

EXHIBIT A-1

DRAFT CONDITIONS OF APPROVAL PUD-100 CHICK-FIL-A

PROJECT SPECIAL CONDITIONS

Planning

1. The Chick-fil-A restaurant site is zoned Planning Unit Development – Industrial/Commercial-Office (PUD-I/C-O) District. The uses allowed on this site shall be a restaurant with drive-through services. Any other uses require a modification to the PUD.
2. The office site at 6111 Johnson Court is rezoned from Office (O) District to Planned Unit Development – Office (PUD-O) District. The uses and site development standards shall be those of the O District except that the maximum allowable Floor Area Ratio (FAR) shall be 34.5%. No medical use shall be allowed as the existing site does not have the required parking for medical uses.
3. When the west side of Hopyard Road roadway improvements occur, the owner(s) of the office site located at 6111 Johnson Court shall reconfigure the parking lot to add one more parking space, subject to the satisfaction of the Director of Community Development or, as an option, one of the Chick-fil-A parking spaces may be transferred to the office site so as to meet the Pleasanton Municipal Code parking requirement for non-medical office uses.
4. The Chick-fil-A site and the Chick-fil-A restaurant shall be made a part of the Pleasanton Square II Shopping Center PUD.
5. Prior to issuance of a building permit, an access easement shall be granted from the office site located at 6111 Johnson Court to the Chick-fil-A site. The language of the access easement shall be provided to the City Attorney and City Engineer for review and approval. A copy of the recorded access easement shall be provided to the City Engineer prior to issuance of a building permit.
6. The construction plans submitted for issuance of a building permit shall include details (material, texture, and color) of the retaining wall proposed adjacent to the I-580 Hopyard Road (EB) off-ramp. Said details shall be subject to review and approval by the Director of Community Development.
7. The proposed restaurant shall be constructed to allow for future installation of a Photovoltaic (PV) system. The project applicant/developer shall comply with the following requirements for making the office building photovoltaic-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; and
- c. Engineer the roof 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.

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 building permit.

8. Prior to issuance of a building permit, the project developer shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters, including irrigation meters. Additionally, the project developer shall pay any applicable Dublin-San Ramon Services District (DSRSD) sewer permit fee.
9. Appliances meeting Energy Star standards shall be installed as part of the project. The proposed appliances shall be indicated on the plans submitted for the issuance of a building permit.
10. Water conservation devices shall be installed as part of the project. The water conservation devices shall be stated on the plans submitted for the issuance of a Building Permit.
11. Energy efficient lighting shall be installed within the restaurant. The energy efficient lighting shall be shown on the plans submitted for the issuance of a building permit.
12. No temporary or permanent signage is approved as part of this application.
13. All exterior lighting including landscape lighting shall be directed downward and designed or shielded so as to not cause glare or shine onto neighboring properties or streets. The project/building developer shall submit a final lighting plan with the plans submitted to the Building and Safety Division for permits, including photometrics and drawings and/or manufacturer's specification sheets showing the intensity, size, design, and types of light fixtures proposed for the exterior of the buildings and, if applicable, for the site. The lighting plan shall be subject to review and approval by the Director of Community Development prior to issuance of building permits for the project.
14. All trash and refuse shall be contained completely within the trash enclosure. Trash containers shall be stored within the trash enclosure at all times except when being unloaded. The trash enclosure shall be sized to accommodate trash, recycling, and green waste containers. The construction plan set submitted for issuance of a building permit shall include a floor plan for the proposed trash

enclosure which shows that the enclosure has been adequately sized to accommodate the trash and recycling containers.

15. The project developer shall effectively screen from view all ducts, meters, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or on the roof, with materials architecturally compatible with the building. Screening details shall be shown on the plans submitted for issuance of building permits, the adequacy of which shall be determined by the Director of Community Development. All required screening shall be provided prior to occupancy.
16. The location of any 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. Such transformers shall be screened by landscaping or contained within an enclosure matching the building and with corrugated metal or wood gates. All transformers shall be shown on the plans submitted for issuance of building permits.
17. At no time shall balloons, banners, pennants, or other attention-getting devices be utilized on the site except as allowed by Section 18.96.060K of the Pleasanton Municipal Code for grand openings or by Section 18.116.040 of the Pleasanton Municipal Code if approved as part of a temporary conditional use permit. At no time shall spot lighting be used in conjunction with such grand openings and/or promotional events.
18. Dust and mud shall be contained within the boundaries of the property during the construction period. The project developer shall submit a dust control plan or procedure as part of the building permit plans.
19. The applicant shall install a temporary fence around the construction suppliers and equipment. The detail of the fence (height, style, color) shall be submitted to the Director of Community Development for review and approval prior to installation.
20. All parking spaces shall be striped. Wheel stops shall be provided unless the spaces are fronted by raised concrete curbs, in which case sufficient areas shall be provided beyond the ends of all parking spaces to accommodate the overhang of automobiles.
21. The proposed restaurant shall be equipped at all times with filtering devices to minimize odors and fumes.
22. The Pleasanton entry sign shall be illuminated with by halo-illumination or by spot lights. The applicant shall provide the final sign design to the Director of Community Development for review and approval prior to issuance of a building permit.

23. Final inspection by Planning Division is required prior to occupancy.

Building

24. The building(s) covered by this approval shall be designed and constructed to the Title 24 Building Standards, including Building, Electrical, Mechanical, Plumbing, Energy, Fire, Green Building and both State and Federal accessibility requirements in effect and as amended by the City of Pleasanton at the time of Building Permit submittal.

25. All Building and Fire permit plans, including demolition, on-site, building shell and tenant improvements shall be submitted to the Building and Safety Division for review and approval.

26. The State of California's Green Building Standards Code, "CALGreen," as amended, shall apply to the project, as applicable.

27. In accordance with the Fats, Oils and Grease (FOG) Program, all sinks and wash basins in the restaurant (excluding those located inside the restrooms) shall be plumbed to a grease trap. The grease trap(s) shall be installed in an above ground orientation with sufficient clearance above the grease trap(s) for routine maintenance and constructed out of a plastic material for corrosion resistance and ease of replacement.

28. The project 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 elevation and building location (setbacks) are in accordance with the approved plans, prior to receiving a foundation inspection for the structure.

29. A sanitary sewer sampling manhole shall be provided on any new sanitary sewer lateral from the building, unless otherwise waived by the Chief Building Official.

30. The Building and Safety Division may require special plan check or inspections for the green building measures proposed. If required, the applicant shall provide verification to the Planning Division clearly stating that the Building and Safety Division approved all applicable requirements relating to green building measures. Said verification shall be provided prior to occupancy.

Traffic Engineering

31. The applicant shall extend the left-turn vehicle storage lane on northbound Hopyard Road to westbound Owens Drive by an additional 125 feet as recommended per the traffic impact analysis by Hexagon Transportation

Consultants, Inc., on file with the Planning Division. Said left-turn vehicle storage lane extension will reconfigure the existing Hopyard Road median and relocate the existing street light. The details of the median reconfiguration, left-turn vehicle storage lane extension, and relocation of the street light shall be submitted to the City Traffic Engineer and Director of Community Development for review and approval prior to the issuance of a building permit. All construction shall be completed and finalized prior to occupancy.

32. The applicant shall dedicate adequate right-of-way along the southbound portion of Hopyard Road between the I-580 eastbound off-ramp and Owens Drive subject to the satisfaction of the City Traffic Engineer and City Engineer. This right-of-way will allow for future construction of a separate southbound right turn lane at the Hopyard Road/Owens Drive intersection, as well as a five-foot wide bike lane and five-foot wide sidewalk between the I-580 eastbound off-ramp and Owens Drive. The applicant shall submit a final right-of-way dedication plan to the City Traffic Engineer for review and approval prior to issuance of a building permit.
33. The applicant or responsible party shall pay traffic impact fees for the subject use as determined by the City Traffic Engineer. This includes both the Pleasanton Traffic Impact Fee and the Tri-Valley Transportation Fee. These fees shall be paid prior to issuance of a building permit.
34. All new parking spaces shall conform to the City standard parking dimensions. Plans submitted to the Building Division for permits shall have the dimensions clearly noted on the plans.
35. The location of the Chick-fil-A order boards shall be adjusted if queuing in the drive-through lanes is determined by the Traffic Engineer to be interfering with traffic circulation in the adjacent drive aisle.

Engineering

36. Prior to requesting a building permit, the developer shall comply with all applicable conditions of outside agencies having jurisdiction.
37. The project developer shall provide written approval from the adjacent property owners for proposed improvement work on the adjoining property prior to issuance of a building permit.
38. The project developer shall create two private storm drain easements: one between the Chick-fil-A site and the site located at 6111 Johnson Court and the second between the Chick-fil-A site and the Pleasanton Square II Shopping Center. The easements shall allow cross-drainage between these parcels. The language of the easements shall be provided to the City Attorney and City

Engineer for review and approval. A copy of the recorded easements shall be provided to the City Engineer prior to issuance of a building permit.

39. The project developer shall create public service easements (PSE), private utility easements, and other easements as necessary across the project for the benefit of the Chick-fil-A site, the office site located at 6111 Johnson Court, and the Pleasanton Square II Shopping Center (5225-6015 Johnson Drive) subject to the review and approval of the City Engineer.
40. Prior to requesting a building permit, the Lot Line Adjustments among the Chick-fil-A site, the office site located at 6111 Johnson Court and the Pleasanton Square II Shopping Center located at 5225-6015 Johnson Drive per Exhibit B, dated "Received October 2, 2014," on file with the Planning Division, shall be approved by the City of Pleasanton and shall be recorded by the applicant in the office of the Alameda County recorder's office.
41. The project developer shall provide recorded copies of the Lot Line Adjustment and Grant Deeds, and an updated Title Report before requesting a building permit.

Landscaping

42. The proposed coast redwood trees and proposed high and medium water use trees shall be replaced with species that require low to very low water use. Additionally, the proposed project shall incorporate a water-saving landscape plan that includes xeriscaping and drought-resistant planting. The final landscape and irrigation plan shall include the replacement species and is subject to review and approval by the Director of Community Development and the City Landscape Architect prior to issuance of a building permit.
43. The final landscape and irrigation plan shall include the planting details in the bioswale and bio-retention areas and is subject to review and approval by the Director of Community Development prior to issuance of a building permit.
44. The project developer/applicant shall mitigate the heritage-sized trees removed by making a payment to the Urban Forestry Fund. The payment amount may be based on the appraised value of the heritage-sized trees in fair or good condition less the cost difference between a 15-gallon size tree and 24- or 60-inch box size trees. The payment may further be proportionately reduced by increasing quantity of the proposed trees. The planting size/quantity 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 required payment shall be paid in full prior to issuance of a building permit.

45. A final landscape plan and irrigation plan shall be submitted to and approved by the Director of Community Development as part of the building plan set prior to the issuance of a building permit. Said landscape plan shall be detailed in terms of species, location, and size. Plant species shall be of a drought tolerant nature with an irrigation system that maximizes water conservation throughout the development (e.g., drip system).
46. The applicant and/or project developer shall use reclaimed water for landscape irrigation when available. Details and/or plans shall be provided for review and approval by the Director of Community Development before use of the reclaimed water.
47. The project shall comply with the State of California's Model Water Efficient Landscape Ordinance and shall implement Bay Friendly Basics. A licensed landscape architect shall verify the project's compliance with the ordinance: 1) prior to the issuance of a building permit; and 2) prior to final inspection. The verification shall be provided to the Planning Division.
48. Except as otherwise conditioned or shown on the development plan, all trees used in landscaping shall be a minimum of 15 gallons in size and all shrubs a minimum of 5 gallons.

Urban Stormwater

49. The developer or applicant shall install trash capture devices at the project's storm drain discharge points into the public stormwater system to capture trash from the development. These devices shall trap particles of 5mm or greater and have treatment capacity not less than the peak storm from a "one year, one hour" event within the drainage area. The developer's or applicant's engineer shall submit calculations and product submittals to the City Engineer for review and approval prior to the issuance of a grading or building permit, whichever is sooner.
50. Restaurants shall include a contained area for cleaning mats, containers, and equipment. The wash area shall be covered or shall be designed to prevent runoff onto or from the area. The area shall be connected to the sanitary sewer, subject to approval by Dublin-San Ramon Services District (DSRSD), or shall be collected in a containment area and removed regularly by a disposal and recycling service. If connected to the sanitary sewer, a structural control, such as a sand filter or oil/ water separator, shall be used and a sign shall be posted prohibiting the dumping of hazardous materials. Other methods may be used subject to the approval of the Chief Building Official. The applicant and/or food service owner shall instruct employees to conduct all washing activities in this area.

STANDARD CONDITIONS OF APPROVAL

Community Development Department

51. 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 is significantly changed. In no case will a permit be issued prior to the effective date of the ordinance.
52. The 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.
53. 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, unless otherwise approved by the department.
54. 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.

Planning

55. The PUD development plan approval shall lapse two years from the effective date of this ordinance unless a building permit is issued and construction has commenced and is diligently pursued, or the City has approved a time extension.
56. The proposed development shall conform substantially to the project submittal, Exhibit B, dated "Received, October 2, 2014," including the following on file with the Planning Division, except as modified by the conditions:

- Project written narrative
- Project Plans (site plan; civil plans – preliminary grading, drainage, and utility; floor plans; elevations; trash enclosure; roof plan; preliminary landscape and irrigation; and, photometric plan)
- CalTrans Deed/easement
- Traffic Impact Analysis by Hexagon Transportation Consultants, Inc.
- Arborist Report by Arbor Resources, dated March 11, 2013
- Health Risk Screening by FirstCarbon Solutions dated October 14, 2013
- Climate Action Plan (CAP) Checklist
- Color/Material Board

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 to the approved exhibits.

57. Prior to issuance of a building permit, the developer shall pay the required commercial development school impact fee as prescribed by State law and as adopted by the Pleasanton Unified School District.
58. The applicant or responsible party shall obtain all required City permits for the project scope prior to construction.
59. All conditions of approval shall be attached to all permit plan sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet.
60. All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. No construction shall be allowed on State or Federal Holidays or Sundays. The Director of Community Development may allow earlier “start times” or later “stop times” for specific construction activities, e.g., concrete pouring, interior construction activities, etc. All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices. Prior to construction, the hours of construction shall be posted on site.
61. To the extent permitted by law, the project applicant shall defend (with counsel reasonable 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 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.

62. 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 completion of construction 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.
63. Prior to 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.
64. Before project final, all landscaping shall be installed, review, and approved by the Planning Division.
65. The project developer 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.
66. 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.
67. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
68. 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.

Landscaping

69. The project developer shall enter into an agreement with the City, approved by the City Attorney, which guarantees that all landscaping included in this project will be maintained at all times in a manner consistent with the approved landscape plan for this development. Said agreement shall run with the land for the duration of the existence of the structures located on the subject property.
70. 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.

71. The following statements shall be included within 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 to be saved may be trimmed or pruned without prior approval by the Community Development Director.
- 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 to be saved 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 to be saved.

72. 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) outside of the existing tree drip lines, unless otherwise approved by the Director of Community Development. The fencing shall remain in place until final landscape inspection of the Community Development Department. Removal of such fencing prior to that time may result in a “stop work order.”

Building

73. All retaining walls higher than four feet from the top of the wall to the bottom of the footway shall be constructed of reinforced concrete, masonry, or other material as approved by the Director of Community Development, or shall be an approved crib wall type. Calculations signed by a registered civil engineer shall accompany the wall plans.

74. Prior to issuance of building or demolition permits, the applicant 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 show how the project developer intends to recycle at least 75 percent of the total job site construction and demolition waste measured by weight or volume. The proposed plan must be approved by the Building Division prior to any building permit inspections. Proof of compliance shall be provided to the Chief Building Official prior to the issuance of a final building permit. During demolition and 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.

75. 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.

Engineering

76. A “Conditions of Approval” checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.

77. The project developer shall grant an easement to the City over those parcels needed for public service easements (PSE) and which are approved by the City Engineer, or other easements, which may be designated by the City Engineer.

78. All existing septic tanks or holding tanks, if any, shall be properly abandoned pursuant to the requirements of the Alameda County Department of Environmental Health prior to the start of grading operations, unless specifically approved by the City Engineer.

79. 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 a 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 developer.

80. 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 underground in conduit and in a joint utility trench unless otherwise specifically approved by the City Engineer.

81. 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 developer. This shall include slurry seal, overlay, landscaping, irrigation, signing, striping and pavement markings or street reconstruction if deemed warranted by the City Engineer.

82. This approval does not guarantee the availability of sufficient water and/or sewer capacity to serve the project.

83. The project developer and/or the project developer’s contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.

84. The project developer shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. The project developer 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 permanent landscaping is in place.
85. 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.
86. All retaining walls along the street shall be placed behind the Public Service Easement (PSE), unless otherwise approved by the City Engineer.

Fire

87. Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12" high by 1" stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.
88. The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
89. Prior to any construction framing, the project developer 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 that are able to suppress a major fire.
90. Fire Department plan check includes specifications, monitoring certificate(s), installation certificate and alarm company Underwriters Laboratory (UL) certificate. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.
91. A Hazardous Materials Declaration shall be provided for this tenant and/or use. The form shall be signed by the owner/manager of the company occupying the suite/space/building. No building permit will be issued until the Hazardous Materials Declaration is provided. The form is available through the permit center or from the Livermore Pleasanton Fire Department (LPPFD) Fire Prevention Bureau.

92. Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the LPFD prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.
93. The proposed building(s) may have additional Fire Department requirements that can only be addressed by knowing the details of occupancy. These occupancy details shall be submitted to the Fire Department prior to submittal of construction plans to the Building Department. Details shall include but not be limited to the following:
- a. Type of storage
 - b. Height of storage
 - c. Aisle spacing
 - d. Rack of bulk storage
 - e. Palletized storage
 - f. Type of occupancies within areas of the building(s)

Based on the information received, there may be additional requirements such as: smoke and heat venting, in-rack sprinklers, increases in sprinkler design criteria, draft curtains, etc.

94. Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.
95. All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.
96. All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to an Underwriters Laboratory (UL) listed Central Station Service. Fire Department plan check includes specifications, monitoring certificate(s), installation certificate and alarm company UL certificate. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.
97. Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.

98. 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. 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. Site access shall be provided prior to any construction above the foundation or slab. Based on the Site Plan Approval the access shall be installed.
 - c. Emergency vehicle access shall be a minimum of 20 feet in width. A clear height free of obstructions (power, cable, telephone lines, tree limbs, etc.) shall be provided. This clearance shall be a minimum of 13 feet-6 inches. Inside turning radius of 45 feet and outside turning radius of 55 feet shall be provided.
 - d. 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.
 - e. On-site fire hydrant(s) shall not be obstructed and shall be sufficiently above grade to have all hydrant valves and outlets accessible for emergency use.
 - j. Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be acceptance inspected and tested to applicable City Public Works Standards.

URBAN STORMWATER CONDITIONS OF APPROVAL

99. The project shall comply with the City of Pleasanton's Stormwater National Pollutant Discharge Elimination System (NPDES) Permit #CAS612008, dated October 14, 2009 and amendments (hereafter referred to as NPDES Permit). This NPDES Permit is issued by the California Regional Water Quality Control Board, San Francisco Bay Region (hereafter referred to as Regional Water Quality Control Board). Information related to the NPDES Permit is available at the City of Pleasanton Community Development Department, Engineering Division, and on line at:

- <http://www.ci.pleasanton.ca.us/business/planning/StormWater.html>
- http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/storm_water/Municipal/index.shtml

A. Design Requirements

- A. NPDES Permit design requirements include, but are not limited to, the following:
- a. Source control, site design, implementation, and maintenance standards when a regulated project (such as a commercial and industrial project) creates and/or replaces 10,000 square feet or more of impervious surface, including roof area, street, and sidewalk.
 - b. Hydro-modification standards when a regulated project creates and/or replaces a total impervious area of one acre or more.
 - c. Compliance with a Diazinon pollutant reduction plan (Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
 - d. Compliance with a Copper Pollutant Reduction Plan and a Mercury Pollutant Reduction Plan.
- B. The following requirements shall be incorporated into the project:
- a. The project developer shall submit a final grading and drainage plan, including stormwater treatment calculations, prepared by a licensed civil engineer depicting all final grades, onsite drainage control measures, and bio-retention swales. Irrigated bio-retention swales shall be designed to maximize stormwater entry at their most upstream point. The grading and drainage plans shall be subject to the review and approval of the City Engineer prior to the issuance of a grading or building permit, whichever is sooner.
 - b. In addition to natural controls, the project developer may be required to install a structural control(s), such as an oil/water separator(s), sand filter(s), or approved equal(s) in the parking lot and/or on the site to intercept and pre-treat stormwater prior to reaching the storm drain. The design, location(s), and a schedule for maintaining the separator shall be submitted to the City Engineer/Chief Building Official for review and approval prior to the issuance of a grading or building permit, whichever is sooner. The structural control shall be cleaned at least twice a year (once immediately prior to October 15 and once in January).
 - c. The project developer shall submit to the City Engineer the sizing design criteria and calculations for a hydromodification facility, if required, and for the treatment of stormwater runoff. The design criteria and calculations shall be subject to the review and approval of the City Engineer and shall be submitted prior to the issuance of a grading or building permit, whichever is sooner.

- d. Buildings/structures shall be designed to minimize the occurrence and entry of pests into buildings, thus minimizing the need for pesticides, as determined by the Chief Building Official prior to the issuance of a building permit.
- e. The project's landscape and irrigation plans shall be designed to: 1) minimize the use of fertilizers and pesticides that can contribute to stormwater pollution; and 2) promote surface infiltration. Prior to the installation of project landscaping and irrigation, the project landscape architect shall submit a landscaping and irrigation plan to the City Engineer for review and approval and submit written verification stating the project incorporates the following:
 - i. Plants tolerant of saturated soil conditions and prolonged exposure to water in areas that provide detention of water.
 - ii. Plants and soil amendments appropriate to site specific characteristics such as topography and climate.
 - iii. Landscaping and irrigation consistent with Bay-Friendly Landscaping.
 - iv. Water conservation techniques to promote surface infiltration.
- f. Trash dumpsters and recycling containers shall be in an enclosed and roofed area to minimize water flowing in and from the area and to contain litter and trash to minimize disbursement by the wind or runoff. These areas shall not drain to the storm drain system, but to the sanitary sewer system. An area drain shall be installed in the enclosure area with 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.
- g. 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.
- h. All metal roofs, gutters, and downspouts shall be finished with rust-inhibitive finish/paint as determined by the Chief Building Official.

