

2005 Pleasanton Plan 2025

2. LAND USE ELEMENT



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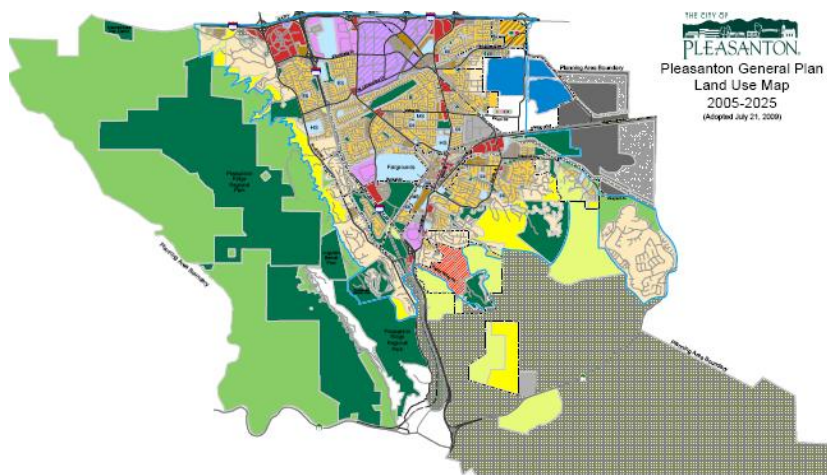
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The General Plan Map depicts land uses referenced in the Land Use Element.

2. LAND USE ELEMENT

PURPOSE

The purpose of the Land Use Element is to provide policies and a land-use map indicating the planned location, amount, and intensity of residential, commercial, and industrial lands, as well as to provide guidance for the use of public and open-space lands. Policies need to be considered together with the General Plan Map to understand the City's intentions for future development and conservation. The General Plan Map depicts the policies contained throughout General Plan 2005-2025 in graphic form. The Map illustrates the City's plan for a desirable pattern of land use throughout the Planning Area. (See separate folded map.)



Stylized Land Use Map (see loose fold-out map for detail and legend)

SUSTAINABILITY

As stated in the General Plan Vision, the City of Pleasanton embraces the concept of sustainable development. A sustainable

city strives to draw from the environment only those resources that are necessary and that can be used or recycled perpetually, or returned to the environment in a form that nature can use to generate more resources. Relating the concept of sustainability to land use includes encouraging infill development and planning the city such that its layout would increase walking and bicycle riding, and minimize vehicle-miles traveled and energy usage. In addition, the City is committed to constructing new public facilities using “green-building” practices that would reduce energy usage, as well as requiring that new residential and commercial land uses do the same. The concept of sustainability also relates to the economic and fiscal sustainability of the City. This chapter seeks to ensure that land-use policies and the Land Use Map provide support for fiscal and economic sustainability.

EXISTING CONDITIONS

Pleasanton is well on its way to achieving its goal of a well-planned and complete community at General Plan buildout. The following summarizes existing community conditions. See General Plan Land Uses, below, for future plans for land uses within the Planning Area.

Residential Neighborhoods

Many people relocate to Pleasanton for its attractive and well-planned neighborhoods. Pleasanton currently contains many residential neighborhoods (see Table 2-1 and Figure 2-1) that offer a variety of environments and lifestyles. In general, residential development is less dense at the Urban Growth Boundary. The oldest neighborhood is in the Downtown and features buildings dating back to the 1860s. A major aspect of Pleasanton's neighborhood environment has been the separation between residential and non-residential uses.

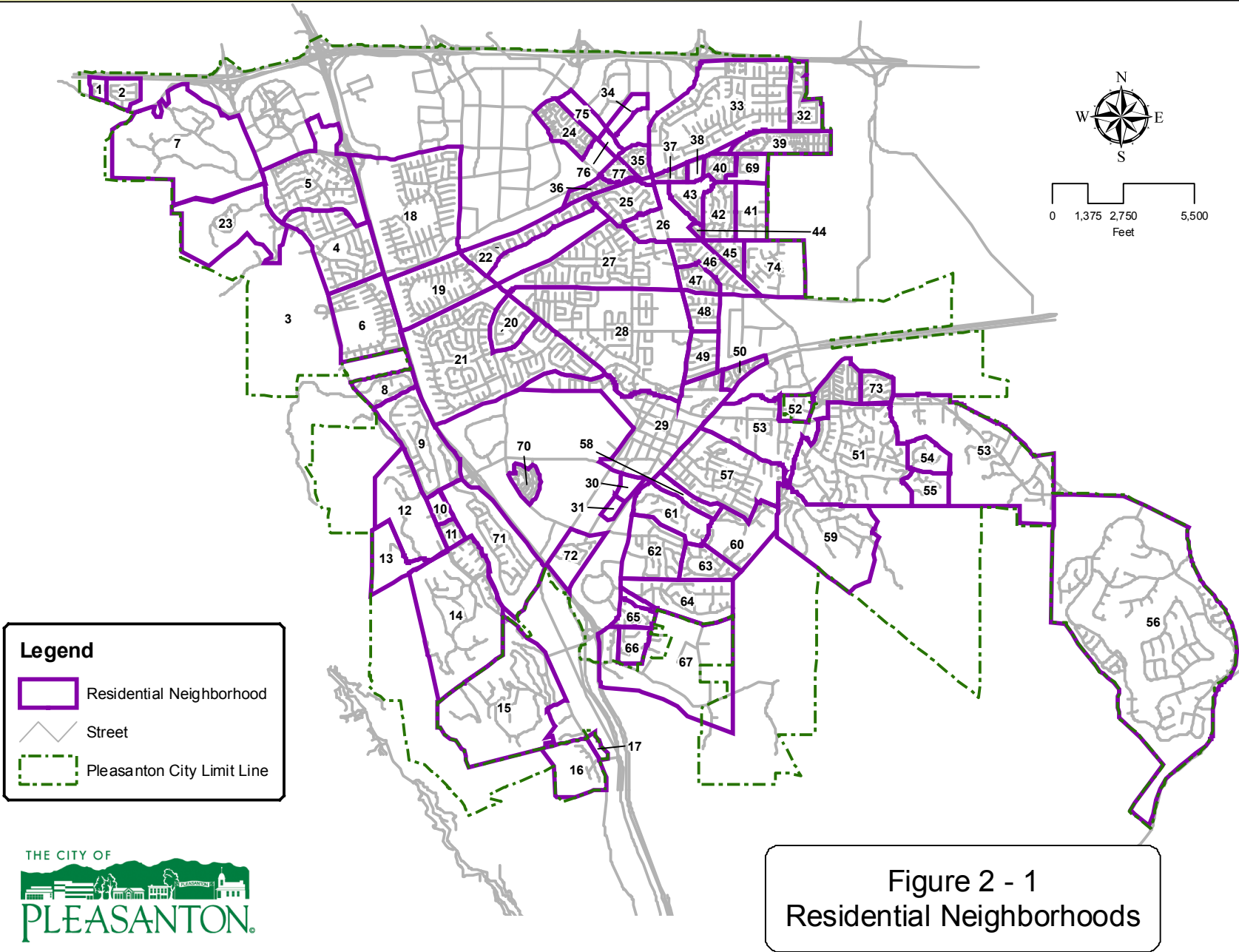
TABLE 2-1: RESIDENTIAL NEIGHBORHOODS

1 Canyon Creek	20 Country Fair	39 Stoneridge Park	58 Old Towne
2 Canyon Meadows	21 Del Prado	40 Stoneridge Orchards	59 Kottinger Ranch
3 West of Foothill	22 Parkside	41 Mohr-Martin	60 Bonde Ranch
4 Highland Oaks / North Muirwood	23 Moller Ranch	42 Mohr Park	61 Mission Hill
5 Stoneridge	24 Valencia/Siena/Avilla	43 Pleasanton Village	62 Mission Park
6 Oak Hill / South Muirwood	25 Amberwood / Wood Meadows	44 Sycamore Place	63 Lund Ranch
7 The Preserve	26 Willow West	45 Rosewood	64 Bridal Creek / Sycamore Heights
8 Foothill Knolls	27 Birdland	46 Heritage Valley	65 Rosepointe
9 Laguna Oaks	28 Pleasanton Valley	47 Danbury Park	66 Carriage Gardens
10 Foothill Place	29 Downtown	48 Amador Estates	67 Happy Valley
11 Laguna Vista	30 Civic Square	49 Jensen Tract	68 Southeast Pleasanton
12 Deer Oaks/Twelve Oaks	31 Ridgeview Commons	50 California Reflections	69 Walnut Glen
13 Longview	32 California Somerset	51 Vintage Hills	70 Walnut Hills
14 Golden Eagle Farms	33 Pleasanton Meadows / Fairlands	52 Remen Tract	71 Pheasant Ridge
15 Castlewood	34 Hacienda Gardens	53 Vineyard Avenue	72 Canyon Oaks
16 Oak Tree Farms	35 Las Positas Garden Homes	54 Foxbrough Estates	73 Shadow Cliffs
17 Oak Tree Acres	36 Verona	55 Grey Eagle Estates	74 Ironwood
18 Val Vista	37 Belvedere	56 Ruby Hill	75 Archstone
19 Valley Trails	38 Gatewood	57 Pleasanton Heights	76 Hacienda Commons
			77 Springhouse

Source: City of Pleasanton, Planning and Community Development Department, July 2007.

Note: See Figure 2-1 for neighborhood locations.

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This land use pattern minimizes incompatibility among land uses and results in the safe and attractive environment which makes Pleasanton's neighborhoods so livable. While there is a separation of land uses in much of Pleasanton, "mixed-use" development also exists, for example, in the Downtown with residents living above commercial establishments and a mix of residential and commercial uses on a parcel. This General Plan seeks to create additional opportunities to integrate residences with other land uses in mixed-use and transit-oriented developments (TOD) and to create more pedestrian, bicycle, and public transit connections that provide an alternative to automobiles.

The City's street network features relatively few major arterials, thus minimizing the number of residents exposed to heavy traffic and noise. Most homes front on minor collector streets and cul-de-sacs which meander through the community and create quiet, safe environments. The street pattern carves out distinct neighborhoods, each having a diversity of uses: housing, a local park, an elementary school, and access to both retail and community services. Most neighborhoods have a variety of architectural styles, substantial landscaping, street trees, sidewalks, and bicycle paths.

As of January 2007, Pleasanton provided 25,765 housing units for approximately 68,800 residents. The housing mix included about 17,200 detached single-family and duet units (67 percent), and 8,556 attached single-family units and multi-family units (33 percent).¹ According to the 2000 Census, the average household size for owner-occupied units was 2.87 persons compared to 2.3 persons for renter-occupied units. The overall residential vacancy rate remains relatively low at 2.7 percent.

¹ City of Pleasanton, Planning and Community Development Department, 2007.

Industrial, Commercial, and Office Development

Prior to 1980, Pleasanton was predominantly a residential community with limited employment opportunities. Since 1980, the development of a regional shopping mall, seven major business parks, five major hotels, and a variety of retail, office, and service centers have transformed the City (Table 2-2 and Figure 2-2). Pleasanton's economy supports basic industries which export products out of the community – such as nationally-recognized high technology companies, research and development, and corporate headquarters – and non-basic industries – such as local shops and services, which mainly serve people within the community. All industries are subject to strict standards relating to traffic, air quality, noise, water, sewer, and hazardous waste, and are monitored by the City.



Stoneridge Mall regional shopping center

TABLE 2-2: COMMERCIAL, OFFICE, AND INDUSTRIAL DEVELOPMENT

Sub-Area	Uses	2006 (square feet)	Buildout (square feet) ^a
1 Farmers Insurance	Office	150,000	150,000
2 Stoneridge Mall	Retail	1,137,500	1,643,740
3 Stoneridge Mall Road Periphery	Office, Retail, Hotel, Medical	1,307,580	1,543,870
4 Stoneridge Corporate Plaza	Office, Restaurant	571,880	1,184,420
5 Commerce Circle / Johnson Drive	R&D, Warehouse, Light Industrial, Hotel) ^b	1,259,610	1,455,950
6 Pleasanton Park	Office, R&D, Light Industrial, Commercial ^b	548,926	667,664
7 Signature Center, Bank of America, etc.	Office, R&D, Light Industrial, Commercial ^b	984,480	1,072,140
8 Hacienda Business Park	Office, R&D, Light Industrial, Commercial ^b	7,911,000	9,890,000
9 Rosewood Drive Area	Commercial, Auto Sales	408,410	426,040
10 Rheem Industrial Park	Light Industrial	195,620	204,130
11 Valley Business Park	Light Industrial, Office	1,001,900	1,101,050
12 Stanley Business Park	Service Commercial, Light Industrial, Retail, Office	400,110	761,220
13 Applied Biosystem Office Park	R&D, Office ^b	258,500	960,000
14 Bernal Corporate Park	Office, R&D, Light Industrial, Retail, Hotel ^b	1,132,450	1,331,450
15 Bernal Office Park	Office	0	750,000
16 Downtown	Retail, Office	868,000	968,000
17 East Pleasanton Specific Plan (place-holder assumptions)	Retail, R&D, Industrial Park ^b	n/a	4,150,000
Other		2,898,075	6,691,326
TOTAL		21,034,041	34,951,000

Notes:

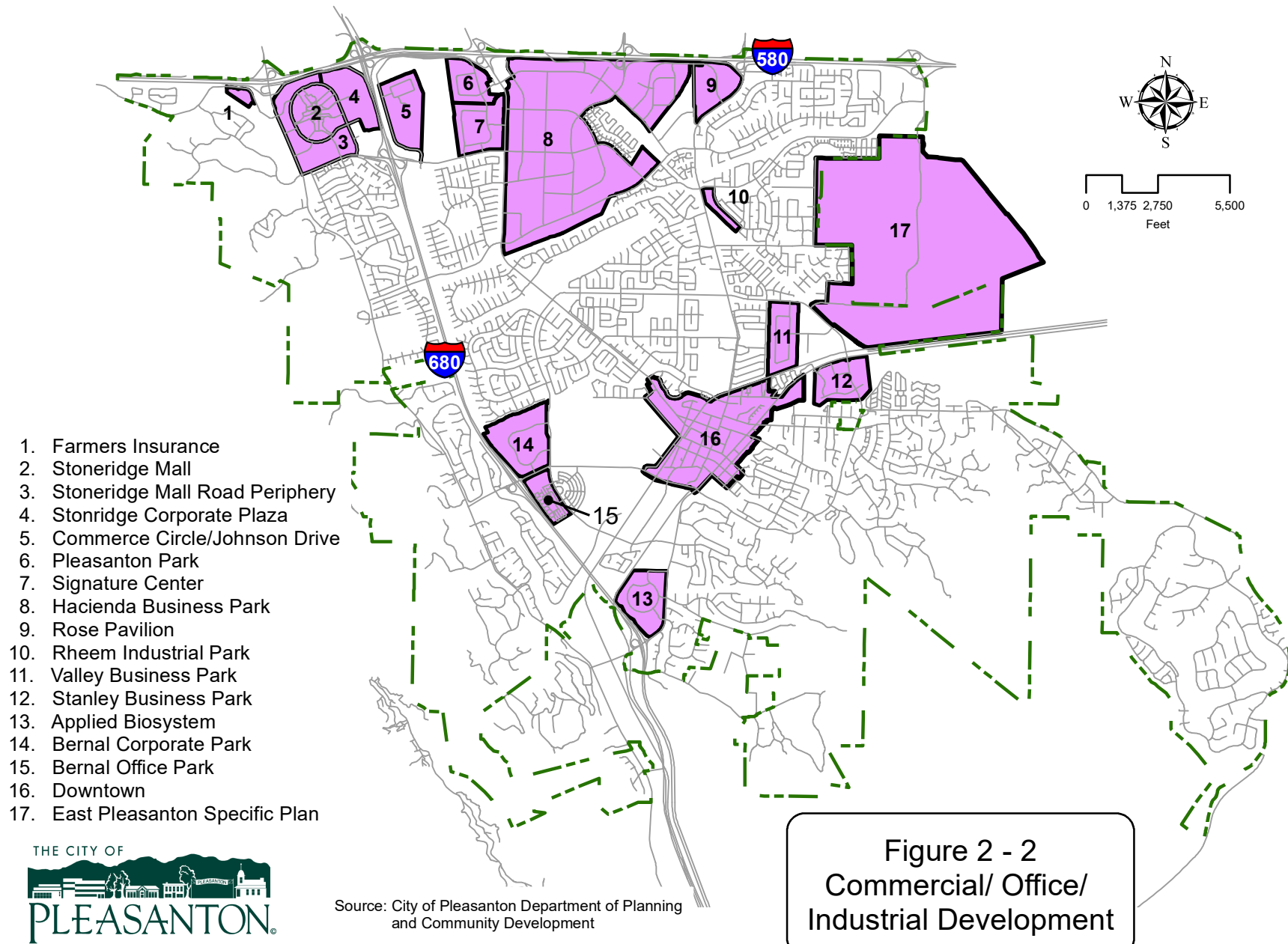
^a Where applicable buildout development is calculated from the approved Planned Unit Development. Development based on the General Plan maximum FAR may be greater.

^b R&D = research and development

Source: City of Pleasanton, Planning and Community Development Department, July 2007.

See Figure 2-2 for the location of these major commercial/office/industrial complexes.

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As of 2005, Pleasanton contained about 4,100 businesses² (excluding home occupations) which together employed about 58,110 full- and part-time workers.³ Approximately 21 percent of these workers lived in Pleasanton, another 29 percent lived elsewhere in the Tri-Valley, and the remaining 50 percent commuted from the greater outlying area. The location of people’s place of work compared with their place of residence plays a crucial role in traffic patterns, commuting time, energy consumption, noise, and air pollution.

Community Facilities

Numerous and varied community facilities and programs characterize Pleasanton. Almost every neighborhood features a school and a park within walking distance of its residents. In addition, Pleasanton offers several large public facilities which serve the entire community such as the County Fairgrounds, Pleasanton Sports Park, Century House, Senior Center, the Civic Center, and Amador Theater.



Amador Theater

Many neighborhood and community-wide facilities serve multiple functions in meeting recreational, social, and cultural needs. The City

also partners with the Pleasanton Unified School District to jointly develop and improve facilities on school property such as gymnasiums and tennis courts, for the benefit of the whole community.

² City of Pleasanton, Business License Division, month, January 2007.
³ Association of Bay Area Governments (ABAG), *ABAG Projections 2007*.



City employees at leadership training, City Hall meeting room

Meeting rooms are available at City Hall, the library, the Senior Center, schools, and hotels; recreational activities take place in school playgrounds and gymnasiums; educational and social programs are offered at religious facilities and City buildings. Year around, the Pleasanton Department of Parks and Community Services sponsors recreational, educational, human-service, and cultural programs in its facilities for thousands of residents to enjoy.

See the Public Facilities and Community Programs Element for additional information, including Table 6-3 and Figure 6-3, regarding existing community facilities and programs.

Open-Space Areas

An abundance of open space graces Pleasanton. Surrounding the developed areas of the valley floor are generally undeveloped lands of the Pleasanton Ridge, Southeast Hills, sand-and-gravel quarry areas, and vineyards in the South Livermore Valley area. See the

Conservation and Open Space Element, including Figure 7-4, for information about the City’s open space lands. In addition to open space, numerous neighborhood, community, and regional parks are interspersed within the City. See information about these parks in the Public Facilities and Community Programs Element, including Table 6-1 and Figure 6-2.

AREAS OF SPECIAL INTEREST

Pleasanton Ridgeland

The Pleasanton Ridgeland area includes approximately 13,000 acres generally bounded by Interstate 580 (I-580) to the north, the 670-foot elevation near Foothill Road to the east, Niles Canyon Road to the south, and Palomares Road to the west – excluding the existing communities of Sunol, Kilkare Canyon, and Castlewood. Part of the Ridgeland area is within the City of Hayward, part within Pleasanton, and the remainder in unincorporated land of Alameda County.

The Ridgeland area consists of ridges and valleys which separate the Tri-Valley from Castro Valley, Hayward, San Leandro, Union City, and Fremont. It provides the primary western visual backdrop for Pleasanton and joins the more westerly ridges in establishing the topographic edge to Hayward and Castro Valley. This predominantly undeveloped land further provides a scenic open space amenity of regional significance which includes regional parkland, agricultural land, and valuable wildlife habitat. Steeply sloping, heavily forested eastern and northern faces of the Pleasanton, Sunol, and Main Ridges, as well as broad grassland grazing areas along ridge tops and southern and western slopes, characterize the area.

In November of 1993, Pleasanton voters approved *Measure F*, which directly related to the Ridgeland. The intent of the Measure was to preserve the remaining agricultural open space and designate the

Ridgeland as Park and Recreation (for publicly-owned land) and Agriculture (for privately-owned land). In those areas designated Agriculture, certain uses which would be incompatible with the existing visual quality were not allowed. Refer to Programs 16.1 and 17.1, below, in the Goals, Policies, and Programs section, for further information about *Measure F*.



View of ridgeland behind Pleasanton Avenue commercial building

South Pleasanton

Rolling and steeply sloping hills used predominantly as grazing and watershed land with low-density residential uses in the flatter Happy

Valley Area characterize South Pleasanton. The General Electric Vallecitos Nuclear Research Center dominates the largely undeveloped Vallecitos Valley area north of State Route 84, while the San Antonio Reservoir watershed area, owned by the City and County of San Francisco, covers much of the area south of State Route 84.



View of hills from the Callippe Golf Course

The General Plan designates much of South Pleasanton as Public Health and Safety with a Wildlands Overlay, resulting in no development capacity other than one single-family home on an existing private lot of record. These designations cover the steeper slopes, higher elevations, areas subject to landslides and other hazards, watershed lands, and valuable wildlife habitat and corridor areas. Land Use in the Happy Valley area is discussed in detail in the Happy Valley Specific Plan (see pages 22-25). The Callippe Preserve Golf Course is located south of Happy Valley Road and is designated as Parks and Recreation. The General Electric site is designated as General and Limited Industrial. To the west of that facility along Little Valley Road, an area of existing ranchettes is designated Rural Density Residential.

Consideration should be given to preserving large open-space acreage in South Pleasanton and in the Southeast Hills by a combination of private open space and a public park system. Developer dedications,

bond measures, corporate and personal donations, as well as regional, State, and federal funding programs, should be used to acquire trail rights-of-way and land. Attempts to achieve public access to open-space areas and trails should not create onerous impositions on property owners.

Hill Areas

In November 2008, Pleasanton voters passed *Measure PP* which adopts, and *Measure QQ* which reaffirms, specific policies in the General Plan regarding hillside development restrictions. *Measure PP* prohibits placing housing units or structures on slopes of 25 percent or greater or within 100 vertical feet of a ridgeline, does not allow grading to construct residential or commercial structures in those same areas, and also bans subdividing a legal parcel for more than 10 housing units, but exempts development of 10 or fewer housing units from these restrictions. *Measure QQ's* substantive hillside policies involve the readoption and reaffirmation of existing policies and a program for the 1996 General Plan to generally: (1) preserve hillside and ridge views of the Pleasanton, Main, and Southeast Hills; (2) study the feasibility of preserving large open-space areas in the Southeast Hills; and (3) protect all large, contiguous areas of Open Space.

Vineyard Avenue Corridor

The 368-acre Vineyard Avenue Corridor is located in the southeastern portion of Pleasanton, south of the Arroyo Del Valle and west of Ruby Hill. Terrain is mostly flat north of Vineyard Avenue and generally transitions to steep slopes on the south side. In this sparsely developed area, vegetation consists mostly of oak woodlands and grasslands. The Vineyard Avenue Specific Plan, adopted in 1999, guides development in this area. In addition to homes, a park, and an elementary school, the area is also planned to include a number of “wine country” related commercial uses, such as wineries, wine-tasting rooms, and bed-and-breakfast accommodations.

Downtown

Downtown, the heart of Pleasanton, is located at the center of the Planning Area. It features the city’s oldest buildings, its most established residential neighborhoods, tree-lined streets, and an identifiable image as a classic early 1900s “American Downtown.”

The Downtown has served many functions over the past 130 years including a railroad stop, agricultural exchange center, and community shopping area. It contains many of the historic features of the community which should be preserved because of their architectural design, historic value, and contribution to the community character. The Downtown Specific Plan adopted in 2002 and updated in 2019 includes goals, objectives, and implementation measures that facilitate the changes needed to serve the City’s growing population and employment base while still preserving the essence of Downtown’s small-town character. The 2002 Plan significantly expanded the Downtown area from the previous plan, while the boundary changes to the plan area in the 2019 update are modest.

Busch Property

Ponderosa Homes developed the Busch property (east of Valley Avenue, north of Busch Road) in the early 2000s. It includes 175 single-family homes (developed at medium and low density), 16 duets, 172 units of senior housing, and a church / day-care facility on 92 acres. A 22-acre site (formerly considered for a school site) is vacant and planned for future development of medium-density senior housing.

Staples Ranch

West of El Charro Road and south of Interstate 580 (I-580), in the northeastern Planning Area sits the 124-acre Staples Ranch, which, as of 2007, is owned by Alameda County Surplus Property Authority.

The City adopted the *Stoneridge Drive Specific Plan* in 1989 – see discussion in the Specific Plan Areas section, below –, which includes Staples Ranch. As of 2006, only the Staples Ranch portion of the *Stoneridge Drive Specific Plan* remains undeveloped. In 2006 the City and Alameda County signed a Memorandum of Understanding that outlined a process for the City of Pleasanton to review a development plan for Staples Ranch that included a continuing-care retirement community, an auto mall, other office or retail uses, and a City park. This property is subject to noise generated by the Livermore Municipal Airport which operates jet aircraft on a 24 hour basis.

East Pleasanton

The eastern portion of the Planning Area contains the largest deposits of sand and gravel in the entire Bay Area. This land is of special importance because of the value of its mineral deposits to the region’s economy, the effects of extracting and transporting sand and gravel on the local environment, and the manner in which excavated land is reclaimed for future use.



Cope Lake peninsula, Chain of Lakes

Zone 7 Water Agency

Alameda County, within whose jurisdiction the gravel areas are mostly located, has adopted a specific plan which indicates the extent of harvesting operations and identifies potential future uses suitable for land once its deposits have been extracted.⁴ The specific plan calls for

a resource known as the Chain of Lakes, a series of open sand-and-gravel pits filled with groundwater after the resources have been extracted. The lakes would be used for water recharge and stormwater storage, and the project would include habitat enhancement and recreational trails.

Industry has now depleted sand-and-gravel resources and reclaimed land on several large parcels in the Busch Road and El Charro Road area. This area will be the subject of a future specific plan (see following Specific Plan Areas section).

The quarry lands create a valuable urban separator between Pleasanton and Livermore. This land should be carefully studied during specific plan preparation, and its qualities as an urban separator should be substantially protected. The lake areas should be restored to a safe and natural condition, and wildlife areas should be regenerated to the fullest extent feasible. The future specific plan should be closely coordinated with affected property owners, the City of Livermore, Zone 7 Water Agency, and Alameda County.

Hacienda Business Park

This 854-acre business park was originally developed in the early 1980s when the first office and commercial uses were built. The original master plan envisioned “a commercial development designed

to create a cohesive, visually unified business park with a sense of identity, distinction and quality.” In the early 1980s, development activity in Hacienda included primarily one- and two-story tilt-up construction “back office” buildings, and a few “Class A” corporate office buildings. The park also acquired a new hotel development and a retail area at that time.

Housing was introduced in the late 1980s in the southern area of the park, and the weakening of the commercial real-estate markets at that time led to the allocation of additional acreage for small-lot single-family homes and additional multifamily residential development. Today there are 1,530 residential units in the park.



Roche Molecular Systems building in Hacienda Business Park

In 1996 the Pleasanton/Dublin BART line was opened with the terminus station located on the northern edge of the Hacienda

⁴ Alameda County Board of Supervisors, *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation*, adopted Nov. 5, 1981.

Business Park at the I-580 freeway. The mid-1990s also saw a resurgence in the economy and a new period of development in the park which included corporations such as Roche, Shaklee, and PeopleSoft that acquired large vacant sites and sought approval of projects designed for their long-term space needs. In recent years, Hacienda has continued to evolve with the addition of Pleasanton Unified School District’s Hart Middle School and additional retail development.

As of 2007, the park has over 7.9 million square feet of office, research and development, and other commercial uses, and there is still significant development potential, particularly in the area close to the Dublin/Pleasanton BART station. The future of the park as it moves towards more mixed-use development integrated with the transit hub at the BART station will be discussed as part of a major amendment to the Planned Unit Development (PUD) that governs that development.

SPECIFIC PLAN AREAS

Specific plans provide a bridge between the goals and policies in the General Plan and specific development proposals, and usually incorporate detailed land-use development standards and design criteria. In several areas, specific plans have been used successfully in Pleasanton to implement the community’s vision for future development. Figure 2-3 shows the location of these plan areas.

Existing Specific Plans

All properties lying within the boundaries of an adopted specific plan area are subject to the land uses, densities, public improvements, and other specific plan requirements. Note that land uses, densities, and street alignments shown on the General Plan Map within these areas are conceptual only, while the specific plan provides additional detail.

Below is a list of existing specific plans adopted by the City of Pleasanton.

