irby Ranch Development

Dear Commissioners:

On behalf of the Pleasanton Chamber of Commerce I hereby request your unanimous approval of the proposed Irby Ranch development. We have followed the thoughtful refinement of this project for nearly two years and believe Concentric Development has demonstrated high regard for a variety of community interests and we are pleased to endorse this project.

Irby Ranch improves the City's infrastructure by completing Nevada Street for better traffic circulation, and making important sewer and water connections for the area.

Irby Ranch offers both social and economic benefits for the community and is regarded by many as a model for responsible growth.

The Pleasanton Downtown Association endorsed Irby Ranch because it will enhance downtown's 'within walking distance' customer base.

Irby Ranch offers resource efficient, workforce ownership housing needed in our community.

Irby Ranch completes a critical regional pedestrian trail segment along Arroyo Del Valle.

Irby Ranch will help Sunflower Hill fulfill its mission of creating housing for adults with special needs.

We urge your support of the proposed Irby Ranch development.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Raty". The signature is fluid and cursive, written over a horizontal line.

Scott Raty
President/CEO

www.pleasanton.org

777 Peters Avenue • Pleasanton, CA 94566 • Phone: (925) 846-5858 • Fax: (925) 846-9697

Springdale Ave.
Pleasanton, CA

July 15, 2016

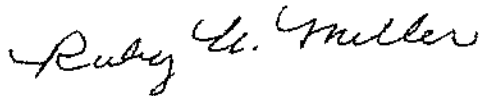
Jennifer Hagen
Associate Planner
City of Pleasanton
200 Old Bernal Road
Pleasanton, CA 94566-0802

Re: Irby Ranch Project Proposal

Dear Mrs. Hagen;

I have been a homeowner in Pleasanton for thirteen years. I am in support of the Irby Ranch project proposal. The city should change the zoning from agricultural to residential. When viewing this property it is clearly no long agricultural since it sits amid a residential area. The General Plan should be changed from Service Commercial to residential as well. The project plan looks beautiful with all of the amenities, market rate housing along with a special needs affordable housing neighborhood. The homes will be within walking distance to downtown, facilitating shopping and dining, a plus for our town's restaurants and merchants. This project should be recommended by the Planning Commission for approval by the City Council.

Sincerely,



Ruby U. Miller

From: Imran Azimi [REDACTED]
Sent: Monday, August 01, 2016 11:44 AM
To: Jennifer Hagen
Subject: PUD-110, Irby Ranch

Hello,

Writing this email in response to Planning Commission Notice of Public Hearing for regarding zoning changes to Irby Ranch. We are homeowner/resident across the street on Reflections Dr. We are completely against any kind of high density housing in the Irby Ranch. Traffic on Stanley Blvd / First street is getting worse every year. AFAIK, there are no plans to address traffic issues, and we don't know how much bad it will get after more people move in to high density housing @ Bernal/Stanley. Traffic to/from First st and Stanley is already a mess specially in the morning and in the afternoon. Additional housing would only add to this traffic problem.

I suggests planning commission look at the possibility of re-zoning that area for recreational use. What we need is a public park with children play area, basketball courts etc. We do not have real public park in walking distance!

Looking forward to your response.

Regards,

Imran Azimi & Sadaf Zaman
[REDACTED] Reflections Dr.

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

From: Ellen Holmgren
Sent: Wednesday, August 03, 2016 4:19 PM
To: 'Scott Anderson'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: High density vs. lower density

Dear Scott Anderson,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: Scott Anderson [mailto:scott@cityofpleasantonca.gov]
Sent: Wednesday, August 03, 2016 2:13 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: High density vs. lower density

Just wanted to let you know that while I support new development in Pleasanton, I am not in favor of high density housing anywhere, particularly on Stanley boulevard. The city council has done a good job of balancing development with the concerns of it's citizens to preserve the unique flavor of Pleasanton. High density housing seems more like a Dublin project. Please ask the developer to modify development plans to include parking and driveways. at a minimum.

Regards,

Scott

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From: Ellen Holmgren
Sent: Wednesday, August 03, 2016 2:22 PM
To: 'Lou Astbury'; Mayor and City Council
Cc: Gerry Beaudin; Adam Weinstein; Jennifer Hagen; Kendall Rose
Subject: RE: Irby Ranch Project

Dear Lou Astbury,

Thank you for your email regarding the Irby Ranch Project.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: Lou Astbury [REDACTED]
Sent: Tuesday, August 02, 2016 12:11 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: Irby Ranch Project

Dear City Council Members,

With regard to the Irby Ranch project, I think it is a great opportunity for Sunflower Hills and for Pleasanton to have a facility for special needs people. However, I think that the 93 house development is not in line with the desires of the citizens of Pleasanton to preserve the small town charm of downtown Pleasanton. This is a design better suited to a more urban vision. As I drive around the Township Square project which is very similar, I don't think this is a good fit for this area near our downtown area. It appears the housing is even more dense with houses facing busy Stanley with only 8 to 15 feet setbacks. With no yards, driveways, or adequate parking and 3 story houses, it will be an over crowded development and will cause serious traffic and circulation issues for the area. This is not to mention the fact that it does not fit in architecturally with our downtown area and the agricultural heritage of the area.

The 93 home design on the 15.3 acres is not in keeping with the vision for downtown Pleasanton that most citizens of Pleasanton desire. A downsized project is more in line and why not wait until this project can be used against the 2022 RNIA requirements for affordable housing?

Thank you for your consideration!

Lou Astbury
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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From: Lou Astbury [REDACTED]
Sent: Tuesday, August 02, 2016 12:01 PM
To: Jennifer Hagen
Subject: Irby Ranch Project

Dear Ms. Hagen,

Thanks for the time you spent yesterday going over the plans for the Irby Ranch project. I think it is a great opportunity for Sunflower Hills and for Pleasanton to have a facility for special needs people. However, I think that the 93 house development is not in line with the desire of the citizens of Pleasanton to preserve the small town charm of downtown Pleasanton. This is a design better suited to a more urban vision. As I drive around the Township Square project which is very similar, I don't think this is a good fit for this area near our downtown area. It appears the housing is even more dense with houses facing busy Stanley with only 8 to 15 feet setbacks. With no yards, driveways, or adequate parking, it will be a over crowded development and will cause serious traffic and circulation issues for the area. This is not to mention the fact that it does not fit in architecturally with our downtown area and the agricultural heritage of the area.

The 93 home design on the 15.3 acres is not in keeping with the vision for downtown Pleasanton that most citizens of Pleasanton desire.

Best Regards,
Lou Astbury

[REDACTED]
[REDACTED]
[REDACTED]

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From: [REDACTED]
Sent: Wednesday, August 03, 2016 2:13 PM
To: Mayor and City Council; Jennifer Hagen
Subject: Proposed 2 and 3 story houses on Stanley

To be honest, I don't even know where to begin. First of all, the schools in Pleasanton are IMPACTED. Developers say they are giving \$1.2 million to the schools and that is a joke. The traffic is horrible at this point so I can't imagine what it will be like should this pass. Not to mention the drought we are in and will continue to be in for some time. STOP building in Pleasanton. Our roads, schools, water system, and residents can't handle much more.

Sharon Beckley

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

From: Rande Spicka [REDACTED]
Sent: Tuesday, July 26, 2016 1:35 PM
To: Jennifer Hagen
Subject: Irby Ranch/Sunflower Hill

Dear Ms. Hagen,

I am nearly a lifelong resident of Pleasanton and my life has been touched by a member of my family being diagnosed with autism. He is a wonderful young man who is currently attending Foothill High School. Although he has much family support now, myself, his parents and my other sibling are middle age and rapidly approaching our golden years. We love this young man with all our hearts and want to give him every opportunity to live the best, most productive, and safe life that we can. As you can imagine, one of our biggest fears is what happens to our beloved family member when we are not here to care for him? Of course, this concern is not just for him but for all the adults with special needs that will require a safe place to live should family members no longer be able to care for them. Sunflower Hill and the development at Irby Ranch will certainly be a step in the right direction. The city of Pleasanton has been my safe place since we moved here in 1965 and I want to make sure it is a safe place going forward for the next generations of individuals who we need our help. Pleasanton has an opportunity to do a great thing by continuing to support Sunflower Hill and the Irby Ranch development. Please lend your support of this great initiative.

Kind regards,

Rande Spicka Bennett

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July 13, 2016

Ms. Jennifer Hagen, Associate Planner
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

RE. Irby Ranch Project

Ms. Hagen;

My name is Linda Bottarini and I am President of the Zia Corporation. We own the land at 3988 First Street. This land has been in my family for over 100 years and I am proud of the people to whom it once belonged.

During the time my family has owned this property, we have been through a lot with the city of Pleasanton. At one point, we were threatened with eminent domain and then in a swing of fates in 2012, the planning department was interested in rezoning our land for high density multi-family housing.

Over the years, we have been approach by many people interested in building on this land, but the city has always stood in the way for one reason or another. We have a collection of outdated, old dilapidated buildings that we can no longer rent do to their poor condition and safety risk.

This project is one that appears to meet all the requirements this city could ever envision. As I understand, the city wide outreach identified our property as scoring among the highest for residential use. We are close and walkable to downtown and are a gateway to the city.

This project is all encompassing. From the inclusion of the affordable special needs housing at the low and very low affordable level and the proposal of taking on the creek and open space, to the building of a multi-use creek trail and re-creating a farmstead using materials from our barns, you couldn't ask for more. The whole community will benefit from this development.

Pleasanton also stands to get their much needed sewer line and road extension. For the last 25 years, the property owners have been told both of those improvements are critical and necessary. Now is the chance for Pleasanton to make the decision to really do what they have been saying they want to do all these years.

This project will bring many accolades from not only the people who live there but the community as a whole. It provides for the whole community from the residents of Sunflower Hill to the residents of the city who would like to use the newly developed creek trail. The city needs to provide housing for the average citizen and younger people and not just the very wealthy and this project provides for that.

There is no more time to go back to the drawing board requesting more from this developer. He has put forth a good faith effort and his efforts need to be rewarded. Please see the many benefits this development brings to the city of Pleasanton and approve this plan.

Thank you for your time

Linda Bottarini
President of the Zia Corporation

From: Brandes Lori [REDACTED]
Sent: Wednesday, August 03, 2016 8:35 AM
To: Jennifer Hagen
Subject: Stanley Project

Ms. Hagen,

I am extremely concerned about the size of this project and it's location. Traffic is already quite congested in the area of Stanley, Valley and Bernal Ave. There is the current project, not yet completed, on the corner which will already be increasing the density in this area. I am against a project of this size! Not only congestion, but we are in a drought!!! Is no one considering how this will affect the residents w/ traffic congestion? First Street has been a nightmare recently! Completely stopped and backed up already. The Valley Bernal apartments are not even completed!!! I have lived in Pleasanton for almost 55 years - I do NOT want to live in a Dublin like setting. Please keep Pleasanton Pleasanton and avoid resembling the Dublin sprawl.