- i. All projects using architectural copper roofing, gutters, downspouts, etc., shall utilize the following Best Management Practices for use and maintenance:
 - a. During installation, copper material shall be pre-patinated at the factory. If patination is done on-site; collect the rinse water in a tank and haul off-site for disposal. With prior authorization from Dublin San Ramon Services District (DSRSD), you may collect the rinse water in a tank and discharge to the sanitary sewer. Optionally, consider coating the copper materials with a clear coating that prevents further corrosion and stormwater pollution. The clear coating, if utilized, shall be reapplied (as recommended by the coating manufacturer) to maintain its efficacy.
 - b. During maintenance, the following applies during washing and patination:
 - i. Minimize washing of architectural copper as it damages the patina and any protective coating.
 - ii. Block all storm drain inlets downstream of the wash.
 - iii. Collect in a tank and dispose off-site, or discharge the wash water to the sanitary sewer (with prior authorization from DSRSD).
 - c. During re-patination, collect the rinse water in a tank and dispose off-site or discharge to sewer (with prior authorization from DSRSD) .
- j. Roof drains shall drain away from the building foundation. Stormwater flow shall drain to a landscaped area or to an unpaved area wherever practicable as determined by the City Engineer/Chief Building Official.
- k. There shall be no direct roof leaders connected to the street gutter/parking lot or storm drain system, unless otherwise approved by the City engineer.

B. Construction Requirements

The project shall comply with the “Construction General Permit” requirements of the NPDES Permit for 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).

Information related to the Construction General Permit is on line at:

- http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml
- http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/financialconstpermit.pdf

1. The Construction General Permit's requirements include, but are not limited to, the following:
 - a. The project developer shall obtain a construction general permit (NOI) from the Regional Water Quality Control Board to discharge stormwater, and to develop and implement stormwater pollution prevention plans.
 - b. The project developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City Engineer/Chief Building Official for review and approval prior to the issuance of a grading or building permit, whichever is sooner. A copy of the approved SWPPP, including all approved amendments, shall be available at the project site for City review until all engineering and building work is complete and City permits have been finalized. A site specific SWPPP must be combined with proper and timely installation of the Best Management Practices (BMPs), thorough and frequent inspections, maintenance, and documentations. SWPPP for projects shall be kept up to date with the projects' progress. Failure to comply with the most updated construction SWPPP may result in the issuance of correction notices, citations, and/ or stop work orders.
 - c. The project developer is responsible for implementing the following BMPs. These, as well as any other applicable measures, shall be included in the SWPPP and implemented as approved by the City.
 - i. The project developer shall include erosion control/stormwater quality measures on the project grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the public storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and shall be 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 a building permit, and shall be 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.
 - ii. 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 vegetated areas 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.

- iii. Gather all sorted construction debris on a regular basis and place in the appropriate container for recycling; to be emptied 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.
- iv. 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.
- v. 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.
- vi. 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 by being windblown or by being spilled.
- vii. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.
- viii. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into a street, gutter, or storm drain.
- ix. Equipment fueling area (if used at the construction site): use a designated area 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; check vehicles and equipment regularly for leaking oils and fuels; and dispose of rags and absorbent materials promptly and properly. Use of an off-site fueling station is strongly encouraged.

- x. Concrete wash area: 1) locate wash out area away from storm drains and open ditches; 2) construct a temporary pit large enough to store the liquid and solid waste; 3) clean the pit by allowing concrete to set; 4) break up the concrete; and then 5) recycle or dispose of properly.
 - xi. Equipment and vehicle maintenance area is not permitted; use an off-site repair shop is strongly encouraged.
2. Within 30 days of the installation and testing of the stormwater treatment and hydro-modification facilities, the designer of the site shall submit a letter to the City Project Inspector/Construction Services Manager certifying the devices have been constructed in accordance with the approved plans for stormwater and C3 design for the project. The letter shall request an inspection by City staff.

C. Operation and Maintenance Requirements

The project shall comply with the operation and maintenance requirements of the NPDES Permit. All regulated projects (such as commercial and industrial projects) that create and/or replace 10,000 square feet or more of impervious areas shall enter into a recorded Stormwater Operation and Maintenance (O&M) Agreement for treating stormwater runoff from the site in perpetuity. The agreement is required to be recorded at the Alameda County Recorder's Office in a format approved by the City.

1. The Operation and Maintenance Agreement shall clarify that the property owner(s) of the site shall be responsible for the following in perpetuity:
 - a. Maintaining all private stormwater treatment measures on the project site.
 - b. Annually submitting a maintenance report to the City Operations Services Department, Utilities Division, addressing the implementation of the Operation and Maintenance Agreement requirements.

The final signed and notarized Operation and Maintenance Agreement shall be submitted to the Engineering Division prior to the project receiving final discretionary approval by the Zoning Administrator, Planning Commission, or City Council. The Agreement is subject to review and approval of the City Engineer/City Attorney, prior to recordation.

- C. The Operation and Maintenance Agreement responsibilities shall include, but not be limited to the following:

- a. Repainting text near the drain inlets to state “No Dumping – Drains to Bay.”
- b. Ensuring maintenance of landscaping with minimal pesticide and fertilizer use.
- d. Ensuring no one is disposing of vehicle fluids, hazardous materials or rinse water from cleaning tools, equipment or parts into storm drains.
- e. Cleaning 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.
- f. Sweeping regularly but not less than once a month, 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.
- g. Mowing and removing clippings from vegetated swales with grasses on a regular basis.

CODE REQUIREMENTS

Building

(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.)

100. All building and/or structural plans must comply with all codes and ordinances in effect before the Building and Safety Division will issue permits.

Fire

(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.)

101. All construction shall conform to the requirements of the California Fire Code currently in effect, City of Pleasanton Building and Safety Division and City of Pleasanton Ordinance 2015. All required permits shall be obtained.

102. A fire alarm system shall be provided and installed in accordance with the California Fire Code currently in effect, the City of Pleasanton Ordinance 2015 and 2002 National Fire Protection Associate (NFPA) 72 - National Fire Alarm Code. Notification appliances and manual fire alarm boxes shall be provided in all areas consistent with the definition of a notification zone (notification zones coincide with the smoke and fire zones of a building). Shop drawings shall be submitted for permit issuance in compliance with the California Fire Code (CFC currently in effect).
103. City of Pleasanton Ordinance 2015 requires that all new and existing occupancies be provided with an approved key box from the Knox Company as specified by the Fire Department. The applicant is responsible for obtaining approval for location and the number of boxes from the Fire Prevention Bureau. Information and application for Knox is available through their website or the Fire Prevention Bureau. Occupant shall be responsible for providing tenant space building access keys for insertion into the Knox Box prior to final inspection by the Fire Department. Keys shall have permanent marked tags identifying address and/or specific doors/areas accessible with said key.
104. Portable fire extinguisher(s) shall be provided and installed in accordance with the California Fire Code currently in effect and Fire Code Standard #10-1. Minimum approved size for all portable fire extinguishers shall be 2A 10B:C.
105. All buildings undergoing construction, alteration or demolition shall comply with Chapter 14 (California Fire Code currently in effect) pertaining to the use of any hazardous materials, flame-producing devices, asphalt/tar kettles, etc.
106. Automatic fire sprinklers shall be installed in all occupancies in accordance with City of Pleasanton Ordinance 2015. Installations shall conform to NFPA Pamphlet 13 for commercial occupancies NFPA 13D for residential occupancies and NFPA 13R for multifamily residential occupancies.
107. 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, 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.

108. Dead-end fire service water mains shall not exceed 500 feet in length and/or have more than five Fire Department appliances* and shall be looped around the site or building and have a minimum of two points of water supply or street connection. Zone valves shall be installed as recommended under NFPA, Pamphlet 24 and the Fire Marshal.

*Note: Fire Department appliances are classified as fire sprinkler system risers, fire hydrants and/or standpipes.

109. The building 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 2015. If required plans and specifications for the automatic fire sprinkler system shall be submitted to the Livermore-Pleasanton Fire Department for review and approval prior to installation. The fire alarm system, including water flow and valve tamper, shall have plans and specifications submitted to Fire Prevention for review and approval prior to installation. All required inspections and witnessing of tests shall be completed prior to final inspection and occupancy of the building(s).

[end]

Exhibit A-2

**Conditions of Approval
PUD-96-13-02M
Chick-fil-A**

1. With the approval of PUD-96-13-02M, the Chick-fil-A restaurant site and development shall be made a part of the Pleasanton Square II PUD (5225-6015 Johnson Drive) and subject to all of its conditions of approval except as modified by PUD-100.
2. Except as modified by this PUD modification, all conditions of Cases PUD-96-13 through PUD-96-13-01M, shall remain in full force and effect.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: November 4, 2013
To: Mr. Mike Tassano
From: Brett Walinski, P.E.
Matt Nelson
Subject: Traffic Impact Analysis for the Chick-fil-A Project

Introduction

Hexagon Transportation Consultants, Inc. has completed this traffic impact analysis for the proposed Chick-fil-A restaurant located in the Pleasanton Square Shopping Center just north of 6111 Johnson Court in Pleasanton, California. The proposed project would consist of a 5,399 square foot fast food restaurant with two drive-through lanes. The proposed hours of operation are from 6:00 AM to 10:00 PM Monday through Thursday, 6:00 AM to 11:00 PM Friday and Saturday, and closed on Sunday. Primary access to the project site would be provided through the Pleasanton Square Shopping Center, which has existing driveways on Johnson Court, Johnson Drive, and Owens Drive. . The project location and study intersections are shown on Figure 1, and the project site plan is shown on Figure 2.

Scope of Study

This study was conducted for the purpose of identifying the potential off-site traffic impacts and potential impacts to onsite access, circulation, and parking. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Pleasanton. Three signalized intersections and one unsignalized intersection were evaluated. The study intersections are identified below.

1. Hopyard Road and I-580 Eastbound Ramps (Signalized)
2. Hopyard Road and Owens Drive (Signalized)
3. Johnson Drive and Owens Drive South (Signalized)
4. Johnson Drive and Owens Drive North (Unsignalized)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour is typically between 7:00 and 9:00 AM and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day. The operations of the study intersections were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing traffic volumes are based on traffic counts from the year 2012 and obtained from the City of Pleasanton's Synchro database.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus project conditions were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.



LEGEND




-  = Site Location
-  = Study Intersection

Figure 1
Site Location and Study Intersections



5200 Buffington Rd.
Atlanta, Georgia,
30348-2998

Revisions:
Mark Date By
△ _____
Mark Date By
△ _____
Mark Date By
△ _____

Seal

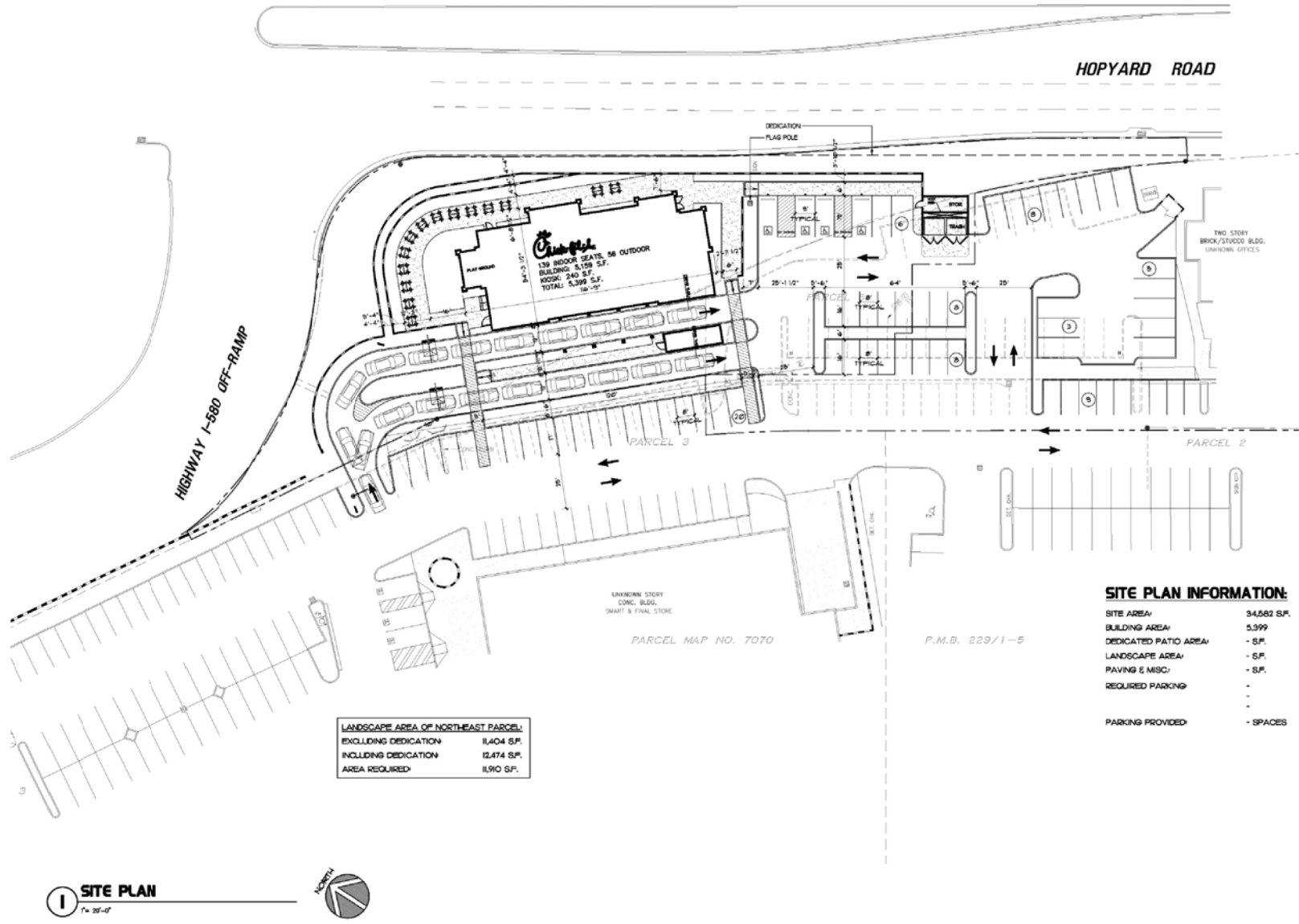
C · R · H · O
Architecture Interior Planning
155 South 7th Street 200
Tustin, California 92780
714 832-4824
FAX 951-9918

STORE
Name FSU SOBA
PLEASANTON SQUARE
HOPYARD ROAD / 580
PLEASANTON, CA
SHEET TITLE
SITE PLAN

VERSION: 6
ISSUE DATE: 1-2011

Job No. :11-260
Store : _____
Date :11-28-11
Drawn By : D.B.
Checked By : R.H.
Sheet

SP-1



SITE PLAN INFORMATION:

SITE AREA	34,582 S.F.	100%
BUILDING AREA	5,399	15.6%
DEDICATED PATIO AREA	- S.F.	-1
LANDSCAPE AREA	- S.F.	-1
PAVING & MISC	- S.F.	-1
REQUIRED PARKING	-	-
PARKING PROVIDED	-	-
PARKING PROVIDED	- SPACES	-

Figure 2
Site Plan

Scenario 3: *Existing Plus Approved Conditions.* Traffic volumes were obtained from the City of Pleasanton Synchro database. The City of Pleasanton Synchro database reflects all approved development in the city, including the Housing Element update. However, the existing plus approved database supplied by the City does not include the proposed project. The existing plus approved with project conditions were estimated by adding the traffic generated by the project to the existing plus approved traffic volumes. Existing plus approved with project conditions were evaluated relative to existing plus approved without project conditions in order to determine potential near-term project impacts.

Scenario 4: *Buildout Conditions.* Buildout conditions represent buildout of both the General Plan and the City's Housing Element. Traffic volumes were obtained from the City of Pleasanton Synchro database. The buildout traffic volumes supplied by the City also do not include the proposed project. The buildout with project conditions were estimated by adding the traffic generated by the project to the buildout traffic volumes. Buildout with project conditions were evaluated relative to buildout without project conditions in order to determine potential far-term project impacts.

Level of Service Standards and Analysis Methodologies

The study intersections were evaluated for each scenario using level of service (LOS). Level of service is a qualitative measure of traffic operations, ranging from LOS A (free-flow conditions) to LOS F (congested conditions). All of the study intersections are located in the City of Pleasanton and are therefore subject to the City of Pleasanton level of service standards. The various analysis methods are described below.

Signalized Intersections

The City of Pleasanton evaluates level of service at signalized intersections based on the 2000 Highway Capacity Manual (HCM) level of service methodology using the Synchro software. The 2000 HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The City of Pleasanton level of service standard for signalized intersections is LOS D. There are a few exceptions to the LOS standard within the Downtown Area and the City of Pleasanton gateway intersections. These intersections may have a level of service worse than the LOS D standard if no reasonable mitigation exists or if the necessary mitigation is contrary to other goals and policies of the City. The signalized study intersections of Hopyard Road/I-580 Eastbound Ramps and Hopyard Road/Owens Drive are considered gateway intersections. Table 1 shows the level of service definitions for signalized intersections.

The project is said to create a significant impact if 1) it would cause the signalized intersection LOS to degrade below its level of service standard or 2) it would add 10 or more project trips to a signalized intersection that is operating below its level of service standard under no project conditions.

Unsignalized Intersections

Level of service at unsignalized intersections was based on the 2000 Highway Capacity Manual (2000 HCM) method. Synchro software is used to apply the 2000 HCM operations method for evaluation of conditions at unsignalized intersections. This method is applicable for one-way, two-way, and all-way stop-controlled intersections. The delay and corresponding level of service at unsignalized, stop-controlled intersections is presented in Table 2. For all-way stop controlled intersections, the reported LOS represents the average delay of all intersection movements. The City of Pleasanton level of service standard for unsignalized intersections is LOS E for any controlled movement.

The project is said to create a significant impact at an unsignalized intersection if any of the following occur:

- Deterioration of a controlled movement at an unsignalized intersection from LOS E or better to LOS F, or at intersections where a controlled movement already operates at LOS F, one of the following:

Table 1
Signalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

- Project traffic results in satisfaction of the peak hour volume traffic signal warrant;
- Project traffic increases minor movement delay by more than 30 seconds; or
- Where the peak hour volume signal warrant is met without Project traffic and delay cannot be measured, Project increases traffic by 10 or more vehicles per lane on the controlled approach.

Existing Transportation Setting

Regional and local access to the site is provided by I-580, Hopyard Road, Owens Drive, Johnson Drive, Johnson Court, and Stoneridge Drive. These roadways are described below.

Interstate 580 (I-580) is an east-west freeway with four mixed-flow lanes and one HOV lane in the eastbound direction and four mixed-flow lanes in the westbound direction within the project vicinity. I-580 provides regional access from the East Bay cities to San Joaquin County, where it merges with I-5. Access to the project study area is provided via its interchange with Dougherty Road/Hopyard Road.

Hopyard Road is a major arterial that extends in a north-south direction from I-580 in the north to Fair Street, where it becomes Division Street and continues into downtown Pleasanton. It is six-lanes wide from I-580 to Valley Avenue, four-lanes wide from Valley Avenue to Black Avenue, and two lanes from Black Avenue to Fair Street.

Owens Drive is a arterial that extends in an east-west direction from West Las Positas Boulevard in the east to Johnson Drive in the west. West of Johnson Drive, Owens Drive is a collector street that extends west, then north, and then east back to Johnson Drive. It is six-lanes wide from West Las Positas Boulevard to Oracle Lane and from Willow Road to Hopyard Road, five-lanes wide (two lanes westbound and three lanes eastbound) from Oracle Lane to Willow Road, four lanes from Hopyard Road to Johnson Drive, and two lanes wide along the loop road west of Johnson Drive. Owens Drive provides access to the project site via its intersection with Johnson Court.

Johnson Drive is a arterial that extends north from Stoneridge Drive in the west to Franklin Drive in the east. It is two-lanes wide from Stoneridge Road to Franklin Drive. Johnson Drive provides access to the project site via its northern intersection with Owens Drive.

Johnson Court is a two-lane local street that extends north from Owens Drive into the Pleasanton Square Shopping Center. Johnson Court provides direct access to the project site.

Existing Intersection Analysis

The existing traffic volumes at the study intersections were obtained from the City of Pleasanton Synchro database. Traffic operations at the study intersections were evaluated using Synchro software to determine level of service for the AM and PM peak hours. The results show that, measured against City of Pleasanton standards, all of the signalized study intersections currently operate at acceptable levels of service during the AM and PM peak hours. The results of the intersection level of service analysis under existing conditions are summarized in Table 3. The existing intersection traffic volumes are shown on Figure 3. The levels of service calculation sheets are included in the Appendix.

Table 3
Existing Intersection Levels of Service

Study Number	Intersection	Traffic Control	Peak Hour	Existing	
				Delay (in seconds) ¹	LOS ¹
#1	Hopyard Road and I-580 Eastbound Ramps	Signal	AM	41.6	D
			PM	16.2	B
#2	Hopyard Road and Owens Drive ²	Signal	AM	30.3	C
			PM	48.1	D
#3	Johanson Drive and Owens Drive (S)	Signal	AM	10.4	B
			PM	14.3	B
#4	Johnson Drive and Owens Drive (N)	AWSC ³	AM	10.2	B
			PM	13.5	B

¹ Signalized and all-way stop controlled intersection levels of service and delays reported are for overall average delay.

² Run with existing lane configurations under existing scenarios.

³ AWSC = All Way Stop Control.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify any existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

Overall, the study intersections operate adequately during the weekday AM and PM peak hours, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that some operational problems currently occur at the following locations near the project site:

- **Hopyard Road and I-580 Eastbound Ramps.** During the PM peak hour, the queue from the metered eastbound on-ramp to I-580 occasionally extended back to the northbound through lane on Hopyard Road.
- **Hopyard Road and Owens Drive.** During the AM peak hour, the queues from the northbound and southbound left turn pockets occasionally spilled out into the through lanes. During the PM peak hour, the following conditions were noted:
 - 1) The queue from the westbound right turn lane on Owens Drive occasionally extends past Owens Court/Chabot Drive,
 - 2) The queue from the eastbound shared left-through lane on Owens Drive occasionally extends past the Larkspur Landing Driveway/Owens Drive intersection.
 - 3) The queue from the northbound left turn pocket occasionally spilled out into the through lane.

However, in all situations described above, vehicles were generally able to clear the Hopyard Road/Owens Drive intersection in one signal cycle.