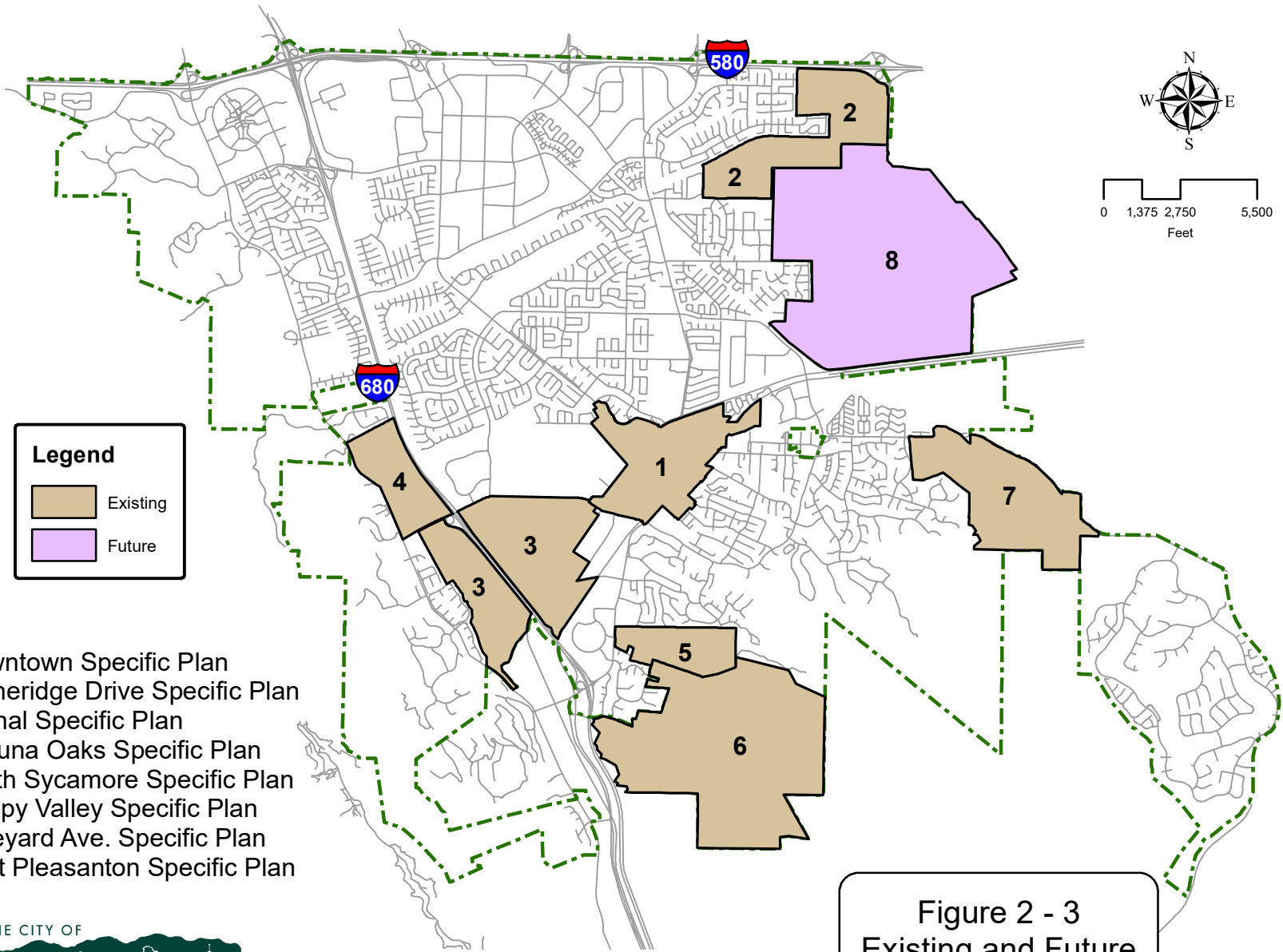
1. **Downtown Specific Plan.** The City adopted the latest Specific Plan for this area on August 20, 2019, the result of an approximately three year effort involving citizens, staff, and consultants. The overall goal of the Specific Plan is to improve upon the commercial and residential viability of the Downtown while preserving the traditions of its small-town character and scale.
2. **Stoneridge Drive Specific Plan.** This Specific Plan area, adopted by the City in October 1989, has been largely developed with a mix of residential, school, park, and institutional uses. As of 2006, Staples Ranch, the remaining undeveloped portion of the Specific Plan, is planned for future development of a continuing-care retirement community, auto dealerships, additional commercial development, and a public park. This development will require an amendment to the Specific Plan.
3. **Bernal Property Specific Plan (Phase I and Phase II).** The City adopted the Phase I Specific Plan on August 21, 2000 for the 198-acre "private" development portion of the entire 516-acre property. Phase II, the 318 acres that were dedicated to the City



Homes with second units, in the Bernal Specific Plan area

by the Phase I developer, was adopted on May 16, 2006 and ratified by the voters on November 7, 2006. Phase I consisted of 571 mixed-density housing units, a “village common” and roads.

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Source: City of Pleasanton Department of Planning and Community Development

Figure 2 - 3
Existing and Future
Specific Plans

It also allows the development of 750,000 square feet of commercial/office-building floor space. Phase II provides for community uses including parks and open space, a youth and community center, as well as an amphitheater and agricultural uses.

4. Laguna Oaks Specific Plan. This Specific Plan is essentially a development plan for the Laguna Oaks subdivision, where the first homes were completed in 1995.
5. North Sycamore Specific Plan. The City adopted this 135-acre Specific Plan in 1992 with the objective of providing guidance for annexation and development while retaining the area's rural character. Land-use designations include Low-Density Residential, Agricultural, and some Commercial and Medium-Density Residential near Sunol Boulevard. As of 2006, residential development of the area is mainly complete, although some commercial development is yet to be constructed.
6. Happy Valley Specific Plan. In 1998 the City adopted the 860-acre Specific Plan for Happy Valley. The Specific Plan area, which includes both incorporated and unincorporated land, includes a municipal golf course, open space and agricultural lands, as well as land for development of low-, medium-, and semi-rural-density homes. The Callippe Preserve Golf Course opened in 2005 and several golf-course custom homes have been developed.
7. Vineyard Avenue Corridor Specific Plan. This Specific Plan covers 384 areas on both sides of old Vineyard Avenue. The Plan allows a mix of single-family homes, vineyards, open space, community park, elementary school, and possible wine country related commercial sites. As of 2006, most of the single-family homes are either built or have planning approvals, and Vineyard Avenue has been realigned.

Future Specific Plans

In order to evaluate land use options and to provide detailed planning guidance in an area undergoing land-use transition, Pleasanton will initiate a specific plan for the East Pleasanton area.



Callippe Preserve Golf Course in Happy Valley area

In 1998 the City initiated a planning process for this area, which in 1999 the City deferred in order to complete the Bernal Property Specific Plan. This area includes approximately 1,000 acres in East Pleasanton and consists of lakes (reclaimed sand-and-gravel pits) now owned by Zone 7 Water Agency and Pleasanton Gravel Company, and land formerly owned by Hanson (Kaiser) Aggregates and Kiewit Corporation. Pleasanton will coordinate with Zone 7 on the planning of land uses in this area. This area, which the Livermore Airport impacts with aircraft noise, may include development of commercial, residential, and office/industrial uses, as well as use of lakes for flood protection, groundwater recharge, habitat, and recreation purposes. In addition, the Specific Plan will also define a circulation system for the area, including improvements to El Charro Road, will plan the extension of utilities, and would create a funding mechanism for the infrastructure required to support development.

GROWTH MANAGEMENT

The orderly growth and development of the city together with the preservation of an open-space frame has been a high priority for the Pleasanton community. The City has used several tools to attain this goal including the adoption of an Urban Growth Boundary and a Growth Management Program.

Urban Growth Boundary

The General Plan Map designates an Urban Growth Boundary (UGB) line around the edge of land planned for urban development at General Plan buildout. Pleasanton voters ratified the Urban Growth Boundary in 1996. The line distinguishes areas generally suitable for urban development where urban public facilities and services are provided from those areas not suitable for urban development. Areas outside the Urban Growth Boundary are generally suitable for the long-term protection of natural resources, large-lot agriculture and grazing, parks and recreation, public health and safety, subregionally significant wildlands, buffers between communities, and scenic ridgeline views. The Urban Growth Boundary is intended to permanently define the line beyond which urban development will not occur, although the initiative also described some circumstance under which the Urban Growth Boundary could be adjusted.

Note that one existing development is located outside of the Urban Growth Boundary: the Little Valley Road neighborhood in Alameda County's jurisdiction south of Pleasanton. This area is designated as Rural Density Residential. Because this neighborhood is an existing



Hillside homes

partially developed area, the General Plan allows five-acre minimum parcel sizes without the provision of standard urban water and sewer service, subject to public health and safety considerations.

In November 2000, the voters of Alameda County approved an Urban Growth Boundary (*Measure D*) which is co-terminus with the city's Urban Growth Boundary in Pleasanton and also includes the Cities of Livermore and Dublin.

Land Use Designation	Allowable Density Range	Average Density used for Holding Capacity
Rural-Density Residential	0-0.2 du/acre	0.2 du/acre
Low-Density Residential	0-2 du/acre	1.0 du/acre
Medium-Density Residential	2-8 du/acre	5.0 du/acre
High-Density Residential	8+ du/acre	15.0 du/acre
Mixed-Use: Residential	20+ du/acre ^a	Not Applicable ^a
Commercial	0-150% FAR	
Mixed Use/Business Park	^c	^c
Commercial/Office	0-60% FAR ^b	35% FAR
General & Limited Industrial	0-50% FAR	31% FAR
Business Park	0-60% FAR	32% FAR
Sand and Gravel Harvesting	Not Applicable	Not applicable

Notes: du = dwelling unit(s), FAR = floor area ratio

^a This will be based on a planned unit development (PUD) or Specific Plan, as either may be amended from time to time, subject to the 150 percent maximum FAR.

^b The FAR maximum for properties for properties within the Downtown Specific Plan area shall be that established in the specific plan.

^c Projects may use the Mixed Use FAR and density ranges only if they include uses that are authorized by the Mixed Use land designation. Conventional business park projects shall be subject to the FAR limitations in the Business Park land use designation.

Source: Community Development Department, 2008.

Growth Management Program

The City adopted its first growth management ordinance in 1978, designed to regulate the location and rate of new residential growth in a period of sewage treatment constraints and air quality concerns. The growth management program was modified following the comprehensive revisions to the General Plan in 1986 and 1996. Currently the *Growth Management Ordinance*:

- Establishes an annual limit for new residential units.
- Requires the apportionment of yearly total new residential units to categories of projects (i.e., affordable projects; major projects; first-come, first-served projects; small projects).
- Defines a process for obtaining an allocation under the program.

In recent years, as fewer large residential development sites are available and the number of residential units seeking building permits is significantly lower than the annual allocation, there has been less need for a growth management system that acts to meter residential development. In the future, however, there may be years when large-scale multifamily or mixed use projects near the BART stations or in East Pleasanton compete with smaller projects for residential allocations. In addition, there is an opportunity to incorporate goals of this General Plan such as energy conservation, affordable housing, and sustainability into the allocation process. Future refinements of the Growth Management Program should seek to simplify the system and to incorporate the City Council's priorities.



Older homes along Saint Mary Street

Holding Capacity

Holding capacity is the ultimate size of the community that the Planning Area would accommodate if all land uses shown on the General Plan Map were to be built. Capacity is expressed in terms of housing units, population, commercial/office/industrial building floor area, and jobs at buildout.

By 2025, if all residential land shown on the General Plan Map is built out, Pleasanton will contain approximately 29,000 housing units, 600 second units, and 1,100 residents in congregate (group) living facilities. These units will support a residential population of about 78,200. This population estimate assumes that vacancy rates will average three percent and household size will average 2.72 persons per household. The residential holding capacity is based on buildout at average densities.

If all commercial, office, industrial, and other employment-generating land were built out (including assumptions for East Pleasanton), Pleasanton would contain approximately 35 million square feet of building floor area, enough to support about 97,000 jobs. Without counting potential development in the East Pleasanton Specific Plan area this figure would be about 86,000 jobs. This holding capacity estimate assumes that employment generating uses are built at average densities (Table 2-3, above), vacancy rates average seven percent, and employment densities will approximate current levels (Table 2-4, below). *ABAG Projections 2007* estimates a somewhat lower number of jobs with 76,020 in 2025 and 81,270 jobs in 2035.

<u>Workplace Type</u>	<u>Average Square Foot Per Employee</u>
Office	300
Research & Development	340
Light Manufacturing	435
Warehouse/Service Industrial	560
Service Commercial	625
Retail	510
Restaurant	170
Hotel/Motel	1,370

Source: ITE (Institute of Transportation Engineers) Trip Generation Manual, 7th Edition rates, adjusted for Pleasanton.

Table 2-5 summarizes the number of acres of each land use designated within the Pleasanton Planning Area.

General Plan Category	General Plan Acreage
Residential	
Rural Density	1,741
Low Density – 1 dwelling unit per 2 gross acres	276
Low Density – less than 2 dwelling units per acre	2,883
Medium Density	3,505
High Density	701
Mixed Use	778
Industrial/Commercial/Office	
Commercial and Office	769
General and Limited Industrial	305
Business Park	415
Sand and Gravel Harvesting	1,750
Community Facilities	
Public and Institutional	609
Schools	250
Open Space	
Parks and Recreation	6,343
Agriculture and Grazing	10,956
Agriculture & Grazing with Wildlands Overlay	221
Public Health and Safety	2,646
Public Health & Safety with Wildlands Overlay	12,977
Watershed Management and Recreation	604
Staples Ranch Specific Plan (Undeveloped)	124
Total Planning Area	47,853

The Relationship of Jobs and Housing

The relationship between jobs and housing is a complex topic which affects all communities, especially those, like Pleasanton, within large metropolitan areas. Workers choose jobs and residential locations based on a variety of personal, financial, and locational factors.

Workers often make a trade between housing cost and length of commute with some choosing to undertake a longer commute for more affordable housing and others paying a higher housing cost for a shorter commute. Therefore, a certain percentage of workers will choose to live and work within the same community, such as Pleasanton, a certain percentage within the same commute area, such as the Tri-Valley, and a certain percentage will choose to live great distances away from their places of employment. The essence of the jobs/housing issue is to recognize these different types of commute behaviors, to provide adequate housing opportunities within the commute area desired by each group of workers, and to provide a variety of employment opportunities for residents.

Planning to accommodate this diversity of commute patterns involves identifying and providing for employment-generated housing needs on three geographic levels – the community, the commute area, and the region (such as the Bay Area). State law recognizes each city's and county's responsibility to accommodate employment-generated housing needs.⁵ From a practical perspective, fulfillment of this responsibility is a regional concern which must allow for locational differences and varying needs among communities within larger commute areas.

Pleasanton's location at the intersection of two freeways has played an important role in establishing the city as a major employment center within the Tri-Valley. Other communities, like Danville or Alamo, enjoy a setting more conducive to development as primarily residential communities.



Borg Fencing Company in Pleasanton

Planning for a balance of jobs and housing within the Tri-Valley commute area, and not necessarily within each jurisdiction, allows each community to best use its own resources and develop its own identity, while ensuring an adequate supply of housing within a reasonable commuting distance of Tri-Valley jobs. Pleasanton has adopted this area-wide approach to the jobs/housing issue and has taken significant steps to contribute its share of Tri-Valley housing while retaining its role as an employment center.

⁵ State of California, *Government Code*, Section 65913.1, & Section 65583, et. seq.

The General Plan provides for the varied housing needs of people who live and work in the community by designating a wide range of residential densities and adopting policies aimed at all economic segments of the community. The designation of high-density residential and mixed-use land within and adjacent to business parks is a notable example of the City's efforts.

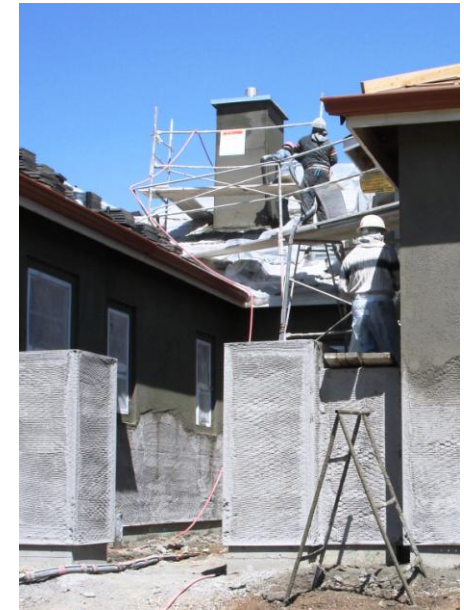
Pleasanton also provides jobs for people who choose to live within other communities. The designation of land for business parks in locations convenient to freeways, arterials, and transit corridors in North Pleasanton is a good example.

The City also provides a wide range of housing opportunities for people who choose to commute out of Pleasanton to work. The wide range of housing types and prices provided by the City's distribution of Rural-, Low-, Medium-, and High-Density housing is a notable example. The City's policies to maintain its proportion of high-density housing and percentage of rental units and to encourage affordable housing through its *Inclusionary Zoning Ordinance* and Growth Management Program are examples of the City's efforts to help meet the affordable housing needs of workers in Pleasanton, the Tri-Valley, and farther away locations. Pleasanton's strategy to provide housing and employment opportunities to meet the full range of commute behavior is the key to ensuring a functional distribution of jobs and housing in the Tri-Valley area.

Pleasanton has played an active part in subregional committees such as the Triangle Study (looking at impacts of congestion and road improvements on I-680, I-580 and State Route 84), and Association of Bay Area Government (ABAG) forums addressing land use and transportation issues. The goals, policies, and programs contained throughout the General Plan address the City's role in cooperating with other jurisdictions to provide for a functional distribution of jobs and housing within the Tri-Valley while allowing the city to develop into the type of community desired by its citizens.

Annexation

The City of Pleasanton encompasses approximately 24 square miles. Unincorporated pockets within or adjacent to the City include: the Remen Tract, consisting of 22 acres around Vine Street, Linden Way and Virginia Way, mostly semi-rural residential development; Castlewood Country Club, a 224-acre, hillside residential subdivision largely developed in the 1950s through 1980s and including the private Castlewood Country Club golf course, pool, and tennis facilities; the 46-acre Merritt property located on the east side of Foothill Road, south of Foothill High School; land on the west side of Foothill Road in the vicinity of Santos Ranch Road; and the 124-acre undeveloped Staples Ranch Areas west of El Charro Road at I-580, and parts of Happy Valley. In addition to these properties, there are also large areas to the west, south, and east of the City which are outside City limits and within the



Centex homes under construction

City's Sphere of Influence and Planning Area. The annexation of remaining contiguous parcels of unincorporated County land to the City is crucial to completing an efficient system of municipal services at General Plan buildout. The following criteria should be followed for evaluating future annexation proposals:

1. Public agencies should be capable of providing adequate or expandable services such as water, sewer, police, fire, transportation, solid-waste disposal, parks, and schools to the

area in order to support the proposed development.

2. The proposed annexation should be a logical extension of an existing planned or developed area.
3. The land should not be under an agricultural preserve or open-space contract.
4. The quality of the development proposed for the area to be annexed should enhance the existing community.

LAND-USE CONCEPTS

As a result of past planning efforts, Pleasanton today is a community with attractive and well-kept neighborhoods, abundant and well-maintained public facilities, a thriving economy, and a high quality of life for its residents. Providing a range of housing choices and managing traffic congestion have been major challenges in the past and will continue into the future. This General Plan seeks to maintain and enhance the community's high quality of life and to incorporate innovative "smart growth" planning strategies such as mixed-use and transit-oriented development (TOD) to address challenges such as housing choice and traffic congestion, and to further the goal of creating a more sustainable and energy efficient city.

Smart growth, mixed-use development, and transit-oriented development all have the potential to result in a more efficient use of land and other resources, and therefore a more sustainable community compared to conventional development. For example, multifamily residential development utilizes land and construction materials more efficiently, and can result in heating, cooling, and water-use efficiencies compared to single-family construction. Mixed-use development adjacent to transit can encourage walking and bicycling, and increased transit trips resulting in reduced energy use and better air quality.

Smart Growth

Policies that integrate transportation and land-use decisions by encouraging more compact, mixed-use development within existing urban areas and that discourage dispersed, automobile-dependent development at the urban fringe make up the concept of smart growth. A main concept of smart growth is the decentralization of services so that people may access local services – retail, service industry, schools, recreation, etc. – through alternative modes of travel – i.e., walking, bicycling, and taking the bus. As a result, a land use pattern is established that is more fine-grained where public facilities, retail, and other commercial services are generally local, relatively small, and distributed throughout neighborhoods. Streets are designed to accommodate non-automobile traffic and are safer and slower than streets designed mainly to move automobile traffic or to transport people to larger, centralized services and businesses.



Wheels bus serving the Downtown area

Throughout its elements, this General Plan recognizes the importance of smart growth and incorporates its concepts – whenever reasonable and feasible – to help Pleasanton become more sustainable. At the same time this General Plan acknowledges the importance of locating key services and businesses – e.g., Stoneridge Mall, Hacienda Business Park, and Pleasanton’s two high schools – along major arterial streets and highways. However, the City coordinates with transit agencies to provide transit to major services and businesses, which is also consistent with smart growth. Pleasanton has also instituted an Urban Growth Boundary that prohibits development beyond the urban fringe. (See discussion, above, in the Growth Management section.)

Mixed Use

Mixed-use development is any combination of the following land uses: office, commercial, hotel, institutional, and residential in a single building, on a single site, or on adjacent sites that are physically and functionally inter-related. Mixed-use development, a concept that has existed informally for many years in downtown areas (including Pleasanton), has gained new life as a way to provide additional housing close to jobs, services, and transit (including buses); to create vitality in downtown areas; as a way to create land-efficient development in-fill areas; and to reduce the number of auto-related trips, compared to conventional development.

Transit-Oriented Development

Transit-oriented development is focused around transit stations such as BART, other rail, and bus lines. These are walkable communities with mixed-use development that include shops, public services, schools, and a variety of housing types and prices within each neighborhood. These areas are often job

centers. Transit-oriented communities are designed for walking and bicycling, with attractive sidewalk conditions and with good street connectivity and traffic-calming features. Thus people may live a higher quality life without depending on single-occupancy vehicles, while also reducing traffic congestion and vehicle accidents, along with resulting injuries. Cities may also relax minimum parking requirements and/or limit maximum parking.

GENERAL PLAN LAND USES

The General Plan establishes sixteen land use categories and the General Plan Map illustrates the approximate locations where the General Plan allows these uses within the Planning Area. All proposed projects must conform to the land-use designation(s) shown on the General Plan Map. Those projects which do not conform require the City Council to designate an appropriate General Plan Amendment in order to develop a different use. The land-use designations are designed to recognize existing development while providing flexibility for future growth.

Per State law, a city may amend each General Plan element only up to four times per years. However, State law allows an exception to this rule for affordable housing projects. Portions of the General Plan enacted by voter initiatives (for example, the Urban Growth Boundary, Ridgeland area, and land uses in the Bernal Property) may only be amended by a vote of Pleasanton citizenry.

The City’s *Zoning Ordinance* further defines land-use types and densities, building height, parking, and other requirements of development. Zoning designations must be consistent with the General Plan, including the General Plan Map. Zoning designations include a specific list of uses allowed within a particular zone. These frequently include uses compatible with the

main use but different in type, such as religious institutions within industrial zones. The General Plan intent is to incorporate the variety of compatible uses which are generally allowed by the zoning districts within each General Plan designation. Accordingly, permitted and conditional land uses allowed within the various City zoning designations are considered to be consistent with the corresponding General Plan land-use categories.

Below is a general description of the land uses allowed under the Pleasanton General Plan. The allowable density of any zoning designation for any individual parcel must fall within the density range for the underlying General Plan designation as shown on Table 2-3, above. Any use allowed within the zoning district must also conform to the General Plan.



Applied Biosystems buildings

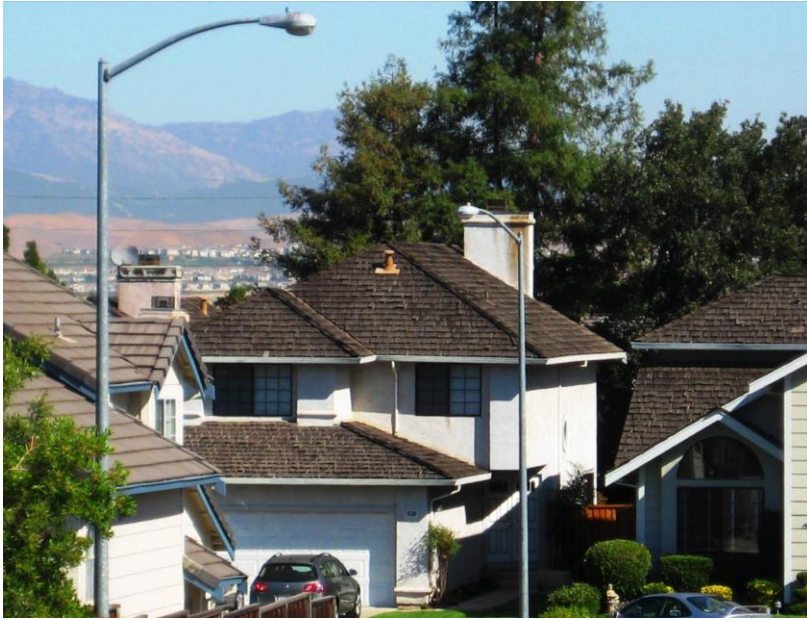
When zoning individual properties, the City shall attempt to balance development at the upper end of the General Plan density range with the lower end so that the City can apply average densities – shown in Table 2-3 – city-wide. The average densities shown in Table 2-3 were used to calculate the holding capacity of the General Plan and resulting levels of traffic, noise, and air quality.

The General Plan Map's conceptual depiction of major arroyos as Open Space-Public Health and Safety applies the Open Space designation to the entirety of flood-control channel rights-of-way as ultimately determined by the City. These arroyos are not to be counted as part of residentially designated gross developable acres. The City shall consider terrain of the land when designating land uses, so that it does not redesignate land that is not feasible or appropriate for development to Low-, Medium-, or High-Density Residential.

All projects receiving PUD approval prior to the adoption of this comprehensive General Plan update in 2009 shall be deemed in conformance with the provisions of this Plan.

Residential Areas

Any housing type (detached and attached single-family homes, duplexes, townhouses, condominiums, and apartments) in addition to religious facilities, schools, daycare facilities, and other community facilities, may be allowed in any of the residential designations provided that all requirements of the *Zoning Ordinance* are met.



Residential neighborhood in Pleasanton

- Rural-Density Residential - No more than 0.2 dwelling units per gross developable acre. Clustering of development shall be encouraged with lots of one acre and larger.
- Low-Density Residential - A maximum of two dwelling units per gross developable acre. In the Happy Valley area the density allowed is one dwelling unit per two gross acres with one unit per one-and-one-half gross acres when developed in conjunction with major open-space land or agricultural/open-space easement dedication.

- Medium-Density Residential - Between two and eight dwelling units per gross developable acre.
- High-Density Residential - Greater than eight dwelling units per gross developable acre.

Mixed Use

The Mixed-Use designation allows any combination of business park, office, retail, hotel and other commercial uses, community facilities, research and development, and residential uses in a single building, on a single site, or on adjacent sites where the uses are integrated and include a functional interrelationship and a coherent physical design. Higher density residential uses (30 units per acre or more) are encouraged in locations proximate to BART stations, and other areas near transit, although such residential development is not precluded in other areas designated Mixed-Use. Also consistent with the Mixed Use designation is:

- Existing development (as of General Plan adoption date) consisting of a single land use on a site, and
- Future development of a single use on a site if such a use is approved as part of a Development Agreement or Planned Unit Development (PUD)

The location of specific land uses in areas designated Mixed-Use is determined by the associated PUD zoning or specific plan.

Industrial, Commercial, and Offices

- Commercial and Offices (Retail, Highway, and Service Commercial; Business and Professional Offices) - Floor area ratios (FARs) are not to exceed 60 percent, except for hotels or motels which should not exceed 70 percent and for projects within the Downtown Specific Plan area which should not exceed 300 percent. Certain uses, such as warehouses, where employee density and traffic generation are minimal, may be allowed with higher FARs provided they meet the requirements of the *Zoning Ordinance* as well as all other City requirements.

General and Limited Industrial - FARs are not to exceed 0.5. Certain uses, such as warehouses, where employee density and traffic generation are minimal, may be allowed with higher FARs provided they meet the requirements of the *Zoning Ordinance* as well as all other City requirements.

- Sand and Gravel Harvesting - Land or buildings used for the extraction of mineral resources and related low-intensity activities such as ready-mix facilities and asphalt batch plants. No significant development is allowed in these areas.
- Business Park (Industrial and Commercial, including Offices) - Intended primarily to accommodate high-quality, campus-like development, including administrative, professional office, and research uses. Retail commercial uses are limited to those primarily serving business park employees. FARs are not to exceed 0.6.



Sand and gravel harvesting area

Community Facilities

- Public and Institutional - Any public or institutional use, including religious facilities, cemeteries, corporation yards, sewage treatment facilities, utility substations, hospitals, post offices, community centers, senior centers, libraries, and City Hall. FARs are not to exceed 0.6. Certain uses, such as warehouses, where employee density and traffic generation are minimal, may be allowed with higher FARs provided they meet all other City requirements.
- Schools - Any public or private educational facility. The locations of K-12 public schools (elementary, middle, and high schools) are shown on the Land Use Map as well as in Figure 6-1 in the Public Facilities and Community Programs Element.