Please reconsider.
Sincerely,
Lori Brandes

Click

<https://www.mailcontrol.com/sr/09r2rsPdZjXGX2PQPomvUvmldA89nuwleOwo9ECWkVtdsHyZgp+fghp2YEQ!!!InfaZqe+BI7XNfN+NdwfdFw==> to report this email as spam.

From: Janeen Rubino Brumm [REDACTED]
Sent: Wednesday, August 03, 2016 10:36 AM
To: Jennifer Hagen
Subject: Support for Sunflower Hill at Irby Ranch

To: Jennifer Hagen, City Planner

Subject: Support for Sunflower Hill at Irby Ranch

Jennifer -

I'm writing to indicate my support for the Sunflower Hill at Irby Ranch project which is coming up for review on the August 10th Planning Commission and the September 6th City Council Agendas. As a resident of Pleasanton and parent of a special needs adult, I think it is vital to provide housing opportunities for all who wish to live in our community - and to do so at affordable rental rates and housing prices. This project presents that possibility in an innovative and creative way and I hope you will lend your support! My husband and I are interested in buying a home in the new development so that our son can live there and take full advantage of all the social amenities that Sunflower Hill will provide.

The number of individuals with special needs and developmental delays is increasing rapidly. More than 700 individuals in Pleasanton alone need housing. My husband and I fully support what Sunflower Hill is proposing at Irby Ranch. Please don't let this opportunity to create such an innovative residential community pass us by.

Thank you for your consideration.

Sincerely,

Janeen Rubino Brumm
[REDACTED] Regency Drive
Pleasanton, CA 94588
janeenrubino@gmail.com

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

From: Russell Davis [REDACTED]
Sent: Friday, July 29, 2016 4:39 PM
To: Jennifer Hagen
Subject: Irby Ranch Development

Resident of Pleasanton
[REDACTED] Tessa Place, Ca 94566

During the morning hours on most days families of deer are seen in the open field where the 93-95 houses are to be built, a family of Fox also occupies the grounds. Often, a flock of Turkey can be seen scouring the grounds for bugs. If Pleasanton continues on its expansion projects where does the wonders of nature go? Nature needs a voice. The Del Val Creek waterway contains fish, there are Bass and Bluegill that live in those waters, what happens when they too are disturbed?

Notwithstanding the above negative impact to nature mentioned above, an increase of cars is more congestion and additional burden on the schools.

With the increases of the building and occupants from the Valley Ave construction will already place stress on the environment, not to mention increased burden on our schools.

Russell Davis

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From: Deanne VanKirk [REDACTED]
Sent: Wednesday, August 03, 2016 3:38 PM
To: Jennifer Hagen
Subject: Weigh In on 2 and 3-Story High-Density Homes on Stanley Blvd.

Please stop the madness with all of this building. It is ruining the small town feeling it had. Why does it always have to be about MONEY! Why don't the citizens of Pleasanton and our quality of life matter? The traffic would be unbearable. What about over crowding in our schools. What about our children and their education. Class sizes will get bigger. Enough is Enough!! Say NO to additional housing!!!!!!!!!!!!!!!!!!!!

Deanne (Pleasanton Resident of 11 Years)

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From: Ellen Holmgren
Sent: Wednesday, August 03, 2016 4:32 PM
To: 'Fred DeKlotz'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: Hi Density Apartment Project

Dear Fred DeKlotz,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: Fred DeKlotz <mailto:fred.deklotz@gmail.com>
Sent: Wednesday, August 03, 2016 3:33 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: Hi Density Apartment Project

We have all too many hi density apartments in the City of Dublin right next door! Let's preserve Pleasanton and vote NO.

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

From: Kelly Errigo [REDACTED]
Sent: Wednesday, August 03, 2016 11:55 AM
To: Jennifer Hagen
Subject: Sunflower Hill at Irby Ranch

To: Jennifer Hagen, City Planner (jhagen@cityofpleasantonca.gov)

Subject: Support for Sunflower Hill at Irby Ranch

Jennifer –

Please pass this along to Pleasanton's Planning Commissioners and City Council members.

I'm writing to indicate my passionate support for the Sunflower Hill at Irby Ranch project which is coming up for review on the August 10th Planning Commission and the September 6 City Council Agendas.

As a longtime Pleasanton Resident, and PUSD parent board member for many years, I think it is vital to provide housing opportunities for all who wish to live in our community – and to do so at affordable rental rates and housing prices. This project presents that possibility in an innovative and creative way and I hope you will lend your support!

The number of individuals with special needs and developmental delays is increasing rapidly. More than 700 individuals in Pleasanton alone need housing.

We support what Sunflower Hill is proposing at Irby Ranch. Please don't let this opportunity to create such an innovative residential community pass us by.

Thank you for your consideration.

Sincerely,

Kelly Hewitt Errigo

 Foothill Road, Pleasanton



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

From: James.MewLing Fong [REDACTED]
Sent: Wednesday, August 03, 2016 10:22 PM
To: Jennifer Hagen
Subject: 93 + 19 dwellings on Stanley Blvd.

To the Pleasanton Planning Commission members and City Leaders:
I am out-of-town and unable to attend the meeting on Aug 10.

1. I don't believe that this development should proceed if "Lacking driveways, homeowners may not have sufficient parking for themselves and their guests. About 30% of the homes closely face Stanley Boulevard." {which is a busy street}.
2. I believe that, if approved, "the market-rate and low-cost housing should be constructed in tandem so the low-cost property is not vacant until funding is found."

Thank you.

James Fong, Pleasanton resident

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

From: [REDACTED]
Sent: Wednesday, August 03, 2016 7:39 PM
To: Jennifer Hagen
Subject: Irby Ranch Development

Dear Ms Hagen,

Please consider my comments for the upcoming August 10 meeting regarding the proposed development of the Irby property.

While I certainly support the development/building of units for the developmentally disabled adults associated with the Sunflower Hill foundation, I am very concerned about the number of residential units currently proposed for the rest of the property. To completely fill an area of land that has been open and empty (at least since I have lived in Pleasanton, Silver St., [REDACTED] almost next to a "small city" of residential/commercial units soon to open on the Valley and Bernal site, seems too much for this already traffic impacted area to handle. Putting hundreds more cars directly on to Stanley Blvd. will negatively impact an already very busy thoroughfare, as witnessed by the morning and afternoon commutes. We already know that this is a dangerous area for cyclists without the opening of either new development.

A second area of concern with this proposed large development is the impact on the surrounding schools, whether it be Alisal, Vintage Hills, Valley View, Harvest Park, and/ or Amador HS. As we know, the school district no longer provides school bussing throughout the city. The traffic to each of these sites is already almost gridlock in the mornings and afternoons during the school year. The impact on traffic of the activation of the 2 new traffic signals on Santa Rita has yet to be measured since the school year has not yet started. I envision traffic at almost a standstill on Bernal, Valley, Santa Rita, Stanley, and Old Stanley Blvd. as driving age students attempt to arrive at school on time and parents drop off students at their assigned schools.

I wonder if the City of Pleasanton has enough traffic enforcement officers on staff to manage the impact of this upcoming barrage of traffic in just this part of the city. As a resident of Silver St. which is near both Alisal and Amador, I have witnessed both "creative" and dangerous driving on a daily basis during the school year, much of which is not related to entry and exit from the Amador parking lot.

In closing, please consider significantly reducing the number of units being proposed for the Irby site, at least until the full impact of the occupied Valley/Bernal "city" has been observed and managed by the significant changes that will soon occur there.

Respectfully submitted,

Pat Fullmer

Sent from my iPad

Click

<https://www.mailcontrol.com/sr/UqpG!PzkBj!GX2PQP0mvUqXvx88Q2j!hYbdUMm+q+VJknCCObcHogWMwCi4iTzGUIPAqCMtRfhOW4Hi4JZPuPA==> to report this email as spam.

From: Ellen Holmgren
Sent: Wednesday, August 03, 2016 4:25 PM
To: 'Rick's E-Mail'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: Stanley housing project

Dear Rick Giusti,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant City of Pleasanton

-----Original Message-----

From: Rick's E-Mail [mailto:rickgiusti@att.net]
Sent: Wednesday, August 03, 2016 2:44 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Cc: [redacted]
Subject: Stanley housing project

Hi. I live in Pleasanton at [redacted] Sanderling Way. I am out of town when the city meets about this upcoming new housing project. I am totally against it because it does not serve the community at all. It creates more traffic, congestion and overcrowding. The city needs to work on more open space, better school programs, more firefighters and police and better services for the elderly and handicapped. Thank you, Rick Giusti. [redacted]

Sent from my iPad

Click

<https://www.mailcontrol.com/sr/0dBDtMC4SdvGX2PQP0mvUgEBY15Clgt17BP5n2VUYWLYA0UXq14K1wXGAtNgASFazjNiQPe+zcoKRuEdgZyEA==> to report this email as spam.

From: Michael Grossman [REDACTED]
Sent: Wednesday, August 03, 2016 3:20 PM
To: Jennifer Hagen
Subject: Stanley High Density housing

I am a Pleasanton resident.

I am against the **93** two and three story high-density homes and **19** affordable apartments on Stanley Blvd. near the junction of Old Stanley Blvd.

You and Zone 7 are sucking so much groundwater out of the basin our home foundations are sinking, Pleasanton is sinking, as you have no water to supply existing residents and commercial enterprises. The sucking out of water from the groundbasin, is damaging our homes and commercial businesses and you are to blame, as you continue to sucker, sink the city and cause damage that your residents pay for out of their pocket.

We have so much traffic not that commuter traffic is 24/7. It is impossible to make a left turn from Sutter Gate to North Santa Rita, as the traffic keeps flowing and forces residents to travel south to Mhor where there is a traffic light, - going out of their way, - going south, when they want to go north.

If you keep taking existing groundwater from existing residents, causing subsidence, you will have consequences.

Traffic accidents will increase.

Take responsibility and put a stop to this.

Michael Grossman

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

From: vishal gupta [REDACTED]
Sent: Wednesday, August 03, 2016 3:23 PM
To: Jennifer Hagen; Mayor and City Council
Subject: My objection to proposed high-density homes on stanley blvd.