Chik-fil-A Restaurant

<p>1</p> <p>I-580 EB Off-Ramp</p> <p>1229(949)</p> <p>522(1078)</p> <p>1454(882)</p> <p>Hopyard Rd</p> <p>742(2130)</p>	<p>2</p> <p>Owens Dr</p> <p>546(362)</p> <p>1411(969)</p> <p>749(506)</p> <p>189(735)</p> <p>82(137)</p> <p>76(183)</p> <p>177(610)</p> <p>85(154)</p> <p>50(94)</p> <p>Hopyard Rd</p> <p>116(105)</p> <p>581(1071)</p> <p>115(134)</p>	<p>3</p> <p>Owens Dr</p> <p>0(1)</p> <p>51(67)</p> <p>264(520)</p> <p>436(391)</p> <p>99(38)</p> <p>122(30)</p> <p>2(2)</p> <p>12(90)</p> <p>5(34)</p> <p>Johnson Dr (S)</p> <p>14(9)</p> <p>32(62)</p> <p>27(170)</p>	<p>4</p> <p>Owens Dr</p> <p>3(2)</p> <p>190(241)</p> <p>10(30)</p> <p>9(17)</p> <p>3(5)</p> <p>21(154)</p> <p>1(2)</p> <p>2(5)</p> <p>86(165)</p> <p>Johnson Dr (N)</p> <p>144(165)</p> <p>287(269)</p> <p>12(71)</p>
--	--	---	--



LEGEND



= Site Location



= Study Intersection

XX(X)=AM(PM) Peak-Hour Traffic Volumes

Figure 3
Existing Traffic Volumes



Project Traffic Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates to the size of the development. The standard trip generation rates are published in the Institute of Transportation Engineers (ITE) manual entitled *Trip Generation*, 9th Edition, 2012. Based on ITE's trip generation rates for Fast-Food Restaurant with Drive-Through (ITE 934), the project would generate 2,679 daily vehicle trips, with 246 trips occurring during the AM peak hour and 176 trips occurring during the PM peak hour.

A pass-by trip reduction of 25 percent (based on ITE and other local jurisdictions) was applied to the AM and PM peak hour trip generation. Pass-by trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic), but would turn into the site while passing by. Justification for applying the pass-by trip reduction is founded on the observation that such traffic is not actually generated by the proposed development, but is already part of the ambient traffic levels. Pass-by trips were assigned at the site's driveways and at the intersection of Hopyard Road and Owens Drive. After applying the pass-by trip reductions, the project would generate 2,009 net new daily trips, with 185 net new trips occurring during the AM peak hour and 132 net new trips occurring during the PM peak hour. The trip generation estimates are shown in Table 4.

**Table 4
Project Trip Generation Estimates**

Land Use	Size	Daily Rate ¹	Daily Trips	AM Peak Hour			PM Peak Hour				
				Rate ¹	Total Trips	In	Out	Rate ¹	Total Trips	In	Out
Fast-Food Restaurant	5,399 ksf	496.12	2,679	45.42	246	125	121	32.65	176	91	85
	Pass by ²	25%	(670)		(61)	(31)	(30)		(44)	(23)	(21)
	Primary Trips		<u>2,009</u>		<u>185</u>	<u>94</u>	<u>91</u>		<u>132</u>	<u>68</u>	<u>64</u>

¹ Rates based on ITE *Trip Generation, 9th Edition*, 2012: average rates for Fast-Food Restaurant with Drive-Through (ITE 934).

² ITE *Trip Generation Handbook* calculates an average Fast Food Restaurant with Drive Through pass-by rate of 49% in the AM peak hour and 50% in the PM peak hour. Based on these pass-by rates, a more conservative pass-by trip reduction of 25% was used.

The trip distribution pattern for the proposed project was estimated based on a vehicle tracking survey conducted by Hexagon at the existing In-N-Out burger (a similar restaurant) located less than 400 feet from the proposed project site. The new peak-hour trips generated by the proposed project (the project trips) were added to the roadway network in accordance with the project trip generation and distribution described above. The project trip distribution and assignment are shown on Figure 4.

Chik-fil-A Restaurant

<p>1</p> <p>I-580 EB Off-Ramp</p> <p>33(24)</p> <p>14(10)</p> <p>Hopyard Rd</p> <p>32(23)</p>	<p>2</p> <p>Owens Dr</p> <p>70(61)</p> <p>23(-17)</p> <p>14(10)</p> <p>53(37)</p> <p>14(10)</p> <p>35(25)</p> <p>Hopyard Rd</p> <p>22(16)</p> <p>8(-6)</p>	<p>3</p> <p>Owens Dr</p> <p>14(10)</p> <p>7(6)</p> <p>7(6)</p> <p>Johnson Dr (S)</p>	<p>4</p> <p>Owens Dr</p> <p>5(4)</p> <p>5(3)</p> <p>Johnson Dr (N)</p> <p>7(6)</p>
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LEGEND

= Site Location

= Study Intersection

XX(X)=AM(PM) Peak-Hour Traffic Volumes

Figure 4
Project Trip Distribution and Assignment (with Passby)

Intersection Level of Service Analysis

Traffic operations at the study intersections were evaluated using Synchro software to determine level of service with and without the proposed project for the AM and PM peak hours under existing, existing plus approved, and buildout conditions. The Synchro calculation sheets are included in the attached appendix.

Existing Plus Project Conditions Intersection Analysis

Existing plus project conditions are defined as existing traffic volumes plus the addition of project traffic. The results show that, measured against City of Pleasanton standards, all of the study intersections would continue to operate at acceptable levels of service during the AM and PM peak hours under existing plus project conditions. The level of service results for the existing plus project scenario are summarized in Table 5. Figure 5 presents the existing plus project traffic volumes at the study intersections.

**Table 5
Existing Plus Project Intersection Levels of Service Summary**

Study Number	Intersection	Traffic Control	Peak Hour	Existing		Existing + Project	
				Delay (in seconds) ¹	LOS ¹	Delay (in seconds) ¹	LOS ¹
#1	Hopyard Road and I-580 Eastbound Ramps	Signal	AM	41.6	D	43.5	D
			PM	16.2	B	16.3	B
#2	Hopyard Road and Owens Drive ²	Signal	AM	30.3	C	32.4	C
			PM	48.1	D	50.5	D
#3	Johanson Drive and Owens Drive (S)	Signal	AM	10.4	B	10.8	B
			PM	14.3	B	15.6	B
#4	Johnson Drive and Owens Drive (N)	AWSC ³	AM	10.2	B	10.3	B
			PM	13.5	B	13.6	B

¹ Signalized and all-way stop controlled intersection levels of service and delays reported are for overall average delay.
² Run with existing lane configurations under existing and existing + approved scenarios.
³ AWSC = All Way Stop Control.

Chik-fil-A Restaurant

1	2	3	4
<p>I-580 EB Off-Ramp</p> <p>1261(973)</p> <p>522(1078)</p> <p>1468(892)</p> <p>Hopyard Rd</p> <p>774(2153)</p>	<p>Owens Dr</p> <p>616(413)</p> <p>1388(952)</p> <p>749(506)</p> <p>189(735)</p> <p>96(147)</p> <p>76(183)</p> <p>Hopyard Rd</p> <p>230(647)</p> <p>99(164)</p> <p>85(119)</p> <p>138(121)</p> <p>573(1065)</p> <p>115(134)</p>	<p>Owens Dr</p> <p>0(1)</p> <p>51(67)</p> <p>264(520)</p> <p>436(391)</p> <p>99(38)</p> <p>136(40)</p> <p>Hopyard Rd</p> <p>2(2)</p> <p>12(90)</p> <p>5(34)</p> <p>14(9)</p> <p>39(67)</p> <p>34(175)</p>	<p>Owens Dr</p> <p>3(2)</p> <p>190(241)</p> <p>15(34)</p> <p>14(20)</p> <p>3(5)</p> <p>21(154)</p> <p>Johnson Dr (N)</p> <p>1(2)</p> <p>2(5)</p> <p>86(165)</p> <p>144(165)</p> <p>287(269)</p> <p>19(76)</p>



LEGEND

= Site Location

= Study Intersection

XX(X)=AM(PM) Peak-Hour Traffic Volumes

Figure 5
Existing Plus Project Traffic Volumes

Existing Plus Approved Conditions Intersection Analysis

Existing plus approved traffic volumes were estimated using forecasts from the City of Pleasanton TDF model. The Pleasanton TDF model includes various local and regional improvements outside of the project area. The existing plus approved traffic volumes obtained from the City of Pleasanton’s Synchro database include Housing Element traffic volumes. However, the traffic volumes do not include the proposed Chick-fil-A project. For this reason, the project trips were added to the existing plus approved (no project) traffic volumes to determine the existing plus approved with project traffic volumes. Existing plus approved plus project conditions were evaluated relative to existing plus approved no project conditions in order to determine potential near-term project impacts. The results show that, measured against City of Pleasanton standards, all of the study intersections would operate at acceptable levels of service during the AM and PM peak hours. The level of service results for the existing plus approved scenarios are summarized in Table 6. The existing plus approved and existing plus approved plus project traffic volumes at the study intersections are shown in Figures 6 and 7, respectively.

**Table 6
Existing Plus Approved Plus Project Intersection Levels of Service Summary**

Study Number	Intersection	Traffic Control	Peak Hour	Existing + Approved			
				No Project		With Project	
				Delay (in seconds) ¹	LOS ¹	Delay (in seconds) ¹	LOS ¹
#1	Hopyard Road and I-580 Eastbound Ramps	Signal	AM	36.5	D	37.9	D
			PM	28.5	C	29.3	C
#2	Hopyard Road and Owens Drive ²	Signal	AM	31.2	C	33.3	C
			PM	45.6	D	47.5	D
#3	Johanson Drive and Owens Drive (S)	Signal	AM	12.9	B	13.1	B
			PM	13.9	B	14.9	B
#4	Johnson Drive and Owens Drive (N)	AWSC ³	AM	13.6	B	13.9	B
			PM	21.2	C	21.5	C

¹ Signalized and all-way stop controlled intersection levels of service and delays reported are for overall average delay.
² Run with existing lane configurations under existing and existing + approved scenarios.
³ AWSC = All Way Stop Control.

Chik-fil-A Restaurant

<p>1</p> <p>I-580 EB Off-Ramp</p> <p>1483(1109)</p> <p>746(1319)</p> <p>1443(1171)</p> <p>Hopyard Rd</p> <p>1048(2174)</p>	<p>2</p> <p>Owens Dr</p> <p>563(356)</p> <p>1494(848)</p> <p>799(639)</p> <p>219(742)</p> <p>98(141)</p> <p>143(187)</p> <p>238(569)</p> <p>63(198)</p> <p>74(115)</p> <p>Hopyard Rd</p> <p>108(143)</p> <p>837(1138)</p> <p>155(178)</p>	<p>3</p> <p>Owens Dr</p> <p>1(2)</p> <p>12(83)</p> <p>294(643)</p> <p>524(476)</p> <p>80(39)</p> <p>164(30)</p> <p>7(3)</p> <p>20(75)</p> <p>11(34)</p> <p>Johnson Dr (S)</p> <p>32(4)</p> <p>38(60)</p> <p>89(148)</p>	<p>4</p> <p>Owens Dr</p> <p>3(2)</p> <p>200(409)</p> <p>10(30)</p> <p>9(17)</p> <p>3(5)</p> <p>21(154)</p> <p>1(2)</p> <p>2(5)</p> <p>86(165)</p> <p>Johnson Dr (N)</p> <p>144(165)</p> <p>413(303)</p> <p>12(71)</p>
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LEGEND



= Site Location



= Study Intersection

XX(X)=AM(PM) Peak-Hour Traffic Volumes

Figure 6
Existing Plus Approved No Project
Traffic Volumes



Chik-fil-A Restaurant

<p>1</p> <p>I-580 EB Off-Ramp</p> <p>1516(1133)</p> <p>746(1319)</p> <p>1457(1181)</p> <p>Hopyard Rd</p> <p>1080(2197)</p>	<p>2</p> <p>Owens Dr</p> <p>633(407)</p> <p>147(831)</p> <p>799(639)</p> <p>219(742)</p> <p>112(151)</p> <p>143(187)</p> <p>291(606)</p> <p>77(208)</p> <p>109(140)</p> <p>Hopyard Rd</p> <p>130(159)</p> <p>829(1132)</p> <p>155(178)</p>	<p>3</p> <p>Owens Dr</p> <p>1(2)</p> <p>12(83)</p> <p>294(643)</p> <p>524(476)</p> <p>80(39)</p> <p>178(40)</p> <p>7(3)</p> <p>20(75)</p> <p>11(34)</p> <p>Johnson Dr (S)</p> <p>32(4)</p> <p>45(65)</p> <p>96(153)</p>	<p>4</p> <p>Owens Dr</p> <p>3(2)</p> <p>200(409)</p> <p>15(34)</p> <p>14(20)</p> <p>3(5)</p> <p>21(154)</p> <p>1(2)</p> <p>2(5)</p> <p>86(165)</p> <p>Johnson Dr (N)</p> <p>144(165)</p> <p>413(303)</p> <p>19(76)</p>
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LEGEND



= Site Location



= Study Intersection

XX(X)=AM(PM) Peak-Hour Traffic Volumes

Figure 7
Existing Plus Approved Plus Project
Traffic Volumes



Buildout Conditions Intersection Analysis

Buildout traffic volumes were estimated using forecasts from the City of Pleasanton TDF model. The Pleasanton TDF model includes various local and regional improvements outside of the project area. Per City staff, the planned Pleasanton Traffic Impact Fee (TIF) improvements at the Hopyard Road and Owens Drive intersection were included in the buildout scenarios. The TIF improvements would modify the Hopyard Road and Owens Drive approaches to the following geometries:

- **Northbound:** 2 left turn lanes, 3 through lanes, and 1 right turn lane
- **Southbound:** 3 left turn lanes, 3 through lanes, and 1 right turn lane
- **Eastbound:** 2 left turn lanes, 2 through lanes, and 1 right turn lane
- **Westbound:** 2 left turn lanes, 2 through lanes, and 1 right turn lane

In order to construct the proposed southbound right turn lane on Hopyard Road, the project would be required to dedicate right-of-way along its eastern border.

The buildout traffic volumes obtained from the City of Pleasanton’s Synchro database include Housing Element traffic volumes. However, the traffic volumes do not include the proposed Chick-fil-A project. For this reason, the project trips were added to the buildout (no project) traffic volumes to determine the buildout with project traffic volumes. Buildout with project conditions were evaluated relative to buildout no project conditions in order to determine potential project impacts. The results show that all other study intersections would operate at acceptable levels of service under buildout conditions during both the AM and PM peak hours, with one exception. The intersection of Hopyard Road and I-580 Eastbound Ramps would operate at LOS E during the AM peak hour. This intersection is designated as a “Gateway Intersection,” and per the General Plan, is exempt from the requirement to maintain LOS D if no reasonable mitigation exists or if the mitigation conflicts with other goals and policies of the City. While no specific mitigation is planned for this location, the project will participate in the City and Tri-Valley TIF programs, which include planned projects to improve traffic conditions on regional roadways. The level of service results for buildout conditions are summarized in Table 7. The buildout no project and buildout with project traffic volumes at the study intersections are shown in Figures 8 and 9, respectively.

**Table 7
Buildout Intersection Levels of Service Summary**

Study Number	Intersection	Traffic Control	Peak Hour	Buildout			
				No Project		With Project	
				Delay (in seconds) ¹	LOS ¹	Delay (in seconds) ¹	LOS ¹
#1	Hopyard Road and I-580 Eastbound Ramps	Signal	AM	66.4	E	67.9	E
			PM	31.5	C	32.4	C
#2	Hopyard Road and Owens Drive ²	Signal	AM	26.1	C	27.1	C
			PM	38.3	D	39.2	D
#3	Johnson Drive and Owens Drive (S)	Signal	AM	13.0	B	13.2	B
			PM	13.7	B	14.7	B
#4	Johnson Drive and Owens Drive (N)	AWSC ³	AM	13.0	B	13.3	B
			PM	16.8	C	17.0	C

¹ Signalized and all-way stop controlled intersection levels of service and delays reported are for overall average delay.
² Run with TIF improvements under buildout scenarios.
³ AWSC = All Way Stop Control.

Chik-fil-A Restaurant

<p>1</p> <p>I-580 EB Off-Ramp</p> <p>1545(1121)</p> <p>568(1263)</p> <p>1673(1246)</p> <p>Hopyard Rd</p> <p>1163(1869)</p>	<p>2</p> <p>Owens Dr</p> <p>550(334)</p> <p>1737(986)</p> <p>860(619)</p> <p>239(631)</p> <p>100(123)</p> <p>175(201)</p> <p>Hopyard Rd</p> <p>220(511)</p> <p>60(188)</p> <p>77(131)</p> <p>112(156)</p> <p>921(1211)</p> <p>177(200)</p>	<p>3</p> <p>Owens Dr</p> <p>1(2)</p> <p>13(79)</p> <p>281(597)</p> <p>510(445)</p> <p>79(38)</p> <p>172(30)</p> <p>Hopyard Rd</p> <p>7(3)</p> <p>19(75)</p> <p>12(34)</p> <p>34(5)</p> <p>39(58)</p> <p>87(146)</p> <p>Johnson Dr (S)</p>	<p>4</p> <p>Owens Dr</p> <p>3(2)</p> <p>188(359)</p> <p>10(30)</p> <p>9(17)</p> <p>3(5)</p> <p>21(154)</p> <p>Johnson Dr (N)</p> <p>1(2)</p> <p>2(5)</p> <p>86(165)</p> <p>144(166)</p> <p>400(270)</p> <p>12(71)</p>
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LEGEND



= Site Location



= Study Intersection

XX(X)=AM(PM) Peak-Hour Traffic Volumes

Figure 8
Buildout No Project
Traffic Volumes



Chik-fil-A Restaurant

<p>1</p> <p>I-580 EB Off-Ramp</p> <p>1578(1145)</p> <p>568(1263)</p> <p>1687(1256)</p> <p>Hopyard Rd</p> <p>1195(1892)</p>	<p>2</p> <p>Owens Dr</p> <p>620(385)</p> <p>1714(969)</p> <p>860(619)</p> <p>239(631)</p> <p>114(133)</p> <p>175(201)</p> <p>Hopyard Rd</p> <p>134(172)</p> <p>913(205)</p> <p>177(200)</p>	<p>3</p> <p>Owens Dr</p> <p>1(2)</p> <p>13(79)</p> <p>281(597)</p> <p>510(445)</p> <p>79(38)</p> <p>186(40)</p> <p>Johnson Dr (S)</p> <p>7(3)</p> <p>19(75)</p> <p>12(34)</p> <p>34(6)</p> <p>46(63)</p> <p>94(151)</p>	<p>4</p> <p>Owens Dr</p> <p>3(2)</p> <p>188(359)</p> <p>15(34)</p> <p>14(20)</p> <p>3(5)</p> <p>21(154)</p> <p>Johnson Dr (N)</p> <p>1(2)</p> <p>2(5)</p> <p>86(165)</p> <p>144(166)</p> <p>400(270)</p> <p>19(76)</p>
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LEGEND



= Site Location



= Study Intersection

XX(X)=AM(PM) Peak-Hour Traffic Volumes

Figure 9
Buildout Plus Project
Traffic Volumes



Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the left turn movements where the project would add traffic at the intersection of Hopyard Road and Owens Drive. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. The vehicle queuing estimates and a tabulated summary of the findings for the study intersections are provided in Table 8. The analysis indicated that the estimated maximum vehicle queues for the northbound left turn lane would exceed the existing vehicle storage capacity under existing and existing plus approved without and with project conditions during the AM and PM peak hours. The estimated maximum vehicle queues for the eastbound left turn lanes would exceed the existing vehicle storage capacity under existing, existing plus approved, and buildout conditions during the PM peak hour.

Hopyard Road and Owens Drive – Northbound Left turn

Under existing conditions, there is approximately 125 feet of storage capacity for the northbound left turn lane at the intersection of Hopyard Road and Owens Drive. The storage capacity is measured as the distance between the intersection crosswalk and the taper of the left turn pocket. Beyond this, vehicles would queue south into the through lane. Under buildout conditions, the City of Pleasanton TIF program shows the installation of a second northbound left turn lane, which would provide a total of 500 feet of storage. Under existing plus approved no project conditions, the calculated 95th percentile queue is 175 feet during the AM peak hour and 225 feet during the PM peak hour. Field observations also indicate that the vehicle queues for the subject movement are heavy under existing conditions. Traffic from the proposed project would add up to 25 feet (or one vehicle) to the 95th percentile queue relative to no project conditions during the AM and PM peak hours.

Recommendation: In conjunction with the proposed development, it is recommended that the queuing storage for the northbound left turn movement at Hopyard Road and Owens Drive be increased to 250 feet to accommodate the anticipated queues. This would require (1) lengthening the existing northbound left turn pocket or (2) constructing a second northbound left turn pocket. Lengthening the existing left turn pocket would require removal of the landscaped median. Constructing a second left turn pocket would require removal of the landscaped median, modification of the median nose, restriping of lane lines, modifications to vehicle detection, and aligning the signal heads to the new lane geometry. According to the City of Pleasanton *Traffic Impact Fee and Nexus Report*, May 2010, addition of a second left turn lane for the northbound movement is planned for the intersection. This planned improvement should be constructed in conjunction with the project.

Hopyard Road and Owens Drive – Eastbound Left & Left/Through

Under existing conditions, there is approximately 750 feet of storage capacity for the eastbound left turn lane movements at the intersection of Hopyard Road and Owens Drive. The storage capacity is measured as the distance between the intersection crosswalk and the Larkspur Landing Driveway to the west. Beyond this, vehicles would queue west to the signalized cross street of Johnson Drive, which adds another 750 feet of available queuing space. Under buildout conditions, the City of Pleasanton TIF program shows the installation of a second eastbound left turn lane, which would provide a total of 600 feet of left turn storage. This improvement also would remove through traffic from the existing shared left/through lane. During the PM peak hour, under existing, existing plus approved, and buildout no project conditions, the calculated 95th percentile queue is 775 feet, 750 feet, and 600 feet, respectively. Field observations also indicate that the vehicle queues for the subject movement are heavy under existing conditions. Traffic from the proposed project would add 50 feet (or two vehicles) to the 95th percentile queue relative to no project conditions during the PM peak hour.