Open Space

- Agriculture and Grazing - Land or buildings used for the production of agriculture or the grazing of animals. Outside the City limits this designation is applied also to San Francisco

watershed lands. No significant development is allowed in these areas. These areas are generally privately owned and public access is not allowed.

- **Parks and Recreation** - Neighborhood, community, and regional parks. Development is limited to community facilities that support or complement the park use.
- **Public Health and Safety** - Land set aside for the protection of the public health and safety due to geologic, topographic, fire, or other hazards. No development is allowed in these areas other than one single-family home on each existing lot of record as of September 16, 1986 which meets City requirements for access, public safety, building site, and architectural design, etc. These areas are generally privately owned and public access is not allowed.
- **Wildlands Overlay** - Lands identified as wildlife corridors and valuable plant and wildlife habitats such as arroyos, the San Antonio Reservoir area, highly vegetated areas, and other natural areas necessary to maintain significant populations of plant and animal species. This is an “overlay” designation which is additive to the underlying General Plan Map designation. No private development is allowed in these areas other than one single-family home on each existing lot of record as of September 16, 1986, which meets City requirements for access, public safety, building site, and architectural design, etc.
- **Water Management, Habitat, and Recreation** – This designation is reserved for lakes and ponds and the land immediately surrounding them. Most of the areas so designated were created as part of gravel mining reclamation. Uses include groundwater recharge, flood protection, habitat enhancement, and limited recreation. These water areas act as

community separators on the east edge of Pleasanton where no significant development is allowed.

RELATIONSHIP TO OTHER ELEMENTS

Policies and programs established throughout the General Plan affect the land use policies in Pleasanton.



Village commons and apartments in Bernal Specific Plan mixed-use project

Circulation Element

The Circulation Element promotes some land uses near transit lines and/or hubs that encourage the use of transit and proposes to design and regulate city streets to minimize traffic-related impacts on adjacent land uses. This relates to the Land Use Element. The Land Use Element integrates land-use and transportation planning in order to ensure patterns that facilitate safe and convenient mobility of people and goods, and to increase travel alternatives to the single-occupant automobiles. It also promotes mixed-use develop-

ment preferably located in areas served by public transit. These policies relate to the Circulation Element.

Housing Element

Land Use policies to develop infill housing, flexibility in residential development standards and housing type consistent with the desired community character, residential density determinations, and the Urban Growth Boundary relate to the Housing Element.

Public Safety Element

The Public Safety Element designates critical facilities for emergencies and provides for public safety during emergencies and restricts development in unstable areas, areas prone to seismic safety hazards or landslides, and areas within the 100-year flood zone. The Public Safety Element discusses any potential safety concerns for residents and visitors to the community based on location of facilities. The designation of specific land uses in the Land Use Element is based, in part, on goals and policies in the Public Safety Element.

Public Facilities and Community Programs



Pleasanton Library

The Public Facilities and Community Programs Element provides policies and programs for community facilities and parks. The Land Use Element locates these public facilities and parks.

Conservation and Open Space Element

The Conservation and Open Space Element discusses open spaces and recreational areas within the Planning Area. The Land Use Element locates these open space and recreational areas.

Water Element

The Water Element further discusses creeks and waterways as well as Water Management and Recreation in the Chain of Lakes area. The Land Use Element references Water Management and Recreation as well as other open space designations that include open creeks and waterways.

Air Quality and Climate Change Element

The Air Quality and Climate Change Element strives to improve air quality throughout Pleasanton. This Element would support development plans that reduce mobile-source emissions and separate air pollution sensitive land uses from sources of air pollution. The Land Use Element would preserve designated open-space areas and would integrate land-use and transportation planning in order to ensure patterns that increase travel alternatives to the single-occupant automobiles.

Energy Element

The Energy Element strives to reduce energy usage in Pleasanton. The Land Use Element would integrate energy efficiency, energy

conservation, and energy self-sufficiency measures into land-use planning and would make energy use and the environment important considerations.

Noise Element

The Noise Element discusses noise from all sources and its effects on residential areas and other sensitive receptors. The Land Use Element maps the location of these areas.

Community Character Element

The Community Character Element strives to preserve and enhance those aspects which make the city special and distinct. This Element would also maintain a visual separation between Pleasanton and Livermore along Stanley Boulevard. The Land Use Element would preserve scenic hillside and ridge views of the Pleasanton, Main, and the Southeast Hills ridgelines, would preserve the remaining agricultural open space in the ridgelines, preserve the character of Downtown, and preserve and enhance the character of existing residential neighborhoods.

Economic and Fiscal Element

The Economic and Fiscal Element promotes a varied mix of land uses to ensure a broad revenue base through proactive land use planning and zoning. The Land Use Element designates land uses that affect the economic health of the community.

LAND USE GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs in addition to those contained in other Elements, constitute an action program to implement the objectives described in this Element.

GOALS, POLICIES, AND PROGRAMS

Sustainability

Goal 1: Create a land use pattern that promotes resource sustainability and environmental quality.

Policy 1: Integrate energy efficiency, energy conservation, and energy self-sufficiency measures into land-use planning.

Program 1.1: Biennially assess community sustainability and quality of life in Pleasanton through measures such as: traffic congestion and delay, energy use, water quality and availability, fiscal sustainability, air quality, extent of tree canopy, and park acreage and bike path/trail miles per capita.

Program 1.2: When reviewing development projects (especially in areas where there is likely to be the most change and the greatest impact can be made), consider how the following will impact energy use: density, neighborhood design, proximity to transit, proximity to shopping/employment, walkability, street layout, and construction techniques (Green Building). Develop new measures of sustainability based on these factors and adopt minimum sustainability scores for typical projects.

Program 1.3: When reviewing development projects, review transportation energy-efficiency measures alongside level-of-service standards. Develop a methodology to accomplish this and then adopt it.

Program 1.4: Consider using software tools to assist in the evaluation of the energy efficiency of development proposals.

Program 1.5: Support more locally-serving shopping opportunities in neighborhoods so that people do not have to drive far to purchase goods.

Program 1.6: Encourage local employers to hire locally.

Program 1.7: Use the City's housing programs to encourage people who work in Pleasanton to live in Pleasanton.

Policy 2: Integrate land-use and transportation planning in order to ensure patterns that facilitate safe and convenient mobility of people and goods at a reasonable cost, and to increase travel alternatives to the single-occupant automobiles.

Program 2.1: Reduce the need for vehicular traffic by locating employment, residential, and service activities close together, and plan development so it is easily accessible by transit, bicycle, and on foot.

- Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.
- Program 2.3: Require transit-compatible development near BART stations, along transportation corridors, in business parks and the Downtown, and at other activity centers, where feasible.
- Program 2.4: Require higher residential and commercial densities in the proximity of transportation corridors and hubs, where feasible.
- Program 2.5: Assure that new major commercial, office, and institutional centers are adequately served by transit and by pedestrian and bicycle facilities.
- Program 2.6: Require design features in new development and redeveloped areas to encourage transit, bicycle, and pedestrian access, such as connections between activity centers and residential areas, and road design that accommodates transit vehicles, where feasible.
- Program 2.7: Allow the location of small-scale neighborhood telecommuting centers and the infrastructure needed to support them in or near residential areas to enable residents to work close to home, where feasible.
- Program 2.8: Require land development that is compatible with alternative transportation modes and the use of trails, where feasible.

Policy 3: When setting land-use policy and when reviewing potential development proposals, make minimizing energy use and impacts on the environment important considerations.

- Program 3.1: Establish an advisory committee to the City Council to provide recommendations and policy implementation regarding energy, environmental projects and priorities, and climate change and to review the energy and environmental issues relevant to development proposals generally.

Overall Community Development

Goal 2: Achieve and maintain a complete well-rounded community of desirable neighborhoods, a strong employment base, and a variety of community facilities.

Policy 4: Allow development consistent with the General Plan Land Use Map.

Program 4.1: Ensure consistency between the General Plan Land Use Map and the zoning designation for all properties within the City’s sphere of influence.

Program 4.2: While mid-points and maximum densities/floor area ratios are used to calculate holding capacity for planning purposes, these numbers are not entitlements. The appropriate density and intensity will be determined based on General Plan policies, Specific Plans where appropriate, site conditions, project design, and other considerations.

Policy 5: Evaluate land-use changes in the context of overall City welfare and goals, as well as the impacts on surrounding neighborhoods.

Program 5.1: When evaluating development proposals or changes in land use consider General Plan and Specific Plan policies, Zoning and Subdivision Ordinance standards, existing land uses, environmental impacts, safety, aircraft noise, and resident, merchant and property owner concerns.

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

Special Interest Areas

Policy 6: Develop comprehensive planning documents for undeveloped and underutilized areas of Pleasanton that are changing or have the potential to change. In the planning process, identify facility needs, explore opportunities for mixed-use development, and plan for a comprehensive circulation system.

Program 6.1: Prepare a Specific Plan for East Pleasanton as a coordinated effort between property owners, major stakeholders, and the Pleasanton community, including residents of East Pleasanton. Although the General Plan map indicates several types of land use that may be considered in the specific planning process, this General Plan confers no entitlement to any future development of land in East Pleasanton.

Program 6.2: Work with the Hacienda Owners Association and other stakeholders to prepare a comprehensive planned unit development amendment for the Hacienda Business Park.

Policy 7: Continue to implement adopted specific plans along with relevant rezoning.

Residential

Policy 8: Preserve and enhance the character of existing residential neighborhoods.

Program 8.1: Enforce the provisions of the City’s *Zoning Ordinance* and related planning ordinances to maintain the character of existing residential neighborhoods.

Program 8.2: Use the City’s development review procedures to minimize intrusions into existing neighborhoods.

Policy 9: Develop new housing in infill and peripheral areas which are adjacent to existing residential development, near transportation hubs or local-serving commercial areas.

Program 9.1: Zone vacant infill sites at densities to facilitate development, which includes affordable housing, while respecting the character of surrounding uses.

Policy 10: Provide flexibility in residential development standards and housing type consistent with the desired community character.

Program 10.1: Use planned unit development (PUD) zoning for residential properties that have unique characteristics or to accommodate development that does not fit under standard zoning classifications.

Program 10.2: Residential projects proposed for land designated as Rural Density Residential should be encouraged to cluster home sites on lots of one acre or larger.

Policy 11: Residential density is determined by the General Plan density range or applicable specific plan as outlined below:

Residential projects proposed for land designated as Low- and Medium-Density Residential should propose densities generally consistent with the average densities assumed for buildout of the General Plan, as shown in Table 2-3.

Low- and Medium-Density projects which propose densities greater than the average shown in Table 2-3 should be zoned PUD and contain sufficient public amenities to justify the higher density. Examples of amenities which might qualify a project for density bonus include the provision of affordable housing; and dedication and/or improvement of parkland, open space, and/or trails beyond the standard requirements.

Low- and Medium-Density projects zoned PUD may exceed the maximum density shown in Table 2-3 on portions of the site, as long as the overall density for the entire site does not exceed the overall maximum permitted. Housing with increased densities on portions of the parcel shall be sited to minimize potential adverse impacts on adjacent, developed properties.

The number of units allowed on parcels zoned PUD shall be consistent with the underlying General Plan Map designation (plus a possible 25 percent density bonus for the provision of significant affordable housing), multiplied by the number of gross developable acres in the parcel unless otherwise determined by a specific plan. Gross Developable Acres shall include all privately owned acreage within a parcel and shall exclude all publicly owned facilities (e.g., City-owned parks, flood control channels, and public school sites) or such sites planned to be purchased by a public agency. Acreage to be devoted to publicly owned facilities dedicated as part of a project (e.g. roadway rights-of-way, parks, and trails) shall be included as “gross developable acres” unless such acreage is rendered undevelopable by other General Plan provisions.

While midpoints and maximum densities are used to calculate residential holding capacity for planning purposes, these numbers are not entitlements. The appropriate residential density for properties developed as Planned Unit Developments will be determined by the City Council based on site conditions, project design, General Plan policies, and other considerations.

Land containing no slope of less than 25 percent should be limited to one single-family home per existing lot of record.

The maximum density of properties designated as High-Density Residential or Mixed-Use shall be determined on a case-by-case basis based on site characteristics, amenities, and affordable housing incorporated into the development.

The calculation of residential units based on gross developable acres and General Plan density shall be rounded down to the whole unit if under 0.9 and rounded up where 0.9 and over.

Industrial, Commercial and Office

Policy 12: Preserve the character of the Downtown while improving its retail and residential viability and preserving the traditions of its small-town character.

Program 12.1: Implement the 2019 *Downtown Specific Plan*.

- Program 12.2: Prepare a Civic Center Master Plan to determine the future location and footprint of an expanded library, consolidated City Hall, Police Station, public parking, and other uses. The Master Plan should consider transit-oriented development, include public open spaces and plazas, and add to Downtown vitality, while also maintaining the character and ambiance of Downtown.
- Program 12.3: In the Downtown, implement mixed-use development which incorporates higher density and affordable residential units consistent with the *Downtown Specific Plan.*, where feasible.
- Program 12.4: Encourage second-floor apartments above first-floor commercial uses, and encourage live-work units in the Downtown. Also allow mixed-use development in the Downtown where residences are located behind commercial uses, subject to the limitations specified in the Downtown Specific Plan.

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.

Policy 14: Provide adequate neighborhood commercial acreage to serve the future needs of each neighborhood at buildout.

- Program 14.1: Locate appropriately-scaled commercial centers with reasonable access to the residential neighborhoods they serve.
- Program 14.2: For large-scale commercial projects, require the preparation of a fiscal impact and market study that is peer-reviewed or vetted by City staff to determine the costs and benefits of the project for the City and the economic viability of the project.

Policy 15: Encourage industrial, commercial, and office development which is compatible with environmental constraints in Pleasanton.

- Program 15.1: Encourage business parks and large employers to provide on-site childcare facilities.

- Program 15.2: Promote the location of business services in Pleasanton to support industrial, commercial, and office complexes.
- Program 15.3: Generally discourage the redesignation of commercial, business park, and industrial land to residential use, except for the area surrounding the BART Stations. Encourage the designation of land as mixed-use where impacts can be mitigated, and where there is potential to reduce traffic and facilitate affordable housing.
- Program 15.4: Require non-residential projects to provide a landscape buffer between new non-residential development and areas designated for residential use.
- Program 15.5: Industrial, retail, and office projects should generally conform to the average densities assumed in Table 2-3. However, projects proposing intensities greater than the average assumed in Table 2-3 may be allowed up to the maximum indicated, provided that sufficient amenities and mitigations are incorporated into the project to justify the increased density.

Mixed Use

Policy 16: Encourage mixed-use development which encompasses any combination of commercial development, housing units, or community facilities in an integrated development. In areas served by transit, encourage mixed use and residential densities that support affordable housing and transit.

Policy 17: The specific location of land uses, appropriate floor area ratios, and residential densities in mixed-use areas will be determined by the City Council through the planned unit development process or through the preparation of specific plans.

Policy 18: Establish a well-planned mixture of land uses around the BART Stations.

- Program 18.1: Work with the Hacienda Owners Association to prepare a comprehensive planned unit development amendment for the Hacienda Business Park with special emphasis on creating a mixed-use, pedestrian-friendly area around the East Pleasanton/Dublin BART Station. This General Plan confers no additional development entitlement above what is currently entitled in Hacienda.

- Program 18.2: Provide land use flexibility for the Hacienda Business Park, portions of Stoneridge Mall area, and other areas through the Mixed Use/Business Park, and Mixed Use land use designations. The intent is to plan for a mixed use area sufficient to accommodate the City’s Regional Housing Needs Determination.
- Program 18.3: Use the development review process to reduce or mitigate any potential adverse impacts (noise, odor, parking, light and glare, etc.) related to allowing a mix of land uses in Hacienda.

Open Space

Policy 19: Preserve designated open space areas for the protection of public health and safety, the provision of recreational opportunities, agriculture and grazing, the production of natural resources, the preservation of wildlands, water management and recreation, and the physical separation of Pleasanton from neighboring communities.

- Program 19.1: Preserve open space by way of fee purchase, developer dedications, conservation and scenic easements, transfer of development rights, *Williamson Act* contracts, open-space zoning categories, and other means which may become available.

Policy 20: In the Ridgелands, preserve the remaining agricultural open space.

- Program 20.1: The base density for agricultural areas in the Ridgелands is 100 acres per building site. New homes may be located only on a legal building site, must not interfere with agricultural use in the area, and must not interfere with documented public agency plans to connect or create trails and open space areas. *Measure F* may not be amended as to land-use designations nor repealed except by a vote of the citizens of Pleasanton.

Policy 21: Preserve scenic hillside and ridge views of the Pleasanton, Main, and Southeast Hills ridges (*Measure QQ, Nov. 2008*).

- Program 21.1: Continue to implement the land-use and development standards of the Pleasanton Ridgелands Initiative of 1993 (*Measure F*).
- Program 21.2: Study the feasibility of preserving large open-space areas in the Southeast Hills by a combination of private open-space and a public park system (*Measure QQ, Nov. 2008*).

Program 21.3: Ridgelines and hillsides shall be protected. Housing units and structures shall not be placed on slopes of 25 percent or greater, or within 100 vertical feet of a ridgeline. No grading to construct residential or commercial structures shall occur on hillside slopes 25 percent or greater, or within 100 vertical feet of a ridgeline. Exempt from this policy are housing developments of 10 or fewer housing units on a single property. Splitting dividing, or subdividing a “legal parcel” to approve more than 10 housing units is not allowed (*Measure PP, Nov. 2008*).

Growth Management

Goal 3: Develop in an efficient, logical, and orderly fashion.

Policy 22: Maintain a permanent Urban Growth Boundary (UGB) beyond which urban development shall not be permitted.

Program 22.1: Permit only non-urban uses beyond the Urban Growth Boundary.

Program 22.2: Extend urban services only to areas within the Urban Growth Boundary, with the following possible exceptions for selected urban services: (1) areas beyond the boundary where the public health and safety present overriding considerations; (2) as to water service, areas which are within the boundaries of the former Pleasanton County Township Water District and where the service extension is consistent with the 1967 Joint Powers Agreement between the City and the District; (3) on reclaimed land which is currently designated as Sand and Gravel Harvesting in East Pleasanton when the potential future use is non-urban.

Program 22.3: Because the Urban Growth Boundary is considered to be permanent, future adjustments to the boundary line location are discouraged; provided, however, minor adjustments may be granted that meet all of the following criteria: (1) are otherwise consistent with the goals and policies of the General Plan; (2) would not have a significant adverse impact on agriculture, wildland areas, or scenic ridgeline views; (3) are contiguous with existing urban development or with property for which all discretionary approvals for urban development have been granted; (4) would not induce further adjustments to the boundary; and (5) demonstrate that the full range of urban public facilities and services will be adequately provided in an efficient and timely manner.

Program 22.4: Encourage lower intensity uses immediately inside the Urban Growth Boundary, as necessary, to prevent potential land use conflicts with outlying non-urban uses.

Program 22.5: The foregoing Policy 22 and Programs 22.1 through 22.4, this Program 22.5, and the Urban Growth Boundary designated on the City of Pleasanton General Plan Map as adopted by the Pleasanton Urban Growth Boundary Initiative in November 1996, shall be amended only by a vote of the people.

Program 22.6: Reevaluate Urban Growth Boundary locations in East Pleasanton at such time as comprehensive land-use designation changes are considered for the reclaimed quarry lands.

Policy 23: Regulate the number of housing units approved each year to adequately plan for infrastructure and assure City residents of a predictable growth rate.

Program 23.1: Review and modify the City’s Growth Management Program to ensure an orderly process for developing residential units to ensure that the City’s goals for affordable housing and energy sustainability are met.

Program 23.2: Prepare a “Growth Management” report as needed on which the City Council can base its Growth Management allocations.

Policy 24: Annex urbanized pockets of unincorporated land adjacent to the city limits in areas where landowners are willing to accept City services and development standards.

Program 24.1: Explore methods of annexing the remaining unincorporated pockets of urbanized land.

Policy 25: Encourage development in locations which would complete or install planned public facility systems.

Program 25.1: Invest in public facilities and amenities that support infill development.

Program 25.2: Assure that services to existing developed areas are maintained at an acceptable level when new development occurs.

Citizen Participation

Goal 4: Encourage the participation of residents, businesses, and neighboring jurisdictions in planning for community development.

Policy 26: Encourage the participation and collaboration of Pleasanton residents and businesses in land-use planning and decision making.

- Program 26.1: Involve citizen committees in the formulation of City plans and programs such as the future specific plan for East Pleasanton and the comprehensive planned unit development amendment process for Hacienda Business Park.
- Program 26.2: Disseminate information regarding City policies and services to Pleasanton residents and businesses through the use of newsletters, information brochures, the Internet, televised public meetings, and cooperation with the media.
- Program 26.3: Provide advance information about upcoming changes, projects, and issues, and encourage the collaborative exchange of ideas between project sponsors, residents, and the business community.

Policy 27: Review and update the Pleasanton General Plan as conditions change.

- Program 27.1: Conduct a review of General Plan elements, policies, and land uses by public officials and citizens, including all economic segments of the community, every five to eight years.
- Program 27.2: Prepare an annual review of the General Plan status as required by State law.

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3. CIRCULATION ELEMENT



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The General Plan Map depicts circulation system referenced in the Circulation Element.

3. CIRCULATION ELEMENT

PURPOSE

The purpose of the Circulation Element is to provide policies and maps which indicate the general location and extent of existing and proposed circulation routes and facilities; to provide a transportation system adequate to serve the traffic projected to be generated by the land uses shown on the General Plan Map, as well as regional through traffic; to promote the efficient transport of people and goods; and to encourage the efficient use of existing transportation facilities. All of the street improvements discussed in this Element are subject to further review and approval by the City Council prior to construction.

SUSTAINABLE DEVELOPMENT AND PLANNING

The City of Pleasanton embraces the concept of sustainable development and planning. A sustainable city draws from the environment only those resources that are necessary and that can be used or recycled perpetually, or returned to the environment in a form that nature can use to generate more resources. Relating the sustainability concept to circulation, this Circulation Element encourages alternatives to fossil-fuel consumption, encourages walking and bicycling as well as high-occupancy vehicle use, and provides public facilities and programs in ways that reduce motor vehicle-trips and energy usage. Thus schools, libraries, parks and recreational facilities, community facilities, cultural arts, human services, businesses, and jobs should be readily accessed by walking, bicycle riding, transit, carpools, or linked automobile trips. Overall, the Circulation Element includes goals, policies, and programs that seek to improve the links between jobs, housing, and community services and amenities, and to increase the functionality of the circulation system for all users.

STREETS AND HIGHWAYS

An extensive roadway network which includes freeways, arterials, collectors and local streets serves Pleasanton. Table 3-1 lists existing roadway segments by type (e.g., freeways, arterials, and collectors) while Figure 3-1 shows the roadways. The Circulation Element uses standard classifications for its roadway system which indicate the type of use expected and guide in roadway planning and design. Freeways are characterized by their limited access and grade separations and primarily serve long-distance trips. Arterials feed through-traffic to freeways, provide access to adjacent land uses – mostly at intersections – and feature traffic control measures. Collectors provide access to adjacent land uses and feed local traffic to arterials. Residential collectors provide access to residential areas and feed



View of roadways from Augustin Bernal Park

TABLE 3-1: ROADWAY FUNCTIONAL CLASSIFICATIONS

Roadway Segment	From	To
Freeways		
I-580	Foothill Rd	El Charro Rd
I-680	I-580	Sunol Blvd
Arterials		
Bernal Ave	Foothill Rd	Stanley Blvd
Chabot Dr	Owens Dr	Inglewood Dr
Dublin Canyon Rd	Western City Limits	Foothill Rd
El Charro Rd	I-580	Stanley Blvd
First St	Sunol Blvd	Stanley Blvd
Foothill Rd	I-580	City Limits
Foothill Rd	Country Ln	Verona Rd
Gibraltar Dr	Hopyard Rd	Willow Rd
Hacienda Dr	I-580	West Las Positas Blvd
Hopyard Rd	I-580	Del Valle Parkway
Johnson Dr	Stoneridge Dr	Franklin Rd
Owens Dr	Johnson Dr	West Las Positas Blvd
Santa Rita Rd	I-580	Stanley Blvd
Stanley Blvd	First St	Eastern City Limits
Stoneridge Dr	Foothill Rd	Eastern City Limits
Sunol Blvd	Bernal Ave	I-680
Valley Ave	Sunol Blvd	Stanley Blvd
Vineyard Ave	First St	Bernal Ave
Vineyard Ave	Bernal Ave	Eastern City Limits
West Las Positas Blvd	Foothill Rd	Santa Rita Rd

Roadway Segment	From	To
Collectors		
Andrews Dr	Owens Dr	Old Santa Rita Rd
Busch Rd	Valley Ave	Eastern Terminus
Canyon Way	Foothill Rd	Stoneridge Mall Rd
Case Ave	Bernal Ave	Valley Ave
Coronado Lane	Hopyard Rd	West Las Positas Blvd
Deodar Way	Foothill Rd	Stoneridge Mall Rd
Franklin Dr	Stoneridge Dr	Johnson Dr
Inglewood Dr	Hopyard Rd	Hacienda Dr
Koll Center Pkwy	Valley Ave	Valley Ave
Laurel Creek Way	Foothill Rd	Stoneridge Mall Rd
Main St	Stanley Blvd	Bernal Ave
Old Santa Rita Rd	Rosewood Dr	Santa Rita Rd
Owens Dr	Johnson Dr (North)	Johnson Dr (South)
Peters Ave	Old Bernal Ave	Saint John St

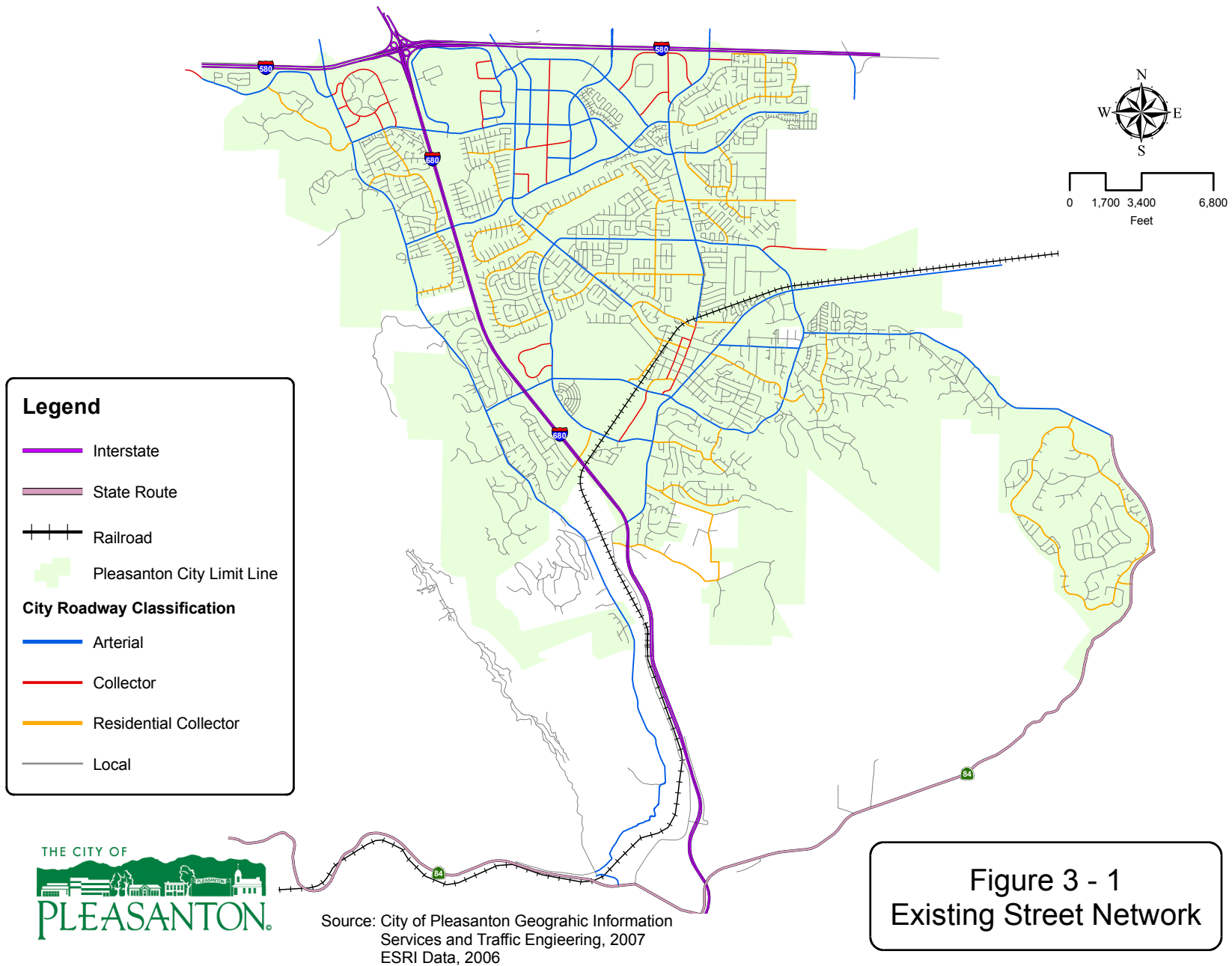
Roadway Segment	From	To
Collectors – continued		
Pimlico Dr	Santa Rita Rd	Brockton Dr
Rosewood Dr	Owens Dr	Santa Rita Rd
Springdale Ave	Stoneridge Dr	Stoneridge Mall Rd
Saint John St	Peters St	Main St
Stoneridge Mall Rd	w/o Fabian Court	Stoneridge Dr
Willow Rd	Owens Dr	West Las Positas Blvd

Roadway Segment	From	To
Residential Collectors		
Black Ave	Hansen Dr	Santa Rita Rd
Del Valle Parkway	Hopyard Rd	Main St
Division St	Del Valle Parkway	Saint Mary St
Dorman Rd	Denker Rd	West Las Positas Blvd
East Ruby Hill Dr	Ruby Hill Blvd	Ruby Hill Dr
Greenwood Rd	Mohr Ave	Harvest Dr
Independence Dr	Bernal Ave	Hopkins Way
Inglewood Dr	Mason St	Hopyard Rd
Junipero St	Sunol Blvd	Independence Dr
Kamp Dr	Stoneridge Dr	Briones Lane
Kirkcaldy St	Annis Circle	Stacey Way
Kolln St	Mohr Av	Valley Ave
Kottinger Dr	First St	Concord St
Laguna Creek Ln	West Lagoon Rd	Valley Ave
Laurel Creek Dr	Dublin Canyon Rd	Foothill Rd
Mohr Ave	Sutter Gate Ave	Eastern Terminus
Muirwood Dr	Foothill Rd (north)	Foothill Rd (south)
National Park Rd	North Valley Trails Dr	South Valley Trails Dr
Old Bernal Ave	Bernal Ave	Main St
Parkside Dr	Hopyard Rd	Eastern Terminus
Paseo Santa Cruz	Valley Ave (north)	Valley Ave (south)
Pimlico Dr	Brockton Dr	West Las Positas Blvd (south)
Pleasanton Ave	Bernal Ave	Saint Mary St
Rheem Dr	Stoneridge Dr	Kamp Dr
Ruby Hill Blvd	Vineyard Ave	West Ruby Hill Dr
Saint Mary St	Division St	Main St
Springdale Ave	Muirwood Dr	Stoneridge Mall Road
Stanley Blvd	Main St	First St
Sycamore Creek Way	Sycamore Rd	Eastern Terminus
Sycamore Rd	Sunol Blvd	Eastern Terminus
Touriga Dr	Vineyard Ave	Concord St
Valley Trails	Hopyard Rd (north)	Hopyard Rd (south)
West Las Positas Blvd	Santa Rita Rd	Kirkcaldy St

Note: This table does not list local streets.