Dear Pleasanton planning commission and city council,

My name is Vishal Gupta and I am resident of Pleasanton. It came to my notice that city is planning to add more high density homes on stanley blvd. I am not in favor of adding new residential construction in our city. Since i moved here, I am ready feeling the congestion and strain on city infrastructure and resources. Adding more houses will destroy the "laid back", "relaxed", "peaceful", "greenery", character of our city. I consider our city as an oasis in middle of the hustle-bustle, stack-n-pack and crazy housing jungle out there. By creating more dense housing, we are destroying the very character of city which makes it unique.

Also, as I understand,we don't have any regulatory obligation to build more houses, we already have met regional housing requirements (RHNA)

Therefore I request you to re-consider your decision to build more houses.

Thanks,
Vishal Gupta

ps: I can provide my home address and contact information if you require.

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

From: jim hague [mailto:jimhague1948@hotmail.com]
Sent: Wednesday, August 03, 2016 2:05 PM
To: Jennifer Hagen
Subject: Downtown

The building in every back yard lot and the lack of parking downtown is a disaster. The traffic on 1st street is terrible, my friend and I walk every morning and when school starts the traffic is backed up on Bernal, First and Main streets. The lack a downtown parking garage is a sure way to kill off Pleasanton's downtown businesses and tourism. Affordable housing is a thing of the pass in Pleasanton. Our community's loss.

Jim Hague

Sent from my iPhone

Click

<https://www.mailcontrol.com/sr/PBpMLTkYLCDGX2PQPomvUrTWOQPRvz4D80M02jhYUTGp2aaKwZsWbf6loEbECZo7zv jNiQPe+zcoKRuEdgZyEA>== to report this email as spam.

From: Jodi [redacted]
Sent: Wednesday, August 03, 2016 1:21 PM
To: Jennifer Hagen
Subject: Re: Stanley and first st

To whom it may concern,

I can't believe the city would consider building more homes. The ones added at Bernal and Stanley look like a cluster. I just moved here 2 years ago and the traffic has gotten worse. Once the units are filled with family's it's going to be more of a drain on our streets. Now days, they're more adults living in one home which means more drivers per household. Don't these planners realize how crowded things are now. Stop overcrowding this small town.

Thanks for listening,

Jodi

Click

<https://www.mailcontrol.com/sr/SokVALY8nJrGX2PQP0mvUihCLhWP7Wj9wbeaA+zFZops!qJBVZSh5nYfPi8h!cmdzvjiQPe+zeiyla!1rT5xQ==> to report this email as spam.

Ms. Jennifer Hagen
City Planner
City of Pleasanton, CA

August 2nd, 2016

Re: Support for Sunflower Hill at Irby Ranch

Ms. Hagen,

At the August 10th Planning Commission meeting, the Sunflower Hill at Irby Ranch project is on the agenda for review by the Planning Commission. This project is also scheduled on the agenda for the September 6th City Council meeting.

As a resident of the city of Pleasanton since 1991 and a grandmother of a special needs teenager, I want to express my support for this project. Our community is desperately in need of a community like this for our special needs residents in the Tri-Valley area. The number of special needs adults is growing rapidly in our area (over 700 currently in need of housing) and we need to be progressive for how to solve this challenge at the city level.

Just as senior living communities have come to be part of planning in every city and community across the country, residential communities like Sunflower Hill need to be viewed in the same way – an essential part of every community to provide dignity to our special needs population and to enable them to live and work independently, surrounded by friends, within the bounds of their financial limits and mental abilities.

My grandson will never take a bus by himself or drive a car. He won't manage a checking account, buy a house or get married. To look at him, you wouldn't know that he is developmentally disabled. He is very social, active in Special Olympic sports and loves to be around his friends so this type of housing community is a perfect solution for him and every friend like him to provide independence from his family, living with his friends and care givers in a safe and affordable environment. His family will still be involved but his life will be enriched by his experience with living in a community with friends, with activities and programs tailored to their interests and skills.

Please support this project and enable Pleasanton to be a leader in establishing a creative solution that will be admired and copied by other cities across the country. At some point in the future, we will see every city have a special needs residential community – maybe even a combined community for seniors and special needs individuals. This is the first step to that vision.

Please share my letter with the Planning Commissioners and City Council members. Thanks for listening and hope it has provided some insight into what we as grandparents and parents worry about for when we are gone and what we hope and envision about a place for our special needs family members to continue to live their lives in a supportive community where they will thrive and be safe.

Sincerely,

Kathryn Layman

[REDACTED]

Pleasanton, CA 94588

[REDACTED]

Member of the Sunflower Hill Board of Directors

From: [REDACTED]
Sent: Wednesday, August 03, 2016 10:22 PM
To: Mayor and City Council; Jennifer Hagen
Subject: More high density housing!

Dear Pleasanton City Council members,

My husband and I have lived in Pleasanton for 48 years! We have loved Pleasanton for 38 of those years. For the past 10 years, your city planning has left us wondering if we can still live in Pleasanton.

What don't you realize about the following issues facing Pleasanton and it's residents:

- 1.) Water
- 2.) Traffic
- 3.) Population increases that make an already crowded community severely compromised
 - schools
 - parking
 - water
 - air quality pollution - vehicles
 - crime increases - Stoneridge Mall is not safe anymore
- 4.) **Too many high-density housing units** (where will the water come from if we have another drought winter?)
- 5.) Costco off Stoneridge? The traffic from Costco entering the freeway will severely impact the merging 680/580 overpass going towards Livermore. This is a recipe for disaster/accidents waiting to happen.
- 6.) Lack of enough parking for Bart

What happened to slow-growth? What happened to smart planning? Where is downtown parking? We have voted, but politicians find a way to change the laws we voted for, i.e Measure K. We are so disappointed in the direction our city is growing.

Soon there will not be a plot of land undeveloped in Pleasanton, worse gridlock on our city roads, because the freeways are already gridlocked, no parking for people who want to use Bart. We are so disappointed in our community leaders with the

exception of one person! We are so very sad for our city and
it's residents. **Enough is enough!**

Gordon and Susan Lund

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From: JoAnna Marquart [REDACTED]
Sent: Wednesday, August 03, 2016 1:24 PM
To: Jennifer Hagen
Subject: Apartments

I am against any more apartments in this area. The traffic congestion in this area is already terrible especially during rush hour. We're still in a drought and adding more homes is just going to increase water usage. Please vote against it.

Jo Anna Marquart

Click

<https://www.mailcontrol.com/sr/yzv8yyk1cCTGX2PQPOMvUihCLhWP7Wj9jclx4bDfEGgZ1GXR64ifunYfPi8h!cmdzvJNiQPezeylala!1rT5xQ==> to report this email as spam.

Subject: ContactUs Form Submission

From: noreply
Sent: Thursday, August 04, 2016 9:42 AM
To: Kendall Rose
Subject: ContactUs Form Submission

A user has submitted information feedback regarding the website.

Name: Lisa Miller

Address: [REDACTED] Brooktree Way

City: Pleasanton

State: CA

Zipcode: 94566

Phone: [REDACTED]

Email: [REDACTED]

Select Recipient: City Community Development Department

Comments & Questions: Sunflower Hill is an absolute MUST for our community... I'm not so sure about all the others, but the 1.3 acres to Sunflower Hill for up to 19 apartment units and a common area for special-needs residents is a no-brainer.

From: Rick Fedick [REDACTED]
Sent: Wednesday, August 03, 2016 1:31 PM
To: Jennifer Hagen
Cc: 'citycouncil@cityofpleasanton.gov'; 'pleasantonvoters@comcast.net'
Subject: 2 & 3 Story High Density Homes and low cost housing
Importance: High

Good afternoon

I live at [REDACTED] Palmer Dr. 11+ years now
2 years in a condo within a half mile
And rented an apartment for 3 years
All in Pleasanton

I \ we love Pleasanton

The traffic has increased dramatically, as we all know

I am concerned about the infrastructure with all the current and perhaps proposed new construction in the pipeline
I don't see or hear anything about increasing capacity of the roads, the schools (space available?) – has this all been
though through?

What about our water supply? What is its maximum capacity and when will that be reached?

Developers want to build for one and only one reason – profits for them!

I know, as Nibbi is a general contractor in the Bay Area, and we deal with these people daily.

Yes, there are some who build for the community, and yes we support them 100%

If we have already met any required non-profit or low cost housing units, why build anymore?

Dose Pleasanton treasury need the money? Hopefully not!

What do the residents of Pleasanton want vs. need?

What do we want our community to truly be? A diverse group of individuals loving the City of Pleasanton

Sincerely

RICK FEDICK

Chief Financial Officer

415.287.1550 (direct) 415.533.3342 (cell)



415 863 1820
415 863 1150
www.nibbi.com

1000 Brannan Street, Ste 102
San Francisco, CA 94103

562 14th Street
Oakland, CA 94612




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July 8, 2016

ACHF Kaplan L. P.

P. O. Box 36 - Danville, CA 94526

925-683-7959



Jennifer Hagen
Associate Planner
City of Pleasanton
200 Old Bernal Road
Pleasanton, CA 94566-0802

RE: Irby Ranch Project Proposal

Dear Mrs. Hagen;

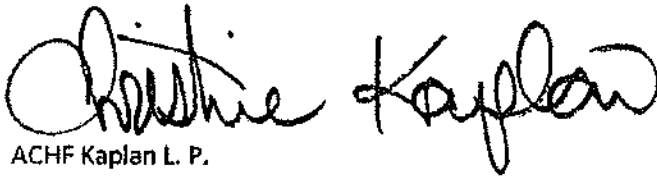
The Kaplan Family Sisters are in support of the Irby Ranch Project for a number of reasons. We have compiled a short list below, for your review.

- The project provides quality well planned residential infill development which includes ample open space, special needs affordable housing, parking, and beautiful pedestrian paths.
- As the long time property owners our family sees the Irby Ranch Project as the highest and best use of the property. Our parents, Al & Ann Kaplan would be proud of the Sunflower Hill non-profit, affordable, special needs enclave within the project.
- The Developer has designed a modern project that will retain its value over time and provide long term benefits to the Downtown Association, the School District, the surrounding neighborhoods and importantly, the new homeowners.
- The new Sewer and Water lines fulfill the long time need to upgrade these key utility systems.
- The development provides a lovely multi-use path along the Arroyo Del Valle and an easy walk on into Downtown Pleasanton.
- Our property located on the Stanley Blvd gateway area into Pleasanton will be a pleasant reflection of what The City of Pleasanton has to offer.
- The Kaplan Sisters have settled the Family Estate and are currently in a position to transfer the property to the Developer without further delay.