**Table 8
Vehicle Queuing Analysis Summary**

Measurement	Hopyard Rd. / Owens Dr.		Hopyard Rd. / Owens Dr.	
	EBL & EBL/T*	EBL & EBL/T*	NBL	NBL
	AM	PM	AM	PM
Existing				
Cycle/Delay ¹ (sec)	120	120	120	120
Volume (vph)	220	687	116	105
Avg. Queue (veh)	7.3	22.9	3.9	3.5
Avg. Queue ² (ft.)	183	573	97	88
95th % Queue (veh)	12	31	7	7
95th % Queue (ft.) ²	300	775	175	175
Storage (ft.)	750/1,500 ³	750/1,500 ³	125	125
Adequate (Y/N)	Y	See Discussion	N	N
Existing + Project				
Cycle/Delay ¹ (sec)	120	120	120	120
Volume (vph)	280	729	138	121
Avg. Queue (veh)	9.3	24.3	4.6	4.0
Avg. Queue ² (ft.)	233	608	115	101
95th % Queue (veh)	15	33	8	8
95th % Queue (ft.) ²	375	825	200	200
Storage (ft.)	750/1,500 ³	750/1,500 ³	125	125
Adequate (Y/N)	Y	See Discussion	N	N
Existing + App				
Cycle/Delay ¹ (sec)	120	120	120	120
Volume (vph)	270	668	108	143
Avg. Queue (veh)	9.0	22.3	3.6	4.8
Avg. Queue ² (ft.)	225	557	90	119
95th % Queue (veh)	14	30	7	9
95th % Queue (ft.) ²	350	750	175	225
Storage (ft.)	750/1,500 ³	750/1,500 ³	125	125
Adequate (Y/N)	Y	See Discussion	N	N
Existing + App + Project				
Cycle/Delay ¹ (sec)	120	120	120	120
Volume (vph)	330	710	130	159
Avg. Queue (veh)	11.0	23.7	4.3	5.3
Avg. Queue ² (ft.)	275	592	108	133
95th % Queue (veh)	17	32	8	9
95th % Queue (ft.) ²	425	800	200	225
Storage (ft.)	750/1,500 ³	750/1,500 ³	125	125
Adequate (Y/N)	Y	See Discussion	N	N
Buildout No Proj				
Cycle/Delay ¹ (sec)	120	120	120	120
Volume (vph)	220	511	112	156
Avg. Queue (veh)	7.3	17.0	3.7	5.2
Avg. Queue ² (ft.)	183	426	93	130
95th % Queue (veh)	12	24	7	9
95th % Queue (ft.) ²	300	600	175	225
Storage (ft.)	600/975 ⁴	600/975 ⁴	500	500
Adequate (Y/N)	Y	Y	Y	Y
Buildout + Project				
Cycle/Delay ¹ (sec)	120	120	120	120
Volume (vph)	273	548	134	172
Avg. Queue (veh)	9.1	18.3	4.5	5.7
Avg. Queue ² (ft.)	228	457	112	143
95th % Queue (veh)	14	26	8	10
95th % Queue (ft.) ²	350	650	200	250
Storage (ft.)	600/975 ⁴	600/975 ⁴	500	500
Adequate (Y/N)	Y	See Discussion	Y	Y

* Assumes 1 EBL & 1 EBL/T lane under existing and existing + approved scenarios.
 Assumes 2 EBL lanes under buildout scenarios.
¹ Vehicle queue calculations based on cycle length for signalized intersections.
² Assumes 25 Feet Per Vehicle Queued.
³ The first number is existing storage capacity from the intersection to the Larkspur driveway to the west.
 The second number is total storage capacity before and after the Larkspur driveway.
⁴ The first number is storage capacity from the intersection to the Larkspur driveway to the west.
 The second number is total storage capacity before and after the Larkspur driveway (Per TIF).

Recommendation: In conjunction with the proposed development, it is recommended that the queuing storage for the eastbound left turn movement at Hopyard Road and Owens Drive be increased to better accommodate the anticipated queues. This would require constructing an additional eastbound left turn pocket and converting the shared left-through lane to through only. Constructing a second left turn pocket may require removal of the landscaped median, modification to the median nose, restriping of lane lines, modifications to vehicle detection, and aligning the signal heads to the new lane geometry. These improvements are part of an overall improvement plan for the intersection in the City of Pleasanton *Traffic Impact Fee and Nexus Report*, May 2010. This planned improvement should be constructed in conjunction with the project.

Owens Drive U-Turn Analysis

During the existing AM and PM peak hours, Hexagon observed the westbound left turn pocket at the midblock intersection on Owens Drive between Hopyard Road and Johnson Drive (this location is also referred to as the Larkspur Landing driveway). The results showed that 47 vehicles entered the westbound left turn pocket during the AM peak hour and 47 vehicles entered the westbound left turn pocket during the PM peak hour. During the AM peak hour, 21 vehicles made u-turns and 26 vehicles made left turns. During the PM peak hour, 30 vehicles made u-turns and 17 vehicles made left turns. Under existing plus project conditions, it is projected that there would be 104 additional westbound u-turns during the AM peak hour and 83 additional westbound u-turns during the PM peak hour (the existing plus project estimates also include trips from the unoccupied portion of the existing office building at 6111 Johnson Court).

A vehicle queuing analysis was conducted for the westbound left turn/u-turn movement. Under existing conditions, the 95th percentile queue for the subject movement was observed in the field to be 2 vehicles (or 50 feet) during the AM and PM peak hours. Most vehicles experienced an average delay of between 5 and 15 seconds in the turn pocket. Given that there were only 47 vehicles over a 60 minute study period in the turn pocket, and the delays were relatively brief, during most of the observation period there were no standing queues. To estimate the vehicle queues with the proposed project, a Poisson probability distribution formula was calibrated to match the existing observations and project traffic was added to the existing traffic volumes. Under existing plus project conditions, it is estimated that the 95th percentile queue would be 75 feet (or 3 vehicles) during both the AM and PM peak hours. The westbound left turn pocket has an existing storage of 125 feet. Therefore, the westbound left turn pocket would provide adequate storage during the AM and PM peak hours under existing plus project conditions.

Site Access, On-Site Circulation and Parking

This section describes the site access, on-site circulation, and parking for the proposed project. This review is based on the project site plan provided by CRHO Architecture, Interior, and Planning dated November 28, 2011 (See Figure 2).

Site Access & Circulation

The proposed project's access would be shared with the surrounding retail and commercial uses. The project site and the other uses within the Pleasanton Square Shopping Center have a reciprocal easement agreement allowing vehicular access over and across the roads and driveways of each parcel. Primary access to the project site would be provided via (1) Johnson Court, (2) an existing driveway that forms the east leg of the Owens Drive/Johnson Drive (north) intersection, and (3) the north leg of the Larkspur Landing driveway/Owens Drive intersection. Johnson Court is a two lane roadway that intersects with Owens Drive in the south (as a right turn only intersection) and continues north to the project site, where it becomes a drive aisle within the Pleasanton Square Shopping Center. The Larkspur Landing driveway is stop controlled on the north and south driveway approaches, has one inbound and one outbound lane, and is a full-access driveway. The Johnson Drive driveway is the fourth leg of the all-way stop controlled intersection of Johnson Drive/Owens Drive (north) (see Tables 4-7 for LOS at the Johnson Drive driveway).

At the Johnson Court and Owens Drive intersection, under existing plus project conditions during the AM peak hour, the level of service for the right-turn movement would be LOS B (13.4 seconds of delay) and the 95th percentile queue would be two vehicles. Under existing plus project conditions during the PM peak hour, the level of service for the right-turn movement would be LOS B (12.0 seconds of delay) and the 95th percentile queue would be two vehicles. The storage provided would be approximately 50 feet before the Denny's driveway, which would accommodate 2 vehicles (assuming 25 feet per vehicle). The sight distance at this driveway was also observed in the field and determined to be adequate.

At the Owens Drive and Larkspur Landing driveway intersection, under existing plus project conditions during the AM peak hour, the level of service for the southbound all-movement lane would be LOS D (32.1 seconds of delay) and the 95th percentile queue would be one vehicle. Under existing plus project conditions during the PM peak hour, the level of service for the southbound all-movement lane would be LOS D (25.8 seconds of delay) and the 95th percentile queue would be one vehicle. The storage provided would be approximately 35 feet before it intersects with an east/west drive aisle, which would accommodate 1 vehicle (assuming 25 feet per vehicle). The sight distance at this driveway was also observed in the field and determined to be adequate.

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. As part of the project, the existing parking lot north of the 6111 Johnson Court office building will be reconfigured, with a portion of the parking lot becoming part of the Chick-fil-A parcel. Onsite, parking would be provided at 90 degrees to the drive aisles and the parking areas on each parcel would connect to each other. The site would include one dead end aisle approximately 40 feet in length. Dead end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must be able to back out or conduct three-point turns. The site plan does not include designated loading areas for truck access for the site. Trucks would most likely load and unload in the drive aisle adjacent to the project, which would block access to parking stalls and restrict drive aisle operation to one-way. While this is generally undesirable, deliveries and garbage collection occur relatively infrequently, and most often during off peak hours. The site plan does not show pedestrian access to the site from the public sidewalk network. Crosswalks across the two drive-through aisles would connect the western parking to the Chick-fil-A building. To improve the site circulation, the following recommendations should be considered:

Recommendation: The dead-end aisle shown should be dedicated and signed for office use (office uses have lower parking turnover), or a turn around area should be provided.

Recommendation: A detailed description of the proposed landscaping is not shown on the current site plan. Prior to final design, the landscaping should be checked by City staff to ensure that pedestrians entering the planned crosswalks are not obscured by landscaping and are visible to drivers.

An analysis using truck turning templates was conducted to determine the adequacy of on-site circulation for the truck category SU 30. Based on the analysis, the new parking lot design would be sufficiently wide to serve these types of trucks. However, during activities such as garbage collection, large vehicles may have some off tracking into oncoming travel lanes. However, traffic volumes on site would be relatively low, and encroachment of heavy vehicles on opposing traffic lanes would not create operational problems. In addition, the garbage bins on the Chick-fil-A parcel would need to be moved out of the storage location in order for the garbage trucks to access them.

Drive-Through Analysis

A queuing analysis was conducted to determine the appropriate storage requirements of the onsite drive-through windows. Hexagon conducted queuing observations in September 2013 for a Chick-fil-A drive-through in San Jose, California. Observations were conducted during peak lunch and dinner periods from 12:00 PM to 1:00 PM and 5:30 PM to 6:30 PM on a typical weekday, and 12:00 PM to 1:00 PM on a typical Saturday. The queues at the driveway window were recorded every minute. The average storage length per vehicle was observed to be 20 feet.

The surveys measured the vehicle queues in two ways: (1) total queues in the drive-through and (2) queues from the ordering board back. The maximum queue length observed during the surveys was 14 vehicles. This occurred around 12:15 PM and 1:00 PM on a typical Saturday and around 12:25 PM on a typical weekday. Assuming a length of 20 feet per vehicle, the queuing storage space required to

accommodate 14 vehicles is 280 feet. The site plan for the proposed Chick-fil-A development shows that the current design will incorporate two drive-through lanes with a total storage of approximately 425 feet, after which queued vehicles would block the adjacent drive aisle and access to parking stalls. Therefore, the overall queuing storage space provided by the project would be adequate to accommodate the expected demand.

According to the surveys, the maximum vehicle queue length observed from the ordering board back was 11 vehicles. During many periods, the longest delay for queued vehicles occurred at the ordering board as opposed to the pickup window. There were large gaps observed in queued vehicles between the ordering board and pickup window. Assuming a length of 20 feet per vehicle, the queuing storage space required to accommodate 11 vehicles from the ordering boards back is 220 feet. The site plan for the proposed Chick-fil-A development shows that the two drive-through lanes would have a total storage of approximately 160 feet from the ordering boards back, after which queued vehicles would block the drive aisle and access to parking stalls. Therefore, with the current design, there may be a drive-through queue overflow of up to 3 vehicles during peak periods. Although an overflow queue into the drive aisle would generally be undesirable, the queue would not spill back onto the public street network.

Recommendation: The project should consider moving the ordering boards forward approximately 20 feet. This would allow for an additional 40 feet (or 2 vehicles) of storage before the ordering window. This would minimize the duration of the queuing overflow into the adjacent drive aisle.

Recommendation: The project should provide pavement arrows and signage at both the entrance and exit of the planned drive-through. This is necessary so that drivers do not enter the drive-through in the wrong direction and are aware that the aisle is for drive-through users only.

Parking

The proposed Chick-fil-A would be located in the vacant parcel immediately north of 6111 Johnson Court. The parking area for the project would be on the proposed modified parcel and also shared with the existing retail/commercial uses in the Pleasanton Square Shopping Center adjacent to the project site (per the CC&R's parking easement agreement). The existing uses currently within the retail/commercial center are a Denny's restaurant, Larkspur Landing Hotel, La-Z-Boy furniture store, Smart & Final grocery store, Beverages & More, Cycle Gear, In-N-Out Burger, and an office building immediately south of the project. The existing office building was 75% (approximately 10,470 s.f.) vacant at the time of this analysis. To quantify the existing parking demand around the site, parking surveys were conducted between 12:00 PM and 4:00 PM on Saturday, September 7th and between 12:00 PM and 6:00 PM on Tuesday, September 10th. The parking areas were divided into 4 zones (see Figure 10). Zone 1 is located between the proposed project and the existing office building at 6111 Johnson Court. Zone 2 is located southwest of the proposed project and is part of the Larkspur Landing Hotel parking lot. Zone 3 is located adjacent and northwest of the proposed project near Smart & Final, and Zone 4 is located northwest of the proposed project adjacent to the Beverages & More and Cycle Gear stores. According to the project applicant, 15 stalls in Zone 1 and all stalls within Zones 3 and 4 will be available for project use.

Because the proposed project would combine portions of three existing parcels to create the new Chick-fil-A parcel, Zone 1 would be reconfigured to serve both the existing office building and the proposed project. Zone 1 currently has 52 parking stalls. With the proposed project, the number of parking stalls in Zone 1 would remain at approximately 52, with 15 stalls within the Chick-fil-A parcel and the remaining stalls within the existing office parcel. Zone 2 currently has 96 parking stalls and no changes would occur to this zone with the addition of the project. Zone 3 currently has 148 parking stalls. With the proposed project, the number of parking stalls along the western border of the project site may decrease by up to 5 stalls (depending on final design). Zone 4 currently has 76 parking stalls and no changes would occur to this zone with the addition of the project.

According to the City of Pleasanton Municipal Code (18.88.030 – C.8), the proposed project would require a parking ratio of 1 space/3 seats or 1 space/200 square feet, whichever is greater. The project is proposing a 5,399 s.f. building with 195 total seats (139 indoor seats and 56 outdoor seats). Based on square footage, the proposed project would require 27 parking stalls (5,399 sf/200). Based on number of

seats, the proposed project would require 65 parking stalls (195 seats/3). Therefore, according to City code, the proposed project would be required to provide 65 parking stalls.

With the assumption the proposed project would provide 15 onsite parking stalls within Zone 1, the remaining 50 parking stalls would need to be accommodated within Zones 3 and 4. Table 9 shows the projected parking demand and supply in parking Zones 3 and 4 with the (1) existing demand and (2) proposed project less the 15 stalls assumed in Zone 1. It was assumed for this calculation that 5 stalls would be lost in Zone 3 due to the reconfiguration of the parking area. The results show that the maximum projected parking demand in Zones 3 and 4 would be 132 vehicles on a typical weekday and 153 vehicles on a typical Saturday. The parking supply in Zones 3 and 4 would be 219 spaces. Therefore, the parking supply proposed by the project would be sufficient to accommodate the anticipated demand.

In addition to the parking analysis for the proposed project, Hexagon analyzed the parking available at the existing office building at 6111 Johnson Court to determine if adequate parking remained for the site due to the loss of the 15 stalls in the northern parking lot. According to the City of Pleasanton Municipal Code (18.88.030 – C.6), the fully occupied 13,900 s.f. office building would require a parking ratio of 1 space/300 square feet. Based on the City code, the existing office building would require approximately 47 parking stalls (13,900 sf/300). Based on the reconfigured northern parking lot, the existing office building would provide a total of 60 parking stalls (23 in the northern lot, 18 in the southern lot, 4 parallel stalls on Johnson Court, and 15 90-degree stalls on the drive aisle north of Johnson Court). Therefore, the parking supply for the existing office building would be sufficient to accommodate the anticipated demand.

**Table 9
Proposed On-site Parking Supply and Demand**

Time	Zone 3		Zone 4		Proposed Project ²	Total	
	Demand (veh)	Supply (stalls) ¹	Demand (veh)	Supply (stalls)		Demand (veh)	Supply (stalls)
Weekday							
12:00 PM	22	143	25	76	50	97	219
1:00 PM	45	143	37	76	50	132	219
2:00 PM	37	143	21	76	50	108	219
3:00 PM	23	143	30	76	50	103	219
4:00 PM	27	143	25	76	50	102	219
5:00 PM	20	143	19	76	50	89	219
6:00 PM	24	143	35	76	50	109	219
Saturday							
12:00 PM	36	143	46	76	50	132	219
1:00 PM	57	143	46	76	50	153	219
2:00 PM	50	143	47	76	50	147	219
3:00 PM	49	143	45	76	50	144	219
4:00 PM	24	143	28	76	50	102	219

¹ Zone 3 parking supply was reduced by 5 stalls due to the reconfiguration of the parking area of the parking area.

² Project has a seating capacity of 195. Demand assumes parking ratio of 1 space/3 seats minus 15 seats allocated to Zone 1.



Figure 10
Parking Areas on Existing Site

Other Transportation Modes

According to the U.S. Census, pedestrian trips comprise approximately 3% of the total commute mode share in the City of Pleasanton. For the proposed project, this would equate to approximately 7 or 8 new pedestrian trips during the AM peak hour and approximately 5 or 6 new pedestrian trips during the PM peak hour. In addition, the project would generate some pedestrian trips to/from transit stops (see further discussion below). Overall, the volume of pedestrian trips generated by the project would not exceed the carrying capacity of the existing sidewalks and crosswalks on streets surrounding the site. All of the streets in the project vicinity have sidewalks and crosswalks at signalized intersections. The project site plan does not show pedestrian links to the site from the public sidewalk network.

Recommendation: Prior to final design, the project should consider adding pedestrian links to the existing sidewalks (1) in front of Smart & Final to the west and (2) adjacent to the existing office development to the south.

According to the U.S. Census, approximately 1% percent of the proposed project's users could be expected to ride bikes to and from the project site. For the proposed project, this would equate to approximately 2 or 3 new bike trips during the AM peak hour and approximately 1 to 2 new bike trips during the PM peak hour. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips would not by itself require new off-site bicycle facilities. Johnson Drive has striped bike lanes along both sides of the street near the project site. Stoneridge Drive has striped bike lanes along the eastbound and westbound travelled way between Johnson Drive and Gibraltar Drive. Hopyard Road has striped bike lanes along both sides of the street near the project site. Owens Drive has striped bike lanes along both sides of the street between its intersection with Johnson Drive and east of Chabot Drive.

Provisions for bike parking are not shown on the current site plan.

Recommendation: According to the City of Pleasanton *Pedestrian and Bicycle Master Plan, Appendix G - 2*, bicycle parking should be required of non-residential projects. The cited example ratio is one bicycle parking space for each 20 vehicle parking stalls or per each 5,000 square feet of commercial space. Prior to final design, City staff should review the project site plan to ensure that adequate accommodations for bike parking are provided.

The Livermore-Amador Valley Transit Authority (LAVTA) currently provides bus service in the project vicinity, including routes 3, 8, and 70XV. There are existing bus stops with no duckouts located on each side of Johnson Drive north and south of the signalized intersection with Owens Drive. According to the LAVTA Short Range Transit Plan (FY 2012 to 2021), most vehicles in the fleet have a seating capacity of 39 riders with an additional capacity of 21 standees. The bus routes that serve the project area average between 8.0 and 10.3 passengers per hour. According to the U.S. Census, bus trips comprise approximately 3% of the total commute mode share in the City of Pleasanton. For the proposed project, a 3% mode share would equate to approximately 7 or 8 new transit trips during the AM peak hour and approximately 5 or 6 new transit trips during the PM peak hour. This volume of riders would not exceed the carrying capacity of the existing bus service near the project site. Therefore, no improvements to the existing transit facilities would be necessary in conjunction with the proposed project.

Conclusions

The proposed project would not result in any significant LOS impacts at the study intersections under existing, existing plus approved, or buildout conditions during the AM and PM peak hours. In addition, the proposed plan generally would provide adequate connectivity through the site. However, the following recommendations should be considered:

- Due to increases in left turn vehicle queues on the northbound and eastbound approaches to the Hopyard Road at Owens Drive intersection, the improvements identified in the Traffic Impact Fee Program should be constructed in conjunction with the project. An additional left turn lane should be constructed on the northbound approach to the intersection and an additional left turn lane



should be constructed on the eastbound approach to the intersection. The dead-end aisle shown should be dedicated and signed for office use, or a turnaround area should be provided.

- A detailed description of the proposed landscaping is not shown on the current site plan. Prior to final design, the landscaping should be checked by City staff to ensure that pedestrians entering the planned crosswalks are not obscured by landscaping and are visible to drivers.
- The project should consider moving the ordering boards forward approximately 20 feet. This would allow for an additional 40 feet (or 2 vehicles) of storage before the ordering window. This would minimize the duration of the queuing overflow into the adjacent drive aisle.
- The project should provide pavement arrows and signage at both the entrance and exit of the planned drive-through. This is necessary so that drivers do not enter the drive-through in the wrong direction and are aware that the aisle is for drive-through users only.
- According to the City of Pleasanton *Pedestrian and Bicycle Master Plan*, bicycle parking should be required of non-residential projects. The cited example ratio is one bicycle parking space for each 20 vehicle parking stalls or per each 5,000 square feet of commercial space. Prior to final design, City staff should review the project site plan to ensure that adequate accommodations for bike parking are provided.
- Prior to final design, the project should consider adding pedestrian links to the existing sidewalks (1) in front of Smart & Final to the west and (2) adjacent to the existing office development to the south.



ARBOR RESOURCES

professional consulting arborists and tree care

TREE SURVEY REPORT

CHICK-FIL-A

HOPYARD ROAD AND I-580 OFF-RAMP

PLEASANTON, CALIFORNIA

Submitted to:

Mr. John Hourian
Hourian Associates
107 Avenida Miramar, Suite D
San Clemente, CA 92672

Prepared by:

David L. Babby
Registered Consulting Arborist[®] #399
Board-Certified Master Arborist[®] #WE-4001B

March 11, 2013

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EXHIBITS

<u>EXHIBIT</u>	<u>TITLE</u>
A	TREE INVENTORY TABLE (five sheets)
B	SITE MAP (one sheet)
C	PHOTOGRAPHS (four sheets)

1.0 INTRODUCTION

I have been retained by Mr. John Hourian of Hourian Associates to prepare this *Tree Survey Report* in connection with the development of an existing vacant lot at the southwest corner of **Hopyard Road and I-580 off-ramp**, Pleasanton. Specific tasks performed are as follows:

- Identify the species of 34 trees located within the scope of work area delineated on Exhibit B (a copy of a preliminary *Topographic Survey*, dated 4/20/12).
- Measure each tree's trunk diameter at 54 inches above grade, or for appraisal purposes, where necessary to obtain the most representative sample of trunk size. All diameters are rounded to the nearest inch.
- Identify tree height and canopy spread (rounded to the nearest fifth).
- Ascertain each tree's health and structural integrity, and assign an overall condition rating (e.g. good, fair, poor or dead).
- Obtain photographs; see Exhibit C.
- Identify trees defined as "heritage" pursuant to Section 17.16.006(A) of the Pleasanton Municipal Code.
- Assign a number to each tree, and plot them on a copy of the *Topographic Survey* presented in Exhibit B.
- Affix, with aluminum nails, metal tags with corresponding numbers to each accessible trunk or major limb (all trees but #19 were accessible and are tagged, and the tags are round aluminum with engraved numbers).
- Appraise each tree's monetary value.
- Prepare a written report that presents the aforementioned information, and submit via email as a PDF document.