Source: City of Pleasanton, Department of Public Works, Traffic Engineering, 2007.

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Source: City of Pleasanton Geographic Information Services and Traffic Engineering, 2007
ESRI Data, 2006

traffic from local streets to arterials. By design, local streets serve only adjacent land uses in both commercial and residential areas and provide direct access to these land uses. Table 3-2 shows desirable traffic volumes for these types of roadways.

While the classification system describes the general functions and volumes of each type of roadway, there is often overlap between classifications and actual characteristics. In some cases, a lower classified street may carry higher volume than a higher classified street. These volumes are anticipated to balance in the future, as the City constructs new roadways and makes improvements to the circulation system.

**TABLE 3-2:
DESIRABLE TRAFFIC VOLUMES PER ROADWAY TYPE**

<u>Roadway Type</u>	<u>Per Lane Per Hour</u>	<u>Two-Way Average Daily Traffic ^a</u>
Two-Lane Local Streets	-	500 - 3,000
Two-Lane Residential Collectors	-	3,000 - 6,000
Two-Lane Collector Streets	-	4,000 - 10,000
Two-Lane Arterial Streets	900	15,000
Four-Lane Arterial Streets	900	30,000
Six-Lane Arterial Streets	900	45,000
Six-Lane Freeway	2,000	120,000
Eight-Lane Freeway	2,000	160,000
Ten-Lane Freeway	2,000	200,000

^a Values based on average daily traffic are volumes based on typical traffic conditions rather than a true physical roadway capacity.

Source: City of Pleasanton Dept. of Public Works, Traffic Engineering, 2007.

Description of the Existing Roadway Network

Regional Facilities

Two Interstate freeways and one State Route serve Pleasanton. Interstate 580 (I-580) is an eight-lane freeway which runs east-west

from Interstate 5 near Tracy to beyond its joining with Interstate 80 in Emeryville. Interstate 680 (I-680) runs north-south from Interstate 280 in San Jose to Interstate 80 near Fairfield. It is a six-lane freeway, south of I-580, and a six-lane freeway with additional high-occupancy vehicle (HOV) lanes north of I-580. The intersection of I-580 and I-680 has an ultimate design of four separate flyovers, as specified by Caltrans. Phase 1 of the interchange is complete with the construction of the southbound to eastbound flyover. Supplemental design is currently underway to construct the northbound to westbound flyover. State Route 84 (SR 84) is a two-lane highway which runs from I-580 in Livermore to I-680 in Sunol and continues on to Highway 1 near San Gregorio. State Route 84 has recently been realigned moving the northern section out of the center of the City of Livermore to Livermore’s western city limit. Construction is underway to add truck-climbing lanes through Pigeon Pass near I-680 as well as to widen the northern section to four lanes. Pleasanton supports the widening of State Route 84 from two to four lanes between I-680 and I-580. This improvement will alleviate cut-through traffic in Pleasanton and congestion on I-580.

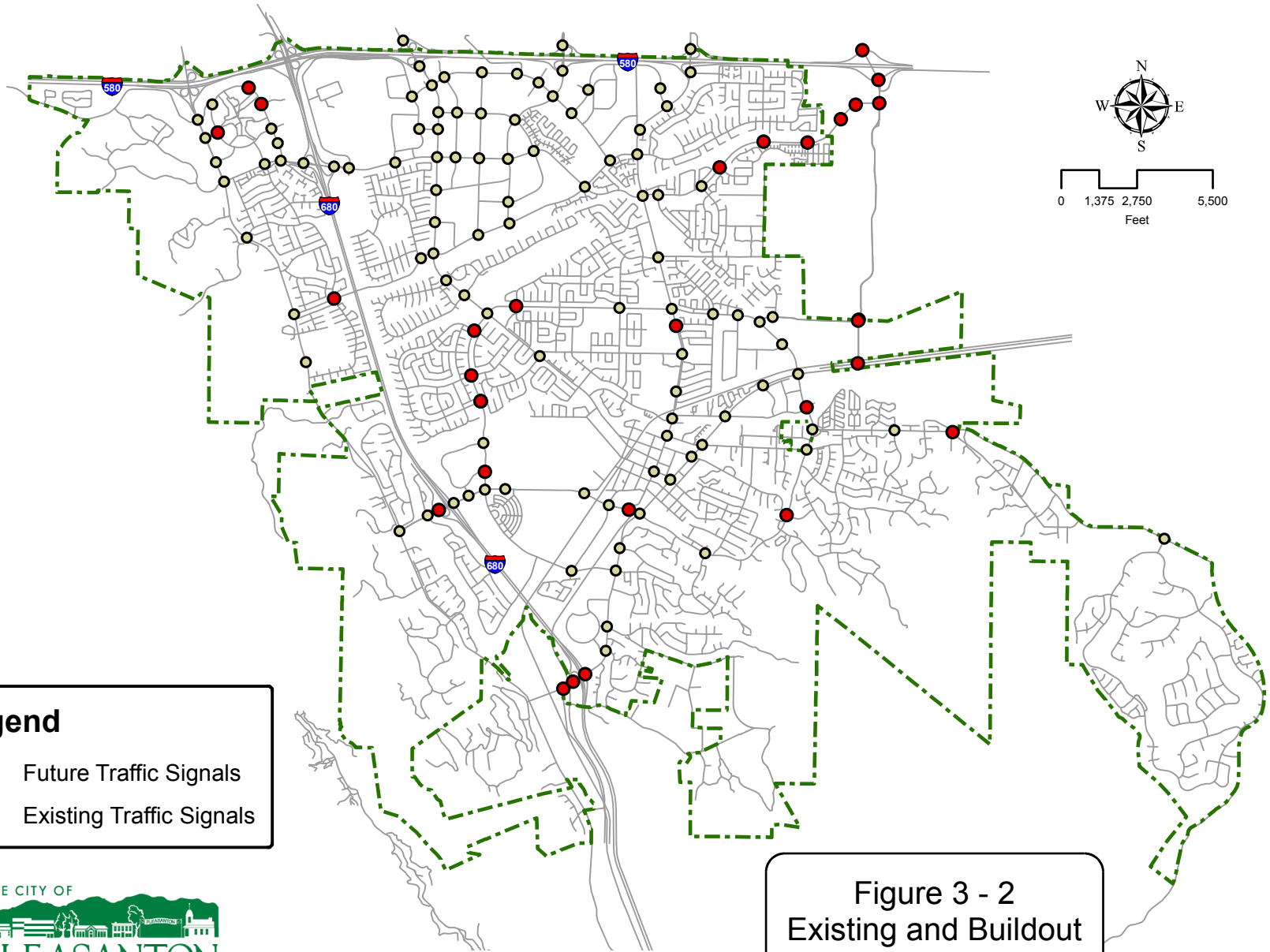
Local Roadway Network

Table 3-1, above, lists arterials serving the Pleasanton Planning Area. Seven of the arterials provide access to the freeway system via an interchange. Five of these interchanges are fully signalized. See Figure 3-2 for the locations of all signalized and future signalized intersections.

In addition to the interchanges, access to and from the City of Pleasanton circulation network can be gained from eight arterials providing a system with multiple and distributed access points.

Vehicles use this network of arterials to access the collector streets which provide access to homes and businesses on the local street network.

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Legend

- Future Traffic Signals
- Existing Traffic Signals



Source: City of Pleasanton
Traffic Engineering, 2006

Figure 3 - 2
Existing and Buildout
Traffic Signals

Existing Roadway Standards

The City of Pleasanton has adopted numerous roadway standards and requirements to protect the safety and welfare of its citizens. Public streets within the city limits are constructed and maintained to City standards. Most City streets feature at least 11-foot-wide travel lanes,¹ curbs, gutters, and sidewalks. Where traffic conditions warrant and sufficient right-of-way exists, the City installs traffic signals, stop signs, pedestrian crosswalks, and bicycle lanes. Exceptions to City standards include older streets which were built prior to modern road standards and streets where the rights-of-way are insufficient for roadway improvements.

Pleasanton also has standards for acceptable levels of traffic congestion within the city. These level-of-service (LOS) standards generally require developers of major projects to limit traffic volumes to LOS D or better (see Table 3-3 level-of-service definitions) throughout Pleasanton or provide mitigation measures which will ensure that traffic volumes meet this standard. Potential mitigation measures include traffic signals; roadway improvements such as street widening or turn lanes; traffic trip reductions such as ridesharing (carpools and vanpools), bicycling, walking, public transit, preferential parking, and flexible working hours; or limiting the density or type of land uses. There are a few exceptions to the LOS standard within Pleasanton. The exceptions are in the Downtown Area and at the City of Pleasanton gateway intersections (i.e., constrained gateways). These intersections may have a level of service below the level-of-service D standard if no reasonable mitigation exists or if the necessary mitigation is contrary to other goals and policies of the City.

¹ The 11-foot wide travel lanes are a slight reduction over the 12-foot wide travel lanes in the 1996 General Plan and are sufficiently wide for safety and allow additional bicycle lanes to be accommodated within the existing street right of way.

The *Downtown Specific Plan* contains policies which emphasize the need to maintain a traditional pedestrian friendly atmosphere in the Downtown, with buildings constructed to the sidewalk, shade trees, outdoor dining, wide sidewalks, and street furniture. This overriding goal limits the extent that the intersections may be widened and improved. For this reason the Downtown intersections are exempt from the LOS D standard unless the City determines that improvements necessary to maintain LOS D are consistent with the goals of the *Downtown Specific Plan*.



Main Street at Rose Avenue /Neal Street

All traffic entering and leaving the Pleasanton circulation network flows through gateway intersections (as listed in Table 3-4). These intersections are also key arrival points into the city where street design, buildings, and landscaping are used to create an inviting entrance into Pleasanton. These locations have been designed to accommodate the Pleasanton-based traffic but have experienced increased volumes of cut-through traffic that impact the level of

TABLE 3-3: INTERSECTION LEVEL-OF-SERVICE DEFINITIONS

Level of Service (LOS)	Average Vehicle Control Delay (seconds)	
A	< 10.0	LOS A describes driving conditions with average delays of 10 seconds or fewer per vehicle. When traffic signals are synchronized, this level of service allows for most vehicles to arrive during the green light. The majority of through traffic on the main street does not stop at all.
B	10.1-20.0	LOS B describes driving conditions where more vehicles have to stop at red lights and average delays increase up to 20 seconds per vehicle. Synchronized traffic signals can still provide good progression for through traffic on the major street.
C	20.1-35.0	LOS C describes driving conditions at intersections where the red signal lights stay on noticeably longer and the average delays per vehicle increases to 35 seconds. At this level of congestion some cars must wait through multiple green lights to get through the intersection. With synchronized traffic signals, some through traffic on the main street can still pass through the intersection without stopping.
D	35.1-55.0	LOS D describes congested driving conditions with most stops and delays averaging up to 55 seconds per vehicle. Most cars have to stop at red lights and more vehicles have to wait for more than one green light before passing through the intersection.
E	55.1-80.0	LOS E describes very congested driving conditions with delays averaging up to 80 seconds per vehicle. This high congestion allows for very poor progression down the main street and green lights are frequently not long enough to clear stopped vehicles.
F	> 80	LOS F describes very congested driving conditions where the number of vehicles arriving at an intersection exceeds the capacity of the intersection. Average delays exceed 80 seconds and most drivers have to wait for multiple green lights before they get through the intersection. Long queues of left turning vehicles stack out of the left turn pockets and block adjacent through lanes.

Sources: Transportation Research Board, "Highway Capacity Manual," 2000; and City of Pleasanton, Department of Public Works, Traffic Engineering, 2007.

TABLE 3-4: PLEASANTON GATEWAY INTERSECTIONS

Freeway Ramps

- 1 Sunol Boulevard at I-680 Southbound Ramp
- 2 Sunol Boulevard at I-680 Northbound Ramp
- 3 Bernal Avenue at I-680 Southbound Ramp
- 4 Bernal Avenue at I-680 Northbound Ramp
- 5 Stoneridge Drive at I-680 Southbound Ramp
- 6 Stoneridge Drive at I-680 Northbound Ramp
- 7 El Charro Road at I-580 Eastbound Off Ramp
- 8 Fallon Road at I-580 Westbound Off Ramp
- 9 Hopyard Road at I-580 Eastbound Ramp
- 10 Hopyard Road at I-580 Westbound Ramp
- 11 Hacienda Drive at I-580 Eastbound Ramp
- 12 Hacienda Drive at I-580 Westbound Ramp
- 13 Santa Rita Road at I-580 Westbound Ramp
- 14 Foothill Road at I-580 Eastbound Ramp
- 15 Foothill Road at I-580 Westbound Ramp

Intersections

- 16 Hopyard Road at Owens Drive
- 17 Santa Rita Road at Pimlico Drive
- 18 Hacienda Drive at Owens Drive
- 19 Stoneridge Drive at Johnson Drive
- 20 El Charro Road at Stanley Boulevard
- 21 Valley Avenue at Bernal Avenue (near I-680)
- 22 Foothill Road at Dublin Canyon Rd

Source: Pleasanton Community Development Dept., Traffic Engineering, 2007.

service. Mitigation measures can be used to improve level of service. However, the elimination of landscaping and significant road widening may result in a loss of visual character and pedestrian

convenience at these intersections. Improvements also may encourage additional cut-through traffic, thereby reducing the effectiveness of the intersection improvements and reducing the level of service downstream of these intersections.

The City also regulates traffic speeds within Pleasanton. Traffic speed limits are established according to the *California Vehicle Code* and the *Manual of Uniform Traffic Control Devices* which consider elements such as roadway type, capacity, prevailing speed, condition, and accident rates. Moving violations, established in the *California Vehicle Code*, are enforced by the Pleasanton Police Department.²

Parking

On-Street Parking

The City generally prohibits on-street parking on arterial streets, but allows parking on local and collector streets if sufficient right-of-way exists. In the Downtown and adjacent to some parks and schools, the City has established limited-term parking to allow for a greater number of vehicles to use the available space. These are commonly twenty-minute, two-hour, and four-hour time limitations.

The City also has a residential permit parking program to address parking impacts of non-residential uses located next to residential developments. Residential permit parking is located around the local high schools where the limited parking on the campuses often spills into the neighborhoods.

Off-Street Parking

Off-street parking requirements are established in the City’s *Zoning Ordinance* and implemented by the Planning Department when plans are reviewed for new buildings or additions. The *Zoning Ordinance* also

² City of Pleasanton, *Pleasanton Municipal Code, Vehicle and Traffic Code*.

establishes standards for parking lot development. Parking requirements are reduced in the Downtown to encourage higher intensity uses and in recognition of existing building on sites with limited area for parking lots. Similar to what is allowed by the *Zoning Ordinance* for shared use in certain commercial districts, consideration of reduced parking may also be appropriate for mixed-use – including transit-oriented development (TOD) – projects on a case-by-case basis where data indicate a reduced parking demand.



Parking lot at the Pleasanton Library

The *Downtown Specific Plan* identifies parking as one of the most important issues for the Downtown and one that is critical for the success of Downtown businesses, while simultaneously supporting the integration of alternative modes of transportation. In addition to special parking requirements, Downtown businesses also have the option of entering into an agreement with the City to pay parking in-lieu fees or forming a parking assessment district to provide

parking spaces. The City's acquisition of the Transportation Corridor in the Downtown provides an opportunity for additional parking, as well as for landscaping and trails. This additional parking will serve businesses and the future Firehouse Arts Center on Railroad Avenue.

The City operates a park-and-ride facility at the intersection of Johnson Drive and Stoneridge Drive just east of I-680 which provides parking for 85 cars and five motorbikes. Demand for this facility exceeds capacity. In order to provide additional opportunities for carpooling and the use of transit and shuttles, a study is underway to locate additional park-and-ride sites. Other possible lots, including a site on the Bernal Property, will be evaluated by the City and Caltrans to determine exact locations, acreage, improvements, and operating procedures prior to their purchase or lease for City and Tri-Valley residents.

Existing Traffic Conditions

In 2006, the Metropolitan Transportation Commission released its ranking of commute period bottlenecks along freeways. This study looked at the entire nine county Bay Area and found that Interstate 580, from I-680 to west of El Charro Road in the p.m., ranks as the second most congested route in the morning peak hour in the Bay Area and is the most congested route in the evening peak hour.

The Metropolitan Transportation Commission indicates that expansion of the regional and local economy, including the Tri-Valley, creates this congestion. Areas of recent development that contribute to this congestion include Dougherty Valley, Tassajara Valley, North Livermore, East Dublin, and other smaller developments. Table 3-5 indicates freeway peak-hour traffic volume.

In February 2002, Caltrans completed the I-680 to I-580 southbound to eastbound flyover, which alleviated a previous bottleneck and

TABLE 3-5 PEAK-HOUR TRAFFIC CONDITIONS: I-580 AND I-680

On Interstate 580

Location	Direction	Peak	Capacity	Existing Volume	Capacity	2025 Volume
West of Foothill Road	Eastbound	a.m.	8,000	6,800	8,000	8,100
		p.m.	8,000	6,800	8,000	7,100
	Westbound	a.m.	10,000	6,600	10,000	7,500
		p.m.	10,000	7,000	10,000	7,900
West of I-680	Eastbound	a.m.	10,000	7,700	10,000	8,700
		p.m.	10,000	7,900	10,000	7,400
	Westbound	a.m.	10,000	7,900	10,000	8,400
		p.m.	10,000	8,200	10,000	8,700
West of Hopyard Road	Eastbound	a.m.	10,000	7,400	14,000	9,800
		p.m.	10,000	7,700	14,000	6,000
	Westbound	a.m.	10,000	8,900	10,000	8,400
		p.m.	10,000	9,400	10,000	8,800
West of Hacienda Drive	Eastbound	a.m.	8,000	8,500	10,000	11,000
		p.m.	8,000	8,500	10,000	7,200
	Westbound	a.m.	8,000	8,900	10,000	8,000
		p.m.	8,000	8,400	10,000	8,500
West of Santa Rita Road	Eastbound	a.m.	10,000	6,700	10,000	8,300
		p.m.	10,000	8,200	10,000	6,000
	Westbound	a.m.	10,000	9,400	10,000	7,800
		p.m.	10,000	7,200	10,000	7,800
West of El Charro Road	Eastbound	a.m.	8,000	6,500	8,000	7,100
		p.m.	8,000	8,700	8,000	6,800
	Westbound	a.m.	8,000	9,100	8,000	7,200
		p.m.	8,000	7,100	8,000	7,200

On Interstate 680

Location	Direction	Peak	Capacity	Existing Volume	Capacity	2025 Volume
South of I-580	Northbound	a.m.	8,000	5,600	8,000	6,500
		p.m.	8,000	6,900	8,000	7,100
	Southbound	a.m.	8,000	6,700	8,000	6,500
		p.m.	8,000	4,800	8,000	5,200
South of Stoneridge Drive	Northbound	a.m.	6,000	5,500	6,000	5,300
		p.m.	6,000	5,700	6,000	5,100
	Southbound	a.m.	6,000	5,600	6,000	5,200
		p.m.	6,000	4,900	6,000	5,000
South of Bernal Avenue	Northbound	a.m.	6,000	4,700	6,000	5,200
		p.m.	6,000	5,200	6,000	5,000
	Southbound	a.m.	6,000	5,300	6,000	5,100
		p.m.	6,000	4,200	6,000	4,800
South of Sunol Blvd	Northbound	a.m.	6,000	4,500	6,000	5,700
		p.m.	6,000	6,000	6,000	5,700
	Southbound	a.m.	6,000	6,400	6,000	5,800
		p.m.	6,000	4,300	6,000	5,600

Source: City of Pleasanton Traffic Model, 2007.

safety concern. Its construction increased the capacity through the interchange but also has created additional vehicular demand on I-580. In the evening peak hour, the existing four-lane eastbound I-580 is unable to accommodate this additional traffic, resulting in more congestion throughout the corridor. This congestion has started to spill back onto the I-680 corridor to a point where the congestion now extends both the morning and evening commute periods well beyond one hour.

The congestion of the regional traffic system impacts Pleasanton’s local roadway circulation. As the freeway system becomes congested, motorists search for faster routes, such as using local roadways to bypass the freeway congestion. The result is additional vehicles in the Pleasanton circulation network with non-Pleasanton destinations and origins. This is most readily apparent at the local freeway interchanges.

In June 2003, the City of Pleasanton in conjunction with Caltrans and the City of Dublin installed eastbound ramp metering at the Hopyard Road, Hacienda Drive, and Santa Rita Road interchanges. Metering of vehicles attempts to limit the number of vehicles taking regional trips on local roadways by discouraging exiting and re-entering from the regional system as well as by improving flow on the regional system. Even with ramp metering, several of the intersections adjacent to local interchanges are approaching capacity.

Several non-interchange intersections are also approaching or are at capacity. The increase in traffic at these locations is not due solely to regional traffic on the Pleasanton street network, but instead is at least partially the result of growth and development within the city.

Roadway improvements which would increase capacity are planned and should generally be constructed concurrently with development to properly support the increased traffic demand. Project developers would typically be required to improve intersections in proximity to



Flyover connections from I-680 to I-580

and would pay Traffic Development Fees to the City to help fund other roadway improvements for intersections needing mitigation. In some cases, the City may require a developer to construct an improvement and establish a reimbursement mechanism for subsequent development which would benefit from that improvement.

Traffic volumes are measured in terms of Average Daily Traffic (ADT) and peak-hour volumes. Average Daily Traffic is defined as the total number of cars passing over a segment of roadway, in both directions, on an average day. Peak-hour traffic is defined as the total number of cars passing over a roadway segment during the busiest hour of the morning or afternoon on an average day. Regional roadway congestion has extended the peak periods in Pleasanton beyond one hour and they now occur from 7:30 a.m. to 9a.m. and from 4 p.m. to 6 p.m. Peak periods typically constitute eight to twelve percent of Average Daily Traffic (ADT) volume, as

listed on Table 3-6. Table 3-3, above, defines the range of levels of service and describes the resulting effects on traffic congestion.

As can be seen from Table 3-6, the largest volume roadway segments in Pleasanton are on the major arterials approaching the interstate freeway system. Figure 3-3 and Figure 3-4 show existing morning and evening peak-hour traffic volumes, respectively. Approximately 80 percent of Pleasanton jobs are performed by workers who reside outside of Pleasanton.³ Conversely, approximately 70 percent of Pleasanton residents work outside of Pleasanton. This dynamic results in the majority of Pleasanton’s workforce leaving the City in the morning, and being replaced by the working population. This is reversed in the afternoon commute, creating significant trips on the arterial system going to and from the freeways.

In addition to morning and evening peak commute hours, the City of Pleasanton has a school-related commute that adds to traffic congestion. In the morning, the school peak coincides with the morning commute peak creating additional congestion on the local roadway system. The afternoon school peak is less extensive because the 3 p.m. release time does not coincide with the evening commute peak.

Table 3-7 illustrates the existing and buildout levels of service for the signalized intersections in Pleasanton. As Pleasanton approaches buildout, the congestion levels, especially near the freeways, approach the acceptable limits identified as LOS D. Figure 3-5 shows existing levels of service while Figure 3-6 shows buildout levels of service with additional mitigations. At buildout, except for exempted Downtown and gateway intersections, the entire city would operate at level of service D or better with all improvement measures implemented, as detailed in Table 3-8 and Figure 3-7. Note that the improvements

³ City of Pleasanton, 2006 Employee and Resident Transportation Survey, Nov. 2006.

described in Table 3-8 are examples of measures that would improve LOS to acceptable levels. Alternate measures may be implemented following study of traffic conditions on a project-level basis.



Traffic on Hopyard Road at Owens Drive

Traffic Safety

On an ongoing basis, the Traffic Engineering Division in consultation with the Police Department monitors collision trends in Pleasanton. The City annually ranks intersections based on collision frequency and identifies intersections with the highest number of collisions for more detailed analysis of collision causes and possible solutions. Efforts to reduce congestion and calm traffic also help to reduce collision-risk factors such as speeding and red-light running.