- The City of Pleasanton Planning Commission and City Council finally have a well thought through project worthy of approval on three properties , with three property owners in agreement, that might remain as is, if current development efforts are delayed.

We urge the City of Pleasanton Planning Commission to seriously consider the many benefits the Irby Ranch Project provides to the community and the City in addition to the short list we have provided above and change the zoning from Agricultural to Residential and change the General Plan designation from Service Commercial to Residential and advise the City Council to approve the Irby Ranch, Stanley Blvd Project in September 2016.

Most Sincerely,

A handwritten signature in black ink that reads "Christine Kaplan". The signature is written in a cursive, flowing style.

ACHF Kaplan L. P.

Christine Kaplan

Haley Mathews

Freda Kaplan

██████████

Evelyn J. McKinney
██████ Appian Street
Pleasanton CA 94588
████████████████████

July 22, 2016

Mrs. Jennifer Hagen
Associate Planner
City of Pleasanton
200 Old Bernal Avenue
Pleasanton CA 94566

Dear Mrs. Hagen:

My name is Evelyn Irby McKinney, and I am writing on behalf of my brother Rick and for our Irby family.

Since the late 1800s, continuously for the past 129 years, our family has owned the 9 acre property at ██████ Stanley Blvd near downtown Pleasanton. In 1887, my great grandfather Jeremiah Husted bought the first six acres with gold coins and in 1892, my grandfather Truie Husted bought the adjoining land. My grandfather Truie, part of our family's second generation in Pleasanton, worked with early mechanized farming equipment with Henry Mohr. There is a large photo mural of Truie and Henry at the Pleasanton Museum and Wells Fargo Bank on Hopyard. The same picture is featured in the book, *Pleasanton Bicentennial Edition*.

My mother, Jeanette (Husted) Irby was a third generation Pleasanton resident. My mom attended Pleasanton Elementary School and graduated from Amador Joint Union High School in 1938. She married our father Richard Irby in 1942. As fourth generation Pleasanton residents, my brother Rick Irby and I also attended Pleasanton Elementary and Amador High, members of the classes of 1962 and 1963. We are proud to be descendants of these pioneers, and we greatly appreciated the City's actions 30 years ago in 1986 when the City recognized our family with a Proclamation declaring ours to be a "heritage family" due to the several generations' contribution to the development and cultural enrichment of the City.

We ask for your support in approving the residential and the special needs community included together in the proposed development of the Irby Ranch property. We have been on this journey for many years, and it was the dream of my mother Jeanette Irby that our family property would soon be home to other families and young people who would make their own contributions to the Pleasanton community.

We were very sad that the residential designation of our property didn't occur while my mom was still alive. We shared Mom's disappointment in 2012 when despite a high ranking, our property was not selected as part of the housing inventory. Mom passed away in April 2013, but we have continued to work hard in this effort to honor Mom and to achieve her dream. We thought it would be achieved in 2014 when we were given every reason to believe that our property would be added to the city's housing "inventory", again with many positive comments.

In the last year, our property has been studied further, including a "study session" of the planning commission. In that session, every speaker spoke highly of the proposed project, now a combination of Sunflower Hill's special needs community and Mike Serpa's single family homes, which also provides the city with traffic improvements by the extension of Nevada Street along with a sewer easement that the city's engineer had identified as important to the city more than five years ago. The only negative comments that we heard at the study session were from commissioners that liked the project but advanced the idea that the project could be delayed 5 years to the next "housing element cycle". We implore you to reject that idea that further delays should be imposed on what everyone has recognized to be a well-designed and needed project with numerous community benefits

It is imperative that the City move as quickly as possible. Our property has been vacant for a number of months and has been vandalized multiple times. We've tried to secure the property but the police have told us that they suspect the growing homeless population in the creek may be the cause. We cannot rent the house because it needs major repairs and is uninhabitable.

Clearly, by the City's consideration of our property for the 2012 and 2014 Housing Element, the City believes this property should be rezoned to residential. Now is the right time to approve Mike Serpa's project and complete the road and pipeline improvements the City needs. Again, we respectfully request your approval of this project.

Very truly yours,


Evelyn J. McKinney

From: Ellen Holmgren
Sent: Wednesday, August 03, 2016 4:26 PM
To: 'Kimberly Moss Williams'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: high density housing in Pleasanton and surrounding areas

Dear Kimberly Moss,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: Kimberly Moss Williams <kimberly@cityofpleasantonca.com>
Sent: Wednesday, August 03, 2016 3:22 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: high density housing in Pleasanton and surrounding areas

I have been informed that Pleasanton's Planning Commission will be considering the final draft of 93 two and three story high-density homes and 19 affordable apartments on Stanley Blvd near the junction of Old Stanley Blvd and I want to voice my opinion to the city council. I am completely against this building for the following reasons:

1. In the last few years City Council has approved way more building than most Pleasanton residents want and their job is to run the city in accordance with what the people of Pleasanton want for their city
2. We are in a severe water shortage situation in the state and cannot continue to build without taking this into consideration
3. Money is not the most important thing for our city. Quality of life is very important and we are not in a situation where we need more tax revenue. If the city is running out of money then they need to make cuts elsewhere
4. Our surrounding cities have no regard for the environment and are building high density housing like crazy. Unfortunately this affects our quality of life with regards to traffic and water usage. As a Pleasanton resident I cannot vote in their cities but I do vote in ours and I will not vote for anyone who is for all this building that is out of control

Sincerely
Kimberly Moss

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

From: Ellen Holmgren
Sent: Wednesday, August 03, 2016 4:18 PM
To: [REDACTED] Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: Low density house

Dear Knut Ojermark,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: [REDACTED] [mailto:[REDACTED]]
Sent: Wednesday, August 03, 2016 2:07 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: Low density house

Dear friends at the council,

Regarding:

Pleasanton's Planning Commission will be considering the final draft of **93** two and three story high-density homes and **19** affordable apartments on Stanley Blvd. Near the junction of Old Stanley Blvd.

1. I vote against low cost affordable housing, as this frequently brings more crime to our city.
2. Due to water restriction, we don't need more high-density homes. I vote against this.
3. It is bad enough that high-density homes and low cost housing id being built behind Safeway.

We are completely against this. I vote against it all.
Regards,

Knut Ojermark

Kenmark International
President

<http://KENMARK.US>

[REDACTED] Buckeye ct
Pleasanton, CA 94588

 [REDACTED] 925-461-8240

 [REDACTED] 925-922-3785

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From: Ellen Holmgren
Sent: Wednesday, August 03, 2016 4:23 PM
To: 'Chris Payne'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: High density housing - Is Stanley Blvd really next?

Dear Christopher Payne,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant City of Pleasanton

-----Original Message-----

From: Chris Payne <<mailto:cpayne7@gmail.com>>
Sent: Wednesday, August 03, 2016 2:17 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: High density housing - Is Stanley Blvd really next?

We are at the cusp of yet another economic downturn and an exodus of people from the Bay Area due to traffic, rat warren living conditions and a lack of city and housing planning. Pleasanton can't afford more people without a radical change in infrastructure and the addition of schools and classrooms. Outside of people wanting to move in no one but the developers thinks adding clustered, depression era nearly yard-less row housing is a good economic and quality of life improving decision.

The city's residents are watching how you vote and whether or not you're in the developers' pockets. Your jobs depend on both how well you do them and subsequently on your constituency's votes. Everyone that lives in Pleasanton is seething over the declining, overpopulated schools, the traffic and the growing eyesores around town while they watch you unabashedly creating these problems.

Please choose wisely or your voters will judge you in the voting booths.

Christopher Payne
Pleasanton resident

Click

<https://www.mailcontrol.com/sr/OQa+DDbeCJXGX2PQP0mvUqW!RI4xIDLrkWUJERIGu6pK5At!YcJRS!6loEbECZo7zvjNiQPe+zcoKRuEdgZyEA==> to report this email as spam.

From: Glen Petersen [REDACTED]
Sent: Wednesday, August 03, 2016 8:03 AM
To: Jennifer Hagen
Subject: Support for Sunflower Hill at Irby Ranch

Dear Ms. Hagen,

I am writing in support of the Sunflower Hill at Irby Ranch project. I would like to express to the Pleasanton Planning Commission and City Council my emphatic endorsement for the plans and the project to move forward.

As a father of a 28 year old son with a severe developmental disability and as a community leader who has lived in the East Bay for 34 years, I have experienced first hand the suffering of individuals and their families wrestling with the care needs of the afflicted individuals initially as children, then as adults. As time passes, the onus of future care needs looms large, as does the expense. I have spent years studying the problem, initially as a parent. Then as a Board member of the Housing Consortium of the East Bay, where various housing and care options were provided. Then as an advisor to Sunflower Hill. I have concluded that the model that Sunflower Hill has chosen is the best to meet the needs of this population of developmentally disabled adults. From the perspective of building a community and at the same time doing so economically with a plan for perpetual sustainability, the Sunflower Hill Model is the best I have seen.

The need for affordable housing for this population grows every day. We ask for, and need your support now.

Thank you for your consideration.

Glen W. Petersen, MD
[REDACTED] Woodcrest Drive
Orinda, Ca 94563

[REDACTED]

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

From: Dorothy Philipovitch [REDACTED]
Sent: Monday, August 01, 2016 9:09 AM
To: Jennifer Hagen
Subject: Support for the Irby Ranch Project

Good morning. As a resident of California Reflections, I support the Irby Ranch Project. Housing is needed and the location on Stanley Blvd. is an ideal location. We certainly don't need any more commercial developments in this area. Across from Arco is enough or maybe too much.
Thank you for your consideration.

Dorothy Philipovitch

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July 27, 2016

Mrs. Jennifer Hagen, Associate Planner
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

RE. Irby Ranch Project

Mrs. Hagen;

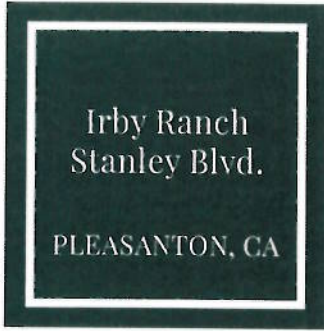
My name is Cheryl Quilici and I am a shareholder in the Zia Corporation. Our family has owned the property at [REDACTED] First Street for over 100 years. As a young girl growing up in San Francisco, summers spent in Pleasanton were a very important part of my childhood. My sisters and I spent many hours outside in the sunshine playing on the farm, swimming at the high school pool, visiting the Alameda County Fair and experiencing country life. Because of these very positive childhood memories, I feel a connection to the City of Pleasanton.