2.0 TREE COUNT AND COMPOSITION

Thirty-four (34) trees of five various species were inventoried for this report. They are sequentially numbered as **1 thru 34**, and the table below identifies their names, assigned numbers, counts and overall percentages.

NAME	TREE NUMBER(S)	COUNT	% OF TOTAL
coast live oak	20 thru 22	3	9%
coast redwood	11 thru 19	9	26%
Holly oak	1 thru 10	10	29%
white alder	32 thru 34	3	9%
eucalyptus	23 thru 31	9	26%
Total		34	100%

As illustrated above, the project site is populated predominantly by Holly oak, coast redwood and eucalyptus.

Specific information regarding each tree is presented within the table in **Exhibit A**. The trees' approximate locations can be viewed on the site map in **Exhibit B**, and photographs are presented in **Exhibit C**.

The **holly oaks and redwoods** align the edge of the existing parking lot along the southwest side of the existing fence. One redwood, **#19**, is situated immediately adjacent to the existing building at the south portion of the site. The **live oaks, eucalyptus and small alders** are scattered throughout the unpaved land area at the corner of Hopyard Road and I-580 off-ramp.

3.0 REGULATED STATUS

Pursuant to Section 17.16.006(A) of the Pleasanton Municipal Code, the following **16 trees** are regulated as “**heritage trees**” due to either being at least 35 feet tall and/or having trunk diameters ≥ 17.5 inches measured 4.5 feet above ground level: **#11, 16-21 and 23-31**.

Of those identified as heritage trees, **#11, 16 and 19** qualify due to their **height** being 35 feet or more; **trees #20, 21, 27 and 29-31** qualify due to their trunk diameters exceeding the 17.5-inch threshold; and **trees #17, 18, 23-26 and 28** qualify due to **both their height and trunk diameter**.

4.0 APPRAISED VALUES

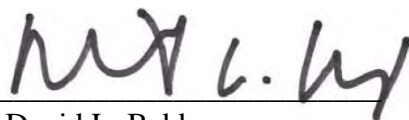
The monetary value of each inventoried tree was appraised, and those values are listed within the last column in Exhibit A. The combined appraised value for the inventoried trees is **\$51,350**, and upon request, I can provide totals for trees within a particular category (e.g. those to be retained or removed).

These values were calculated using the *Trunk Formula Method* derived from the *Guide for Plant Appraisal, 9th Edition*, published by the International Society of Arboriculture (ISA), 2000, and in conjunction with the *Species Classification and Group Assignment*, published by the Western Chapter of the ISA, 2004.

5.0 ASSUMPTIONS AND LIMITING CONDITIONS

- All information presented herein reflects my observations and measurements obtained from the project site on March 9, 2013.
- Condition ratings of dormant trees are subject to change once they can be observed following the growth of new leaves.
- My observations were performed visually without probing, coring, dissecting or excavating. I cannot, in any way, assume responsibility for any defects that could only have been discovered by performing the mentioned services in the specific area(s) where a defect was located.
- The assignment pertains solely to trees listed in Exhibit A. I hold no opinion towards other trees on or surrounding the project area.
- I cannot provide a guarantee or warranty, expressed or implied, that deficiencies or problems of any trees or property in question may not arise in the future.
- No assurance can be offered that if all my recommendations and precautionary measures (verbal or in writing) are accepted and followed, that the desired results may be achieved.
- I cannot guarantee or be responsible for the accuracy of information provided by others.
- I assume no responsibility for the means and methods used by any person or company implementing the recommendations provided in this report.
- The information provided herein represents my opinion. Accordingly, my fee is in no way contingent upon the reporting of a specified finding, conclusion or value.
- The tree numbers shown on the site map in Exhibit B are intended to only approximate a tree's location.
- This report is proprietary to me and may not be copied or reproduced in whole or part without prior written consent. It has been prepared for the sole and exclusive use of the parties to who submitted for the purpose of contracting services provided by David L. Babby.
- If any part of this report or copy thereof be lost or altered, the entire evaluation shall be invalid.

Prepared By:



David L. Babby

Registered Consulting Arborist® #399

Board-Certified Master Arborist® #WE-4001B

Date: March 11, 2013



EXHIBIT A:

TREE INVENTORY TABLE

(five sheets)



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	TREE SIZE			Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)	"Heritage Tree"	Appraised Value
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)					
1	Holly oak (<i>Quercus ilex</i>)	7	20	25	60%	50%	Fair		\$680
Comments:									
2	Holly oak (<i>Quercus ilex</i>)	7	20	20	60%	50%	Fair		\$680
Comments:									
3	Holly oak (<i>Quercus ilex</i>)	9	25	25	60%	50%	Fair		\$1,110
Comments:									
4	Holly oak (<i>Quercus ilex</i>)	7	20	20	60%	50%	Fair		\$600
Comments: Asymmetrical canopy growing away from competing, dominant eucalyptus.									
5	Holly oak (<i>Quercus ilex</i>)	7	20	20	70%	50%	Fair		\$660
Comments: Asymmetrical canopy growing away from competing, dominant eucalyptus.									
6	Holly oak (<i>Quercus ilex</i>)	7	15	20	60%	40%	Fair		\$550
Comments: Asymmetrical canopy growing away from competing, dominant eucalyptus.									
7	Holly oak (<i>Quercus ilex</i>)	7	25	20	60%	50%	Fair		\$680
Comments:									
8	Holly oak (<i>Quercus ilex</i>)	5	20	15	50%	50%	Fair		\$330
Comments:									



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	TREE SIZE			Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)	"Heritage Tree"	Appraised Value
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)					
9	Holly oak (<i>Quercus ilex</i>)	8	20	25	60%	50%	Fair		\$880
Comments: Wound at base of trunk.									
10	Holly oak (<i>Quercus ilex</i>)	6	20	5	60%	50%	Fair		\$510
Comments: Multiple stem wounds.									
11	coast redwood (<i>Sequoia sempervirens</i>)	17	35	20	80%	70%	Good	X	\$2,380
Comments:									
12	coast redwood (<i>Sequoia sempervirens</i>)	9	25	15	80%	90%	Good		\$820
Comments:									
13	coast redwood (<i>Sequoia sempervirens</i>)	8	25	15	80%	70%	Good		\$660
Comments:									
14	coast redwood (<i>Sequoia sempervirens</i>)	13	30	20	80%	70%	Good		\$1,420
Comments:									
15	coast redwood (<i>Sequoia sempervirens</i>)	13	30	20	90%	70%	Good		\$1,520
Comments:									
16	coast redwood (<i>Sequoia sempervirens</i>)	14	35	20	60%	60%	Fair	X	\$1,310
Comments:									



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	TREE SIZE			Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)	"Heritage Tree"	Appraised Value
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)					
17	coast redwood (<i>Sequoia sempervirens</i>)	24	50	30	70%	40%	Fair	X	\$3,220
Comments: Main trunk divides into codominant leaders at about ten feet high. Small girdling root over a buttress root.									
18	coast redwood (<i>Sequoia sempervirens</i>)	28	50	35	80%	70%	Good	X	\$6,300
Comments:									
19	coast redwood (<i>Sequoia sempervirens</i>)	14	35	15	50%	40%	Poor	X	\$800
Comments: Trunk is inside gated area and not accessible. Adjacent to north corner of adjacent building, and canopy is nearly one-sided due to being pruned away from the building.									
20	coast live oak (<i>Quercus agrifolia</i>)	18	25	40	80%	60%	Good	X	\$3,940
Comments:									
21	coast live oak (<i>Quercus agrifolia</i>)	16, 9	20	40	80%	50%	Fair	X	\$3,200
Comments: Low-branching structure. Included bark between lower scaffold limb and main trunk.									
22	coast live oak (<i>Quercus agrifolia</i>)	14	20	30	70%	50%	Fair		\$1,550
Comments: Codominants with included bark developing. Asymmetrical canopy away from tree #23.									
23	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	19, 14	35	30	70%	60%	Fair	X	\$2,690
Comments:									
24	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	20, 9, 4, 3	35	45	80%	50%	Fair	X	\$2,270
Comments:									



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	TREE SIZE			Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)	"Heritage Tree"	Appraised Value
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)					
25	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	14, 11, 10	35	35	50%	30%	Poor	X	\$1,060
Comments:									
26	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	17, 11	35	35	50%	60%	Fair	X	\$1,590
Comments:									
27	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	12, 10, 9(3), 8, 7(5)	30	30	40%	30%	Poor	X	\$1,810
Comments:									
28	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	24	35	50	70%	30%	Fair	X	\$1,900
Comments: Wound at base, included bark between codominant stems.									
29	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	12, 10, 10, 10	30	30	70%	30%	Fair	X	\$1,330
Comments: One-sided canopy away from #28.									
30	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	10, 10, 9, 8, 8	25	45	70%	40%	Fair	X	\$1,290
Comments:									
31	white ironbark eucalyptus (<i>Eucalyptus leucoxylon</i>)	30	30	50	80%	40%	Fair	X	\$3,550
Comments: Formed by multiple leaders with included bark.									
32	white alder (<i>Alnus rhombifolia</i>)	5	15	10	60%	50%	Fair		\$30
Comments: Beneath canopy of tree #29. Still dormant.									



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	TREE SIZE			Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)	"Heritage Tree"	Appraised Value
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)					

33	white alder (<i>Alnus rhombifolia</i>)	4	15	15	60%	30%	Poor		\$10
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Comments: Has a wound along nearly entire trunk. Starting to leaf out.

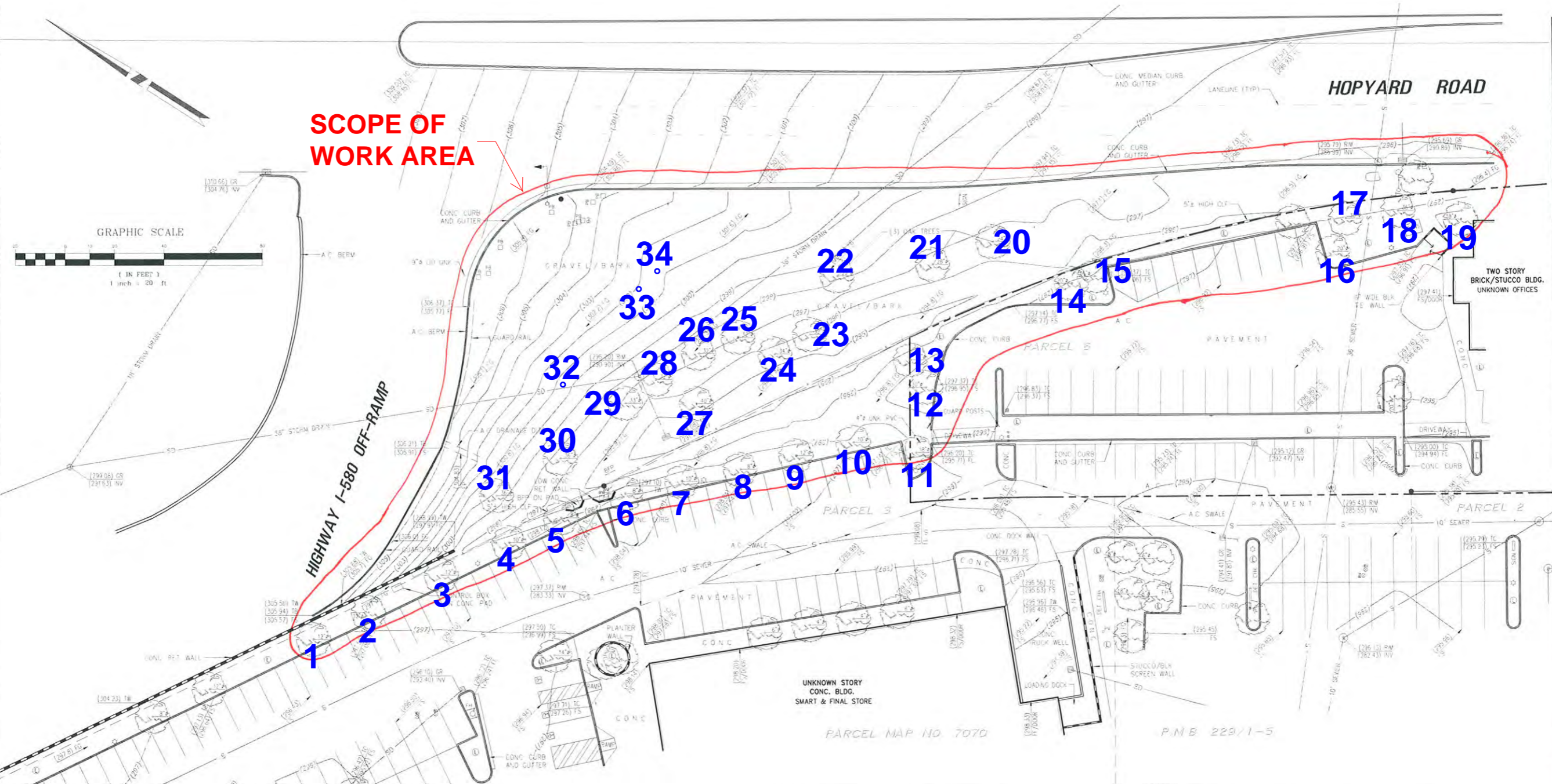
34	white alder (<i>Alnus rhombifolia</i>)	4	15	10	60%	50%	Fair		\$20
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Comments: Still dormant.

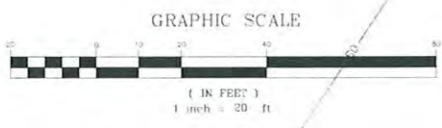
EXHIBIT B:

SITE MAP

(one sheet)

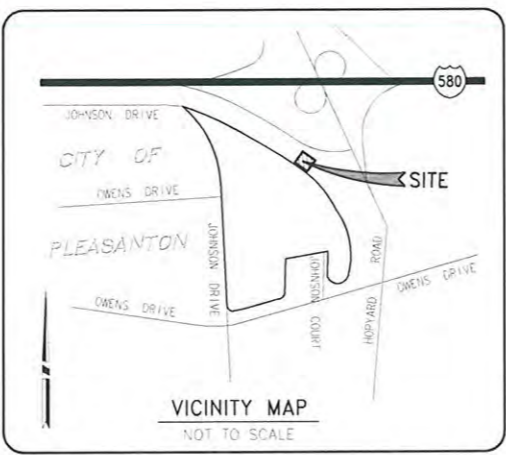


SCOPE OF WORK AREA



NOTICE TO CONTRACTOR
 THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION AND SIZE OF ALL UTILITIES, PIPES, AND/OR STRUCTURES AND SHALL BE RESPONSIBLE FOR DAMAGES TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.

IMPORTANT NOTICE
 Section 4216/4217 of the Government Code requires a Dig Alert Identification Number be issued before a "Permit to Excavate" will be valid. For your Dig Alert ID, Number call Underground Service Alert TOLL FREE 1-800-422-4133 Two working days before you dig.



- SYMBOLS**
- FIRE HYDRANT
 - STREET LIGHT
 - TRAFFIC SIGNAL
 - TRAFFIC SIGNAL ARM & POLE
 - LIGHT STANDARD
 - UTILITY POLE
 - GUY WIRE & ANCHOR
 - WATER METER
 - GAS METER
 - WATER VALVE
 - GAS VALVE
 - PULL BOX
 - GRATE INLET
 - SIGN
 - VENT
 - SEWER MANHOLE
 - STORM DRAIN MANHOLE
 - TELEPHONE MANHOLE
 - MANHOLE
 - SEWER CLEANOUT
 - MONUMENT WELL
 - HANDICAP PARKING STALL
 - LANDSCAPED AREA
 - PROTECT IN PLACE
 - REMOVE AND DISPOSE OFFSITE
 - RELOCATE
 - PLOTTABLE EASEMENT ITEM NO. PER TITLE REPORT
 - (427 D) EXIST. CONTOUR
 - (427 D) DESIGN CONTOUR
 - TREE, SPECIES VARIES, TRUNK DIAMETER SHOWN

- LEGEND**
- AB = AGGREGATE BASE
 - AC = ASPHALT CONCRETE
 - BLK = CONCRETE BLOCK
 - BS = BACK OF SIDEWALK
 - CB = CATCH BASIN
 - CF = CURB FACE
 - CL = CENTERLINE
 - CLF = CHAIN LINK FENCE
 - CD = CLEANOUT
 - DCV = DETECTOR CHECK VALVE
 - DS = ROOF DOWNSPOUT
 - EG = EDGE OF GUTTER
 - EP = EDGE OF PAVEMENT
 - FD = FLOOD
 - FDC = FIRE DEPT CONNECTION
 - FF = FINISHED FLOOR
 - FG = FINISHED GRADE
 - FH = FIRE HYDRANT
 - FL = FLOW LINE
 - FS = FINISHED SURFACE
 - GB = GRADE BREAK
 - GM = GAS METER
 - GR = TOP OF GRATE
 - GV = GAS VALVE
 - HP = HIGH POINT
 - HT = HEIGHT
 - IEV = IRRIGATION CONTROL VALVE
 - IP = IRON PIPE
 - LS = LIGHT STANDARD
 - L&T = LEAD & TAG
 - MH = MANHOLE
 - NG = NATURAL GROUND
 - N&T = NAIL & TAG
 - DNW = OVERHEAD WIRE
 - PB = PULL BOX
 - PC = CONCRETE
 - PVI = POST INDICATOR VALVE
 - PL = PROPERTY LINE
 - RD = ROOF DRAIN
 - RET = RETAINING
 - SCB = SIGNAL CONTROL BOX
 - SMH = SEWER MANHOLE
 - SPK = SPIKE
 - SW = SIDEWALK
 - TB = TOP AC BERM
 - TC = TOP OF CURB
 - TE = TRASH ENCLOSURE
 - TRAN = TRANSFORMER
 - TRANS = TRANSFORMER
 - TW = TOP OF RETAINING WALL
 - TW = TOP OF WALL
 - 427.00 TC = EXISTING ELEVATION
 - 427.00 TC = DESIGN ELEVATION
 - CATV = CABLE TV LINE
 - E = ELECTRICAL LINE
 - G = GAS LINE
 - GB = GRADE BREAK LINE
 - W = WASHER
 - WDF = WOOD FENCE
 - WM = WATER METER
 - MV = WATER VALVE
 - N = NORTH
 - S = SOUTH
 - E = EAST
 - W = WEST
 - NLY = NORTHERLY
 - SLY = SOUTHERLY
 - Ely = EASTERLY
 - Wly = WESTERLY
 - N/O = NORTH OF
 - S/O = SOUTH OF
 - E/O = EAST OF
 - W/O = WEST OF
 - R = PROPERTY LINE
 - C = CENTERLINE
 - R/W = RIGHT OF WAY
 - Δ = DELTA
 - R = RADIUS
 - L = LENGTH
 - T = TANGENT
 - M = MEASURED DATA
 - C = CALCULATED DATA
 - (RAD) = RADIAL BEARING
 - PRO = PROPORTIONATE MEASUREMENT
 - (210.00 R) = RECORD DATA
 - 210.00 M = MEASURED DATA
 - 210.00 PRO = PROPORTIONATE DATA
 - 210.00 L = CALCULATED DATA
 - (427.00) TC = EXISTING ELEVATION
 - 427.00 TC = DESIGN ELEVATION

**THIS PLAN IS:
 PRELIMINARY
 (SUBJECT TO CHANGE)**



Revisions:

Mark	Date	By
△		
△		
△		

Seal

Prepared by:

JOSEPH C. TRUXAW & ASSOCIATES, INC.
 Civil Engineers and Land Surveyors
 265 S. ANITA DRIVE, SUITE 111
 ORANGE, CA 92668
 (714) 935-0265
 (714) 935-0106 (FAX)

STORE
 S.W.C. HOPYARD ROAD & I-580 OFF-RAMP
 PLEASANTON, CALIFORNIA

SHEET TITLE
 TOPOGRAPHIC SURVEY

VERSION: 6
 ISSUE DATE: 11-2010

Job No. : CFA12016
 Store : #
 Date : 4/20/12
 Drawn By : SDS
 Checked By : SMH

EXHIBIT C:

PHOTOGRAPHS

(four sheets)

Photo Index

Page C-1: Trees #1-8, 27, 30 and 31

Page C-2: Trees #9 thru 19

Page C-3: Trees #20 thru 23

Page C-4: Trees #24-29 and 32-34







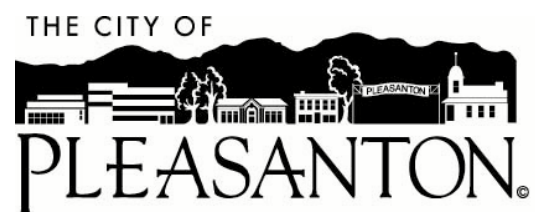


**INITIAL STUDY AND NEGATIVE DECLARATION FOR
GENERAL PLAN AMENDMENT (P13-2533), PLANNED UNIT
DEVELOPMENT REZONING AND DEVELOPMENT PLAN
(PUD-100), AND PUD MAJOR MODIFICATION
(PUD-96-13-02M), CHICK-FIL-A, INC.**

OCTOBER 10, 2014

PREPARED BY:

City of Pleasanton
Planning Division
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, California 94566-0802



An Initial Study has been prepared by the City of Pleasanton Planning Division evaluating the potential environmental effects of applications submitted by Chick-fil-A, Inc. to develop a new restaurant at the intersection of Hopyard Road and the Interstate 580 off-ramp. The project would include the following actions: (1) General Plan Amendments to change the Land Use Designation of an approximately 0.59-acre vacant parcel (formerly Caltrans surplus land) located at the southwest corner of Hopyard Road and the Interstate 580 eastbound Hopyard Road off-ramp from "Open Space – Public Health and Safety" to "Business Park" and to change the Land Use Designation of an approximately 0.18-acre portion of 6111 Johnson Court from "Retail/Highway/ Service Commercial, Business and Professional Offices" to "Business Park"; (2) Rezoning of 6111 Johnson Court from the O (Office) District to the PUD-I/C-O (Planned Unit Development – Industrial/Commercial-Office) District and PUD-O (Planned Unit Development – Office) District, and establishment of a zoning designation of the PUD-I/C-O (Planned Unit Development – Industrial/Commercial-Office) District for the 0.59-acre vacant parcel; (3) PUD Development Plan approval to construct an approximately 5,399-square-foot Chick-fil-A restaurant with two drive-through lanes and related on-site and off-site improvements; and (4) PUD Major Modification to the PUD governing the Pleasanton Square II Shopping Center (PUD-96-13; 5225-6015 Johnson Drive) to accommodate the proposed Chick-fil-A development.

Based upon the following Initial Study that evaluates the environmental effects of the proposed project, the City of Pleasanton has found that the proposed project would not have a significant effect on the environment. The City of Pleasanton has concluded, therefore, that it is not necessary to prepare an Environmental Impact Report (EIR) for this project.