In addition to monitoring the existing roadway network’s traffic safety, traffic studies for new development should also address roadway safety. Project traffic studies should address necessary improvements to network traffic safety as well as to pedestrian, bicycle,

TABLE 3-6: EXISTING AND BUILDOUT PEAK-HOUR TRAFFIC VOLUMES

Streets	Existing Volumes		Buildout Volumes	
	AM	PM	AM	PM
Bernal Ave east of Case Ave	1940	1980	1700	1800
Bernal Ave east of First St	1600	1490	2200	2100
Bernal Ave east of Foothill Rd	983	870	1800	1300
Bernal Ave east of Independence Dr	1580	1390	2300	2100
Bernal Ave east of Valley Ave	2420	2580	2700	3000
Bernal Ave south of Stanley Blvd	1140	1830	2300	2600
Bernal Ave south of Tawny	890	1100	1900	1900
Bernal Ave south of Vineyard Ave	1170	1270	2100	2100
Bernal Ave west of Case Ave	2090	2210	1900	2000
Bernal Ave west of First St	2300	2560	2100	2200
Bernal Ave west of Valley Ave	3310	3140	4500	4800
Black Ave east of Hopyard Rd	660	630	700	750
Black Ave west of Santa Rita Rd	560	770	640	790
Busch Rd east of Valley Ave	120	130	1300	2100
California south of Stanley Blvd	970	1100	1300	1600
Canyon Way east of Foothill Rd	750	730	1300	1200
Castlewood Dr west of Sunol Blvd	750	620	1500	1400
Del Valle Pwy west of Main St	630	650	760	740
Dell Valle east of Hopyard Rd	440	520	690	750
Division St south of Del Valle Pwy	790	930	1000	1200
Dorman Rd north of W Las Positas Blvd	380	440	550	560
Dublin Canyon Rd west of Foothill Rd	970	880	990	910
El Charro Rd north of Stanley Blvd	0	0	2100	2800
El Charro Rd north of Stoneridge Dr	160	170	5300	5800
El Charro Rd south of Friesman Rd	280	170	5300	5800
El Charro Rd south of Stoneridge Dr	160	170	2700	2800
First St north of Bernal Ave	1710	1770	2200	2200
First St north of Vineyard Ave	1410	1400	2100	2400
First St south of Neal St	1360	1400	1900	1800
Foothill Rd north of Bernal Ave	920	660	1500	1300
Foothill Rd north of Castlewood Dr	420	310	1400	900

Streets	Existing Volumes		Buildout Volumes	
	AM	PM	AM	PM
Foothill Rd north of W Las Positas Blvd	1100	1100	1600	1700
Foothill Rd south of Bernal Ave	550	570	1700	1200
Foothill Rd south of Castlewood Dr	620	460	2000	1500
Foothill Rd south of I-580	2820	3440	5300	5500
Foothill Rd south of Stoneridge Dr	1100	1200	1500	1700
Foothill Rd south of W Las Positas Blvd	1470	1000	1900	1600
Hacienda Dr north of Owens Dr	3120	4300	5000	5600
Hacienda Dr south of Owens Dr	1320	1480	2100	2500
Hopyard Rd north of Del Valle Pwy	990	1300	1300	1500
Hopyard Rd north of Owens Dr	4760	5500	5600	5900
Hopyard Rd north of Stoneridge Dr	2640	2990	2700	2700
Hopyard Rd south of Black Ave	990	1300	1300	1500
Hopyard Rd south of Owens Dr	3380	3640	3700	3700
Hopyard Rd south of Stoneridge Dr	3050	3570	3300	3500
Hopyard Rd south of Valley Ave	1660	2190	1800	2400
Hopyard Rd south of W Las Positas Blvd	3580	4470	4600	5400
Independence south of Bernal Ave	180	180	310	170
Johnson Dr north of Owens Dr	1100	1400	1200	1600
Johnson Dr north of Stoneridge Dr	1100	1200	1100	1100
Junipero St east of Sunol Blvd	150	610	470	840
Kolln north of Valley Ave	310	390	400	510
Kottinger Dr east of First St	210	260	320	290
Kottinger Dr west of Bernal Ave	210	240	250	250
Laurel Creek Way east of Foothill Rd	110	520	250	740
Main St south of Rose Ave/Neal St	620	730	820	1000
Mohr Ave east of Santa Rita Rd	310	510	360	570
Muirwood Dr north of W Las Positas Blvd	90	340	400	810
Muirwood Dr south of W Las Positas Blvd	500	320	720	360
Old Bernal Ave north of Bernal Ave	320	260	550	590
Old Santa Rita Rd north of Santa Rita Rd	450	490	590	690
Owens Dr east of Hacienda Dr	1930	2570	2400	2800

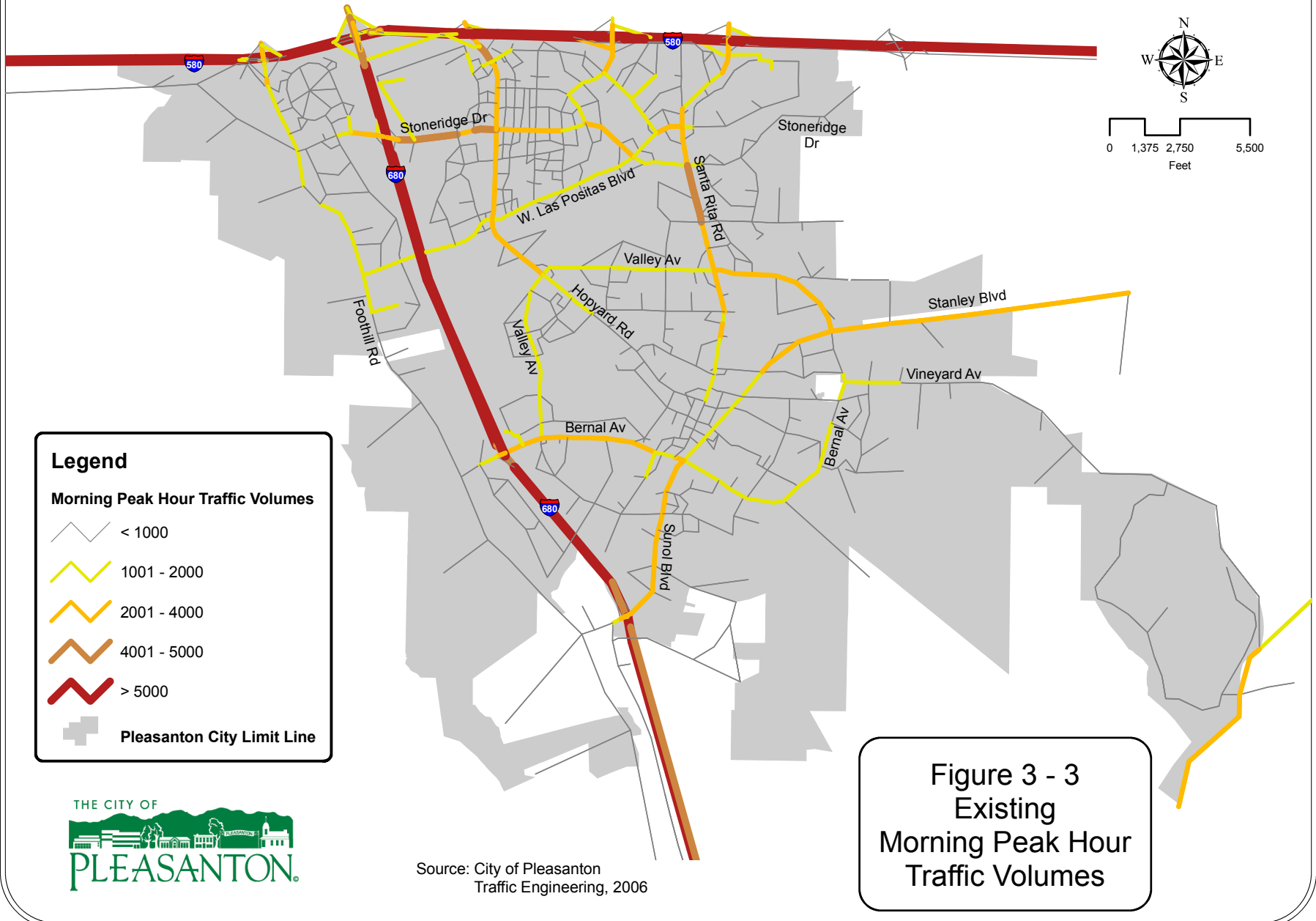
TABLE 3-6: EXISTING AND BUILDOUT PEAK-HOUR TRAFFIC VOLUMES – continued

Streets	Existing Volumes		Buildout Volumes	
	AM	PM	AM	PM
Owens Dr east of Hopyard Rd	1220	2990	2200	3800
Owens Dr north of W Las Positas Blvd	1900	1400	2200	1600
Owens Dr west of Hacienda Dr	830	1700	1600	2600
Owens Dr west of Hopyard Rd	1260	1780	1400	1900
Palomino Dr east of Bernal Ave	240	270	330	430
Peters St south of Division St	780	750	850	860
Pimlico Dr east of Santa Rita Rd	1000	930	920	880
Ray Street east of Main St	960	1100	1200	1400
Rosewood Dr east of Owens Dr	320	650	340	760
Rosewood Dr west of Old Santa Rita Rd	270	200	360	510
Rosewood Dr west of Santa Rita Rd	380	670	420	840
Santa Rita Rd north of Stoneridge Dr	3230	3850	3700	4400
Santa Rita Rd north of Valley Ave	3850	4320	4300	4500
Santa Rita Rd north of W Las Positas Blvd	2290	3330	3400	4400
Santa Rita Rd south of I-580 W/B Ramp	2610	2830	4500	4900
Santa Rita Rd south of Pimlico Dr	2040	2900	3300	4400
Santa Rita Rd south of Stoneridge Dr	4220	4580	4800	4900
Santa Rita Rd south of Valley Ave	2440	2610	3000	3000
Santa Rita Rd south of W Las Positas Blvd	3010	3340	3400	3900
Santa Rita Rd/Main St north of Stanley Blvd	1930	2540	2400	2900
Santa Rita Rd/Main St south of Stanley Blvd	1550	2240	2500	3000
Saint Mary St west of Main St	640	500	1400	1300
Stanley Blvd east of California Ave	2020	1810	2900	3000
Stanley Blvd east of Main St/Santa Rita Rd	980	1100	1200	1400
Stanley Blvd east of Valley Ave	3170	3500	4700	5000
Stanley Blvd west of California Ave	2050	2100	3000	3200
Stoneridge Dr east of El Charro Rd	0	0	3300	3500
Stoneridge Dr east of Foothill Rd	830	1300	2300	2700
Stoneridge Dr east of HopyaRd	2770	3410	3700	4400

Streets	Existing Volumes		Buildout Volumes	
	AM	PM	AM	PM
Stoneridge Dr east of Johnson Dr	4330	5070	5500	6300
Stoneridge Dr east of Santa Rita Rd	1210	1490	2500	3500
Stoneridge Dr Mall north of Fabian Ct	660	720	1100	1200
Stoneridge Mall Rd north of Stoneridge Dr	1230	1900	1500	2400
Stoneridge Dr north of W Las Positas Blvd	2000	1920	2600	2900
Stoneridge Dr west of El Charro Rd	0	0	2300	3400
Stoneridge Dr west of Hopyard Rd	4050	4360	4800	5300
Stoneridge Dr west of I680 S/B Ramp	2820	4120	4600	5800
Stoneridge Dr west of Johnson Dr	4380	5140	5600	6400
Stoneridge Dr west of Santa Rita Rd	1760	1730	2200	2900
Sunol Blvd east of I-680	2830	2360	4500	4100
Sunol Blvd south of Bernal Ave	2590	2500	3700	3600
Sunol Blvd south of Castlewood Dr	380	420	2000	1500
Sunol Blvd west of I-680	1100	980	2900	2500
Valley Ave east of Hopyard Rd	1150	1860	1500	2400
Valley Ave east of Santa Rita Rd	2520	3040	2900	3500
Valley Ave north of Bernal Ave	1320	1940	2100	2700
Valley Ave north of Stanley Blvd	2380	2750	2100	2500
Valley Ave west of Hopyard Rd	1560	1790	2400	2500
Valley Ave west of Santa Rita Rd	1590	1930	2100	2600
Vineyard Ave east of Bernal Ave	1200	1500	1200	1600
Vineyard Ave east of First St	840	870	960	930
Vineyard Ave east of Montevino Dr	860	990	1100	1200
W Las Positas Blvd east of Hopyard Rd	1430	1900	2400	3000
W Las Positas Blvd east of I-680	1540	1660	2100	2500
W Las Positas Blvd east of Muirwood Dr	1540	1660	2100	2500
W Las Positas Blvd east of Santa Rita Rd	1390	1860	1500	2000
W Las Positas Blvd east of Stoneridge Dr	1960	2340	2800	3400
W Las Positas Blvd west of Hopyard Rd	1580	1780	2400	2900
W Las Positas Blvd west of Santa Rita Rd	2190	2620	3400	3700

Source: City of Pleasanton Traffic Model, 2007.

2005 PLEASANTON PLAN 2025



2005 PLEASANTON PLAN 2025

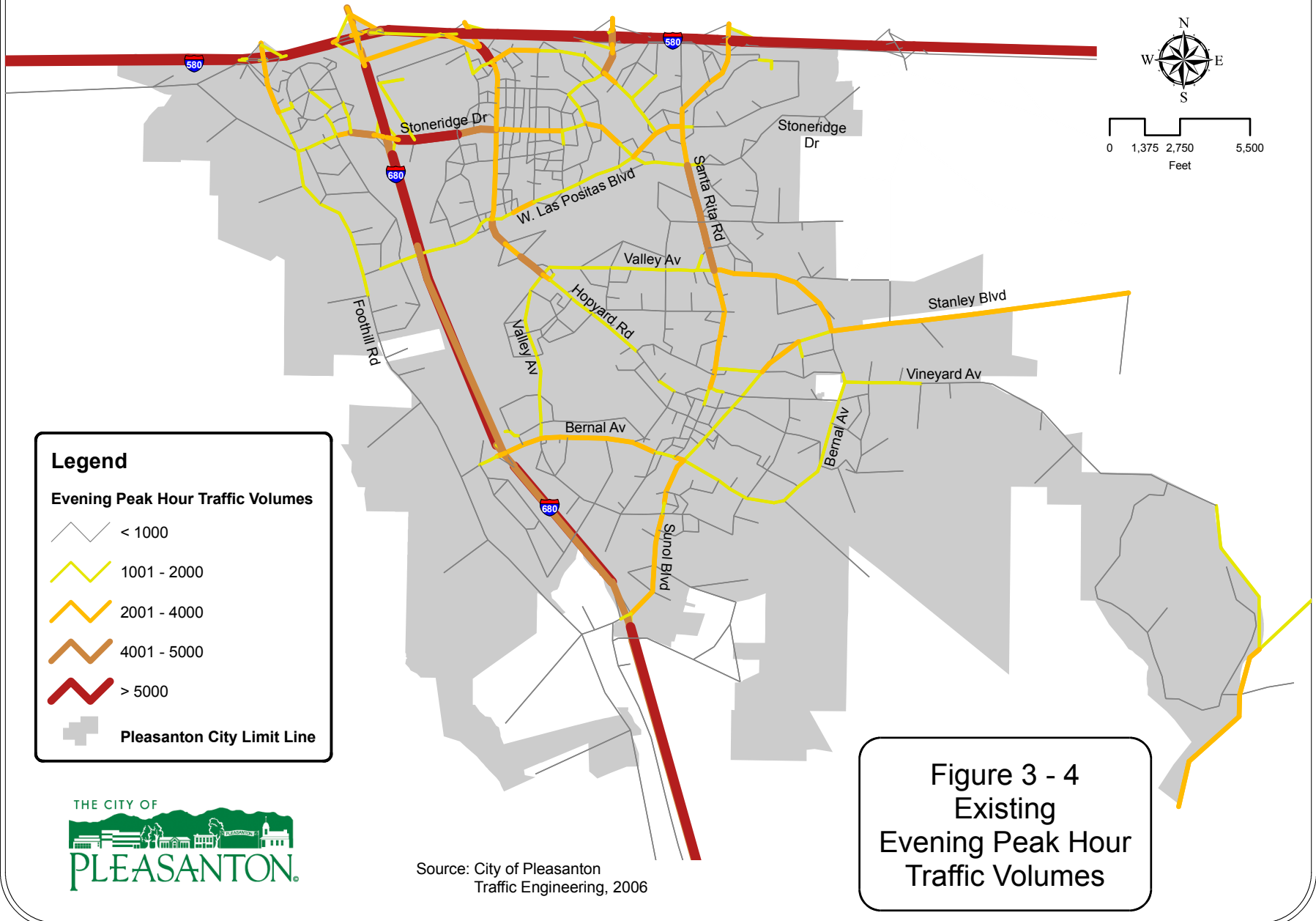


TABLE 3-7: EXISTING AND BUILDOUT PEAK LEVELS OF SERVICE

East/West Street at North/South Street	Existing LOS		Buildout LOS	
	AM	PM	AM	PM
Amador High School at Santa Rita Rd	A	A	A	A
Arlington Dr at Sunol Blvd	B	B	B	B
Bernal Ave at First St *	D	D	E	D
Bernal Ave at Foothill Rd	C	B	B	B
Bernal Ave at Independence Dr	B	D	B	D
Bernal Ave at I-680 Southbound ramps †	E	E	B	B
Bernal Ave at I-680 Northbound off ramps †	B	C	B	C
Bernal Ave at Koll Center Dr	A	A	A	A
Bernal Ave at Main St *	F	A	D	F
Bernal Ave at Meadowlark Dr	B	B	A	A
Bernal Ave at Old Bernal Ave *	D	D	C	E
Bernal Ave at Pleasanton Ave	B	B	C	D
Bernal Ave at Valley Ave	C	D	D	D
Black Ave at Santa Rita Rd	D	C	C	C
Black Ave at Hopyard Rd	B	B	B	B
Boulder St at Valley Ave	B	B	B	A
Busch Rd at El Charro Rd			B	B
Canyon Way at Stoneridge Mall Rd	A	A	B	A
Coronado Lane at Hopyard Rd	A	A	A	A
Del Valle Pkwy at Division St / Hopyard Rd	A	C	A	A
Del Valle Pkwy at Main St	B	B	B	B
Deodar Way at Foothill Rd	A	B	B	B
Dublin Canyon Rd at Foothill Rd †	C	C	C	C
Embarcadero Ct at Stoneridge Mall Rd	A	B	C	B
Foothill High School at Foothill Rd	F	B	D	B
Francisco St at Santa Rita Rd	A	A	A	B
Gibraltar Dr (north) at Chabot Dr	A	A	A	A
Gibraltar Dr (north) at Hacienda Dr	B	B	A	C
Gibraltar Dr (south) at Hacienda Dr	A	A	A	A
Gibraltar Dr (north) at Hopyard Rd	A	B	B	B
Gibraltar Dr (north) at Willow Rd	B	B	B	B
Hansen Dr at Valley Ave	B	B	C	C
Hearst Dr at Bernal Ave	A	A	B	A
Highland Oaks Dr at Foothill Rd	A	A	A	A

East/West Street at North/South Street	Existing LOS		Buildout LOS	
	AM	PM	AM	PM
I-580 Eastbound off ramp at El Charro Rd †	A	F	D	B
I-580 Eastbound off ramp at Hacienda Dr †	B	C	C	B
I-580 Eastbound off ramp at Hopyard Rd †	B	D	D	D
I-580 off ramps/Pimlico Dr intersection at Santa Rita †	C	C	C	D
I-580 Westbound off ramp at Fallon Rd †	A	A	B	B
I-580 Westbound off ramp at Foothill Rd †	B	B	B	B
I-580 Westbound off ramp at Hopyard Rd †	A	C	C	D
I-580 Westbound off ramp at Hacienda Dr †	A	A	A	B
I-580 Westbound on ramp at Santa Rita Rd †	B	B	B	B
I-680 Northbound at Sunol Blvd †	A	A	C	C
I-680 Southbound at Sunol Blvd †	A	A	B	A
Inglewood Dr at Hopyard Rd	C	B	C	B
Junipero St at Sunol Blvd	D	B	C	B
Koll Center (south) at Valley Ave	A	F	B	B
Koll Center (north) at Valley Ave	B	C	A	B
Kottinger Dr at Bernal Ave	B	C	A	A
Laurel Creek Way at Foothill Rd	B	A	B	A
McWilliams Place at Stoneridge Mall Rd	A	B	A	A
Mission Dr at Sunol Blvd	A	A	A	A
Mohr Ave at Santa Rita Rd	C	C	C	B
Muirwood Dr (north) at Foothill Rd	B	A	A	A
Muirwood Dr (south) at Foothill Rd	A	A	A	A
Neal St at First St	B	B	D	D
Nevada St at Bernal Ave	A	A	B	C
Old Santa Rita Rd at Santa Rita Rd	A	A	A	A
Owens Dr at Chabot Dr	A	A	A	A
Owens Dr at East BART Station driveway	B	C	B	D
Owens Dr at Hacienda Dr †	C	F	C	D
Owens Dr at Hopyard Rd †	D	F	C	F
Owens Dr at Johnson Dr	B	C	B	C
Owens Dr at Oracle Lane	B	A	B	B
Owens Dr at Rosewood Dr	A	A	A	A
Owens Dr at Willow Rd	A	B	A	A
Paseo Santa Cruz (north) at Valley Ave	C	B	C	B

TABLE 3-7: EXISTING AND BUILDOUT PEAK LEVELS OF SERVICE (continued)

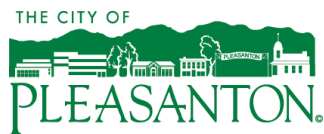
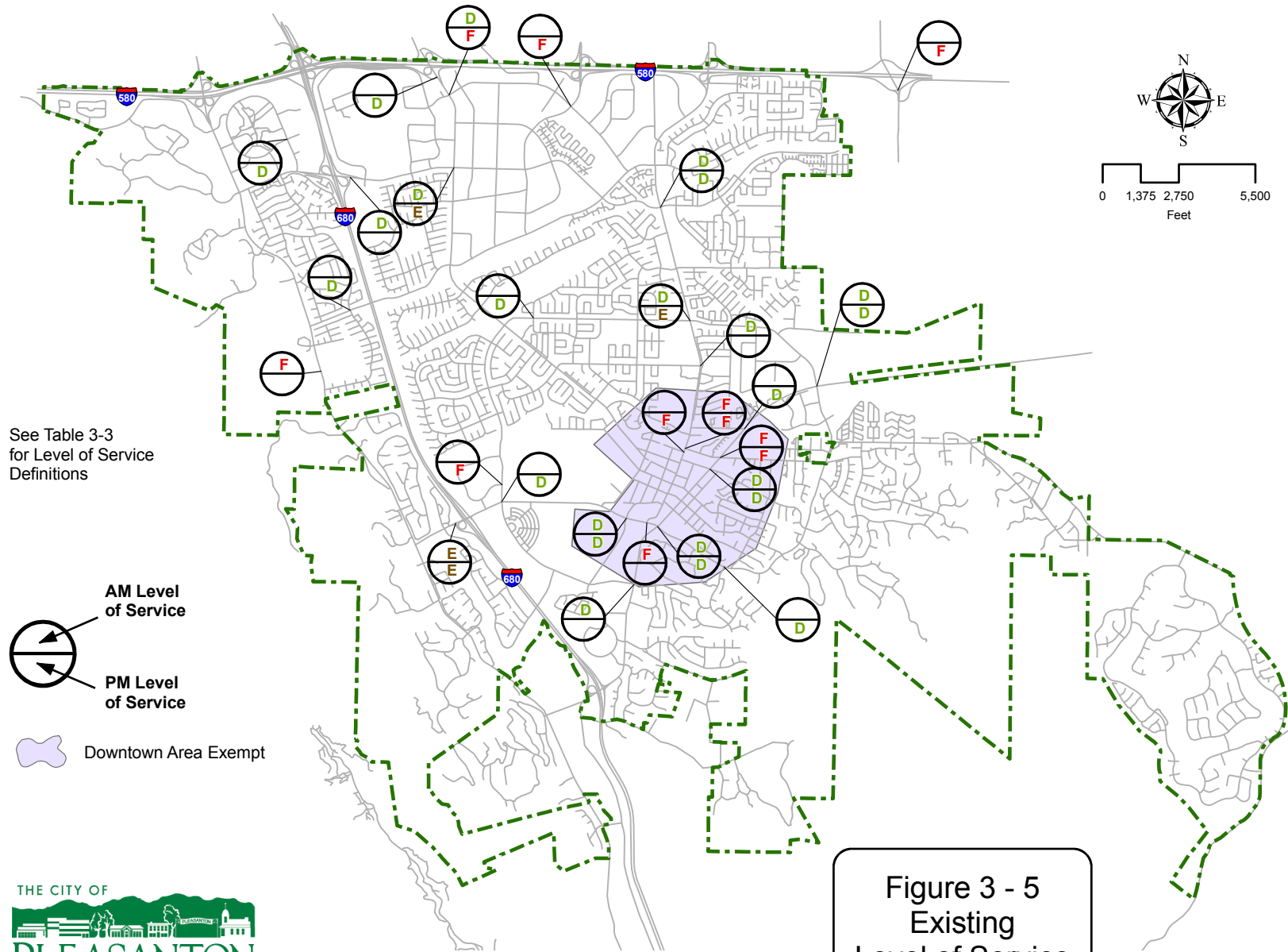
East/West Street at North/South Street	Existing LOS		Buildout LOS	
	AM	PM	AM	PM
Paseo Santa Cruz (south) at Valley Ave	B	B	B	B
Ray St at First St *	F	F	D	F
Ray St at Main St *	F	F	E	F
Rose Ave at Main St	C	A	C	A
Rose Pavilion at Rosewood Dr	A	B	A	A
Rosewood Dr at Santa Rita Rd	B	C	B	C
Ruby Hill East at Vallecitos Rd	A	A	B	B
Saint John St at Main St *	B	F	F	F
Saint Mary St at Main St *	B	C	E	F
Stanley Blvd at Valley Ave / Bernal Ave †	D	D	D	D
Spring St at First St	D	D	D	D
Stanley Blvd at El Charro Rd †			D	C
Stanley Blvd / First St at Old Stanley Blvd	B	D	B	B
Stanley Blvd at Main St	C	C	C	C
Stanley Blvd at Reflections Dr	B	B	B	D
Stoneridge Dr at Chabot Dr	A	B	A	B
Stoneridge Dr at El Charro Rd †			D	D
Stoneridge Dr at Foothill Rd	B	B	B	C
Stoneridge Dr at Franklin Dr	C	B	C	B
Stoneridge Dr at Gibraltar Dr	A	B	A	B
Stoneridge Dr at Hacienda Dr	C	C	C	D
Stoneridge Dr at Hopyard Rd	D	E	D	D
Stoneridge Dr at I-680 Northbound off ramps †	D	C	B	C
Stoneridge Dr at I-680 Southbound ramps †	C	B	C	C
Stoneridge Dr at Johnson Dr †	B	C	C	D
Stoneridge Dr at Kamp Dr	A	A	A	A
Stoneridge Dr at Rheem Dr	A	A	A	B
Stoneridge Dr at Santa Rita Rd	D	D	D	D
Stoneridge Dr at Springdale Ave	B	C	B	C
Stoneridge Dr at Stoneridge Mall	B	B	B	B

Notes: * = Downtown exempt
† = Gateway exempt

Source: City of Pleasanton Traffic Model, 2007.

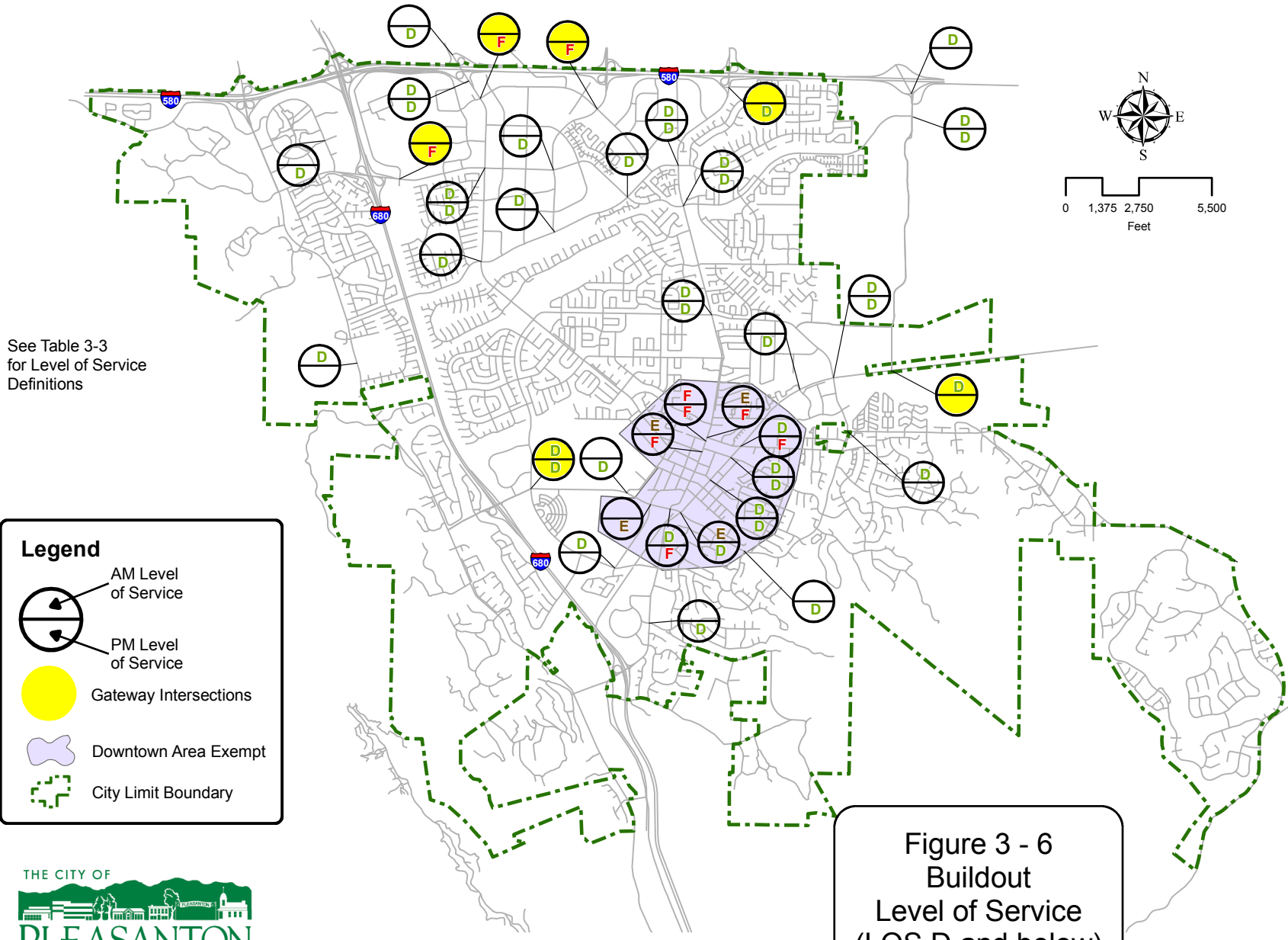
East/West Street at North/South Street	Existing LOS		Buildout LOS	
	AM	PM	AM	PM
Stoneridge Dr at West Las Positas Blvd	C	C	C	D
Stoneridge Dr at Willow Rd	B	B	C	B
Stoneridge Mall Road at Fabian Court	B	D	B	D
Sycamore Rd at Sunol Blvd	B	B	B	D
Valley Ave at Blackbird Dr	C	D	C	B
Valley Ave at Busch Rd	B	A	B	B
Valley St at Case Ave	C	A	D	C
Valley Ave at Crestline Rd	B	C	C	C
Valley Ave at Greenwood Dr	C	B	C	B
Valley Ave at Hopyard Rd	C	C	C	C
Valley Ave at Kolln St	B	B	B	B
Valley Ave at Quarry Lane	A	B	A	B
Valley Ave at Santa Rita Rd	D	E	D	D
Valley Trails Dr (north) at Hopyard Rd	B	A	B	B
Valley Trails Dr (south) at Hopyard Rd	B	C	A	C
Vineyard Ave at Bernal Ave	C	C	C	B
Vineyard Ave / Tawny Dr at Bernal Ave	C	C	D	C
Vineyard Ave at Montevino Dr	B	C	B	B
Vineyard Ave at Ruby Hill	B	B	A	B
Walmart at Rosewood Dr	A	B	A	B
Washington Mutual Way at Hopyard Rd	A	A	A	A
Washington Mutual Way at Johnson Dr	A	A	A	A
West Las Positas Blvd at Coronado Lane	A	A	A	C
West Las Positas Blvd at Dorman Rd	C	B	B	B
West Las Positas Blvd at Foothill Rd	C	B	B	B
West Las Positas Blvd at Hacienda Dr	C	C	D	B
West Las Positas Blvd at Hopyard Rd	C	C	C	D
West Las Positas Blvd at Muirwood Dr (north)	C	D	B	C
West Las Positas Blvd at Owens Dr	B	C	B	C
West Las Positas Blvd at Payne Rd	A	A	A	B
West Las Positas Blvd at Santa Rita Rd	C	C	D	D
West Las Positas Blvd at Willow Rd	C	B	C	B

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Source: City of Pleasanton Traffic Model, 2006

2005 PLEASANTON PLAN 2025



Source: City of Pleasanton Traffic Model, 2006

TABLE 3-8: POTENTIAL ROADWAY AND INTERSECTION IMPROVEMENTS

Roadway	Proposed Roadway Improvements	2006-2010	2011-2015	2015 +
Bernal Ave between Meadowlark Dr & I-680	4-lane divided roadway	x		
Bernal Ave between Meadowlark Dr and Foothill Rd	3 lane roadway	x		
Bernal Ave between I-680 and Valley Ave	6-lane divided roadway	x		
Busch Rd between Valley Ave & El Charro Rd	4-lane divided roadway		x	
Foothill Rd between I-580 and Stoneridge Dr	6-lane divided roadway			x
Sycamore Creek Way Extension (bypass road)	Extend to Westbridge Lane		x	
Stoneridge Dr extension	Extend to El Charro Road †		x	
El Charro Rd	Extend to Stanley Blvd as a 4-lane divided roadway		x	
Nevada Street	Extend to First Street with one lane each direction and a 2-way left turn lane			x

Proposed New Traffic Signals

Intersection	2006-2010	2011-2015	2015 +
Bernal Ave at I-680 southbound ramps	x		
Bernal Ave at Kottinger Dr			x
Bernal Ave at Main Street	x		
Bernal Ave at Nevada Street		x	
Busch Road at El Charro Road		x	
El Charro Road at I-580 eastbound		x	
El Charro Road at Stanley Blvd		x	
Fallon Road at I-580 westbound		x	
Santa Rita Road at Francisco Street	x		
Stoneridge Drive at Guzman Parkway *			
Stoneridge Drive at Automall Parkway *			
Stoneridge Drive at Continuing Life Communities*			
Stoneridge Drive at Newton Way *			
Stoneridge Drive at Trevor Parkway *			

Intersection	2006-2010	2011-2015	2015 +
Stoneridge Mall Rd at Deodar Way		x	
Stoneridge Mall Rd at Embarcadero Court	x		
Stoneridge Mall Rd at West BART Station driveway	x		
Sunol Blvd at Castlewood Dr			x
Sunol Blvd at I-680 northbound		x	
Sunol Blvd at I-680 southbound		x	
Valley Ave at Koll Center south		x	
Valley Ave at Paseo Santa Cruz north			x
Valley Ave at Paseo Santa Cruz south			x
Valley Ave at Blackbird Drive			x
Valley Ave at Hansen Dr			x
Vineyard Ave at Pietronave Lane / Yolanda Court	x		
West Las Positas Blvd at Muirwood Dr	x		

* Required with Stoneridge Drive Extension.