Currently, the property contains several rundown buildings that we as a family cannot rent nor afford to maintain and repair. While a part of me will mourn the loss of the family property, I am very excited with the proposed use of the land and the knowledge that this development will not only bring life back to the farm but will also become a valuable asset to the City of Pleasanton. The proposed development will provide not only much needed sewer lines and road extensions, but will also provide a multi-use trail along the creek and affordable housing.

This project has the potential to be a model development that other cities will want to emulate as the scope of work brings together divergent groups and purposes all with a common goal—to improve the quality of life for those who live in Pleasanton.

Thank you for your time.

Sincerely,
Cheryl Quilici



Jennifer Hagen
Associate Planner
City of Pleasanton
200 Old Bernal Road
Pleasanton, CA 94566-0802

RE: Irby Ranch Project Proposal

Dear Mrs. Hagen;

We are in support of the Irby Ranch project. Please approve Irby Ranch project now, before the tide changes and we end up with more mismatch commercial, creating traffic chaos and pollution. I have seen the project plan and it offers ample open space, quite a bit of parking, and beautiful pedestrian paths along with a creek trail connection, and a special needs affordable housing neighborhood, along with market rate housing. The proposed plan also creates city infrastructure that is sorely needed. The property is close to downtown where the residents can walk to downtown and shop and dine at the restaurants. It is a strong project plan and should be recommended by the Planning Commission for approval by the City Council.

Sincerely,

Paul Renker

██████ Bernal ave

Pleasanton Ca 94566

From: Thiru Sam [REDACTED]
Sent: Wednesday, August 03, 2016 5:13 PM
To: Jennifer Hagen; Mayor and City Council
Subject: Request to stop any new residential buildings

To

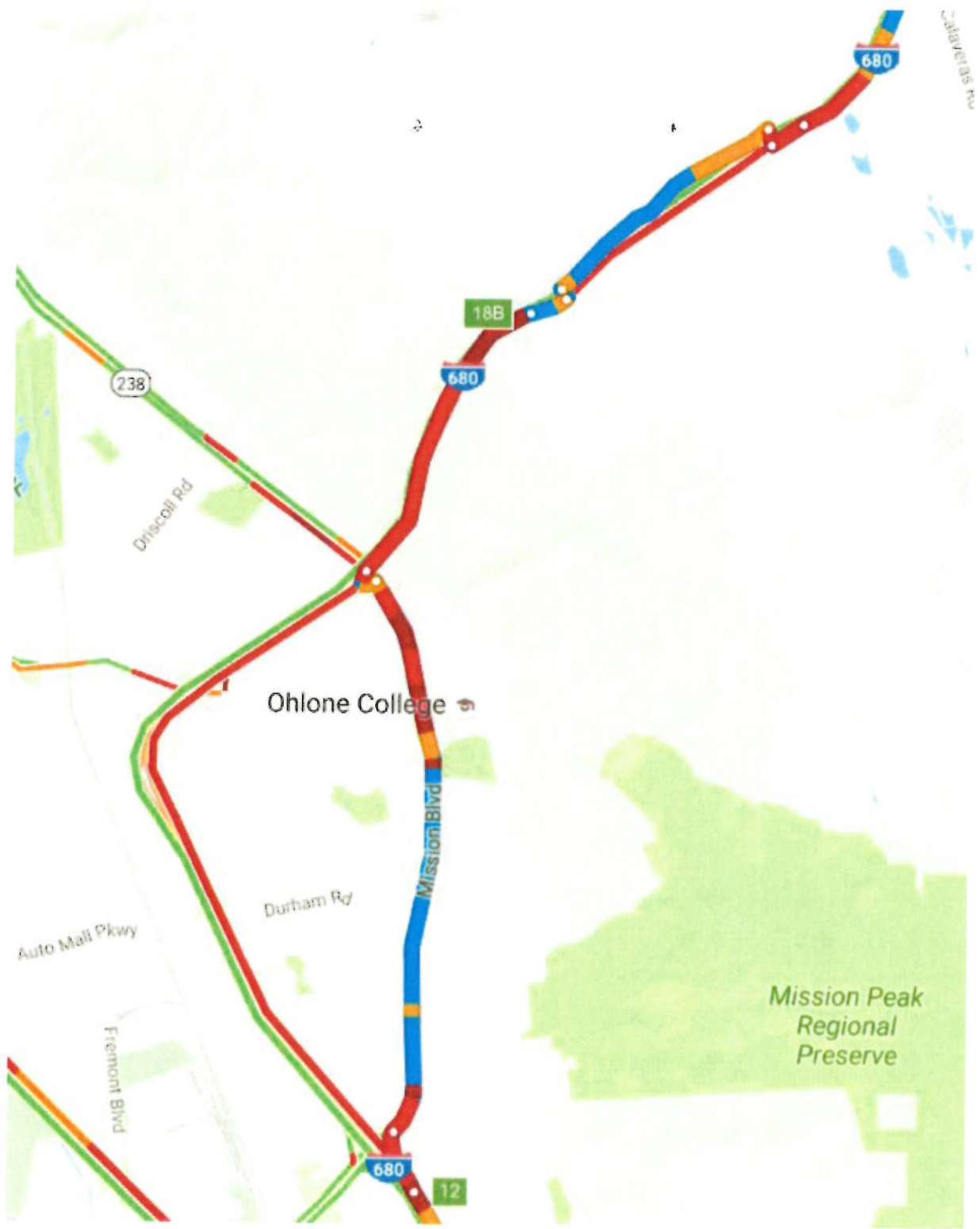
To the Planning Commission and the Pleasanton City Council

Regarding :

Pleasanton's Planning Commission will be considering the final draft of **93** two and three story high-density homes and **19** affordable apartments on Stanley Blvd. near the junction of Old Stanley Blvd.

Dear planning commission and the city council members and executives,

If you are really interested in the welfare of Pleasanton residents , **kindly do not allow / approve for any new residential buildings in the Pleasanton** area until you find a way to **extend the number of lines in the CA680 freeway** or add another freeway in addition to 680 that connects Pleasanton to San Jose on both ways.



Thanks,
Thiru

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Jennifer Hagen
Associate Planner
City of Pleasanton
200 Old Bernal Road
Pleasanton, CA 94566-0802

RE: Irby Ranch Project Proposal

Dear Mrs. Hagen;

We are in support of the Irby Ranch project. With homes surrounding the Irby Ranch property, it makes sense to build homes on the property. The city should change the zoning from agricultural to residential and the General Plan from Service Commercial to residential. I have seen the project plan and it offers ample open space, quite a bit of parking, and beautiful pedestrian paths along with a creek trail connection, and a special needs affordable housing neighborhood, along with market rate housing. The proposed plan also creates city infrastructure that is sorely needed. The property is close to downtown where the residents can walk to downtown and shop and dine at the restaurants. It is a strong project plan and should be recommended by the Planning Commission for approval by the City Council.

Sincerely,

Chris and Debbie Scott

Reflections Dr.

Pleasanton, CA.

From: Ellen Holmgren
Sent: Wednesday, August 03, 2016 4:30 PM
To: 'Pete Staat'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: NO MORE PEOPLE

Dear Pete Staat,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: Pete Staat [mailto:pstaata@sbglobal.net]
Sent: Wednesday, August 03, 2016 3:28 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: NO MORE PEOPLE

Attn. City Council

I want to express my thoughts to you regarding this insane growth Pleasanton has continued to do regardless of what we all vote for. Have you tried to drive anywhere in this valley? How about parking, it's ridiculous... When is it enough? What you don't seem to realize is who ends up living in these homes, Not just a single family anymore, multiple family members are consuming these homes and using the resources. Try and get your child enrolled into a school around here!

I'm being charged overage fees for my water and trying to conserve with everything we do at home yet there seems to be enough water to go and build hundreds of homes and install hundreds of showers and toilets for all these new homes...what's up with that!! Who cares about the low cost housing, it's still just more housing we don't need. Your creating a LA traffic mess in our small town. I'm not going to stop taking showers just to see this town waste tens of thousands of gallons of water flushing every new home owners s**t down the drain.

It's time to step back and think about it!

Sincerly,
Pissed off

From: [REDACTED]
Sent: Wednesday, August 03, 2016 8:11 PM
To: Jennifer Hagen
Subject: Housing development proposal

Dear Ms. Hagen,

I am writing in regard to the proposal to build 93 two and three story high-density homes and [19 affordable apartments on Stanley Blvd](#). I appreciate the demand for housing in Pleasanton, but do not believe the proposal for high density homes is in line with what has made Pleasanton a great place to live. Two story homes with front and backyards are a staple within our community. I fear the recent push for high density homes will change Pleasanton for the worse. I ask you to please deny the proposal or require it be revised to conform to the one and two story homes prevalent throughout Pleasanton.

Kind Regards,

Eric

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From: Amy Tessler [REDACTED]
Sent: Wednesday, August 03, 2016 2:04 PM
To: Jennifer Hagen
Subject: Support for Sunflower Hill at Irby Ranch

Jennifer –

Please pass this along to Pleasanton's Planning Commissioners and City Council members.

I'm writing to indicate my support for the Sunflower Hill at Irby Ranch project which is coming up for review on the August 10th Planning Commission and the September 6 City Council Agendas.

As a resident of the East Bay with a special needs son approaching 21, I think it is vital to provide housing opportunities for all who wish to live in our community – and to do so at affordable rental rates and housing prices. This project presents that possibility in an innovative and creative way and I hope you will lend your support!

The number of individuals with special needs and developmental delays is increasing rapidly. More than 700 individuals in Pleasanton alone need housing. This development would be a dream come true for parents who are desperately seeking a community for our adult children.

My family and friends totally support what Sunflower Hill is proposing at Irby Ranch. Please don't let this opportunity to create such an innovative residential community pass us by.

Thank you for your consideration.

Sincerely,

Amy Tessler

[REDACTED] Parkridge Drive
Oakland, CA 94619

[REDACTED]btessler@comcast.net

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From: [REDACTED]
Sent: Thursday, August 04, 2016 8:24 AM
To: Jennifer Hagen
Cc: Mayor and City Council
Subject: No on 93 high density homes

I am opposed to the proposed development of 93 high density home on Stanley Blvd. Traffic, water, and schools will be adversely impacted by the addition of these high density homes. Another concern is parking--how can the City allow the development of homes without adequate parking for residents and guest? Please vote no on the August 10th meeting. Thank you.