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1. BACKGROUND

1. **Project Title:** Chick-fil-A, Inc.
P13-2533 (General Plan Amendment),
PUD-100 (PUD Rezoning and
Development Plan), and PUD-96-13-02M
(PUD Major Modification)
2. **Lead Agency:** City of Pleasanton
Planning Division
Community Development Department
200 Old Bernal Avenue
Pleasanton, California 94566
3. **Contact Person:** Jenny Soo
Phone: (925) 931-5615
Fax: (925) 931-5483
Email: jsoo@cityofpleasantonca.gov
4. **Project Location:** 6111 Johnson Court, former Caltrans
Surplus Land, and a portion of the land
located within the Pleasanton Square II
Shopping Center (5225-6015 Johnson
Drive); Pleasanton, CA
5. **Project Sponsor Names(s) and
Addresses:** Jennifer Daw
Chick-fil-A, Inc.
15635 Alton Parkway, Suite 350
Irvine, CA 92618
6. **General Plan Designations:** Open Space – Public Health and Safety;
Retail/Highway/Service Commercial,
Business and Professional Offices, and
Business Park
7. **Zoning:** Office (O) District, Planned Unit
Development-Industrial/Commercial-
Office (PUD-I/C-O) District
8. **Description of Project:** See the “Project Description” section of
the Initial Study
9. **Surrounding Land Uses and
Settings:** See the “Project Description” section of
the Initial Study
10. **Other public agencies whose
approval is required:** No approvals are needed from other
public agencies

2. PROJECT DESCRIPTION

2.1 INTRODUCTION

This Initial Study (IS) and Negative Declaration (ND) evaluate the environmental effects of a proposed Chick-fil-A restaurant, pursuant to the California Environmental Quality Act (CEQA). The applications by Chick-fil-A, Inc. include the following:

General Plan Amendment (P13-2533)

1. Amend the Land Use Element of the Pleasanton General Plan to change the land use designation of an approximately 0.59-acre vacant parcel (formerly CalTrans surplus parcel) located adjacent to the I-580 EB Hopyard Road off-ramp from "Open Space – Public Health and Safety" to "Business Park";
2. Change the General Plan Land Use Designation of an approximately 0.18-acre (7,910 square feet) portion of the existing 1.16-acre site located at 6111 Johnson Court from "Retail/Highway/Service Commercial, Business and Professional Offices" to "Business Park";

Zoning and Rezoning:

3. Establish a zoning designation of PUD-I/C-O District for the approximately 0.59-acre former CalTrans surplus parcel;
4. Rezone an approximately 0.18-acre portion of an approximately 1.16-acre site located at 6111 Johnson Court from the Office (O) District to the Planned Unit Development – Industrial/Commercial-Office (PUD-I/C-O) District;
5. Rezone the remaining approximately 0.98 acres at 6111 Johnson Court from O District to Planned Unit Development – Office (PUD-O) District;

Modification to Pleasanton Square II Shopping Center (PUD-93-16-02M):

6. Adjust the boundaries of Pleasanton Square II to incorporate the Chick-fil-A project site;
7. Modify the existing parking layout, on-site circulation, and landscaping within the shopping center;

Planned Unit Development (PUD-100):

8. Construct an approximately 5,159-square-foot Chick-fil-A restaurant with a double drive-through lane and an approximately 240-square-foot kiosk between the two drive-through lanes on an approximately 0.84-acre site and related site improvements;
9. Extend the existing left-turn vehicle storage lane on northbound Hopyard Road to westbound Owens Drive; and,

Lot Line Adjustment:

10. Adjust the lot lines within the project site to accommodate the proposed Chick-fil-A restaurant.

This IS/ND consists of an environmental checklist, a brief explanation of topics addressed in the checklist, and a determination that an EIR is not required.

2.2 ENVIRONMENTAL ANALYSIS

In accordance with CEQA Guidelines Section 15070, the City prepared an IS/ND which shows that there is no substantial evidence, in light of the whole record, that the proposed development may have a significant effect on the environment.

2.3 PROJECT LOCATION

The proposed development is located on Johnson Court off Owens Drive. The site borders the I-580 eastbound (EB) Hopyard Road off-ramp on the north, Hopyard Road on the east, Owens Drive on the south, and Pleasanton Square II (a shopping center) on the west. Figure 1 on the following page shows the project location.

Figure 1: Project Location



2.3.1 Surrounding Land Uses, Area, and Setting

The proposed 1.82-acre project site includes: 1) the former Caltrans surplus land, an approximately 0.59-acre in size, located to the immediate south of the I-580 eastbound Hopyard Road off-ramp, 2) an approximately 0.07-acre portion of the existing Pleasanton Square II Shopping Center (5225-6015 Johnson Drive), and the approximately 1.16-acre office site located at 6111 Johnson Court. The uses on each of the parcels include:

- 1) Former Caltrans surplus land – vacant; the applicant acquired the land in July 2013;
- 2) 6111 Johnson Court – office uses;
- 3) Pleasanton Square II Shopping Center – various commercial uses, including a hotel, and a fast-food restaurant with drive-through service

Figure 2 below is an aerial showing project location and surrounding land uses.

Figure 2: Project Aerial and Surrounding Uses



2.4 PLEASANTON GENERAL PLAN

The southern portion of the project site would include a portion of the existing office parcel located at 6111 Johnson Court. This area has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits commercial uses. The northern portion of the project site is an area abutting the I-580 EB Hopyard Road off-ramp that was CalTrans surplus land before being purchased by the applicant. This area has a General Plan Land Use Designation of "Open Space – Public Health and Safety". The applicant has requested an amendment of the Land Use Element of the Pleasanton General

Plan to change the land use designation of the northern portion of the project site from Open Space – Public Health and Safety to Business Park and to change the southern portion from Retail/Highway/Service Commercial; Business and Professional Offices to Business Park allow commercial uses. With the approval of the General Plan Amendment, the proposed project would be consistent with the General Plan Land Use Designation.

2.5 Zoning

The proposed project site has different zoning designations: 1) the northern portion does not have a zoning designation as it was CalTrans surplus land; 2) the southern portion is currently zoned O District; and, 3) the western portion of the site is zoned PUD-I/C-O District. The applicant is requesting that the entire Chick-fil-A site be rezoned PUD-I/C-O District.

In addition, as part of the proposed development, the remaining portion of 6111 Johnson Court would be rezoned from O District to Planned Unit Development – Office (PUD-O) District.

2.6 PROJECT DESCRIPTION

The applicant, Chick-fil-A, Inc., proposes to construct an approximately 5,159-square-foot Chick-fil-A restaurant with a double drive-through lane and an approximately 240-square-foot kiosk building between the two drive-through lanes, an outdoor dining area, surface parking, and related site improvements (e.g., landscape modifications, stormwater treatment areas, etc.) on a site totaling approximately 0.83 acres. As proposed, the project site would include land from the adjoining parcels to the south (the office parcel) and west (the shopping center), and the proposed development would also include modifications to these two adjoining parcels: reconfiguration of parking lots and on-site circulation and modifications to the existing landscaping.

The proposed project consists of the following:

General Plan Amendment (P13-2533)

1. Amend the Land Use Element of the Pleasanton General Plan to change the Land Use Designation of an approximately 0.59-acre vacant parcel (formerly CalTrans surplus parcel) located adjacent to the I-580 EB Hopyard Road off-ramp from “Open Space – Public Health and Safety” to “Business Park”;
2. Amend the Land Use Element of the Pleasanton General Plan to change the Land Use Designation of an approximately 0.18-acre (7,910 square foot) portion of the existing 1.16-acre site located at 6111 Johnson Court from “Retail/Highway/Service Commercial, Business and Professional Offices” to

“Business Park”;

Zoning and Rezoning:

3. Establish a zoning designation of PUD-I/C-O District for the approximately 0.59-acre former CalTrans surplus parcel;
4. Rezone an approximately 0.18-acre portion of an approximately 1.16-acre site located at 6111 Johnson Court from the Office (O) District to the Planned Unit Development – Industrial/Commercial-Office (PUD-I/C-O) District;
5. Rezone the remaining approximately 0.98 acre at 6111 Johnson Court from O District to Planned Unit Development – Office (PUD-O) District;

Modification to Pleasanton Square II Shopping Center PUD (PUD-93-16-02M):

6. Adjust the boundaries of Pleasanton Square II by transferring approximately 2,959 square feet of land to the project site;
7. Modify the existing parking layout, on-site circulation, and landscaping within the shopping center;
8. Include the proposed Chick-fil-A site as part of Pleasanton Square II Shopping Center;

Planned Unit Development (PUD-100):

9. Construct an approximately 5,159-square-foot Chick-fil-A restaurant with a double drive-through lane and an approximately 240-square-foot kiosk between the two drive-through lanes on an approximately 0.84-acre site and undertake related on-site improvements such as parking, drainage, landscaping, and walkways. The restaurant would be located approximately 60 feet from the north property line (I-580 EB Hopyard Road off-ramp), 18 feet from the east property line (Hopyard Road), 42 feet from the west property line, and 100 feet from the proposed southern property line. Figure 3 below is the proposed site plan.
10. Adjust the lot lines within the project site to accommodate the proposed Chick-fil-A restaurant.
11. Construct the extension of the left-turn vehicle storage lane on northbound Hopyard Road to westbound Owens Drive.

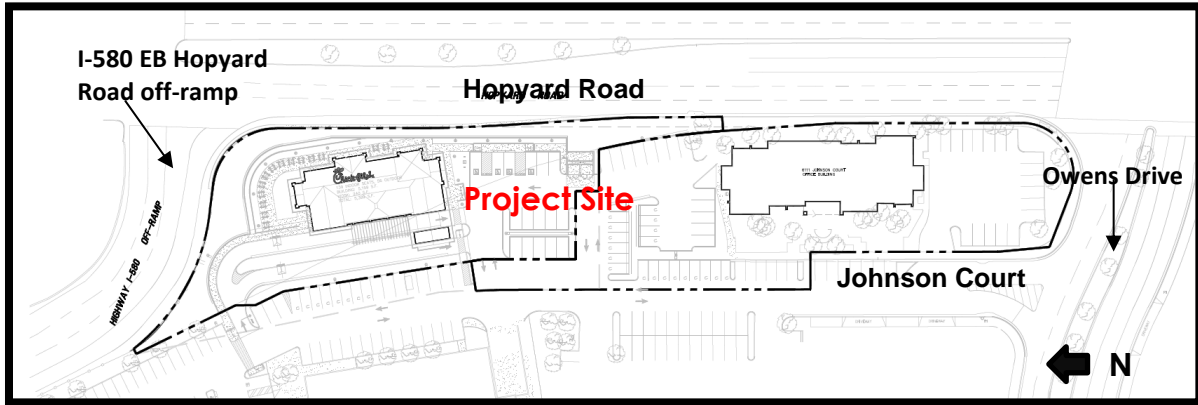
Operational and Design Characteristics:

The proposed restaurant would be open:

Monday – Thursday:	6:00 a.m. – 10:00 p.m.
Friday – Saturday:	6:00 a.m. – 12:00 midnight
Sunday:	Closed

Approximately 15 employees per shift would operate the restaurant.

Figure 3: Proposed Site Plan



The proposed restaurant would contain 139 interior seats and 56 seats in the outdoor dining area. The building would be approximately 24'-8" in height with the tower element approximately 31'-4" in height. Figure 4 on the following page shows the proposed building elevations.

Figure 4: Proposed Building Elevations



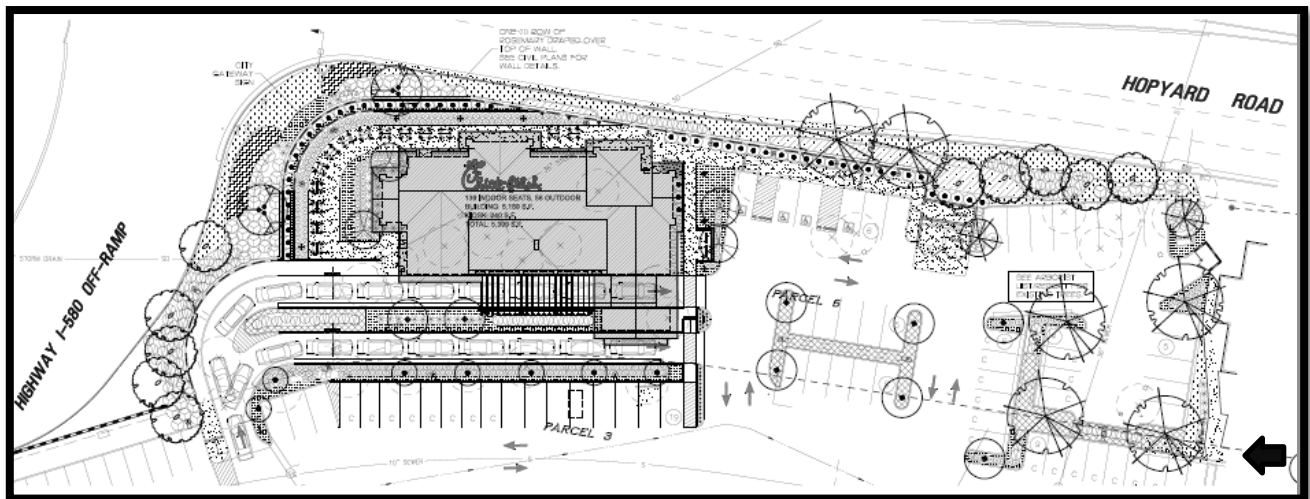
Vehicular access to the site would be provided from two new driveways; vehicles using the drive-through lanes would enter from the northern driveway and exit from the southern driveway.

In order to accommodate the new development, the northern parking area of the adjoining office site would be reduced and reconfigured, resulting in a reduction of parking spaces from 72 spaces to 55 spaces. However, the resultant number of parking spaces would meet the minimum number of parking spaces (49) required by the Municipal Code for non-medical/dental office uses.

A total of 67 surface parking spaces are proposed for the restaurant, including 16 on-site parking spaces; the remaining parking spaces would be located within the Pleasanton Square II Shopping Center. The current anchor tenants at the shopping center include Lay Z Boy, Larkspur Landing (a hotel), BevMo, Smart&Final, and In-N-Out Burger. The business park was constructed with more parking spaces than required by the City's parking ordinance. A reciprocal access and parking agreement is in place for all tenants in the shopping center. This agreement will be modified to include the proposed Chick-fil-A restaurant.

Related site modifications/improvements, including grading, construction of retaining walls, tree removal, and installation of new paving and landscaped areas. The arborist report identified 34 trees within the project site. The proposed development would remove all but three existing trees. The proposed landscape plan, Figure 5 below, shows the proposed planting scheme, which would include two 60-inch box sized trees, 37 24-inch box sized trees, and a variety of shrubs and groundcover.

Figure 5: Proposed Landscape Plan



3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology / Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation / Traffic	<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

4. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jenny Soo

Jenny Soo

10-10-2014

Date

5. ENVIRONMENTAL CHECKLIST

The following section contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist.

For this project, the following designations are used:

- **Potentially Significant Impact:** An impact that could be significant and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.
- **Less Than Significant With Mitigation Incorporated:** An impact for which mitigation has been identified to reduce the impact to a less-than-significant level.
- **Less Than Significant:** Any impact that would not be considered significant under CEQA relative to existing standards.
- **No Impact:** Any impact that does not apply to the project.

5.1. AESTHETICS

ENVIRONMENTAL SETTING

The project site currently consists of vacant land, an existing parking lot, and an office building. Current views into the site are partially screened by adjacent buildings and existing trees along the site's southern, western, and northern perimeters.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter or degrade the existing visual character or quality of the project site;
- Have a substantial effect on a scenic resource; or,
- Substantially increase light or glare in the project site or vicinity, which would adversely affect day or nighttime views.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Aesthetics

Would the project:

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 buildings 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"/>

DISCUSSION

- Intermittent views of Pleasanton Ridge (a scenic vista) are available through the site from viewpoints on Hopyard Road. The proposed project would be

generally low-profile, with a maximum height of 31'4" and would not substantially block views of surrounding hillsides. In addition, the southern portion of the site would consist of a surface parking lot, allowing for the retention of westerly views of Pleasanton Ridge. This would be a *less-than-significant impact*.

- b. Per the California Scenic Highway Mapping System (http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm), the segment of I-580 located adjacent to the project site is not designated as a State Scenic Highway. No rock outcroppings or historic buildings exist on the site. The arborist report identified 34 trees on the project site. A maximum of 31 existing trees on the project site would be removed due to the construction of the proposed development, including 16 heritage trees. The proposed preliminary landscape plan shows the planting of two 60-inch box sized trees, 37 24-inch box sized trees and a variety of shrubs and groundcover to mitigate the loss of existing trees. In addition, four heritage trees would be removed from the Hopyard Road median to allow for construction of the left-turn lane extension. The applicant will be required to mitigate the heritage tree removal by making a payment to the Urban Forestry Fund, based on the appraised value of the heritage trees, or paying a proportionately reduced amount by increasing the size of some or all of the proposed trees that are shown on the landscape plan, or increasing the quantity of trees. The payment to the City's Urban Forestry Fund would be used to plant trees elsewhere in the City. Therefore, this would be a *less-than-significant impact*.
- c. Development of the site would not degrade the existing visual character of the site because it would result in development that would be aesthetically compatible with surrounding commercial development. The design of the proposed project would be compatible with the surroundings in terms of architectural details (earth-tone colored stucco building, stone veneer wainscot, horizontal score lines and trim to break up the building mass, and a trellis on the west side of the building) and landscaping. The proposed development includes a landscaped City gateway sign and landscape buffer along the northern and eastern perimeters of the site that would minimize the visual effect of the new building near the freeway off-ramp and along Hopyard Road, a major arterial in the City; the landscaping would also screen the outdoor dining area from the roadway. The changes to the existing visual character of the area are not considered significant. Therefore, this would be a *less-than-significant impact*.
- d. The proposed development may potentially introduce evening light and glare associated with the building-mounted lights and new parking lot lighting. Conditions for the project will require that all exterior lighting be directed

downwards and/or contain shields to minimize light pollution and glare. The proposed parking lot lights are consistent with the existing parking lot lights in the adjoining commercial area. Additionally, final design and location of the lighting would be subject to review and approval by the Director of Community Development prior to issuance of a building permit. Therefore, this would be a *less-than-significant impact*.

5.2. AGRICULTURAL AND FORESTRY RESOURCES

ENVIRONMENTAL SETTING

The project site is located in an urbanized area. The site currently comprises vacant land and a parking lot. It is not currently being used for farmland, agricultural production, or forestry. The California State Department of Conservation designates the subject property as "Urban and Built-Up Land," which is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel¹.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses;
- Conflict with or result in the cancellation of a Williamson Act contract; or
- Adversely affect agricultural production.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Agricultural and Forest Resources

Would the project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existina zonina for. or cause rezonina	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	—	—	—	—
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a.-e. No agricultural or forestry land is located on the site. The proposed project will not result in the conversion of any farmland and the subject property is not zoned for agricultural use and does not have a Williamson Act contract in place. No loss or conversion of forest land will occur as a result of the proposed project. Therefore, these would be *no-impact*.

5.3. AIR QUALITY

ENVIRONMENTAL SETTING

The Bay Area Air Quality Management District (BAAQMD) monitors air quality and administers permitting authority over most stationary emission sources within the nine-county the San Francisco Bay Area. The standards for levels of ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM10), particulate matter - fine (PM2.5), sulfates, lead, hydrogen sulfide, and vinyl chloride have been established by both the California Environmental Protection Agency and the United States Environmental Protection Agency. As of the writing of this document, the BAAQMD reports that the Bay Area Air Basin is under non-attainment status for levels of ozone, particulate matter (PM10), and particulate matter - fine (PM2.5) under the State standards. For Federal standards, the air basin is under non-attainment status for ozone and particulate matter - fine (PM2.5) (during the 24-hour period).²

In May of 2011, the BAAQMD published an update to its 1999 CEQA Air Quality Guidelines³. These guidelines establish screening criteria which provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the screening criteria are met by the proposed project, then no additional air quality analysis is necessary. The screening criteria are organized into operational-related impacts (criteria air pollutants and precursors and greenhouse gases), community risk and hazard impacts, carbon

monoxide impacts, odor impacts, and construction-related impacts. If the project emissions would exceed the screening criteria, then an air quality analysis is required to determine if the project's air quality impacts are below BAAQMD's significance thresholds (roughly equivalent to the CEQA thresholds of significance used to ascertain whether an impact would be significant). If the impacts are above the significance thresholds, then mitigation measures would need to be incorporated into a project to reduce air quality impacts to a less than significant level. If such mitigation measures are deemed infeasible, an EIR would be required.

The BAAQMD's adoption of significance thresholds contained in the 2011 CEQA Air Quality Guidelines was called into question by a court order issued March 5, 2012, in California Building Industry Association (CBIA) v. BAAQMD (Alameda Superior Court Case No. RGI0548693). The order required BAAQMD to set aside its approval of the thresholds until it conducted environmental review under CEQA. In August 2013, the Appellate Court struck down the lower court's order to set aside the thresholds. However, this litigation remains pending as the California Supreme Court recently accepted a portion of CBIA's petition to review the appellate court's decision to uphold BAAQMD's adoption of the thresholds. Because the court case is unresolved, BAAQMD recommends that lead agencies determine appropriate air quality thresholds of significance based on substantial evidence in the record. Since the air quality thresholds in the 2011 CEQA Air Quality Guidelines are more stringent than the previously adopted 1999 thresholds, the more conservative 2011 thresholds were used for the analysis of this project.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in pollution emission levels above those established by BAQMD in either the short term (construction related) or long term (traffic);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Issues				

Air Quality

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. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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) 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

- a. An air quality plan is intended to bring a region's air quality into compliance with State and Federal requirements. The BAAQMD, in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), has developed the 2010 Clean Air Plan (adopted in September of 2010) and the 2005 Ozone Strategy (adopted in January of 2006). The assumptions and growth projections used in these documents rely on the General Plans of communities. The proposed development includes an amendment to the City's General Plan but the net change in anticipated development between existing and proposed land use designations (and associated vehicle trips/emissions) would not be substantial and would not conflict with or obstruct implementation of the 2010 Clean Air Plan and 2005 Ozone Strategy. Therefore, this would be a *less-than-significant-impact*.
- b-c. Stationary sources of pollution which would trigger review by BAAQMD are not proposed on the site. The screening threshold for a restaurant with drive-through is 6,000 square feet. The approximately 5,399 square foot restaurant with drive-through does not exceed this threshold and would thus not be expected to generate a considerable net increase in related criteria pollutant emissions.

The City of Pleasanton has adopted a Climate Action Plan (CAP)⁴. At the time the CAP was developed, the City contained approximately 9.2 million square feet of commercial space and a total of 9.8 million square feet was assumed for development within the Hacienda Business Park. The resulting

residual from these values includes additional square footage that may be constructed without exceeding the growth assumed in the CAP. Further, the project would be developed on an infill site, in close proximity to existing transportation infrastructure, and would incorporate bicycle racks for employees and customers. A Wheels bus stop is located approximately 1,600 feet from the project site on the west side of Johnson Drive. These features of the project would also be consistent with the CAP and would reduce the criteria pollutants generated by the project.