‡ See Program 1.6, below, under Goals, Policies, and Programs.

Other Notes: NB = northbound, SB = southbound, EB = Eastbound, WB = Westbound, sec. = seconds

Source: City of Pleasanton Traffic Model, 2007.

Table 3-8 is continued on the following page.

TABLE 3-8: POTENTIAL ROADWAY AND INTERSECTION IMPROVEMENTS (continued)

DOWNTOWN INTERSECTIONS

Intersection	Proposed Improvements	2006-2010	2011-2015	2015 +
Bernal Ave at Case Ave / Old Bernal Ave	Widen west side street adding southbound right turn only lane on Old Bernal Ave.		x	
First Street at Vineyard Ave / Ray Street	Convert east/west to protected/permissive left turn phasing.	x		
Main Street at Ray Street	Add protected/permissive southbound left turn arrows.	x		
Stanley Blvd at Main Street	Widening east of Main Street to accept double southbound left from Main Street.		x	

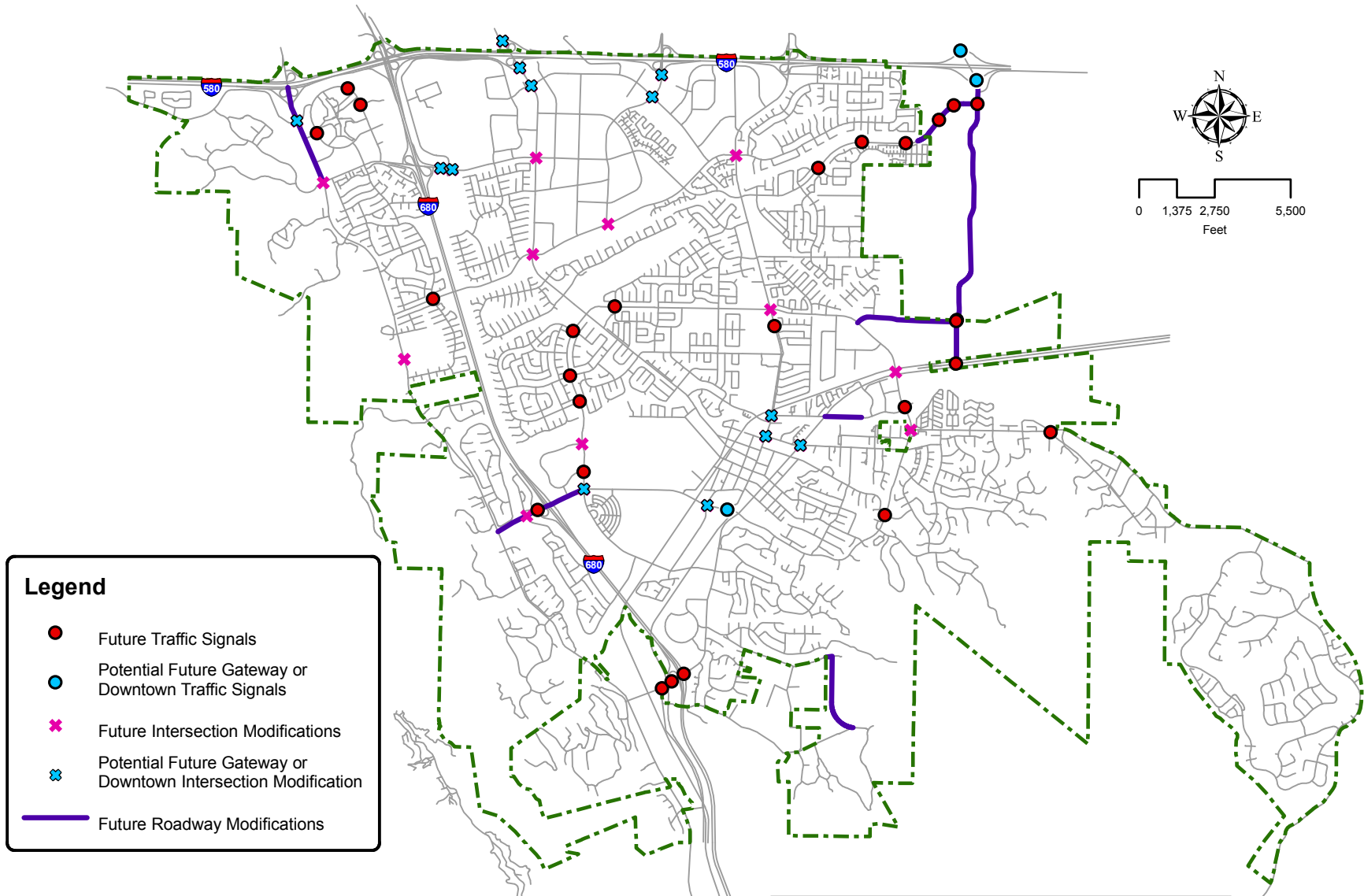
GATEWAY INTERSECTIONS

Foothill Rd at Canyon Way	Convert #1 southbound through into 3rd left turn lane, re-stripe eastbound to create 3 left turns, widen eastbound Canyon Way to receive traffic from 3 left turn lanes		x	
Hacienda Dr at I-580 eastbound off-ramp	Modify signal and striping to convert #2 left turn to a left/right option lane		x	
Hacienda Dr at Owens Dr	Modify for triple eastbound and southbound left turns.	x		
Hopyard Road at I-580 eastbound ramp	Modify signal to provide eastbound right/northbound through overlap period.	x		
Hopyard Rd at I-580 westbound off-ramp	Re-stripe off-ramp to convert #2 left turn lane into a left/right turn option lane.	x		
Hopyard Rd at Owens Dr	Modify lanes. Northbound: 2 left turns, 3 through, 1 right turn; Southbound: 3 left turns, 3 through, 1 right turn (free); Eastbound: 2 left turn, 2 through, 1 right turn; Westbound: 2 left turn, 2 through, 1 right turn (free). Un-split eastbound/westbound; narrow lane to reduce pedestrian clearance to 20 seconds; and change cycle length to 130 seconds. (PM)	x		
Stoneridge Dr at Johnson Dr	Re-stripe westbound right-turn lane to shared through/right lane and widen westbound departure to receive 4 through lanes.	x		

OTHER INTERSECTIONS

Bernal Ave at Meadowlark Dr	Widening associated with Arroyo Del Valle bridge widening.		x	
Bernal Ave at Vineyard Ave	Widening associated with Arroyo Del Valle bridge widening.	x		
Bernal Ave at Valley Ave	Convert eastbound right turn only lane into a through/right option lane.			x
Foothill Rd at Stoneridge Dr	Un-split east/west signal operations and convert the #1 southbound through into a third southbound left turn lane		x	
Foothill High School at Foothill Rd	Widen SB approach to provide 2 nd left-turn lane & NB to provide separate right-turn.		x	
Hacienda Dr at West Las Positas Blvd	Un-split north/south signal phasing			x
Santa Rita Rd at Stoneridge Dr	Convert 2 nd eastbound lane to eastbound through lane; convert 1 st eastbound right to free right turn		x	
Stanley Blvd at Valley Ave / Bernal Ave	Construct free westbound right turn lane. Construct third eastbound thru lane.	x		
Stoneridge Dr at Hopyard Rd	Provide EB free right turn (maybe remove one SB through lane). Change cycle to 100 sec.	x		
Stoneridge Dr at I-680 northbound	Modify signal to allow a northbound right/westbound through overlap period.		x	
Valley Ave at Koll Center Parkway north	Un-split east/west signal phasing.			x
Valley Ave at Santa Rita Rd	Construct second WB left-turn lane. Construct 3 rd SB left-turn. Timing to be determined by City Council under Program 2.3.	x		
West Las Positas Blvd at Hopyard Rd	Construct third westbound left turn lane.			x

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Legend

- Future Traffic Signals
- Potential Future Gateway or Downtown Traffic Signals
- * Future Intersection Modifications
- * Potential Future Gateway or Downtown Intersection Modification
- Future Roadway Modifications



Source: City of Pleasanton
Traffic Engineering, 2007

Figure 3 - 7
Buildout Roadway Improvements

and existing local roadway safety needs. Traffic safety analyses should address project impacts with mitigation and improvement measures. These measures should focus on the arterial network’s level of service improvements as well as on general roadway safety.



School crossing guard and families

For traffic safety the City has established minimum roadway right-of-way widths – including sidewalks, parking, landscaping, and bicycle lanes – ranging from 30 feet for alleys to 166 feet for thoroughfares with frontage roads. According to the *Municipal Code*, new residential roadway rights-of-way should be between 42 and 60 feet wide, depending on roadway type.⁴ During the Planned Unit Development process, the City may approve narrower roadways, if these would be safe for pedestrians while still providing adequate bicycle and motor vehicle access.

⁴ *Pleasanton Municipal Code*, 19.36.040 Streets and thoroughfares – Width and geometrics, 2007.

The Traffic Engineering Division in consultation with the Police Department, Planning Division, Street Division, Economic Development Department, and the Pleasanton Unified School District regularly monitors and discusses traffic trends within the city. These reviews occur at the Staff Traffic Committee Meeting which also provides a public forum where residents may address their traffic related issues to members from several different departments. This Committee also provides oversight to the Traffic Calming Program.

Future Conditions

Traffic Projection Model

In order to forecast General Plan buildout traffic volumes and levels of service, the City of Pleasanton has developed a comprehensive traffic forecasting model to analyze intersections within the city. Summarized briefly, the model utilizes information regarding the city’s existing and future land uses as well as the existing and future roadway network to project traffic volumes and the performance of major intersections within the city.

The model routes traffic as necessary to produce existing and buildout traffic volumes based on travel times. Using the land development present in Pleasanton in 2006, the model was calibrated such that the model’s traffic volumes and distribution projections for the existing conditions closely matched the actual traffic counts collected in the spring of 2006. Based on the assumption that the model then closely reflects the city’s real-life roadway network, traffic controls, and local and regional traffic origins and destinations, the model is able to simulate changing traffic conditions and travel patterns as land development adds additional traffic to the roadway network and as various network improvements are made to the transportation infrastructure. A detailed description of the modeling process, the traffic network, traffic generation rates, and the land-use inputs is included in the Baseline Traffic Report.



Traffic on Valley Avenue

Future Traffic Model Runs

In order to determine future traffic conditions, the traffic model integrated land-use and transportation network changes proposed by the current General Plan. Table 3-7, above, shows the resulting levels of service. Figure 3-7, above, illustrates the primary roadway improvements required to be added to the existing roadway network in order to maintain LOS D standards. Assuming these improvements are made prior to the generation of future traffic trips, all intersections within the Planning Area will be maintained within the City’s standard of LOS D except for the Downtown and gateway intersections which are exempt from the LOS D standard. The traffic volumes and levels of service resulting from buildout of all the land uses and improvement of all the roadway segments and intersections are discussed below. It should be noted that the design and funding of necessary street improvements are generally subject to City Council

approval. The City will continue to monitor actual traffic conditions and to determine when and if the improvements described in this Circulation Element (or equivalent traffic reduction measures) are required to be built.

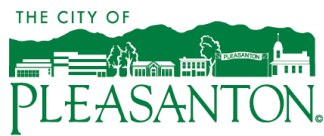
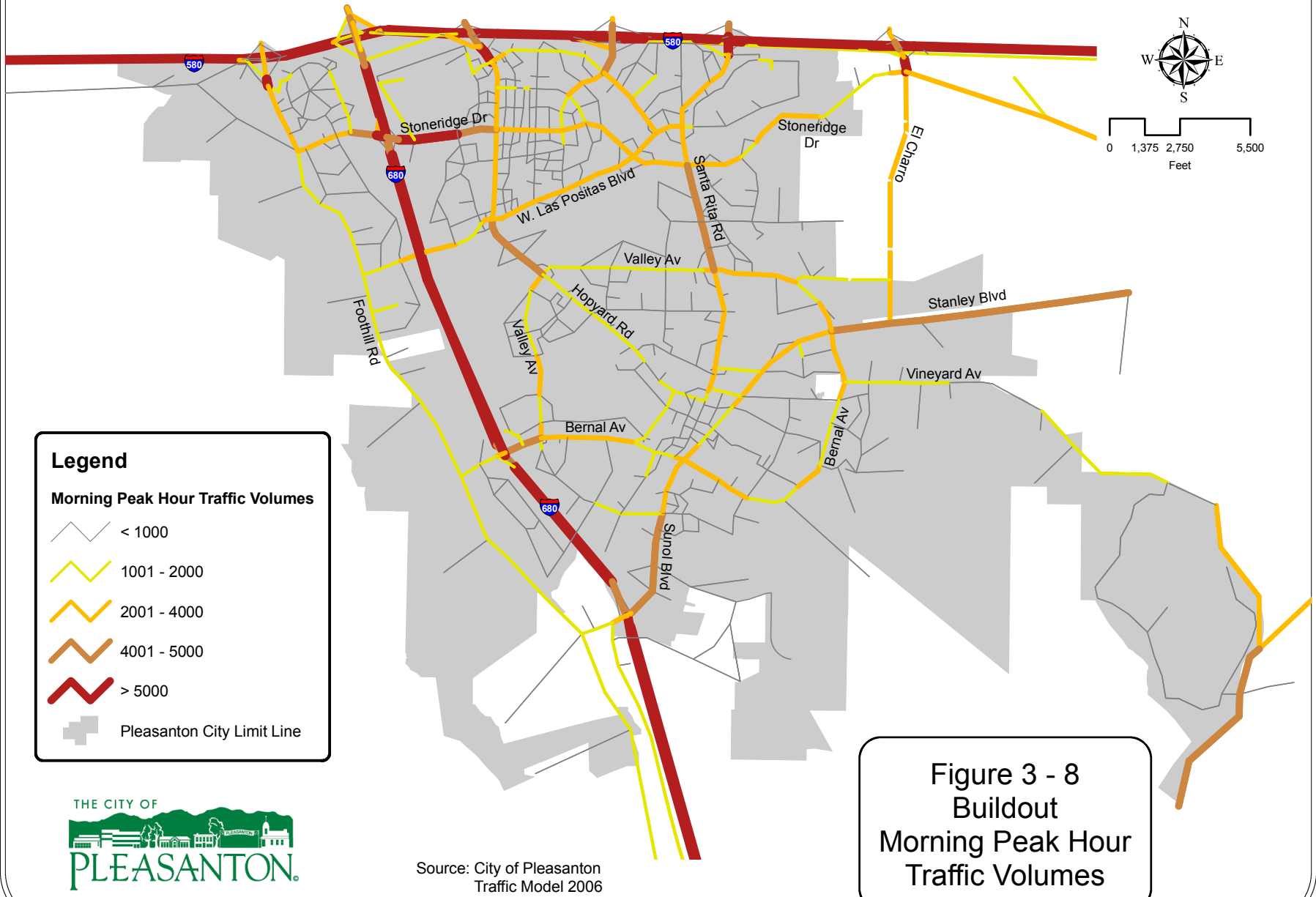
Buildout Traffic Conditions

The Bay Area, especially the Tri-Valley and San Joaquin Valley, is expected to grow substantially in the next ten years. Traffic volumes along I-580 and I-680 will increase substantially from a combination of development within Pleasanton and a greater increase in traffic from outlying areas. Figure 3-8 shows the morning and Figure 3-9 shows the evening buildout peak-hour traffic volumes.

Year 2030 projections by the Metropolitan Transportation Commission indicate traffic will be near to exceeding capacity conditions along both the I-580 and I-680 freeways even with implementation of major planned improvements. To address the future traffic volume, the regional system will need to implement congestion-management tools and to make capacity enhancements that are not currently identified. Additional lanes such as High Occupancy Vehicle Lanes or High Occupancy Toll Lanes and auxiliary lanes will be required to meet the increase in demand. The region will need to continue the gateway constraint approach to limit the amount of through-traffic entering the Tri-Valley. Gateway constraint is similar to ramp metering, but on a regional level. The Altamont Pass currently serves as a constrained gateway limiting the number of vehicles that may enter the Tri-Valley from the San Joaquin Valley. Without this constraint, increased congestion and more bottlenecks would form along the I-580 corridor in the Tri-Valley.

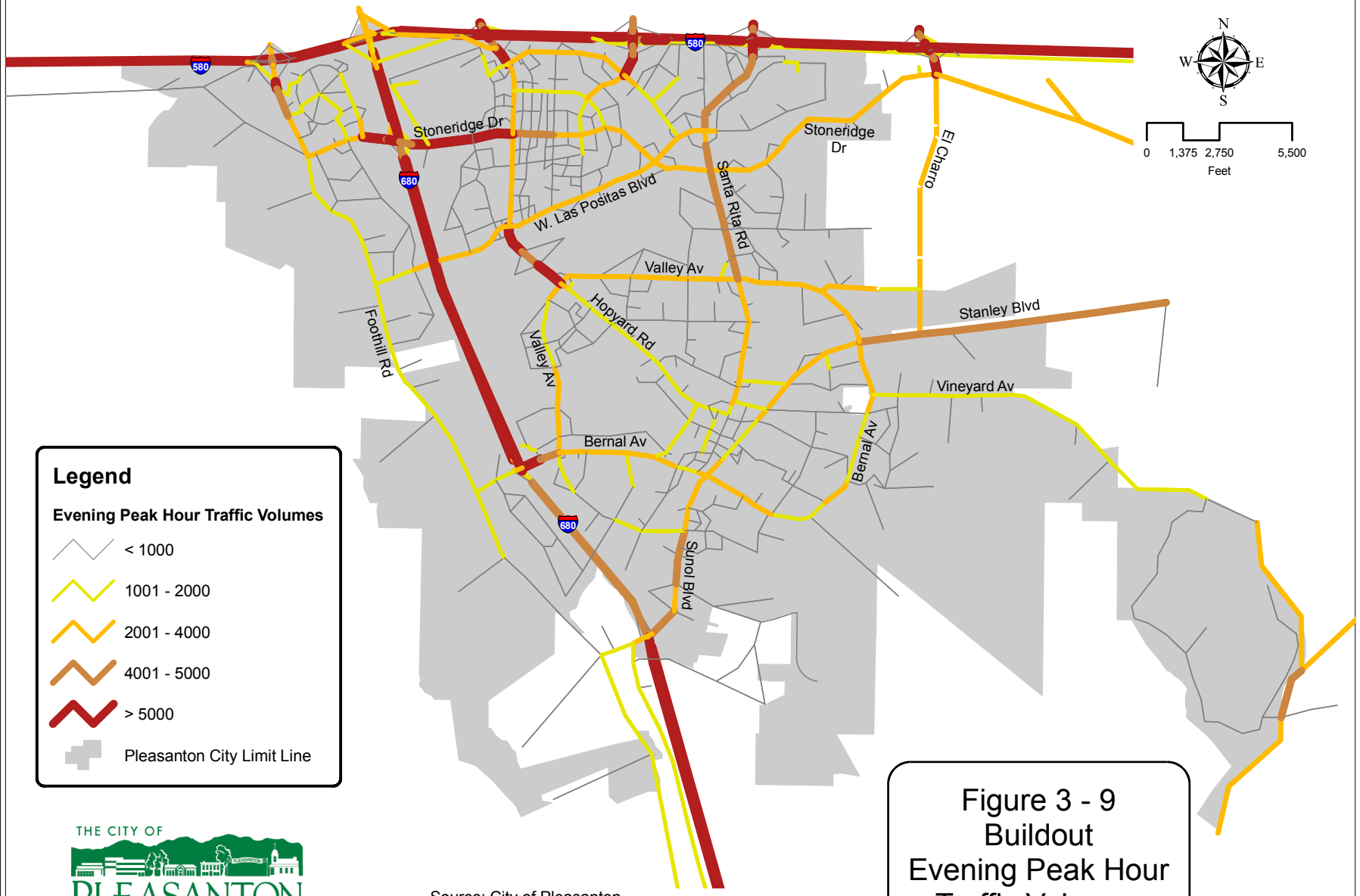
On a local level, traffic volumes have increased substantially over the past 10 years and will increase beyond existing conditions with approximately 10 million square feet of additional commercial and

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Source: City of Pleasanton
Traffic Model 2006

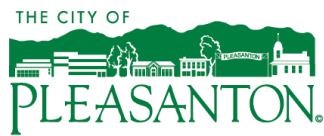
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Legend

Evening Peak Hour Traffic Volumes

- < 1000
- 1001 - 2000
- 2001 - 4000
- 4001 - 5000
- > 5000
- Pleasanton City Limit Line



Source: City of Pleasanton
Traffic Model 2006

Figure 3 - 9
Buildout
Evening Peak Hour
Traffic Volumes

industrial space and over 2,000 new residential units to be constructed between 2007 and buildout. The General Plan roadway network is designed to accommodate buildout of all land within the Planning Area. Roadways are sized, intersections are designed, and alternative transit systems are proposed which will enable full development to occur within City level-of-service standards.



Vineyard Avenue roadway improvements

Since congestion at major intersections will increase, the improvements identified in Table 3-8 and Figure 3-7, above, or equivalent improvements, are necessary to maintain the flow of traffic on arterials. Several intersections are currently at or approaching the unacceptable service level of E, or will reach this level if the City does not complete these mitigation measures. Table 3-6, above, compares peak-hour traffic volumes in 2006 with those projected for General Plan buildout.

Proposed Regional Roadway Improvements

To address freeway congestion, the City of Pleasanton has been working with other local agencies, the Alameda County Congestion Management Agency, the Metropolitan Transportation Commission, and Caltrans. The Cities of Pleasanton, Dublin, and Livermore along with Alameda County recently completed the “Tri Valley Triangle Study,” which investigated several new regional improvements for future construction. The Triangle Study focused on benefits to the Tri-Valley area and determined which projects would provide the greatest benefit for the least cost. The study also identified funding and construction priorities to ensure project funding in an organized and efficient manner. These projects include:

I-580

- I-580 Westbound High Occupancy Vehicle / Toll Lane from Greenville Road to Foothill Road
- I-580 Eastbound High Occupancy Vehicle/Toll Lane from Foothill Road to Hacienda Drive (Hacienda Drive to Greenville Road assumed complete in Triangle Study)
- I-580 Eastbound Truck Climbing Lanes
- I-580 Auxiliary Lanes
- I-580 Fifth Mixed Flow Lane from Santa Rita Road to Vasco Road
- Preservation of BART Right of Way in I-580 Median
- I-580 Westbound to I-680 Southbound Direct Connect Flyover

I-680

- I-680 Ramp Metering
- I-680 Northbound HOV lanes from Alameda Creek to Alcosta Boulevard
- I-680 Southbound HOV lanes from Alcosta Boulevard to State Route 84

State Route 84

- Widening of State Route 84 to 4 lanes from Pigeon Pass to I-680
- Southbound Auxiliary Lane from State Route 84 onto I-680 Southbound

It is important to note that only fully-funded projects identified in the Triangle Study have been included in the traffic model for the General Plan. The non-funded projects (such as widening State Route 84 to four lanes) would provide significant benefits both locally and regionally, and the City would gain substantial traffic relief by pursuing the construction of these regional projects.

Regional Funding

In 1998, the City of Pleasanton along with seven jurisdictions in the Tri-Valley area adopted a Tri-Valley Transportation Development Fee to help defray the cost of needed regional improvements, and initially funded 11 regional projects. For the first five years, member agencies remitted a total of \$20,085,977 in fees and \$131,383 in interest. Table 3-9 lists the original 11 projects. Of these, several have been completed or are under construction, while others are being considered for addition to the list. The intent of the fee is not to fully pay for these projects, but to fund the local share or match from State or federal funds.

Originally approved in 1986, *Measure B*, Alameda County’s one-half cent transportation sales tax, has brought more revenue into Alameda County and moved projects faster than any other funding mechanism at that time. The Alameda County Transportation Authority (ACTA) was created to administer the funds and ensure project and program delivery.

Voters reauthorized the one-half cent sales tax in November 2000 for essential transportation improvements and services. The 2000 *Measure*

TABLE 3-9 TRI-VALLEY TRANSPORTATION DEVELOPMENT FEE PROJECTS	
1.	I-580/I-680 Flyover and Hook Ramps
2.	State Route 84 Corridor Improvements, I-580 to I-680
3.	Isabel Route 84/I-580 Interchange
4.	West Dublin-Pleasanton BART Station
5.	I-580 HOV Lanes from Tassajara Road to Vasco Road
6.	I-680 HOV Lanes from State Route 84 to top of Sunol Grade
7.	I-580/Foothill Road-San Ramon Road Interchange Modifications
8.	I-680/Alcosta Boulevard Interchange Modifications
9.	Crow Canyon Road Safety Improvements
10.	Vasco Road Safety Improvements
11.	Express Bus Service
Source: Tri Valley Transportation Council, 2007.	

B authorized a 20-year, one-half cent sales tax that will expire in March 2022, and is anticipated to generate over \$3 billion in transportation improvements in Alameda County by its expiration.

The Alameda County Transportation Improvement Authority (ACTIA) was created to deliver the new projects and programs while ACTA finalizes the 1986 projects. The new list of projects includes expansions to the BART system including funding for the West Pleasanton / Dublin BART station; Altamont Commuter Express (ACE) train; improvements in highway infrastructure including an I-680 express lane, I-580 eastbound auxiliary lane, and State Route 84 funding; and local streets and roads. Additional projects provide bicycle and pedestrian facilities as well as transportation services for seniors and people with disabilities.

Even with these regional funding sources, there remains several hundred million dollars worth of unfunded needed improvements in the Tri-Valley area, and it is clear that continued investment is necessary not only for new infrastructure but also to operate and maintain the existing roads and transit systems.