Sue Vigars
[REDACTED] Elliott Circle
Pleasanton

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From: Earl L. Whetstone [REDACTED]
Sent: Wednesday, August 03, 2016 1:59 PM
To: Mayor and City Council; Jennifer Hagen
Cc: 'Pleasanton Voters'
Subject: 93 two and three story high-density homes and 19 affordable apartments on Stanley Blvd. near the junction of Old Stanley Blvd

PLEASANTON CITY COUNCL AND PLANNING COMMISSION,I STRONGLY REQUEST THAT PLEASANTON DOES NOT DO THIS PROJECT. THIS WILL TAKE A BEAUTIFUL RURAL LOOKING COMMUNITY AND BEGIN TO BRING IT TO LOOK LIKE SAN JOSE AND SAN FRANCISCO, RUINING OUR LOVELY TOWN. I'M NOT SAYING WE DO NOT HAVE A FEW AREAS LIKE THIS ALREADY BUT I AM STRONGLY AGAINST INCREASING THIS TYPE OF DEVELOPMENT IN OUR STILL BEAUTIFUL TOWN. I STRONGLY HOPE THIS PLAN IS REJECTED.

EARL WHETSTONE
[REDACTED] CROSBY DR
PLEAANTON, CA 94588
[REDACTED]

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From: Walt Wriggins [REDACTED]
Sent: Monday, August 01, 2016 1:18 PM
To: Jennifer Hagen
Cc: Karla Brown; Susan Wriggins
Subject: PUD-110 Irby Ranch

Jennifer,

As a resident at [REDACTED] Vineyard Ave., I have a strong interest protecting the quality of life in my neighborhood as well as other residents who may be affected by the Irby Ranch project.

My comments and concerns I would like to see addressed in the August 10 planning meeting include:

- Traffic on Stanley/1st Street is already very heavy even in the off hours. The addition of 350 residents in the Valley/Bernal project, the 180 new senior housing and 93 at Irby ranch would put another 800-900 cars in this vicinity. What did the traffic studies determine about this influx?**
- What did the environmental impact study determine about the effect on the Arroyo Del Valle Creek?**
- Why does the District School Board support this project?**
- When will the special needs housing be built at the Irby Ranch? Only 1 lot is for special needs? This seems like a disingenuous play to make the whole project seem a philanthropic aid for special needs.**
- Aside from the obvious business & developer interests why do we need more high density housing?**

Regards,

Walt Wriggins
[REDACTED]

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From: [REDACTED]
Sent: Thursday, August 04, 2016 7:13 AM
To: Jennifer Hagen; Mayor and City Council
Subject: High Density Housing on Stanley

At a time when we have more than met our housing needs and there is no requirement to build more; and at a time where traffic, water, and school, capacity may be of concern, why are we continuing these large building projects?

I support the Sunflower Project but feel the city could assist by buying land and donating it , such as other cities have done.

I encourage that we slow down, if not "take a pause" in building in Pleasanton. We need to review our strategy to determine what we want our city to look like and how we want it to be.

I am appalled by that monstrosity on that has been authorized and being built in downtown off St Peters. I encourage that we rethink where our building program is headed.

LaVonne Youel

[REDACTED]
[REDACTED]
[REDACTED]

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Developmental Spectrums ♦ Optimal Health Spectrums ♦ Optimal Brain Center

Phone: (925) 846-6300 ♦ (925) 846-8000 ♦ (925) 846-3600

Fax: (925) 846-6323

4463 Stoneridge Drive, Suites A, B, C ♦ Pleasanton, California 94588

Lynne R. Mielke, M.D.

Certified by the American Board of Psychiatry and Neurology

8/3/16

To Whom It May Concern;

I am writing this letter to strongly voice my support for the Sunflower Hill Project in Pleasanton. I am not able to be there in person for the Planning Commission meeting, but wanted to be sure to be heard. I was on the original board for Sunflower Hill, and am now on the Advisory Board. I have lived and worked in Pleasanton as a physician in private practice for almost 25 years, and have raised two boys here – one of whom has moderate autism, and will never be able to live on his own.

My husband and I are both deeply concerned about the current lack of available special needs housing for adults in Pleasanton. Our son needs Sunflower Hill, here, in the town that he grew up in and is comfortable in. We know that we cannot take care of him forever. We want to be as close to him as we can, and we don't want to have to move out of the town that we love in order for him to have the intentional community that he needs.

As a mental health professional, I am acutely aware of the need for social connection and a sense of community for mental health and wellness. Our son is very loving and social, and he needs a stable place to live, and caring people in his life that he can count on. He needs a place where he can be with individuals like himself, in a community that will become his family when we are gone. I know that Sunflower Hill is that place. And we need it to be built here in Pleasanton, our home. Please make this dream come true, for us, and for many other Pleasanton families with the same need. Thank you.

Sincerely,



Lynne R. Mielke, M.D.

Jennifer Hagen

From: Ellen Holmgren
Sent: Thursday, August 04, 2016 10:16 AM
To: 'Kip Anderson'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: housing on Stanley

Dear Kip Anderson,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant City of Pleasanton

-----Original Message-----

From: Kip Anderson <[REDACTED]>
Sent: Wednesday, August 03, 2016 6:04 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: housing on Stanley

Have you driven along Santa Rita, Valley, Hopyard, Hacienda lately even in the middle of the day? There is always a lot of traffic and at rush hour times it is crazy how many cars are trying to navigate those corridors. They say Pleasanton is a "city of planned progress" but I see no infrastructure improvements that would help manage the thousands of new houses, cars and residents already here and soon to come because of the building near the BART station, near Bernal and Stanley, on W. Las Positas and Stoneridge - I could go on and on. 580 and 680 in both directions are often under gridlock conditions and except for HOV lanes, nothing else seems to have changed.

And, don't forget Dublin because all of those cars and people come to Pleasanton as well. We need larger streets and better signal management because all of those cars are causing major headaches for all of the residents. Drive times have increased significantly over the past several years, even to go just a few blocks or over the freeway!

It is time to get serious about good public transportation that will help get some of the cars off the streets. We also need a big parking lot at the end of the line in Pleasanton so that people who want to use BART during the day have a place to put their cars if they want public transportation to the city. Right now the city council chose "transit village" housing instead of parking. Not a bad idea but we need the parking lot as well. There is no parking anywhere around the BART station except in the lot because of all the commercial buildings.

This is very important!

Also, I think some lovely single-family housing along Stanley would be an improvement over a ramshackle outbuilding and empty, weed-filled fields, but provision needs to be made as follows: provision made for park or open space, low (not high) density should be built, provision for Sunflower should be made or find some other way to assist lower-income residents of Pleasanton, houses should have front and back yards although they don't need to be large, and every house needs at least two parking spaces so residents and guests don't have to worry about finding parking when they come home from work or come to visit!

Jennifer Hagen

From: John Carroll [REDACTED]
Sent: Thursday, August 04, 2016 1:19 PM
To: Mayor and City Council; Jennifer Hagen
Subject: Please do NOT approve high density developments along Stanley

Mayor Thorne & Members of the City Council, and Planning Commissioners,

Pleasanton already has 2000 plus housing units under construction or approved for construction. I think it is unconscionable to be considering adding more housing until we have had a chance to digest what is already on our plate. Pleasanton needs to put a pause on any more multi unit developments until we have seen the affect that all the current construction is placing on our roads, water, schools, etc. Proper planning should absolutely include some kind of time table that does not permit any large projects until we can determine that our infrastructure is well capable of handling even more stress.

I do NOT want a General Plan amendment to allow for higher density housing along Stanley Boulevard. With Measure K barely passing just a short time ago, it seems inconceivable that the city is considering another large development so soon. We have already satisfied our RHNA requirement, and there is simply too much development happening already.

Stanley is a gateway into Pleasanton, and we should not be considering a high density, zero lot line development where there is very little offset from the street. We want people to know they are entering Pleasanton; not Dublin. There should be a great many changes to this plan before the City Council or the Planning Commission considers moving forward.

I urge all of you to vote down this development. Insist the developer come back with a lower density plan and give Sunflower Hill time to get their financing in order. Any development coming forward should guarantee that the low cost housing is built in tandem with the market rate housing.

Thank you for considering my comments!

John Carroll

[REDACTED] Moreno Ave
Pleasanton, CA 94588

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Jennifer Hagen

From: Tyler Chernack [REDACTED]
Sent: Thursday, August 04, 2016 11:11 AM
To: Jennifer Hagen; Mayor and City Council
Subject: Weigh In on 2 and 3-Story High-Density Homes on Stanley Blvd.

Hi-

My wife and I bought a house in the Shadow Cliffs community off Vineyard about a year and a half ago. We bought here because we loved the small town neighborhood feel, we loved the fact that traffic wasn't really an issue except maybe getting to Santa Rita rd during the morning commute, and we knew there was a cap on homes that could be built in this area. We were pretty sad when a neighbor told us that the cap on housing had been lifted and immediately there were builders all over Pleasanton. It seems like there are 5 or 6 new condo/apartment/townhouse communities being built and it all started at the same time. We are extremely frustrated at the pending traffic situation with the new high-density homes on Stanley. We were really hoping it would just be retail and restaurants. It's hard enough to get to Santa Rita from Vineyard and now there is not only another stop light in the way, there are hundreds of people that will likely be adding to that traffic during the commute. Needless to say, the high-density homes has not been well received in our community. In fact, our neighbors are dreading it. We also noticed that they've put the siding on the houses along Bernal and they are a HIDEOUS yellow color.

Thanks for listening,
Tyler Chernack

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August 5, 2016

Pleasanton Planning Commission
200 Old Bernal Avenue
P.O. Box 520, Pleasanton, CA 94566

Re: PUD-110, Irby Ranch

Dear Pleasanton Planning Commission,

In March of this year, my husband and I purchased our first home on First St. in Pleasanton in order to be closer to the communities where we have worked for many years. Our intention was to buy a home in a charming and safe downtown area – in walking and biking distance to city services, parks, shopping, restaurants, public transportation and other amenities.

We are pleased to see that the Planning Commission and City of Pleasanton are being intentional about addressing underserved communities, in this case a development for adults with special needs. We also see this component of the project as a way to bring employment opportunities to the community. However, we are deeply concerned about re-zoning the land under consideration for high-density residential use and the addition of single family residences. Pleasanton's quality of life and many of its unique and desirable attributes are at risk under this proposed development. Specifically we are concerned about:

- **Increased Traffic on First St. and Stanley Blvd.**
 - First St. experiences heavy traffic during commute hours and is a main route throughout the day, every day of the week. Adding approximately 93 single-family residences, to an already congested thoroughfare, only adds challenges to Pleasanton and the surrounding Tri-Valley.
 - As our region continues to grow, we all need to be more mindful in tackling transportation issues locally and regionally. This project does not demonstrate that Pleasanton is actively working towards improving transportation for its residents, commuters and visitors to its community.
 - Many residents and visitors walk and ride bikes to frequent businesses and enjoy the many activities offered at Lions Wayside Park, visit the Farmer's Market and admire the historic homes in the area. We want residents and visitors to continue to be safe, while doing so.
 - Many residents and visitors drive to the aforementioned activities. We want them to continue to feel as though Pleasanton's downtown is accessible and enjoyable.
 - Increased traffic, at any level, contributes to noise pollution, risk of accident and frustration.