Carbon monoxide impacts are measured by a project's consistency with a local congestion management plan and a project's effects on traffic volumes. As discussed in Section 5.16, the project would not generate a substantial amount of traffic that would conflict with the City's level of service criteria or congestion management plan. In addition, the project is not located near tunnels, underpasses, canyons, or below-grade roadways where carbon monoxide would concentrate. The project would also not be expected to generate a substantial number of new vehicle trips that would generate a considerable net increase of criteria air pollutants or violate an air quality standard.

Demolition of a portion of the existing parking lot at 6111 Johnson Court and construction of the proposed project are expected to generate short-term impacts related to construction activities (e.g., clearing/grubbing, site grading, etc.). Construction activity on the site would be required to incorporate dust control measures (e.g., periodic watering of the site, cover all trucks hauling soil, sand, and other loose material, etc.) to control airborne particulates. All construction equipment is required to meet current exhaust standards for emissions. These requirements will be made conditions of project approval.

Overall, the proposed project would result in small, incremental, and insignificant increases in emissions. Therefore, these would be *less-than-significant impacts*.

- d. No sensitive receptors are located in close proximity to the project site and the proposed project is a restaurant that is not considered a sensitive receptor by the BAAQMD. Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as residences or a hospital, in proximity to an existing source of toxic air contaminants (TACs) or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk for siting a new sensitive

receptor or a new source of TACs. As the proposed development would be located in close proximity to I-580, Hopyard Road and Owens Drive, a health risk screening memorandum for the proposed development was prepared by FirstCarbon Solutions⁷ dated October 14, 2013. Although BAAQMD does not require such an analysis for outdoor restaurant uses (as restaurant customers are not considered a sensitive population), a health risk study was prepared for the project in order to cautiously evaluate potential health risks that could occur due to the site's proximity to Interstate 580, which is a high-volume freeway. The health risk screening was prepared following BAAQMD recommendations as contained in the Recommended Methods for Screening and Modeling Local Risks and Hazards version 3.0, published May 2012. The health risk screening analyzed the proposed development in relation to BAAQMD thresholds, toxic air contaminants and health concerns. The memorandum concluded that proposed restaurant customers would not be considered sensitive receptors. Furthermore, health risk levels at the site would not reach levels that would be considered significant even for residential occupants. Construction activities would temporarily generate TACs (e.g., construction equipment fueled by diesel which emits diesel particulate matter) that could affect sensitive receptors in the project vicinity. However, such emissions would be reduced to less than significant levels with the implementation of standard best practice construction management measures that would be required as conditions of project approval. As a result, the project would have a *less-than-significant* impact related to the exposure of sensitive receptors to air pollutants.

- e. Diesel exhaust fumes would be generated by equipment during demolition and construction. Diesel fumes would result in odors that may be perceptible to hotel guests and business tenants in the immediate vicinity of the project site. However, diesel odors would dissipate within a short distance from the project site. Therefore, diesel odors would not be expected to adversely impact the surrounding hotel guests and business tenants. Food preparation may generate odors which may be objectionable to some surrounding tenants. Conditions of approval would require the applicant to install filtering devices in the exhaust fans that would minimize odors. Therefore, the project would result in a *less-than-significant-impact*.

5.4. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

The proposed Chick-fil-A site is urbanized and contains a total of 34 trees of five species: three coast live oak, nine coast redwood, 10 Holly oak, three white alder, and nine eucalyptus trees. Of the 34 surveyed trees, 16 are heritage trees. No

wetlands or creeks occur on the project site. The proposed development would remove all but three existing trees on the project site. These trees are located to the north of the proposed northern driveway. In addition, four heritage trees would be removed from the Hopyard Road median to allow for construction of the left-turn lane extension.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Adversely affect, either directly or through habitat modification, any endangered, threatened or rare species, as listed in Title 14 of the California Code of Regulations (Sections 670.5) or in Title 50, Code of Regulations (Sections 17.11 or 17.12) or their habitats (including but not limited to plants, fish, insects, animals, and birds);
- Have a substantial adverse impact, either directly or through habitat modification, 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS);
- Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- Adversely affect federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites; or,
- Conflict with any local or regional policies or ordinances designed to protect or enhance biological resources, such as a tree preservation policy or ordinance.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Biological Resources

Would the project:

- 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 Wildlife or U.S. Fish and Wildlife Service?	—	—	—	—
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 Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a-d. There are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there is no existing stream, river, lake, drainage channel, or other water body/course on the subject property. The project site is partially developed and is surrounded by urban development. As part of the project, all but three existing trees located on the project site, and four trees located in the street median would be removed. These trees may be used by common wildlife species adapted to urban environments. Thus tree removal would not substantially interfere with the movement of native wildlife species. Therefore, these would be *no-impacts and less than significant impacts*.

- f. The proposed development would result in the removal of 31 existing trees on the project site. Among the trees that would be removed on site, 16 are considered heritage trees according to the Pleasanton Municipal Code. The proposed development would also remove four heritage trees located in the Hopyard Road median for the construction of the Hopyard Road (NB) left-turn lane extension (discussed in Section 5.16 below). Per the City's Tree Preservation Ordinance, the applicant will be required to mitigate the heritage tree removal by making a payment to the Urban Forestry Fund, based on the appraised value of the heritage trees, or paying a proportionately reduced amount by increasing the size of some or all of the proposed trees that are shown on the landscape plan or by increasing the quantity of proposed trees when possible. The payment to the City's Urban Forestry Fund would be used to plant trees elsewhere in the City. Therefore, the proposed project would not substantially conflict with local policies or ordinances related to biological resources. Therefore, this would be a *less than significant impact*.
- f. No Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans apply to the project site and, thus, this issue is not applicable to this project. Therefore, this would be *no-impact*.

5.5. CULTURAL RESOURCES

ENVIRONMENTAL SETTING

The project site is not located in an area identified as having site-specific archeological, paleontological, or geologic features or resources. It is possible (although unlikely) that archaeological resources could be identified on the site during ground disturbance activities.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Cause a substantial change in the significance of a historical or archeological resource as defined in the CEQA Guidelines Section 15064.5; or,
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a. The project site consists of a portion of a parking lot and a vacant parcel. No structures existing on the project site. The site is not listed on the California Register of Historic Resources. Therefore, the project would not adversely affect identified historic resources and this would be *no impact*.

b-d. There are no known archaeological or unique paleontological resources or human remains on the site. However, there is a slight potential for such resources to be encountered during the construction period. A condition of approval for the project will require work to stop within 20 meters (66 feet) of any prehistoric, historic artifacts, or other cultural resources found during the project construction period. Subsequent to the find, the services of the appropriate qualified professional will be secured to determine the best course of action that is consistent with the requirements of the California Environmental Quality Act (CEQA). Therefore, these would be *less-than-significant impacts*.

5.6. GEOLOGY AND SOILS

ENVIRONMENTAL SETTING

The northern portion of the project site slopes up towards the north while the southern portion is generally flat. Project specific grading for the proposed project

would be limited to that required for preparation of the building foundation, retaining walls near the outdoor dining area, surface parking lots, and drive aisles.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a project being built that will introduce geologic, soils, or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Geology and Soils

Would the project:

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.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil?

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?

-
- 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?
- 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?

DISCUSSION

- a. The project site not located within an Alquist-Priolo Earthquake Fault Zone as identified by the California Geological Survey⁵. Also, the project will be required to meet the requirements of the California Building Code and conditions of approval for the project will require that the project meet or exceed seismic requirements. The site has generally flat terrain and there are no known landslides on the property. Therefore, these would be *less-than-significant impacts or no-impact*.
- b-d. The northern portion of the proposed site includes a northerly upslope of approximately eight vertical feet. The preliminary grading plan shows that a two-tiered retaining wall would be installed in this area to create an outdoor dining area for the restaurant. Conditions of approval will require that this two-tiered retaining wall be designed adequately to hold the surcharge from the slope above. Additionally, conditions of approval would require the project engineer to provide structural calculations to demonstrate the strength of the wall. In addition, the proposed development will be required to comply with stormwater runoff requirements and other applicable erosion-control measures. A site-specific soils analysis would be required in conjunction with the building permit review. Therefore, these would be *less-than-significant impacts*.
- e. The project scope does not entail the use of septic tanks and will utilize existing or proposed new infrastructure to connect to existing water and sewer lines. Therefore, this would be *no-impact*.

5.7. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

The BAAQMD encourages local jurisdictions to adopt a qualified Greenhouse Gas (GHG) Reduction Strategy that is consistent with Assembly Bill (AB) 32 goals. AB 32 mandated local governments to adopt strategies to reduce GHG emissions. Consistent with the objectives of AB 32, the City has adopted a Climate Action Plan (CAP) to outline strategies to reduce GHG emissions to 1990 levels by the year 2020. The CAP was reviewed by the Bay Area Quality Management District and

was deemed a “Qualified Greenhouse Gas Reduction Strategy” in accordance with the District’s CEQA guidelines.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Be inconsistent with a qualified GHG Reduction Strategy.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Greenhouse Gas Emissions

Would the project:

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 an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a-b. The proposed project is designed to meet the City’s Climate Action Plan (CAP). Specifically, the project site is located within one mile of a BART station and several Wheels bus lines. The proposed development is generally consistent with the Land Use Goal 1 of the CAP: (to reduce vehicle miles traveled (VMT) through infill and higher density development) primarily because it would allow travelers on the freeway to access a restaurant use in close proximity to a freeway interchange rather than traveling a greater distance. The proposed development would also provide bike racks for employees and patrons. In addition, several Strategies and Supporting Actions related to water and energy conservation from the CAP are implemented in the proposed project or will be required in conditions of approval. The project will be required to incorporate a landscape plan that would meet the State of California’s Model Water Efficient Landscape Ordinance and Bay Friendly Basics requirements for water-saving and drought-resistant planting and to meet green building and energy efficiency measures through the City’s Green Building Ordinance and the State’s Green Building Standards Code (CALGreen). Therefore, these would be less-than-significant impacts.

5.8. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

The project site is currently vacant land and a parking lot. To date, there is no known soil or groundwater contamination on the site. In addition, the site is not on the list of hazardous materials sites (Cortese List).

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in exposing people to existing contaminated soil during construction activities;
- Result in exposing people to asbestos containing materials;
- Result in exposing people to contaminated groundwater if dewatering activities take place.

Issues (Cont.)	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Hazards And Hazardous Materials

Would the project:

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	—	—	—	—
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?				
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"/>

DISCUSSION

a-b. During construction potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used at the site. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the Livermore-Pleasanton Fire Department is responsible for responding to nonemergency hazardous materials reports. Small amounts of commercially-available hazardous materials (e.g., fuels, solvents, fertilizers) may be used on-site during operation of the project, but these materials would be used in compliance with applicable regulations. Therefore, they would not generate a substantial risk to human health. The proposed development is not anticipated to release any hazardous materials into the environment in the event of any accident; however, in case of an emergency or an accident, such as a grease fire, the operator of the business will need to follow regulations by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and California Occupational Safety and Health Administration (Cal-OSHA). The City has in place an Emergency Response Plan to reduce impacts should a spill or a hazardous event take place. Therefore, these would be *less-than-significant impacts*.

c. There are no schools located within one-quarter mile of the project site. Therefore, it would be *no-impact*.

d. Per the Department of Toxic Substances Control, the project site is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List). Therefore, it would be *no-impact*.

e-f. The project site is located approximately 5.5 miles from the nearest airport runway at the Livermore Municipal Airport and is not located within the

Airport Influence Area (AIA) indicated in the Livermore Municipal Airport's Airport Land Use Compatibility Plan or within the vicinity of a private airstrip. Therefore, these would be *no-impact*.

g-h. The project site is located in an urbanized area and modifications to the property would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The existing left-turn lane from northbound Hopyard Road to westbound Owens Drive would be extended to better facilitate queuing and through vehicles on Hopyard Road. This modification to the roadway would not interfere with emergency access. Wildlands do not exist within or adjacent to the subject site. Therefore, these would be *less-than-significant impacts*.

5.9. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

The National Pollutant Discharge Elimination System (NPDES) was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the U.S. Non-point sources originate and diffuse over a wide area rather than from a definable point. Two types of non-point source discharges are controlled by the NPDES program: discharges caused by general construction activities and discharges to the municipal storm water system. The project site does not contain creeks, wetlands, or other water bodies, and is partially covered with impervious surfaces.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially degrade water quality or violate any water quality objectives set by the State Water Resources Control Board due to increased sediments or other contaminants generated by consumption and/or operation activities;
- Expose people or property to the risk of injury and damage in the event of a 100-year flood.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Issues				

Hydrology and Water Quality

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 the site or 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a-f. No streams, rivers, drainage channels, etc. run through the site and, therefore, the project would not alter the course of any body of water. The northern portion of the site is sloped, and the proposed preliminary drainage plan for the project indicates that the existing CalTrans stormwater drainage system would be relocated within the project site to continue to handle the runoff from the freeway. The proposed preliminary drainage plan also includes a drainage system that would handle the on-site runoff for the proposed development. As a portion of the site is undeveloped, the proposed development would increase impervious area by approximately 90%. As proposed, site drainage will be directed towards bio-retention planters located in various areas of the site before draining into the City's storm drain system. The project would be required to incorporate best management practices (BMP's) during construction to minimize erosion and stormwater pollution. The project would be required to comply with all applicable stormwater runoff requirements. The project would not use a well to pump ground water. The coverage of impervious surfaces on the site would change with implementation of the project. However, groundwater recharge would not be substantially affected because the site would include stormwater management features that would allow stormwater to percolate into the aquifer. Therefore, these would be *less-than-significant impacts or no-impact*.
- g-j. The project site is not located within the 100-year flood zone⁶ and the proposed project does not include any housing units. The project would not impede or redirect flood flows or expose people or structures to a significant risk of flooding. The project site is not in a location where the project would be subject to a seiche, tsunami, or mudflow. Therefore, these would be *no-impact*.

5.10. LAND USE PLANNING

ENVIRONMENTAL SETTING

The project site comprises vacant land, a parking lot, and a portion of a shopping center. It is bordered on the west by Pleasanton Square II Shopping Center and commercial uses west of Johnson Court; on the north by the I-580 EB Hopyard Road Off-Ramp; on the east by Hopyard Road and commercial uses on the east side of Hopyard Road; and on the south by Owens Drive.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter an approved land use plan that would result in physical change to the environment.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Land Use Planning

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a. The project site is surrounded by roadways, office and commercial uses. The proposed project is an infill development and would not physically divide an established community. The project would not obstruct access in the vicinity of the site. Therefore, this would be categorized as *no-impact*.

- b. The southern portion of the project site has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits commercial and service uses. The northern portion of the site has a General Plan Land Use Designation of "Open Space – Public Health and Safety", which does not allow development. The applicant requests a General Plan Amendment to designate the land use of the project site as "Business Park." The applicant also requests to rezone the entire project site to Planned Unit Development – Industrial/Commercial-Office for the construction of and operation of a restaurant with drive-through. The proposed project with a Floor Area Ratio (FAR) of 18.5% is below the maximum 60% FAR allowed for the Business Park Land Use designation by the General Plan. With the approval of the General Plan Amendment and rezoning, the proposed project will conform to the General Plan policies and programs listed below:

Land Use Element

Sustainability

Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.

Overall Community Development

Program 5.2: Consider surrounding land uses and potential impacts when changing land-use designations.

Industrial, Commercial and Office

Policy 13: Ensure that neighborhood, community, and regional commercial centers provide goods and services needed by residents and businesses of Pleasanton and its market area.

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

The proposed development would also result in the rezoning of the remaining parcel at 6111 Johnson Court. This site is currently zoned Office (O) District and conforms to the O District's development standards including the maximum allowable Floor Area Ratio (FAR) of 30%. With the proposed development and land transfer from the existing office site located at 6111 Johnson Court to the proposed Chick-fil-A site, the resultant FAR would be 34.5%, exceeding the maximum allowable FAR of 30% for the O District. As such, the site located at 6111 Johnson Court would be rezoned from O District to Planned Unit Development – Office (PUD-O) District to allow a higher FAR. The proposed 34.5% FAR would conform to the maximum 60% FAR allowed by the General Plan. In addition, as described in this IS/MND, the physical changes resulting from proposed changes to the General Plan land use designations, and the proposed rezoning would not result in any significant environmental impacts. Therefore, this would be a *less-than-significant impact*.

- c. There is no habitat conservation plan or natural community conservation plan applicable to the project area. Therefore, this would be categorized as *no-impact*.

5.11. MINERAL RESOURCES

ENVIRONMENTAL SETTING

The project site is urbanized and mineral extraction would be infeasible.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the depletion of a mineral resource.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

DISCUSSION

a-b. The project site is not known to contain any mineral resources and thus the proposed project would not result in the loss of the availability of locally important mineral resources. Therefore, these would be *no-impact*.

5.12. NOISE

ENVIRONMENTAL SETTING

External noise sources that could affect the site include traffic noise from the adjacent Interstate freeway and freeway off-ramp, City streets, and adjacent land uses (which consist of office and retail uses). In addition, project-related noise could increase ambient noise levels.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in construction noise levels that do not meet the City of Pleasanton Noise Ordinance;
- Generate exterior noise levels above 70 dBA at the property plane (excluding construction noise).

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Noise

Would the project:

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne 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 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 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"/>
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"/>

DISCUSSION

- The project site is located within the future (2025) 70 A-weighted decibels (dBA) on the day-night equivalent level (L_{dn}) noise contour as indicated in the 2005 – 2025 Pleasanton General Plan. This noise level is considered to be “Conditionally Acceptable” for “Office Buildings, Business Commercial, and Professional” land uses according to the Pleasanton General Plan. With respect to potential noise impacts generated by the proposed project, the City’s Noise Ordinance (Chapter 9.04 of Pleasanton Municipal Code) does not allow any person to produce any noise or allow any noise to be produced

by any machine, animal, device, or any combination of the same, on commercial property, in excess of 70 dBA at any point outside of the property plane. The proposed development would result in an increase in ambient noise levels. Typical noise sources that would be associated with the proposed development include mechanical ventilation systems and delivery trucks for the proposed business. An increase in traffic volumes would also generate an increase in noise levels. However, the proposed development would abut an interstate freeway off-ramp and a major city thoroughfare and is located in a commercial area. There are two hotels (Larkspur Landing and Motel 6) nearby. The nearest residential development is approximately 0.57 miles to the south of the project site on Allbrook Circle and a mixed-use development located approximately 0.41 miles northwest of I-580 in the City of Dublin. However, the noise from the project is unlikely to exceed ambient noise levels; thus hotel guest and/or residents would not likely be impacted. Therefore, this would be a *less-than-significant impact*.

- b-d. The development of the proposed restaurant with drive-through would generate added urban noise, such as that associated with traffic, loading and unloading of delivery trucks, etc. However, given the existing noise levels produced by nearby street traffic and the existing commercial and office uses in the area, noise levels would not change substantially from those currently experienced in the area.

The construction phase of the project may entail activities that result in ground-borne vibrations. The nearest residential uses are located approximately 0.57 miles to the south of the project site on Allbrook Circle (where construction-related noise on the site would not be perceptible). The hours of construction would be limited to minimize any impact to surrounding land uses. Construction equipment would be required to meet Department of Motor Vehicle (DMV) noise standards and be equipped with muffling devices. Once constructed, the operation of the proposed use would be required to meet the City's Noise Ordinance, which stipulates that businesses not be allowed to produce a noise level in excess of 70 dBA at any point outside of the property plane. Therefore, these would be *less-than-significant impacts*.

- e-f. The project site is located approximately 5.5 miles from the nearest airport runway at the Livermore Municipal Airport and is not located within its Airport Influence Area (AIA) or General Referral Area. Therefore, the project would not expose people to excessive aircraft noise levels. Therefore, these would be *no-impact*.

5.13. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

The subject property does not contain any housing units and the scope of the subject project does not include any housing units.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Induce substantial growth that is inconsistent with the approved land use plans in place;
- Displace affordable housing.

Population and Housing

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a-c. The proposed project is an infill development that would not induce growth in surrounding areas. The proposed project would provide additional commercial services to the community. Infrastructure has been extended to the boundaries of the project site in conjunction with other, nearby development. Therefore, the project would not result in direct or indirect growth-inducing impacts in the City of Pleasanton. No housing units would be lost or created as part of the project scope and thus no replacement housing is necessary and no direct population growth would occur. Therefore, these would be categorized as *no-impact*.

5.14. PUBLIC SERVICES

ENVIRONMENTAL SETTING

The City of Pleasanton has public services and infrastructure to meet the demand associated with build out of the General Plan.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Create an increase in demand for police protection services which could substantially interfere with the ability of the Police Department to provide adequate response time to the project site;
- Create an increased demand for fire protection services that would substantially interfere with the ability of the Fire Department to provide adequate response time to the project site;
- Create an increased demand for schools that would exceed existing school capacity; or,
- Create an increased demand for parks and other public facilities that would exceed existing capacity.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Public Services

Would the project:

a) 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) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|-----------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| iv) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

a) The proposed project would result in the development of a restaurant with drive-through. The project would be compliant with the Fire Code and would not substantially increase demand for fire protection services. Up to 15 employees would work at the proposed restaurant at any one time. The increase in employees in the area would not have a substantial effect on public services. Construction sites with an open storage yard may attract theft. Staff has included conditions requiring the project developer to secure the construction site and all open storage of materials and to provide fencing around supplies and equipment to prevent theft; another condition of approval would require that on-site construction trailers have emergency contact information posted. Because the project would not result in the construction of new housing, it would not directly increase enrollment in local schools. However, the applicant will be required to contribute funds to the Pleasanton Unified School District to offset this project's indirect impacts to school facilities; the funds would be used to construct and/or procure classrooms. Adequate park facilities exist to serve the minor increase in the demand for park services that would be generated by this project and the developer would be required to pay a Public Facilities Fee and other development impact fees to offset the project's minor increases in the demand for City services. Therefore, these would be categorized as *no impacts or less-than-significant impacts*.

5.15. RECREATION

ENVIRONMENTAL SETTING

The project site currently does not contain any neighborhood, community, or regional parks. The project site contains a partial parking lot and an open space area with existing vegetation.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the failure to meet City standards for the provision of parkland.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Recreation

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

a-b. The proposed project involves development of a restaurant with a drive-through. Employees at the project site could modestly increase the usage of local park and recreation facilities. However, this relatively small increase in visitation would not accelerate the substantial deterioration of existing park or recreation facilities near the project site nor require the construction or expansion of recreational facilities. The proposed project does not include recreational facilities. Therefore, these would be *no impact and less-than-significant impact*.