Proposed Local Roadway Improvements

In order to accommodate buildout of the General Plan, the City has identified a wide range of street, highway, and intersection improvements that must be constructed in a timely manner. Many roadway improvements were installed during development of major business parks in North Pleasanton, resulting in the uncongested levels of service in Pleasanton today.

Figure 3-10 shows existing and buildout configurations at major intersections. New improvements (or equivalent traffic reduction measures to be identified on a project-specific basis) identified on Table 3-8 and shown on Figure 3-10 must be installed to address existing congestion and to ensure that future development does not result in increased congestion. Projects with the most immediate need are shown on Table 3-8 to be constructed before 2010. Projects without an identified funding source or development plans are shown to be constructed beyond 2010.

The policies and programs of the City support the installation and financing of these improvements by developers of new projects as

these are built. However, if development is allowed to proceed in an area without these improvements, congestion is likely to occur beyond City standards.

Table 3-8, above, summarizes the intersection and roadway lane improvements required to support full development of the Planning Area. Unlike the list of regional projects identified in the Triangle Study, relatively few new roadways need to be constructed in Pleasanton. Stoneridge Drive extension, Busch Road, El Charro Road, and Nevada Street extension are the four remaining segments of roadway that are not yet constructed. Completion of Stoneridge Drive extension, Busch Road, and El Charro Road are significant and necessary parts of Pleasanton’s local circulation system. The extension of Nevada Street has the potential to provide some traffic relief to the Stanley Boulevard / Valley Avenue / Bernal Avenue intersection.

On February 24, 2009, the City Council approved an amendment to the Stoneridge Drive Specific Plan which allow construction of a four-lane extension of Stoneridge Drive to El Charro Road. The timetable for opening of Stoneridge Drive extension to through traffic will depend on reaching an agreement with Pleasanton’s regional partners – Livermore, Dublin, and Alameda County – for a strategic approach and funding plan for relieving traffic congestion in the Tri-Valley. That plan will include improvements to I-580, I-680, and SR 84, as well as completion of a regional arterial network that includes Dublin Boulevard, Jack London Boulevard, Portola Avenue, and Stoneridge Drive. El Charro Road will also provide relief to the Pleasanton network by providing a new roadway with direct freeway access along the eastern edge of Pleasanton. The construction of this roadway must be considered carefully and constructed to offset the congestion due to Pleasanton trips, not as a tool to alleviate freeway congestion.

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Existing 1 Future	Existing 8 Future
Existing 2 Future	Existing 9 Future
Existing 3 Future	Existing 10 Future
Existing 4 Future	Existing 11 Future
Existing 5 Future	Existing 12 Future
Existing 6 Future	Existing 13 Future
Existing 7 Future	Existing 14 Future

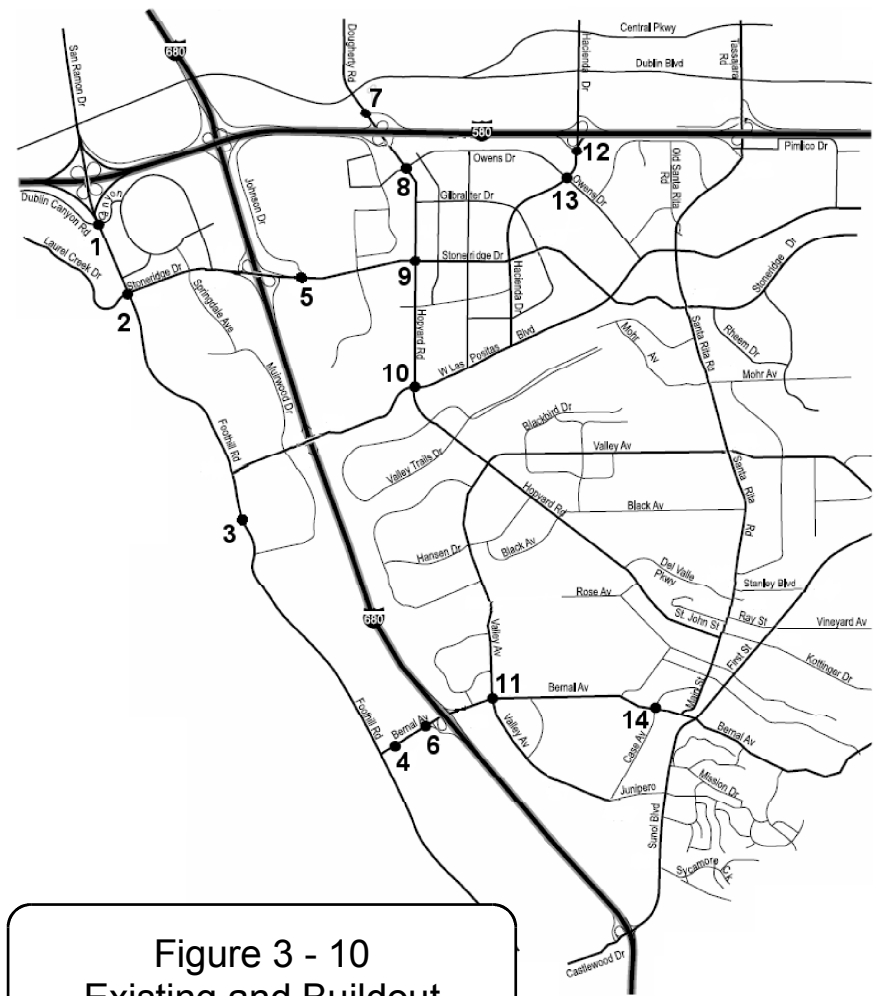
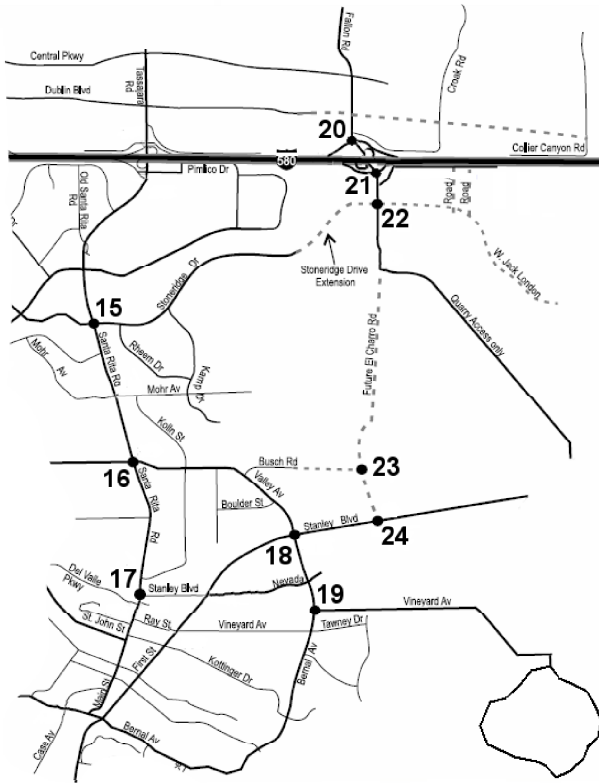


Figure 3 - 10
Existing and Buildout
Intersection Configurations

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Existing 15		Future		Existing 20		Future	
Existing 16		Future		Existing 21		Future	
Existing 17		Future		Existing 22		Future	
				N/A			
Existing 18		Future		Existing 23		Future	
				N/A			
Existing 19		Future		Existing 24		Future	
				N/A			

Figure 3 - 10
Existing and Buildout
Intersection Configurations



Signalized intersection of Stanley Boulevard at Valley / Bernal Avenues

Local Funding

The City of Pleasanton created a Pleasanton Traffic Development Fee (TDF) in 1998 to assure that all future development contributes its fair share towards the cost of local traffic improvements necessary for buildout of the General Plan. Prior to 1998, the City relied on large-scale development projects to construct the needed traffic improvements rather than a fee, but as the city approaches buildout, the size and number of the developments will be reduced and dispersed and will not be able to directly finance construction of many of the needed projects. In addition, *Assembly Bill 1600*, enacted in 1987, requires that a nexus be established between the development and the need for improvements. The Traffic Development Fee is based on the number of evening peak-hour trips a development will contribute to the circulation network. The fee is the primary means of payment for the construction of local infrastructure improvements. However, major projects which directly create traffic impacts to identified local intersections will continue to

be subject to improving those intersections or paying a pro-rata share contribution towards their improvement.

Local assessment districts can also be used to finance street improvements. Streets as well as other improvements in the Hacienda Business Park were financed through the North Pleasanton Improvement District.

Proposed Traffic Management Improvements

In order to make roadway improvements effective, additional traffic mitigations should be installed. Traffic signals, for example, are a critical mechanism to ensure the safest and most efficient flow of traffic. Figure 3-2, page 3-5, shows existing traffic signal locations and those proposed to facilitate the free flow of traffic at potentially congested intersections.

Traffic counts are also used by the City to ensure that roadway improvements are effective and that traffic is flowing according to projections. The City undertakes regular traffic counts on major arterial and collector streets throughout the community. Average daily traffic counts are conducted at over 100 locations, and peak-hour turning movement counts are taken at 57 major intersections. These existing traffic counts are then used to verify future traffic volumes and service levels throughout the community. The City also uses this information to monitor traffic increases over time and traffic flow resulting from roadway and other improvements. This information serves as the basis for analyzing the traffic impacts of individual development projects. The overriding purpose of these traffic studies is to anticipate and mitigate traffic congestion on City streets according to adopted standards.

The City has established a computerized traffic monitoring and signalization system. The Central Traffic Computer and Monitoring

System is used to produce a regular Baseline Traffic Report which depicts current and projected traffic conditions for all existing plus approved development. These projections of “existing plus approved” are a midway point between existing counts and buildout projections and help determine when new major improvements will be necessary to avoid traffic congestion. In addition to the existing plus approved projections, a five-year projection is made of those developments deemed likely to be built within the next five years.



First Street

Potential Problem Intersections and Mitigations

Table 3-8, above, lists critical intersections and needed improvements. This table and Figure 3-10 detail the needed mitigation measures identified through the traffic model run for buildout conditions. Funding for these intersections and other road widenings will be generated either by direct developer improvements/contributions or by future traffic development fees.

While the majority of these improvements are necessary to support residential and business growth in Pleasanton, some congestion is due to regional growth. Improvements in the regional system are necessary

and require immediate action to limit any increase in regional traffic using surface streets to bypass freeway congestion.

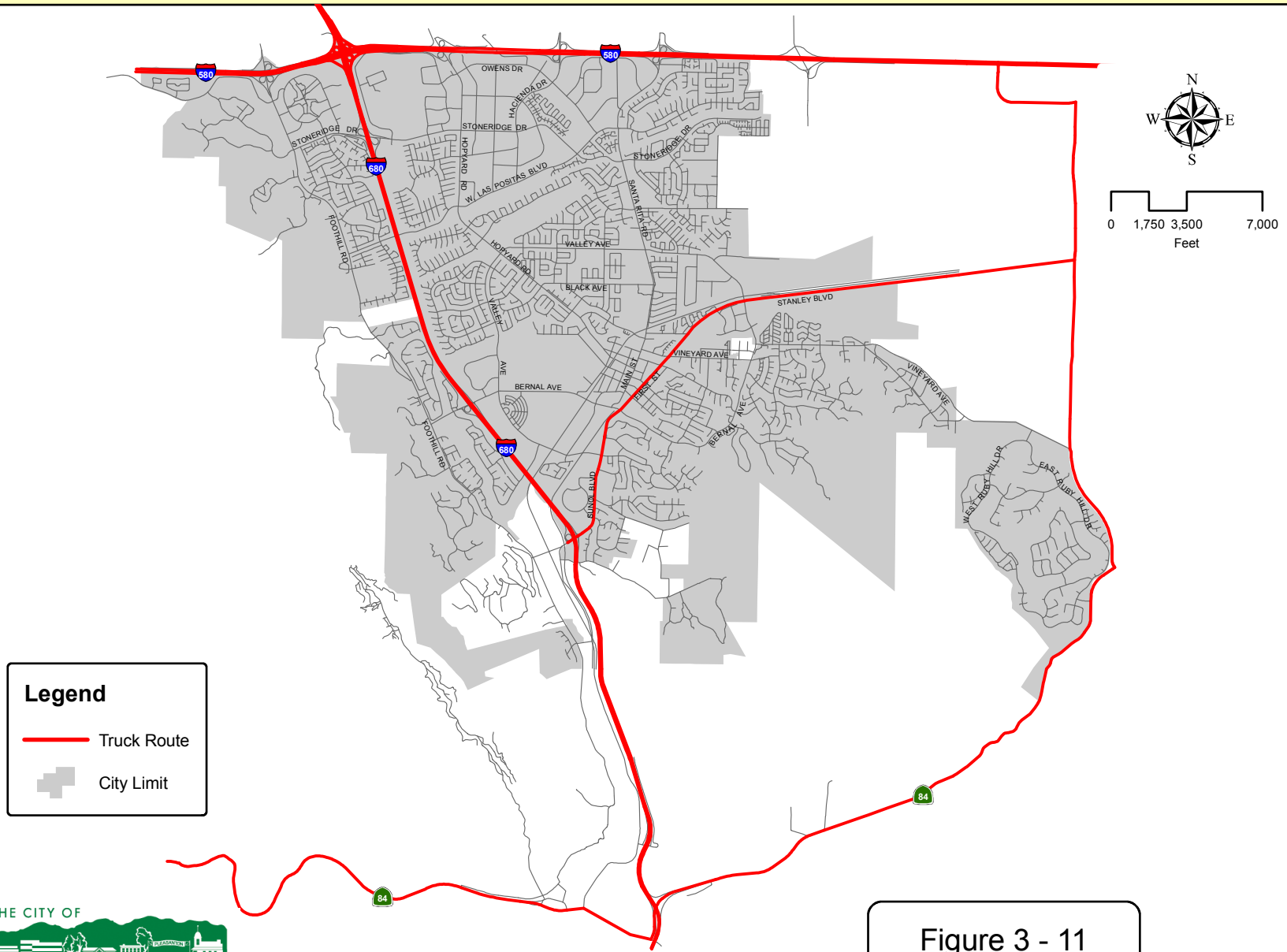
Neighborhood Traffic Calming

In 1998, the City of Pleasanton adopted a Traffic Calming Program to manage the issues of cut-through traffic, speeding, and pedestrian safety in neighborhood areas. The program is designed to provide consistent, citywide policies to neighborhood traffic management to ensure equitable and effective solutions. The program includes goals, objectives, and policies which address the need to maintain emergency vehicle access, to ensure that residents’ issues and concerns are adequately addressed in the traffic-calming process, to manage traffic so that it is not shifted from one residential neighborhood to another, and to appropriately channel public resources by prioritizing traffic mitigation requests according to documentable criteria. In 2004 the City developed a Traffic Calming Toolbox to provide guidance on the use of various traffic-calming devices.

Truck Routes

The components of the regional roadway system (I-580, I-680 and SR 84) serve as major truck routes for the movement of goods and services to and through the area. (See Figure 3-11.) These roadways are intended to carry the bulk of vehicular freight traffic in the area. In addition to these three regional truck routes, the City’s *Municipal Code* identifies the roadway of Sunol Boulevard / First Street / Stanley Boulevard as the only other truck route. This roadway traverses the south side of Pleasanton and is the only local roadway where trucks over three-tons may legally travel even if they do not have a trip origin or destination in Pleasanton. Trucks may not travel on any other city street unless that street is a direct route between a designated truck route and the truck’s origin or destination. Additional local truck routes such as Hacienda Drive may be established by the planned unit development (PUD) process.

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Source: City of Pleasanton Traffic Engineering, 2007

Figure 3 - 11
Truck Route Map

Located along the eastern edge of Pleasanton are large quarry operations which require a substantial number of daily truck trips. The *Municipal Code* and a court related settlement agreement prohibit these gravel trucks (big rigs that carry sand and gravel) from using the Sunol Boulevard / First Street / Stanley Boulevard truck route. As provided in that agreement, gravel trucks serving quarry operations must use an alternate access to the interstate system via Stanley Boulevard to State Route 84.

ALTERNATIVE TRANSPORTATION MODES

Figure 3-12 shows existing public transit service in Pleasanton. BART, ACE trains, and BART express bus service (including The County Connection in Contra Costa County between the Walnut Creek BART Station and the Pleasanton/Dublin BART station) provide Pleasanton with regional transit options. Local transit service in Pleasanton and the Tri-Valley generally consists of the Livermore Amador Valley Transit Authority (LAVTA), better known as “Wheels.”



Passengers at BART Station

Transportation corridors also exist along the former Southern Pacific Railroad right-of-way, which extends from Concord to Pleasanton and from Fremont to Tracy. The City of Pleasanton has purchased from Alameda County a portion of this transportation corridor, extending from Bernal Avenue to Ray Street, and the City is under contract with the County to purchase that portion of the corridor from Ray Street to Stanley Boulevard. Parking, landscaping, and a pedestrian and bike trail are planned for this portion of the corridor.

Rail

Bay Area Rapid Transit (BART)

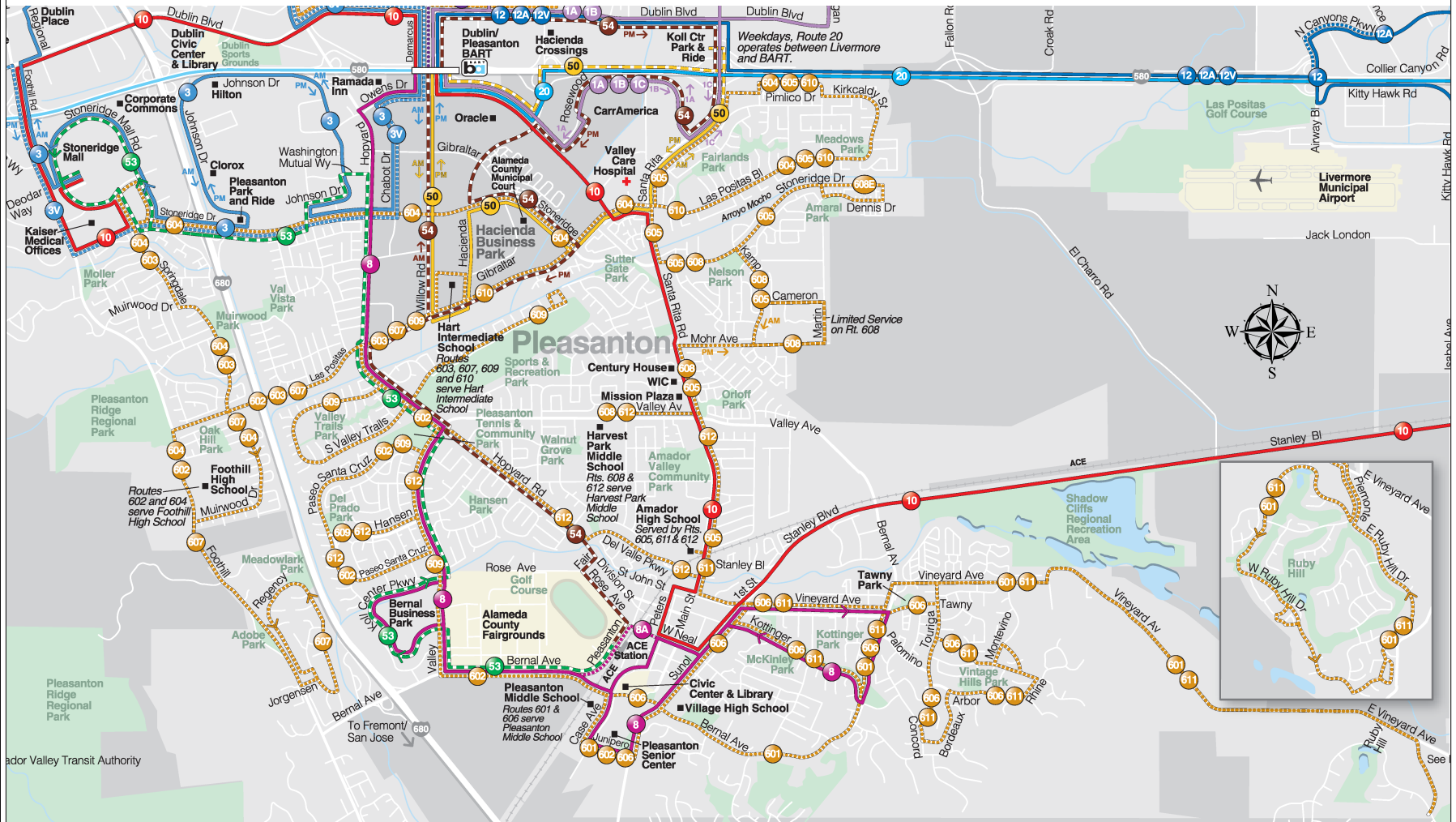
The BART line extends from San Francisco to San Leandro and then along I-580 to Castro Valley, Dublin, and Pleasanton. Stations on this BART route exist in Castro Valley and within Hacienda Business Park while an additional West Pleasanton / Dublin station is under construction near Stoneridge Mall. The BART long-range plan includes extension of fixed-rail service to Livermore.

Altamont Commuter Express (ACE) Train

The Altamont Commuter Express (ACE) provides regional rail service from Stockton to San Jose with Tri-Valley stops in both Livermore and Pleasanton. In 1998, service initially started with two westbound morning trains and two eastbound evening trains. In 2001, ACE added a third commute train, and in 2006, ACE added a fourth midday train for a total of eight daily train daily trips (four in each direction). Currently average daily ridership totals about 3,000 passengers. At the Pleasanton Station, an average of 167 people board ACE trains in the morning while 215 people get off. In the evening an average of 185 people board the trains while 137 people alight. No information is available for midday trains by station.⁵

⁵ HDR Engineering, Inc. & IBI Group Inc., prepared for San Joaquin Regional Rail Com., “Altamont Commuter Express Rail Corridor Analysis Final Report,” 8/24/07.

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Source: Livermore Amador Valley Transit Authority Website, System Maps, January 2008.

Figure 3 - 12 Existing Bus Routes

Measure B helps fund about two percent of ACE service operations in Alameda County.

The Pleasanton ACE Station is currently located across the street from the Alameda County Fairgrounds. A permanent location is under review for the station that will provide the transit hub type linkage to further promote regional transit.

Railroads

The two railroads, Western Pacific and Southern Pacific, which formerly owned and operated separate rail facilities in Pleasanton, have consolidated services using the former Western Pacific tracks. The consolidation (Union Pacific Railroad) has served the public in several ways by eliminating potentially dangerous crossings, eliminating the noise and traffic disruption along the old Southern Pacific tracks, and by freeing up the Southern Pacific right-of-way for other uses. The resulting consolidated rail service along the Union Pacific tracks is provided by both railroad companies for transporting freight as well as ACE Train service. Current rail usage of the track is about 12 trains per day. Freight traffic may increase in the East Bay area as the economy grows.

The City of Pleasanton has five at-grade crossings traversing the Union Pacific Railroad line. These crossings include: Santa Rita Road, Saint John Street emergency vehicle access (EVA), Saint Mary Street, Rose Avenue and West Angela Street. Each of these crossings (except for the gated EVA at St. John Street) provide adequate warning systems required by the California Public Utilities Commission including Constant Warning Time Protection and Power-Out Indicators as well as gate arms, bells and LED flashers (flashers are currently 8-inch indicators and need upgrades to 12-inch indicators which will be included in the quiet zone process). The City of Pleasanton is considering upgrades to each of these crossing

locations to provide supplemental safety measures that would allow the City to apply for quiet zone status. These supplemental safety measures may include: median islands, advanced pre-emption, modified signal timing, driveway relocation, additional gate arms and pedestrian improvements at the crossings. The quiet zone upgrades are in the planning and design stage.

Regional Rail

The Metropolitan Transportation Commission, BART, CalTrain, and the California High-Speed Rail Authority, in collaboration with a coalition of rail passenger and freight operators, regional partners, and rail stakeholders, prepared a comprehensive Regional Rail Plan for the Bay Area. MTC adopted the Regional Rail Plan – Final Report on September 26, 2007. This planning document examines the future design of the regional rail system in the nine Bay Area counties and serves as the guiding document for this region’s short and long-range



Ace Train station in Pleasanton

rail transportation goals. The plan identifies opportunities to expand existing facilities such as BART, CalTrain, and ACE, as well as incorporate plans for a new high speed rail system into the existing regional rail network. In the Tri-Valley Area, the Plan recommends an extension of BART to Livermore, with a connection to improved rail service over the Altamont Corridor. Improved rail service will likely be connected to the The California High-Speed Rail. The California High-Speed Rail Authority, with the Federal Rail Administration, has prepared a programmatic EIR/EIS that further examines the San Francisco Bay Area to Central Valley region. This EIR/EIS generally describes the environmental impacts of a proposed High-Speed Train system within the broad corridor between and including the Altamont Pass.

The City does not support high-speed rail running through Pleasanton. The City does support MTC’s and Livermore’s approach of providing a connection to high-speed rail via a BART extension and inter-modal transportation facility, including the ACE train, in Livermore.

Bus Service

Wheels provides public bus service for the Tri-Valley communities of Pleasanton, Dublin, and Livermore. The buses serve neighborhoods, businesses, and schools providing an important public transit feature for those who need or want an alternative to automobiles. With regional connections via BART, Wheels also provides local travel options.

The Livermore Amador Valley Transit Authority currently plans a modified Route 10 Bus Rapid Transit project (RAPID) along the Livermore segments of Route 10. This route runs from the Pleasanton/Dublin BART station to the Lawrence Livermore and Sandia National Laboratories. The RAPID service would substantially reduce commute times along this line.



Wheels bus on Peters Avenue

The City currently maintains a Dial-A-Bus (paratransit) service for senior and disabled residents on weekdays, providing about 60 percent of the program’s operating budget. The City Department of Parks and Community Services provides drivers who operate the bus service on a regular schedule during weekday hours and by appointment during evenings and weekends. Wheels supplements this paratransit service with weekend and extended-hour weekday service.

Several regional transit companies and private shuttles also serve Pleasanton. The County Connection in Contra Costa County provides BART express bus service between the Walnut Creek BART Station and the Pleasanton/Dublin BART station. The San Joaquin Regional Transit District provides bus service from the San Joaquin Valley to the Hacienda Business Park with separate service to the BART station. The Modesto Area Express (MAX) provides bus service between Modesto and the Pleasanton/Dublin BART station

as well as between Modesto and the Lathrop/Manteca ACE train station. Several companies provide private shuttles to/from Pleasanton for their employees, while numerous taxi companies operate in the city.

Emergency Heliport

The Valley Care Medical Center operates a heliport at its hospital on Santa Rita Road. This heliport is operated on an as-needed basis for emergency medical transportation.

Pedestrian and Bicycle Facilities

The City of Pleasanton’s *Community Trails Master Plan* provides general direction as to the proposed location of pedestrian and bicycle recreational facilities. The City has received funding to create a pedestrian and bicycle master plan to explicitly address on-street facilities that will complement and expand on the existing *Community Trails Master Plan*. See Figure 3-13 for existing and proposed pedestrian and bicycle trails and paths. The proposed plan will prioritize projects, establish new standards for bicycle and pedestrian facilities, and be incorporated into the *Alameda Countywide Bicycle Plan* and the *Alameda Countywide Strategic Pedestrian Plan*.

The goal of the proposed pedestrian and bicycle master plan is to make Pleasanton a city where walking and biking are viable alternatives to the automobile for daily trips. Walking and biking facilities should be a safe and pleasant means of accessing jobs, schools, major community facilities, parks, and trails. The proposed master plan will identify areas of most need for improvement that will provide the most benefit in the bicycle and pedestrian network, eliminate system gaps, and provide continuous travel lanes, an important part of promoting bicycling and walking. This master plan will also identify projects and funding priorities for both local and regional facilities. Pleasanton currently has a network of bicycle paths serving many parts of the Planning Area. It is the City’s intent to

provide additional bicycle paths and lanes, where sufficient right-of-way and funding exists, at the time new roadways are constructed or improved. Existing and future bicycle routes are shown in Figure 3-13.