- **Responsible Development**
 - A key factor in our decision to move to Pleasanton was the desire to avoid the proliferation of high-density layouts, as seen in neighboring cities and the larger Bay Area.
 - Maintaining historic property and landmarks requires consciousness of the character you are trying to protect and rebuild. Proposed and planned high-density housing in close proximity to Pleasanton's downtown area does not reconcile itself with that pursuit.
 - Preserving historic downtown Pleasanton supports economic development by attracting businesses, visitors and residents to the larger community.

- **Impact on Education**
 - Adding approximately 93 single family residences will have an impact on area schools both in the short-term and long-term.

- **Loss of Open Space**
 - Pleasanton has maintained open space large (Pleasanton Ridge) and small (Parks). Since living here, we have seen abundant wildlife in this area including red fox, deer and a variety of birds. We support the protection of open space in this area.

We look forward to being a part of productive conversations around the impact of the proposed zoning changes, and solutions moving forward.

Sincerely,

Adam and Ashley Georgian

Jennifer Hagen

From: [REDACTED]
Sent: Thursday, August 04, 2016 8:51 AM
To: Jennifer Hagen; Mayor and City Council
Subject: Proposed housing on Stanley

As a homeowner in Pleasanton in Danbury Park and as a member of the Danbury Park Homeowner's Association, I would like to express my concern and opposition to the current plan for 93 two and three story homes and 19 affordable apartments on Stanley. An entire high density project is just now being developed on the corner of Stanley and Bernal; this project as well as numerous other projects currently being completed all over the city (including the huge complex directly across from the Bart Station which eliminated traffic lanes on Owens) should be allowed to mature to see how the city will absorb these new developments in terms of traffic, schools, city services, etc.

Now is not the right time for another high density project. Perhaps it should be postponed until after 2022 when the city can get a RHNA credit? At the very least the project should be scaled back to fewer homes that would be single family units. With the apparent rush to develop every open space with high density, several story units, the family character of Pleasanton is at serious risk of being eliminated.

Robert Gonella

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Jennifer Hagen

From: Ellen Holmgren
Sent: Friday, August 05, 2016 8:20 AM
To: 'Trudi Hartley'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: Planned housing on Stanley Blvd.

Dear Trudi Hartley,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant City of Pleasanton

-----Original Message-----

From: Trudi Hartley <trudi.hartley@sbglobal.net>
Sent: Thursday, August 04, 2016 6:14 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: Planned housing on Stanley Blvd.

I am opposed to the 93 two and three story homes and 19 apartments planned for Stanley Blvd. near Old Stanley. There is already way too much traffic now in Pleasanton and it is just getting worse. The City Council doesn't seem to get the message. You cannot fix this situation. You can only make it worse, which you seem intent on doing. I suggest scaling this project way back, or forgetting it. We will soon look like Dublin, which is ugly. Does every little piece of space have to be filled with high density housing? No!

Trudi Hartley

Click

<https://www.mailcontrol.com/sr/luPHbaDVtnLGX2PQPOMvUq6rRgRshdaJpgaif7x7JfJBZ37WbOmvYRp2YEQ!!!InwuRHuVIQnc35pl0FDW8fzw==> to report this email as spam.

Jennifer Hagen

From: Ellen Holmgren
Sent: Friday, August 05, 2016 8:55 AM
To: [REDACTED], Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: No more new houses.

Dear Peggy Hsu,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: [REDACTED] [mailto:pwhsu@lunc.com]
Sent: Friday, August 05, 2016 7:31 AM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: No more new houses.

Please do not build any more houses in Pleasanton. It took me 15 min to go 2 exit on 680 yesterday at 3 p.m. I've been here for 10 years and this is the worst it has ever been. Standley Blvd will be compacted with so much traffic with the new planning for houses. Let's continue to make Pleasanton a great place to live.

Thank you,

Peggy Hsu

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Jennifer Hagen

From: Michelle Hughes [logcgr100@hotmail.com]
Sent: Thursday, August 04, 2016 11:52 AM
To: Jennifer Hagen
Subject: Support for Sunflower Hill at Irby Ranch

Jennifer –

Please pass this along to Pleasanton's Planning Commissioners and City Council members.

I'm writing to indicate my support for the Sunflower Hill at Irby Ranch project which is coming up for review on the August 10th Planning Commission and the September 6 City Council Agendas.

As a concerned resident of Pleasanton, I think it is vital to provide housing opportunities for all who wish to live in our community – and to do so at affordable rental rates and housing prices. This project presents that possibility in an innovative and creative way and I hope you will lend your support!

The number of individuals diagnosed with special needs and developmental delays is increasing rapidly. More than 700 individuals in Pleasanton alone need housing. I support what Sunflower Hill is proposing at Irby Ranch. Please don't let this opportunity to create such an innovative residential community pass us by. Thank you for your consideration.

Sincerely,

Michelle Hughes
[REDACTED] Mendenhall Court, Pleasanton, CA 94588
[logcgr100@hotmail.com]

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Jennifer Hagen

From: Ellen Holmgren
Sent: Thursday, August 04, 2016 10:21 AM
To: 'Jeff Jones'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: High Density Housing

Dear Jeff Jones,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: Jeff Jones <mailto:jones.jeff@comcast.net>
Sent: Wednesday, August 03, 2016 9:16 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: High Density Housing

Dear City Council Members,

Before you approve one more housing project, and particular a high density project, I invite you to leave Pleasanton at 1-2pm on 680, effectively make a U-turn at South Mission (or even Auto Mall) in Fremont, and enjoy your drive back to the Tri-Valley. Livermore overbuilt in the absence of infrastructure, and they destroyed the quality of life of many people in the Tri-Valley that commute to the South Bay for jobs that allow us to afford to live here. 84 needed to be widened before that development happened. You're thinking about putting more people on that major artery. Don't do it without working with the state and federal governments to put the necessary infrastructure in place first. We don't have the jobs in the Tri-Valley to support the population that can afford the high cost of living. You need to depend on jobs in other areas.

Before you say that these people will work in Oakland or San Francisco, I invite you to take a ride on BART from SF or Oakland to Pleasanton during commute time in the evening. People are pressed into the trains like sardines. Once again, quality of life.

Pleasanton used to be a great place to live. Now it's a lot of work to live here, and it's almost nothing more than a bedroom community for a lot of us.

Sincerely,
Jeff Jones

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Jennifer Hagen

From: Jessica Layman [REDACTED]
Sent: Friday, August 05, 2016 8:53 AM
To: Jennifer Hagen
Subject: Sunflower Hill Community at Irby Ranch

Ms. Jennifer Hagen
City Planner
City of Pleasanton, CA

Dear Planning Commission and City Council members,

I am the mother of a special needs teenager and I want to express my support for the Sunflower Hill development at Irby Ranch that is coming up for discussion in upcoming Planning and Council meetings.

There is a desperate need for housing for adults with developmental disabilities beyond the family home. While these adults may have some mental disabilities, they still should have an option to live an independent life, have close friends they can associate with and enjoy and be productive in society. This community provides that to them at a cost they will be able to afford which is key since many will have low paying jobs in our community. As a single parent, one of my biggest worries is what will happen to my child when I am gone. Who will care for him? Communities like Sunflower Hill can provide that support and provide a sense of family for him after I am gone. My son is a very social guy and would thrive in the supportive environment that Sunflower Hill could provide. The challenge of meeting our adults with developmental delays needs is growing and will continue grow, which is why supporting Sunflower Hill project is so important.

Please share my letter with the Planning Commission and City Council Members. The residents of the Tri-Valley community with special needs desperately need a community like Sunflower Hill.

Sincerely,
Jessica Layman
[REDACTED] Driftwood Way
Pleasanton CA 94588
[REDACTED]

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Jennifer Hagen

From: [REDACTED]
Sent: Friday, August 05, 2016 12:39 PM
To: pleasantonvoters@comcast.net; Jennifer Hagen; Mayor and City Council
Subject: Two and 3-Story High-Density Homes on Stanley Blvd.

I am strongly OPPOSED to 93 high-density homes and 19 apartments on Stanley Boulevard. Pleasanton's building spree is turning the city into a Dublin look-alike which resembles a cement city. Dublin looks awful, and I am AGAINST new development which destroys the Pleasanton landscape.

Elaine Lusher

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Jennifer Hagen

From: Ellen Holmgren
Sent: Friday, August 05, 2016 8:59 AM
To: 'Cece McCarthy'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: Housing Proposal on Stanley Blvd

Dear Cece McCarthy,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: Cece McCarthy <<mailto:lovetobeachit@gmail.com>>
Sent: Friday, August 05, 2016 8:27 AM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: Housing Proposal on Stanley Blvd

Dear City Council,

I would like to express my concern over the proposed housing project on Stanley Blvd on 15.03 acres of Irby, Kaplan and Zia land. I do not see any benefit to Pleasanton residents only more traffic and impact to city services. I strongly urge you to postpone these plans until Pleasanton at least receives RHNA credit.

Thank you,

Cece McCarthy
Pleasanton resident

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Jennifer Hagen

From: Ellen Holmgren
Sent: Thursday, August 04, 2016 10:19 AM
To: 'BARBARA PROCTOR'; Mayor and City Council
Cc: Jennifer Hagen
Subject: RE: New Proposed housing

Dear Barbara Proctor,

Thank you for your email regarding PUD-110, Irby Ranch.

This email acknowledges receipt of your email to the Mayor and City Council and the City Manager.

Thank you again for your interest in the City of Pleasanton.

Sincerely yours,

Ellen Holmgren, Administrative Assistant
City of Pleasanton

From: BARBARA PROCTOR <barboproctor3@sbglobal.net>
Sent: Wednesday, August 03, 2016 8:21 PM
To: Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Subject: New Proposed housing

We don't need the extra traffic!!
Thanks.
Barbara Proctor

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Jennifer Hagen

From: Sandy Richert [REDACTED]
Sent: Thursday, August 04, 2016 11:59 AM
To: Jennifer Hagen
Subject: SUPPORT for Irby Ranch development
Attachments: Irby Ranch support letter 8-4-2016 signed.pdf
Importance: High

Dear Mrs. Hagen,

I have attached my letter in SUPPORT of the Irby Ranch development plan. I have reviewed the proposed project, and it is a well thought out plan. As a resident of Pleasanton I am in support of the single family homes and Sunflower Hill development at Irby Ranch. We do not need more commercial buildings or apartments on that site, and this will bring much needed single family homes in an affordable price range to Pleasanton.