5.16. TRANSPORTATION AND TRAFFIC

ENVIRONMENTAL SETTING

The project site would be located near the end of Johnson Court, surrounded by the I-580 eastbound Hopyard Road off-ramp on the north, a major City arterial (Hopyard Road) on the east, Owens Drive on the south, and Johnson Court and commercial uses on the west. The East Dublin/Pleasanton BART station is located less than one mile from the project site and several existing Wheels bus lines service the area. Existing sidewalks along Hopyard Road, Owens Drive, and Johnson Drive provide pedestrian access to the project site. The project would be required to dedicate land for a future bicycle lane along Hopyard Road.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in reducing the Level of Service (LOS) at a major intersection to LOS E or F, except in the Downtown and gateway intersections*.
*Gateway intersections are intersections located at the edges of the city and are specifically identified on Table 3-4 of the Circulation Element of the 2005-2025 General Plan. Per the General Plan, consideration may be given to traffic improvements at gateway intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation and Traffic

Would the project:

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 those results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

DISCUSSION

- a. Program 2.2 of the Circulation Element of the General Plan states:
Require site-specific traffic studies for all major developments which have the potential to cause the level of service at one or more major intersections to exceed Level of Service (LOS) D, and require developers to implement the mitigation measures identified in these studies. In general, require development to improve congested intersections adjacent to such development or to pay its pro-rata share of the cost of such improvements, and to pay traffic development fees for use in mitigating traffic impacts in other areas of the city.

A project-specific traffic impact analysis⁸, dated November 4, 2013, was prepared for the City of Pleasanton by Hexagon Transportation Consultants, for the purpose of identifying the potential traffic impacts of the proposed project.

The traffic study analyzed the following traffic scenarios with and without project traffic:

1. Existing conditions - The existing conditions scenario is based on traffic counts conducted from the year 2012 and obtained from the City's Synchro database.
2. Existing plus project condition - The existing plus project conditions were estimated by adding to existing traffic volumes the additional traffic generated by the project. This scenario was used to identify short-term project impacts to the transportation system.
3. Existing plus approved conditions - The existing plus approved conditions scenario includes the existing traffic conditions plus traffic from all approved but not yet built projects including the Housing Element update. This scenario does not include the proposed project.
4. Buildout conditions - The buildout scenario consists of traffic from approved but not yet built projects plus traffic from development that has not received approval from the City but has been identified to be completed in the long term with the buildout of the 2005-2025 Pleasanton General Plan and the Housing Element update. The buildout traffic volumes do not include the proposed project.
5. Buildout plus project conditions - The buildout with project conditions were estimated by adding the traffic generated by the project to the buildout traffic volumes. The buildout with project conditions were

evaluated relative to buildout without project conditions in order to determine potential long-term project impacts.

The proposed project would generate 2,009 daily vehicle trips with 185 trips occurring during the a.m. peak hour (94 inbound trips and 91 outbound trips) and 132 trips during the p.m. peak hour (68 inbound trips and 64 outbound trips).

Project trip distribution was completed using the City of Pleasanton Travel Demand Forecast (TDF) model. Four intersections were included in the traffic analysis:

1. Hopyard Road and I-580 EB Off Ramp
2. Hopyard Road and Owens Drive
3. Johnson Drive and Owens Drive (southern end)
4. Johnson Drive and Owens Drive (northern end; non-signalized)

All of the study intersections currently operate at LOS D or better. Under the study scenarios, all of the signalized study intersections would continue to operate at LOS D or better during the AM and PM peak hours with one exception: Hopyard Road and I-580 EB Off Ramp would operate at LOS E under the Buildout scenarios during the PM peak hour. As a “gateway intersection” per the General Plan, this intersection is exempt from requirement to maintain LOS D. To satisfy the City’s Complete Streets requirements, the proposed project includes the dedication of a portion of the land along Hopyard Road for future construction of a right-turn only lane and a bicycle lane. In addition, the applicant would be required to participate in the City and Tri-Valley Traffic Impact Fee (TIF) programs.

As listed above, at the Hopyard Road and Owens Drive intersection, the LOS standards would be met under all study scenarios. However, this intersection has a northbound left-turn queue that will exceed the storage capacity of the left-turn lane in the existing and existing plus approved conditions without and with project conditions in the AM and PM peak hours. The estimated maximum vehicle queues for the eastbound left turn lanes would exceed the existing vehicle storage capacity under existing, existing plus approved and buildout conditions during the PM peak hour.

As analyzed in the traffic study, the proposed project would add up to a five-car increase in queue length, resulting in inadequate storage capacity for all scenarios in the PM peak hour. The solution to reduce this queue capacity shortage is to either: 1) extend the existing northbound left-turn lane from the existing 125 feet to 250 feet, or 2) construct a second

northbound left-turn lane to accommodate the anticipated queues. The proposed project includes the extension of the existing left-turn lane south approximately 125 feet. This extension will require removal of a portion of the existing landscaped median. Since the developer would construct the lane extension, the developer will receive a credit towards its Pleasanton Traffic Improvement Fee for the cost of constructing the improvement. Therefore, the conditions of approval will ensure that potential traffic impacts are *less than significant*.

- b. The Alameda County Congestion Management Agency's (CMA) threshold for a significant impact to County transportation facilities is the addition of 100 or more new peak-hour trips. The proposed Chick-fil-A project would add more than 100 peak hour trips. However, the Alameda County CMA does not have a policy for determining a threshold of significance for the Congestion Management Program (CMP) requirements and expects that professional judgment will be used to determine project impacts. If a roadway segment operates at an unacceptable LOS without the project, the impact of the project on CMA facilities is considered significant if the contribution of project traffic results in an increase in the volume-to-capacity ratio of more than 3%. It is estimated that less than 50% of project trips will use Hopyard Road north of Owens Drive. Based on the relatively modest peak hour trip generation of the project (185 a.m. peak hour trips and 132 p.m. peak hour trips) and dispersed trip distribution patterns, the project would not increase the volume-to-capacity threshold of Hopyard Rd. or I-580 (the two roadways closest to the project site that are under CMA jurisdiction) by more than 3%. *Therefore, this would be a less-than-significant impact.*
- c. The project site is not located in close proximity to public or private airports. The proposed restaurant building would have a building height lower than the adjacent office building. The proposed building height of approximately 31'-4" would not conflict with existing flight paths. Furthermore, the proposed restaurant would not increase air traffic levels. Therefore, this would be *no-impact*.
- d-e. The project will not increase hazards due to design features or incompatible uses. The project driveways and drive aisles will be designed to City standards and would provide adequate sight distances and accommodate the safe turning radius of emergency and non-emergency vehicles. Emergency access to the project site will not be compromised due to the proposal. Therefore, these would be less-than-significant impacts.
- g. The proposal will also not be in conflict with policies, plans, or programs related to public transit, bicycle or pedestrian facilities. The project will

incorporate bicycle racks for employees and customers. Existing and proposed public sidewalks along Hopyard Road and Owens Drive would provide access to the site. Americans with Disabilities Act (ADA) compliant pedestrian pathways will be required to be shown on construction plans prior to issuance of permits. Additional private walkways would traverse throughout the project site and nearby commercial sites in the business park. Therefore, this would be *no-impact*.

5.17. UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL SETTING

The City of Pleasanton has public services and infrastructure planned to meet the buildout of the General Plan.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the construction of new water facilities or expansion of existing facilities;
- Result in exceeding the wastewater treatment requirements of the Regional Water Quality Control Board;
- Result in or require the construction or expansion of existing wastewater treatment facilities;
- Be served by a landfill that has inadequate permitted capacity.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Utilities and Service Systems

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 provided 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"/> |

DISCUSSION

- a-g. The proposed project would be required to comply with Regional Water Quality Control Board (RWQCB) requirements for wastewater treatment. Business operations associated with the proposed business would generate wastewater. However, the operation of the proposed development would not contribute a substantial amount of new demand for wastewater treatment and such demand would not exceed projected wastewater treatment requirements. While it is anticipated there are sufficient water supplies available to serve the project, approval of the project would not guarantee the availability of sufficient water to serve the project and the City may withhold building permits if the City determines that sufficient water is not available at the time of application of building permits. The proposed development would include the construction of a bioswale system within the project site to treat stormwater runoff from impervious surfaces. The bioswale system will filter pollutants, regulate flows, and increase infiltration. The project will not require the construction of off-site stormwater drainage facilities. Construction of the proposed project would generate construction waste; however, at least 75 percent of the total job site construction waste (measured by weight or volume) would be required to be recycled. The remaining construction waste would not result in a substantial reduction in the capacity of a landfill. Therefore, these would be *less than significant impacts*.

5.18. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mandatory Findings of Significance

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a. The project site is surrounded by urban development, an interstate freeway off-ramp, and a major public street. There are no existing rivers, streams, lakes, or other water bodies on the project site and there are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there are no known historical, archaeological, or paleontological sites or structures on the project site. Thus, this would be a *less-than-significant-impact*.

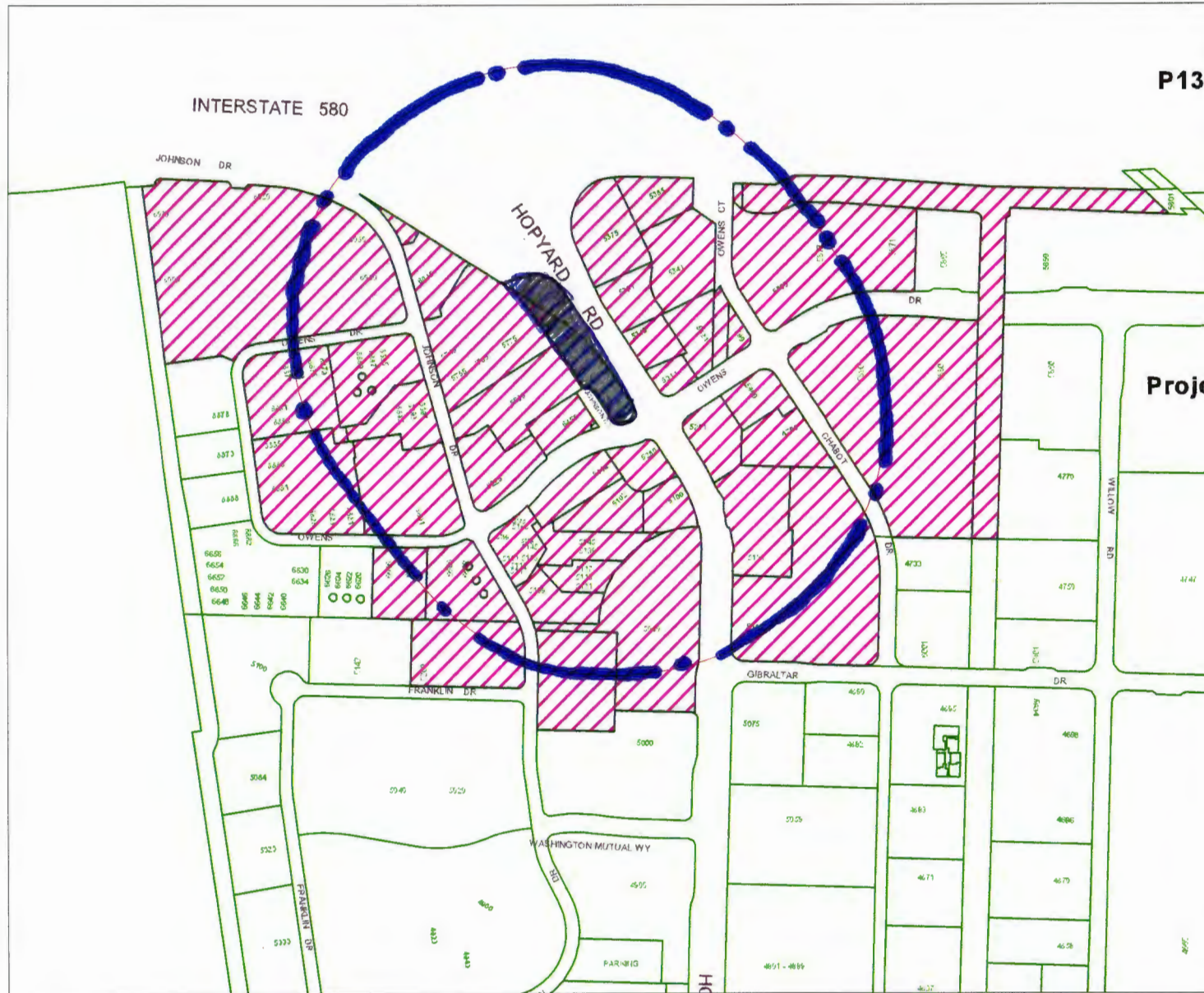
- b. Constructing the project would incrementally increase impacts related to certain environmental factors, but the increases would not be cumulatively considerable. The project includes the extension of the left-turn queueing lane from northbound Hopyard Road to westbound Owens Drive and the dedication of a portion the existing parcel abutting Hopyard Road for future roadway improvements, including a right-turn lane and bicycle lane. Therefore, this would be a *less-than-significant-impact*.

- c. The project would not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Pleasanton and would incorporate conditions of approval to meet local codes and regulations. The project design and conditions of approval would reduce potential impacts to a no *impact*.

6. ENDNOTES

- ¹ California Department of Conservation, Map titled, Alameda County Important Farmland 2010; and pages 7-26 through 7-28 of the City of Pleasanton General Plan 2005-2025
- ² Bay Area Air Quality Standards and Attainment Status, BAAQMD Website: <http://www.baaqmd.gov/>
- ³ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011
- ⁴ Climate Action Plan, City of Pleasanton, adopted by City Council February 13, 2012
- ⁵ Figure 5-5 of the City of Pleasanton General Plan 2005-2025
- ⁶ Figure 5-7 of the City of Pleasanton General Plan 2005-2025
- ⁷ Pleasanton Chick-fil-A Health Risk Screening Memorandum by FirstCarbon Solutions, dated October 14, 2013
- ⁸ Traffic Impact Analysis by Hexagon Transportation Consultants, Inc., dated November 4, 2013

EXHIBIT F



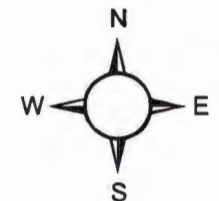
P13-2533, PUD-100, PUD-96-13-4

City of Pleasanton

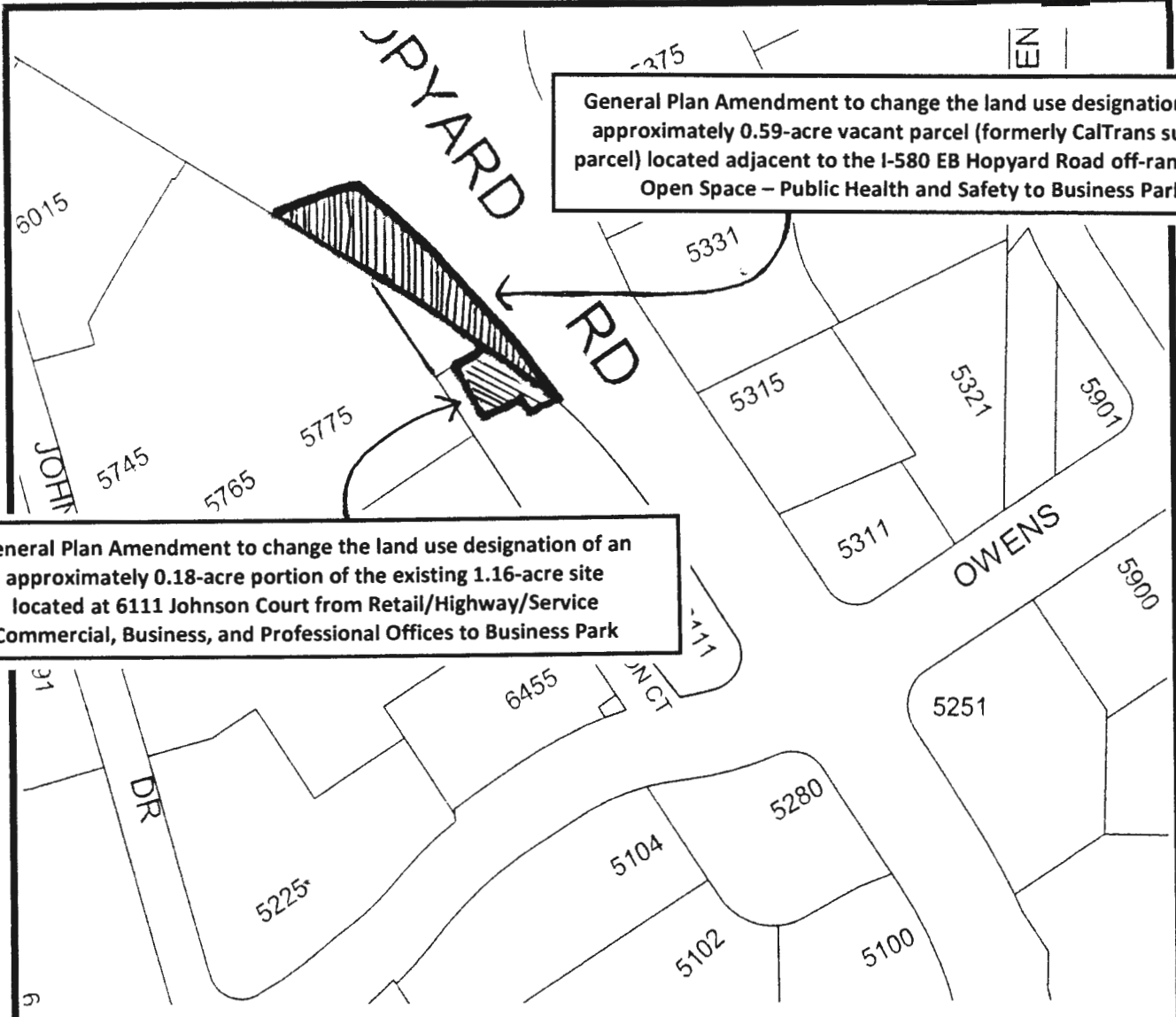
GIS

Department

Project Location and Notification



Printed 10/17/2014



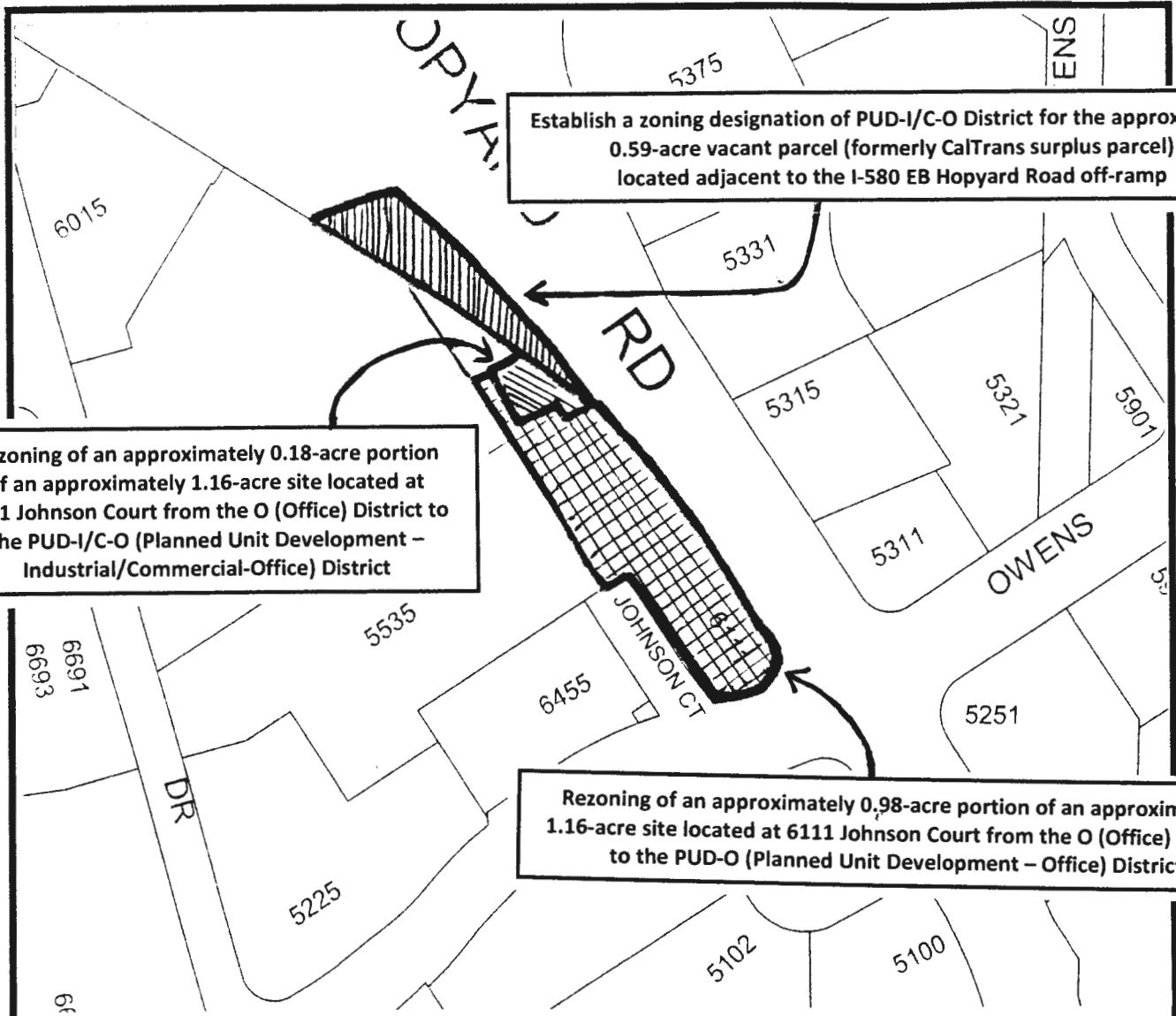
General Plan Amendment to change the land use designation of an approximately 0.59-acre vacant parcel (formerly CalTrans surplus parcel) located adjacent to the I-580 EB Hopyard Road off-ramp from Open Space – Public Health and Safety to Business Park

General Plan Amendment to change the land use designation of an approximately 0.18-acre portion of the existing 1.16-acre site located at 6111 Johnson Court from Retail/Highway/Service Commercial, Business, and Professional Offices to Business Park

CITY OF PLEASANTON PLANNING DIVISION

General Plan Amendment

DRAWN BY: M. Hoey	APPROVED BY: <div style="text-align: center;"> DIRECTOR of COMMUNITY DEVELOPMENT </div>	DATE: October 22, 2014
SCALE: 1" = 300'		SEC. NO.: P13-2533



**CITY OF PLEASANTON
PLANNING DIVISION**

Zoning and Rezoning Map

DRAWN BY: M. Hoey	APPROVED BY:	DATE: October 22, 2014
SCALE: 1" = 300'	DIRECTOR of COMMUNITY DEVELOPMENT	SEC. NO.: PUD-100