Thank you in advance for getting my letter to the Pleasanton Planning Commission members.

Respectfully,

Sandy Richert

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Jennifer Hagen

From: Andrea Sadler [mailto:andreasadler5@gmail.com]
Sent: Thursday, August 04, 2016 4:46 PM
To: Jennifer Hagen
Subject: Support Irby Ranch

Juanita,

I am in support of Irby Ranch. As a Vintage Hills resident, I'd like to see homes that our community members can afford rather than more apartments. I've looked over the plans and I believe it's a great spot for housing. Homes within walking distance to downtown is a huge positive. We and many community members are excited about the Sunflower Hill development. What a great addition to Pleasanton.

Thank you,
Andrea Sadler

Sent by Andrea's phone

Sent by Andrea's phone

Click

<https://www.mailcontrol.com/sr/0apTuV3k4NjGX2PQPOMvUlhe+RbjMF0H2YRPhVPhf1ugO9v5!q6WzRp2YEQ!!!InlPAqCMtRfhOJRcENOPaP7A==> to report this email as spam.

Irby Ranch
Stanley Blvd.

PLEASANTON, CA

Jennifer Hagen
Associate Planner
City of Pleasanton
200 Old Bernal Road
Pleasanton, CA 94566-0802

RE: Irby Ranch Project Proposal

Dear Mrs. Hagen;

I am in support of the Irby Ranch project as long as it includes the proposed 40 residential units for individuals with special needs. I have seen the overall project plan and if it helps those individuals with their lifelong struggles the community and city should support this. Pleasanton could be an example of how to get projects done working with developers for the needs of the people.

Sincerely



Paul Terschuren

Pleasanton CA 94588

Jennifer Hagen

From: Heather Truro [REDACTED]
Sent: Thursday, August 04, 2016 2:06 PM
To: Jennifer Hagen; Mayor and City Council
Subject: Concentric Development Group plan for 93 +19 - homes/apts.

Dear Planning Commissioner & City Council,

I request that you/we not allow The Concentric Development Group's request for a General Plan Amendment and rezoning from agricultural and service commercial to allow the development of housing the Irby, Kaplan and Zia land. The 93 homes and the 19 apartment buildings are not a good idea at this time or in this location.

We have not yet realized the impact of the massive housing construction already in that area (Bernal/Stanley/East Side).

Also our schools and roads are over crowded as we speak. We benefit from the value of our homes because of the good schools in our area. However, with the level of crowding at each of our public schools we can not continue to deliver the quality of education to our current residents let alone future residents. For example, are you aware that at Amador Valley High School there are not enough seats for student to sit while eating lunch? Not just tables - but not enough seats! Children have to eat while sitting on the ground. That is a disgrace.

Developers are keen on capitalizing on the value of our land because of the lovely community created here but that community is already changing due to traffic congestion and over crowded schools. Our water constraints and continued price increases will continue to be an issue that will continue to grow with the increased density of our population.

For those who wish to have multistory high density housing, they can go choose one of homes that plague the hills in Dublin. Please do not inflict that on people who live in Pleasanton to avoid the suffocating feel of being closed in with endless housing units on every square inch of land.

As appointed and elected officials of Pleasanton, it is your sworn duty to make decisions that reflect the wishes of the people you represent and I assure you that the residents of Pleasanton do NOT wish to add structures such as these at this time and in these locations.

Do you really wish to further polarize the citizens of Pleasanton in another battle.

Let's wait until the current development at Stanley/Bernal is completed and we have a few years to see how that affects the traffic and the demand on the schools and water resources.

There is a reason we have a master plan. Lets stick with it and not keep trying to amend it and chip away at the lovely long term design of our community.

Thank You,
Heather

Heather Truro
Pleasanton Resident and Business Owner

Jennifer Hagen

From: Andrew Wong [REDACTED]
Sent: Thursday, August 04, 2016 9:58 AM
To: Jennifer Hagen
Subject: In Support of Irby Ranch

Jennifer,

I am writing this e-mail in support of the proposed Irby Ranch project. I am a long time resident of Pleasanton and have a strong interest in providing diverse housing alternatives while maintaining the character and charm associated with the City.

Pleasanton is in need of new housing stock to meet the growing number of jobs in the area, and the location of Irby Ranch is ideal. The infill location is walkable to the downtown area, does not impact any of the open space that surrounds Pleasanton and is consistent with what exists in the immediate area. The proposed development is efficient and will create a nice community of 93 homes that will be integrated within the City of Pleasanton. The parks and open space within Irby Ranch will draw residents out of their homes and foster interaction, the creek trail will connect residents to Shadow Cliffs Regional Recreation Area and the inclusion of Sunflower Hill will create a magnet for families with special needs.

I am in support of smart development within Pleasanton and am in support of the proposed Irby Ranch development.

Thank you,

Andrew Wong
[REDACTED]

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Jennifer Hagen

From: Steve Dunn [REDACTED]
Sent: Friday, August 05, 2016 12:40 PM
To: Jennifer Hagen
Subject: Irby Ranch & Sunflower Hill

To: Jennifer Hagen, City Planner (jhagen@cityofpleasantonca.gov)

Subject: Support for Sunflower Hill at Irby Ranch

Dear Jennifer:

Please pass this along to Pleasanton's Planning Commissioners and City Council members.

I'm writing to convey my support for the Sunflower Hill at Irby Ranch project that will be reviewed at the [August 10th](#) Planning Commission and [September 6th](#) City Council meeting.

As a lifetime East Bay resident and owner of a significant portion land in east Pleasanton, it's important to see new housing get built that serves a more diverse population. A project like Irby Ranch provides a unique benefit to the community by providing traditional housing as well as a wonderful new housing option for individuals with special needs and developmental delays. This is a rapidly growing population, both regionally and within Pleasanton, whose needs are not currently being met.

I strongly support what Sunflower Hill is proposing at Irby Ranch. This is a well-designed project and a great opportunity to create an innovative new residential community. Please don't let a vocal few residents opposed to any new housing stop what will be an exemplary and beneficial project.

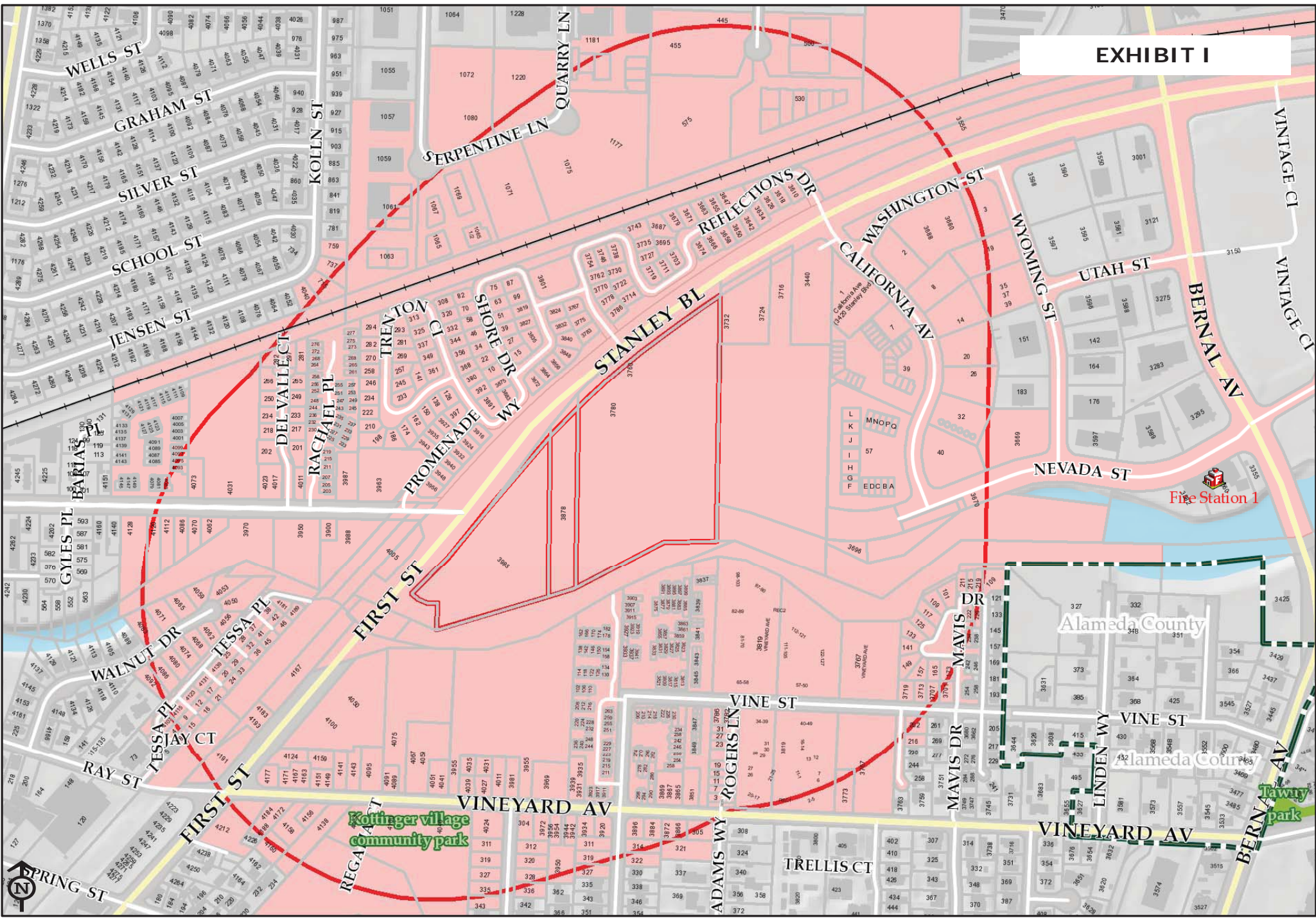
Thank you for your consideration.

Sincerely,

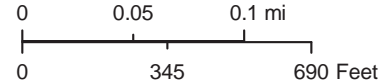
Steve Dunn
Steelwave, LLC
Property Owner, [REDACTED] [Busch Road, Pleasanton CA 94566](#)
[REDACTED]

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EXHIBIT I



1:5,500



PUD-10, Irby Ranch
3988 First Street, 3878 Stanley Boulevard, and 3780 Stanley Boulevard