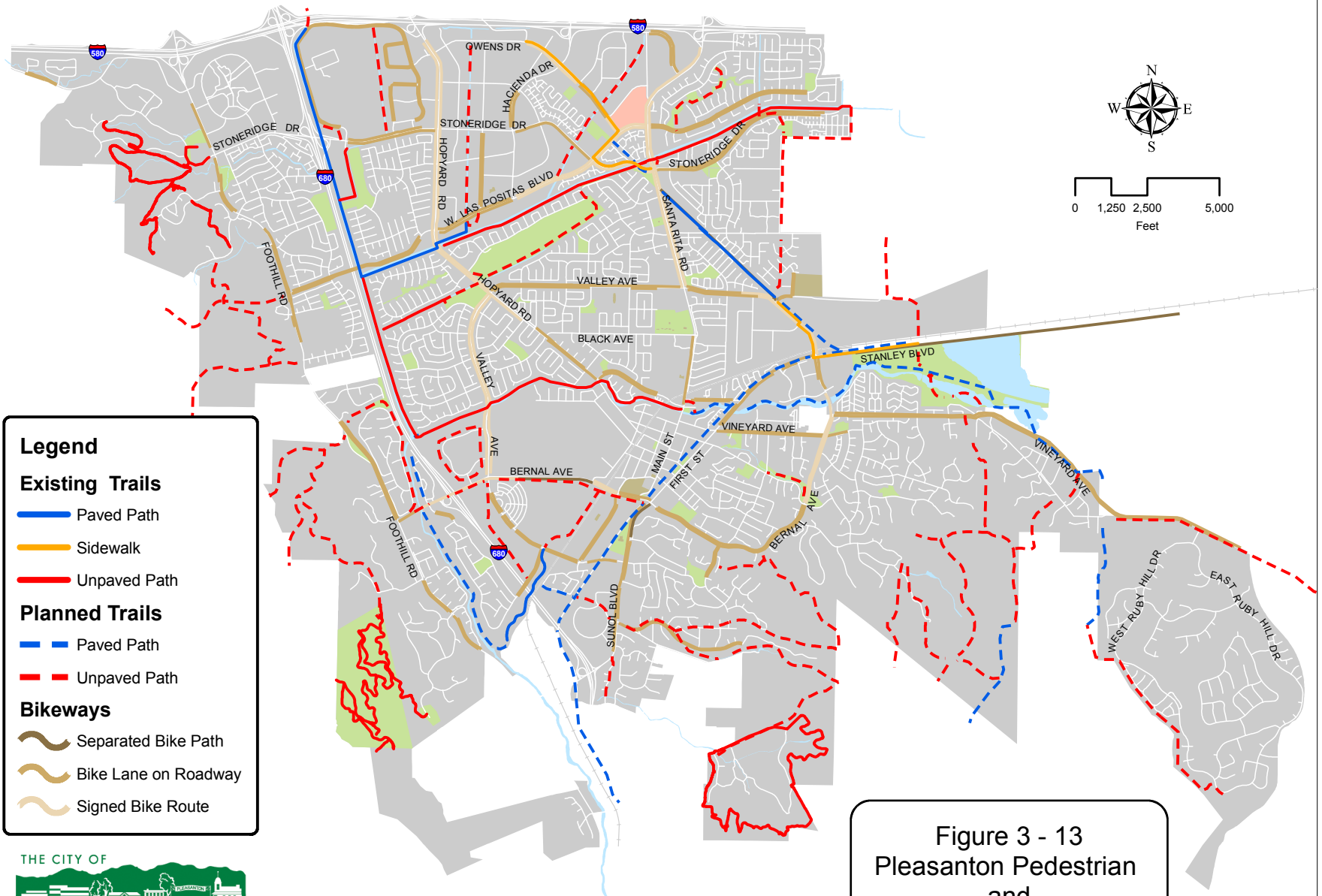


Family exercising on the Iron Horse Trail

Transportation Demand Management

Transportation Demand Management (TDM) refers to policies and measures to reduce the total volume of traffic or to promote shifts towards more sustainable modes of transportation. The City of Pleasanton is a leader in this field and focuses on the use of commute alternatives such as walking, biking, telecommuting, carpooling, vanpooling, and the use of public transportation to help reduce traffic in our community. The City of Pleasanton is one of 44 Pleasanton

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Source: City of Pleasanton Parks & Community Services

Figure 3 - 13
Pleasanton Pedestrian
and
Bicycle Trails and Paths

employers included in the EPA’s fifth annual list of the Bay Area’s Best Workplaces for Commuters in October 2006. The list commends Bay Area employers committed to improving the quality of life for employees, while at the same time helping to reduce traffic and air pollution. In addition to recognizing individual employers, the coalition also designated the Hacienda Business Park as one of the best districts for commuters, in recognition of the wide variety of commute alternatives available in the Park.

The City’s Commendable Commutes program is a partnership between the City of Pleasanton and local employers with 75 or more employees to help reduce peak-hour traffic and air pollution through the promotion of transportation alternatives. Employers who wish to enroll in the program enter into a participation agreement with the City and agree to develop a trip-reduction program and goals, conduct a bi-annual transportation survey, and appoint a management-level employee as a transportation coordinator, who represents the employer as a member of the Transportation Committee. The requirements of this program are covered under the City’s *Transportation Systems Management Ordinance*. Funds for this program are provided in part by the Bay Area Air Quality Management District’s Transportation Fund for Clean Air.

The City of Pleasanton also promotes an internal employee trip-reduction program, known as pRide, which provides incentives for City employees who usually drive to try a commute alternative such as riding public transit, carpooling, walking or biking. Programs include parking cashout, prize drawings, transit subsidies, and a guaranteed ride home in case of illness, family emergency, unscheduled overtime, or missed rideshare trip.

The City of Pleasanton surveys residents and employees on a bi-annual basis to measure progress towards trip reduction goals, to



Dial-A-Ride Bus at Kaiser Medical Center

determine public awareness of the many commute programs and incentives available to them, and to learn which incentives would further encourage residents and employees to use commute alternatives. Findings of the 2006 survey include: nearly nine out of ten residents drive alone to work and eight out of ten employees drive alone to work; the average commute among residents is 19 miles and takes 32 minutes while employees travel an average of 19.9 miles and their commute takes 34 minutes; the most popular alternative commute modes among solo drivers (residents and employees) are carpooling and BART; the most popular ridesharing incentive among residents and employees is a guaranteed ride home from work in the event of an emergency; and, awareness of TDM programs is generally low, with less than one-third of residents and employees aware of each program. The report concluded that the City of Pleasanton could boost awareness among residents and employees in several ways, including: partnering with local realtors to provide information



Wheels bus crossing Main Street

to homebuyers; providing information to residents about TDM programs available, especially the Guaranteed Ride Home service; and, public service announcements on local radio and TV stations that residents use for commute information. The Economic Development Department is investigating the implementation of these strategies.

The City of Pleasanton and the Pleasanton Unified School District (PUSD) have partnered in the Rides to School program, Pleasanton’s School Traffic Calming Program. This program is a joint effort between PUSD and the City to plan and manage school traffic at individual schools. Elements of the program include: enforcement and monitoring by the Pleasanton Police Department; review of signing and striping to designate speed limits, loading zones,

crosswalks, and parking; a Ridematch Pooling Program which facilitates carpools, bikepools, and walkpools; site improvements including site redesign, staggered bell times, pick-up and drop-off procedures, and parking-lot modification review; “School Tripper” buses provided by Wheels which coordinate with the schedules for middle and high schools; pedestrian safety measures including crossing guards and safety education; the Safety Valet program at elementary schools; and walk-to-school and bike-to-school participation.

RELATIONSHIP TO OTHER ELEMENTS

Policies and programs established throughout the General Plan affect the circulation policies in Pleasanton.

Land Use Element

The Land Use Element integrates land-use and transportation planning in order to ensure patterns that facilitate safe and convenient mobility of people and goods, and to increase travel alternatives to the single-occupant automobiles. It also promotes mixed-use development preferably located in areas served by public transit. These policies relate to the Circulation Element. The Circulation Element promotes some land uses near transit lines and/or hubs that encourage the use of transit and proposes to design and regulate city streets to minimize traffic-related impacts on adjacent land uses. This relates to the Land Use Element.

Housing Element

The Circulation Element proposes to manage arterial and collector traffic to minimize adverse impacts on neighborhoods and to discourage encroachment of non-residential parking in existing neighborhoods. This relates to the Housing Element.

Public Safety Element

The Public Safety Element designates critical facilities for emergencies and provides for public safety during emergencies. The Circulation Element includes minimum roadway widths which also relate to public safety and would maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Public Facilities and Community Programs

The Public Facilities and Community Programs Element discusses recreational facilities and includes a program to link parks with a trail system. The Circulation Element strives to improve traffic and circulation systems throughout Pleasanton, including trails for pedestrian and bicycle travel. The Circulation Element also discusses roadways, transit stations, and other transportation-related public facilities.

Conservation and Open Space Element

The Conservation and Open Space Element discusses trails that link open space and recreational areas, and includes goals, policies and programs to preserve and enhance trails. These open-space trails relate to and are part of the pedestrian system discussed in the Circulation Element.

Air Quality and Climate Change Element

The Air Quality Element strives to improve air quality throughout Pleasanton. Some air quality objectives to reduce air emissions would also reduce vehicular trips and traffic congestion and would comply with the Circulation Element. The Circulation Element would lead to improved air quality by maintaining level-of-service standards that encourage free-flowing traffic and by continuing to encourage Transportation Demand Management programs such as Commendable Commutes and pRide, which reduce both vehicular trips and traffic congestion.

Energy Element

The Energy Element strives to reduce energy usage in Pleasanton. The Energy Element objective that saves transportation energy by implementing a more effective transportation system would comply with the Circulation Element. Circulation objectives that limit energy usage would comply with the Energy Element, including continued inclusion of Transportation Demand Management policies which reduce both vehicular trips and traffic congestion.

Noise Element

The Noise Element discusses noise from all sources while the Circulation Element briefly discusses railroad noise. The Noise Element policy to limit truck traffic in residential and commercial areas to designated truck routes, would also relate to the Circulation Element. Circulation Element policies that would result in more free-flowing traffic or that would reduce the number of vehicle trips would also reduce vehicular noise.

Community Character Element

The Community Character Element strives to preserve and enhance those aspects which make the city special and distinct. The Circulation Element strives to improve traffic and circulation systems – including pedestrian pathways – throughout Pleasanton. Community Character policies to improve street identification and traffic signage along city streets and to enhance bus shelter design relate to the Circulation element.

Subregional Planning

The Subregional Planning Element discusses circulation for the Tri-Valley Area. Pleasanton's Circulation Element discusses these same issues for Pleasanton. The Subregional Element goal and its policies to “achieve a coordinated, efficient, safe, and environmentally

sensitive system of transportation and circulation in the 'Tri-Valley' also relate to the Circulation Element.

CIRCULATION GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs, in addition to those contained in other Elements, constitute an action program to implement the objectives described in this Element.

GOALS, POLICIES, AND PROGRAMS

Streets and Highways

Goal 1: Develop a safe, convenient and uncongested circulation system.

Goal 2: Develop and manage a local and regional street and highway system which accommodates future growth while maintaining acceptable levels of service.

Policy 1: Complete the City's street and highway system in accordance with the General Plan Map, Figures 3-7 and 3-10, and Table 3-8.

- Program 1.1: Require new developments to pay for their fair share of planned roadway improvement costs.
- Program 1.2: Update the Traffic Development Fee study consistent with improvements needed to implement the General Plan circulation system.
- Program 1.3: Support the use of assessment districts to equitably spread the cost of new roadways and improvements and to facilitate installation of improvements with development.
- Program 1.4: Continue to implement the North Pleasanton Improvement District infrastructure cost sharing fee for non-participatory properties which benefit from the District. Review and modify the North Pleasanton Improvement District for future development not anticipated when the District was implemented.
- Program 1.5: Preserve rights-of-way needed for local and regional roadway improvements through dedication of land, as adjacent properties develop.
- Program 1.6: Open the Stoneridge Drive extension to through traffic when Pleasanton reaches an agreement with its regional partners (i.e., the cities of Livermore and Dublin, the County of Alameda) for a strategic approach and funding plan for relieving traffic congestion in the Tri-Valley. This agreement will be embodied in a policy/plan adopted by the City Council (following a public hearing) that includes a plan which prioritizes funding for improvements to I-580, I-680, and State Route 84 and requires completion of a regional arterial network that includes Dublin Boulevard, Jack London Boulevard, North Canyons Parkway, and the Stoneridge Drive extension. As elsewhere, the City is committed to creating a safe environment on the Stoneridge Drive extension, consistent with General Plan policies as applied throughout the City.

Program 1.7: If the General Plan is amended to include on the General Plan Map the West Las Positas Boulevard / I-680 Interchange and the City Council votes to construct such Interchange, it shall do so conditionally and shall defer actual implementation for a period of one year in order to allow citizens who may disagree with the decision the opportunity to circulate an initiative measure to delete the interchange from the General Plan Map and to amend the General Plan in other respects so as to maintain internal consistency. The process for implementing construction may proceed if: (a) a Notice of Intent to Circulate Petition is not filed with the City Clerk within 30 days of the Council's decision to implement the interchange's construction; (b) a Notice of Intent is filed but a sufficient number of signatures is not gathered within six months of the filing of the Notice; or (c) the initiative measure fails.

Policy 2: Phase development and roadway improvements so that levels of service at adjacent major intersections do not exceed LOS D at major intersections outside Downtown and gateway intersections, except as noted below. ⁶

Program 2.1: Monitor roadway improvements to determine if levels of service are approaching congestion according to City standards.

Program 2.2: 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 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.

Program 2.3: Exempt conditionally the Santa Rita Road / Valley Avenue intersection from the City's LOS D standard in that the mitigation of adding a third southbound left turn lane is a short-term mitigation, with buildout mitigation being the Stoneridge Drive extension. The City Council shall decide if and when this intersection modification is needed, for example, in conjunction with development projects which add traffic to it. Projects which add traffic to this intersection, but are not required to improve this intersection because of the exemption, will only pay Traffic Development Fees as mitigation for their impact on this intersection.

Program 2.4: Use the City's Baseline Traffic Report to address specific criteria to establish when a traffic impact study is required for a development proposal and to identify the scope and contents of the traffic report.

⁶ Major intersections are those intersections of two or more arterials or one arterial and one collector street. Gateway intersections are intersections located at the edges of the city.

- Program 2.5: Continuously upgrade the City’s traffic computer and signal system to better monitor traffic flows and to translate traffic volumes into levels of service.
- Program 2.6: Report intersections that have the potential to exceed level of service D in a regular baseline report to City Council and affected developers.
- Program 2.7: Require feasible mitigation measures to keep intersections impacted by development to acceptable service levels, in the event that LOS D is exceeded. If there are no feasible mitigation measures and if the intersections are otherwise not exempt from the LOS D standard, withhold development approvals, including building permits, until the intersections exceeding LOS D are at an acceptable level of service.
- Program 2.8: Strongly encourage public transit and regional projects that skirt traffic around Pleasanton rather than through it to mitigate LOS problems in the city.

Policy 3: Facilitate the free flow of vehicular traffic on major arterials.

- Program 3.1: Continually update computer-control technology for traffic lights. Continue to coordinate and synchronize computer-controlled traffic signals on major city streets.
- Program 3.2: Prohibit additional private-access driveways onto major arterials.
- Program 3.3: Minimize traffic signal delays to less than 100 seconds, whenever possible.
- Program 3.4: Make street improvements as appropriate to reduce traffic queuing and delay.
- Program 3.5: Discourage additional on-street parking on arterials.

Policy 4: In the Downtown, facilitate the flow of traffic and access to Downtown businesses and activities consistent with maintaining a pedestrian-friendly environment.

- Program 4.1: Downtown intersections shown in the *Downtown Specific Plan* are exempted from the citywide LOS D standard. Consideration may be given to improvements at Downtown intersections when it is clear that such improvements are necessary and are consistent with the pedestrian-friendly environment as established in the *Downtown Specific Plan*.

Policy 5: At gateway intersections, facilitate the flow of traffic and access into and out of the City, consistent with maintaining visual character, landscaping, and pedestrian convenience.

Program 5.1: Gateway intersections (listed in Table 3-4) are exempted from the citywide LOS D standard (constrained gateway policy) but consideration may be given to improvements at gateway intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

Policy 6: Design and regulate city streets to minimize traffic-related impacts on adjacent land uses.

Program 6.1: Provide setbacks, landscaping, frontage roads, soundwalls, and other methods to protect adjacent land uses from safety, noise, and air quality impacts associated with traffic on arterials and freeways.

Program 6.2: Restrict truck traffic to designated truck routes, except when trucks are making local deliveries (See Figure 3-13).

Program 6.3: Require all gravel trucks to use State Route 84 as the sole access road to I-580 and I-680, except for trucks from gravel operations that have direct access onto El Charro Road.

Program 6.4: Notify all residents and property owners who may be directly affected by potential street closures and traffic re-routing in advance of taking such actions.

Program 6.5: Prohibit Mohr Avenue and Valley Avenue as a truck route or primary access to industrial development to the east.

Program 6.6: Discourage residential driveway access directly onto residential collector streets.

Policy 7: Adhere to City design standards for streets in new developments.

Program 7.1: Incorporate City design standards for arterials, collectors, neighborhood collectors, and local public and private streets as part of the City’s review of new developments.

Program 7.2: Provide more than one access road for emergency vehicle routes to new developments, whenever feasible.

Program 7.3: Design complete streets serving pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, except where infeasible. Complete streets may include: alternative intersection control where appropriate; requiring bicycle and pedestrian connections from cul-de-sacs to adjacent streets, trails, bicycle paths, and neighborhoods; and incorporating appropriate traffic calming measures.

- Program 7.4: Discourage new gated communities.
- Program 7.5: Consider issues such as level of traffic, safety, vehicular noise, visual quality, and related environmental issues when reviewing new development adjacent to arterials.
- Program 7.6: Design new streets and alterations of existing streets to preserve the character and safety of existing residential neighborhoods.

Policy 8: Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

- Program 8.1: Allocate a share of each year’s Capital Improvement Program to street maintenance, roadway improvements, pedestrian and bicycle projects, and traffic management.
- Program 8.2: Monitor and record roadway accidents, and recommend safety improvements, where needed.
- Program 8.3: Separate vehicular, bicycle, and pedestrian traffic, whenever feasible, especially on routes to schools.
- Program 8.4: Provide bike lanes on arterials and collector streets, where feasible.
- Program 8.5: Restrict parking near intersections to ensure visibility and traffic safety.
- Program 8.6: Require the installation of bus turnouts and shelters along planned or potential transit routes.
- Program 8.7: Develop a traffic safety methodology for traffic studies and then require that traffic studies prepared for the City include a traffic safety section.

Policy 9: Work with other local jurisdictions and regional agencies such as the Metropolitan Transportation Commission (MTC), Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Improvement Authority (ACTIA), and Tri Valley Transportation Council to plan and coordinate regional transportation improvements.

- Program 9.1: Support State and regional efforts to implement the Tri-Valley Triangle Study Projects.
- Program 9.2: Support State and regional efforts to improve State Route 84 including the widening to four lanes between Pigeon Pass and I-680.

Policy 10: Require adequate on- and off-street parking.

- Program 10.1: Enforce the parking provisions of the City’s *Zoning Ordinance*. For Planned Unit Developments with the potential for shared parking or where located proximate to transit, consider modifications to *Zoning Ordinance* parking standards, when necessary and if appropriate.
- Program 10.2: Work with BART to continue monitoring the adequacy of parking supply at Pleasanton/Dublin stations.
- Program 10.3: Develop the Downtown section of the Transportation Corridor with parking, a pedestrian and bicycle trail, and landscaping, consistent with the 2002 *Master Plan for the Downtown Parks and Trails System* and with the *Downtown Specific Plan*.
- Program 10.4: Study potential locations for additional park-and-ride lots.
- Program 10.5: In conjunction with regional agencies, explore potential locations for trailer-truck parking.

Neighborhood Traffic and Parking

Goal 3: Protect residential neighborhood quality-of-life and community character from cut-through traffic, speeding, and non-residential parking.

Policy 11: Manage arterial and collector traffic to minimize adverse impacts on neighborhoods.

- Program 11.1: Implement the City’s Traffic-Calming Program
- Program 11.2: Minimize traffic impacts and cut-through traffic in new developments by incorporating traffic-calming elements and other design features.
- Program 11.3: Discourage non-local and commercial traffic from using streets through residential areas.

Policy 12: Discourage encroachment of non-residential parking in existing neighborhoods.

- Program 12.1: Implement the residential parking permit program where necessary.
- Program 12.2: Work with Pleasanton Unified School District to implement the school’s traffic-calming and shared-parking solutions in the Rides-to-School Program.

Program 12.3: Study and evaluate the need for additional regulations pertaining to the on- and off-street parking of recreational vehicles (including motor homes, trailers, boats, jet skis, etc.)

Alternative Transportation Modes

Goal 4: Provide a multi-modal transportation system which creates alternatives to the single-occupancy automobile.

Policy 13: Phase transit improvements to meet the demand for existing and future development.

Policy 14: Encourage coordination and integration of Tri-Valley transit to create a seamless transportation system.

Program 14.1: Work with transit agencies to meet transit needs based on development and commute patterns.

Program 14.2: Continue to monitor regional rail and high-speed rail plans and consider impacts on and benefits for Pleasanton.

Program 14.3: Encourage a car-sharing service at the Pleasanton BART stations if residential development is added to these areas.

Policy 15: Reduce the total number of average daily traffic trips throughout the city.

Program 15.1: Promote the use of transit, ridesharing, bicycling, and walking through the City’s Transportation Coordinator and encourage employers to participate in the City’s Commendable Commutes Program. Increase bicycle and pedestrian mode share by increasing public awareness of the available bicycle and trail facilities and programs and encourage employers to participate in the City’s Commendable Commutes Program.

Program 15.2: Continue to provide incentives to City of Pleasanton employees to participate in the pRide commute-alternatives program, and seek to increase the number of employees participating.

Program 15.3: Maximize transportation opportunities, enabling more people to live close to their places of work, such as with transit-oriented development (TOD).

Program 15.4: Pursue all potential funding sources for alternative transportation.

Program 15.5: Encourage mass transit in the Tri-Valley area by a variety of means, including private investment.

Program 15.6: Encourage the use of fuel-efficient buses within the city.

Policy 16: Reduce the percentage of average daily traffic trips taken during peak hours.

Program 16.1: Promote the use of flextime and other measures to employers and employees through the City’s *Transportation Systems Management (TSM) Ordinance*.

Program 16.2: Encourage employers to allow employees to telecommute.

Policy 17: Support the continued and expanded operation of the Livermore Amador Valley Transit Authority (LAVTA).

Program 17.1: Provide City representatives on the Livermore Amador Valley Transit Authority Board and seek State funds to support local transit.

Program 17.2: Work with the Livermore Amador Valley Transit Authority to monitor bus ridership and adjust schedules and routes as needed, and seek LAVTA input on new development.

Program 17.3: Encourage the expansion of Wheels bus service to synchronize with BART train schedules, to the extent feasible.

Program 17.4: Encourage Wheels bus service to provide incentives and discounts to school-age children, and work with the Pleasanton Unified School District on service and routing to reduce congestion.

Program 17.5: Support Livermore Amador Valley Transit Authority’s Rapid Bus Program.

Policy 18: Encourage the extension of BART from Pleasanton to Livermore and beyond.

Program 18.1: Require developers of property adjacent to the proposed BART alignment to reserve adequate acreage for future BART facilities.

Program 18.2: Encourage CalTrans to preserve right-of-way in the I-580 median for the extension of BART to Livermore and beyond.

Program 18.3: Encourage a more direct and convenient connection of BART with ACE rail service.

Policy 19: Support the continued and expanded service of the Altamont Commuter Express.

- Program 19.1: Continue to work with the San Joaquin Rail Commission to improve Altamont Commuter Express (ACE) service.
- Program 19.2: Seek a permanent location in Pleasanton for the ACE train station.
- Program 19.3: Support the study of a high-speed rail spur from the Central Valley into Livermore where East Bay travelers can connect with the existing Altamont Commuter Express (ACE) train and an extension of BART from Pleasanton/Dublin.

Policy 20: Support paratransit services to elderly and disabled residents of Pleasanton.

- Program 20.1: Fund capital and operating expenditures for the City’s Dial-A-Bus program.

Policy 21: Support the use of alternative fuel vehicles.

- Program 21.1: Encourage the construction of infrastructure for and use of alternative fuel vehicles.

Policy 22: Create and maintain a safe, convenient, and effective bicycle system which encourages increased bicycle use.

- Program 22.1: Implement the *Community Trails Master Plan*.
- Program 22.2: Prepare and adopt a citywide pedestrian and bicycle master plan. Identify areas where additional bicycle parking facilities are needed.
- Program 22.3: Integrate bicycle lanes or separate bikeways into street projects, wherever feasible.
- Program 22.4: Require design measures and facilities to accommodate access by pedestrians, bicycles, and transit in new developments, including bus shelters and turnabouts, bicycle parking facilities, bicycle and pedestrian trails, and transit-friendly designs for the site perimeter and internal circulation patterns.
- Program 22.5: Require appropriate bicycle-related improvements (i.e., work-place provision for showers, bicycle storage, bicycle lanes, etc.) with new development.
- Program 22.6: Maintain bicycle routes with adequate sweeping and pavement repairs.
- Program 22.7: Incorporate bicycle detection at signalized intersections.

- Program 22.8: Strongly encourage the Pleasanton Unified School District to provide convenient, safe, and attractive bicycle racks at all public schools.
- Program 22.9: Work with the East Bay Regional Park District to complete the Iron Horse Trail through the Hacienda Business Park.
- Program 22.10: Develop the Downtown portion of the Transportation Corridor for pedestrian, bicyclists and parking, consistent with the 2002 *Master Plan for the Downtown Parks and Trails System* and with the *Downtown Specific Plan*.
- Program 22.11: Consider creating a City-sponsored self-service bicycle-sharing program.

Policy 23: Create and maintain a safe and convenient pedestrian system which encourages walking as an alternative to driving.

- Program 23.1: Require developers to finance and install sidewalks and pedestrian and bicycle pathways, where appropriate, in future developments.
- Program 23.2: Develop a pedestrian trail system which connects all major portions of the Planning Area.
- Program 23.3: Cooperate with East Bay Regional Parks District in completing a regional trail system and with Zone 7 in completing its Arroyo Management Plan.
- Program 23.4: As part of the pedestrian and bicycle master plan, perform a comprehensive review of factors to improve the walkability and safety of pedestrian corridors.
- Program 23.5: Improve the safety of bicyclists and pedestrians by educating all residents about bicycle and pedestrian safety and by enforcing bicycle and motor vehicle laws and regulations affecting bicyclist and pedestrian safety. Continue programs of the Police Department such as bicycle rodeos, bicycle and pedestrian pamphlets, and classroom education.

Policy 24: In cooperation with the Pleasanton Unified School District, explore ways to reduce automobile traffic related to schools.

- Program 24.1: Working with the Pleasanton Unified School District, continue to implement the Rides to School program.

4. HOUSING ELEMENT



Adopted January 6, 2015

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4. HOUSING ELEMENT

PURPOSE

During the past two decades, Pleasanton has experienced a diverse pattern of growth including substantial new residential, commercial, office, and industrial development. As a small suburban city, Pleasanton has developed a reputation as a desirable place in which to live and work, with an excellent school system, fine parks and recreational facilities, a traditional downtown area, and a low crime rate.

The Promenade Apartments located near Downtown

As in other Bay Area communities, providing housing, especially affordable housing, has become a major issue in Pleasanton. The shortage of affordable housing particularly affects lower-income renters and first-time homebuyers, including those residents who have grown up in Pleasanton and would like to establish their own households here. The City has always tried to grow in a balanced manner, providing a variety of land uses, jobs as well as residences, and sufficient public facilities, services, and infrastructure to accommodate its residents and workers. The City has also been active in promoting housing affordability through its support of non-profit providers, creation of housing programs, and participation in and approval of subsidized residential developments. Pleasanton's challenge over the next eight years is to continue providing housing affordable to all segments of the community, to preserve the quality of the housing stock, to maintain a balance between employment and housing, and to continue to grow at a rate which allows its public facilities, services, and infrastructure to accommodate its residents, workers, and visitors to the community.



The Housing Element proposes solutions to the housing needs and problems facing the community — while at the same time ensuring that new housing will “fit-in” with Pleasanton’s character and appearance, its sense of community, its environmental qualities and resources, and its historic heritage. Overall, the City is committed to working with other agencies and non-profit organizations to maximize affordable housing opportunities, and to ensure a fit of new housing with Pleasanton’s long-standing commitment to maintain and enhance the high quality of its residential neighborhoods, commercial areas and its Downtown.

All California cities and counties are required to have a Housing Element included in their General Plan which establishes housing objectives, policies and programs in response to community housing conditions and needs. The Housing Element is a comprehensive statement by the community of its current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs at all income levels. The policies contained in this Housing Element are an expression of the statewide housing goal of "attaining decent housing and a suitable living environment for every

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California family," as well as a reflection of the unique concerns of the community.

This 5th Cycle Housing Element focuses on the 2015–2023 planning period, consistent with the City's Regional Housing Needs Allocation (RHNA) and State law requirements. It builds upon the goals, policies and implementing programs contained in the City's 2007-2014, 4th Cycle Housing Element, and contains an updated analysis of existing and projected housing needs, identification of sites for future housing development, in particular, high density housing, a review of potential constraints to housing, identification of adequate sites for all types of housing, and updated policies and implementing programs and objectives to address the existing and projected needs of all economic segments of the community. For detailed information regarding population trends, housing conditions, housing affordability and future housing needs and opportunities, see the Housing Background Report (separate document).

CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

Policies and programs established throughout the General Plan affect housing development in Pleasanton. To provide for consistency, a program will continue to be included within the 2015-2023 Housing Element stating the following:

- Implement the applicable housing related air quality, climate change, green building, water conservation, energy conservation, and community character programs of the Pleasanton General Plan, including: Policy 6 and programs 6.1 and 6.3 of the Air Quality and Climate Change Element; Programs 1.5, 1.7, 1.8, 1.12, 1.13, 1.14, and 3.12 of the Water Element; Program 9.1 of the Community Character Element; and, Policies 2,3, 4, 6 and 7 and programs 2.1-2.7, 3.1-3.5, 4.1-4.3, 6.1-6.4, 7.1-7.3, and 7.6 of the Energy Element.

All General Plan amendments needed to accommodate the City’s full regional housing needs allocation (RHNA) for the previous fourth Housing Element revision planning period, as assigned to the City by the Association of Bay Area Governments (ABAG) have occurred.

QUANTIFIED HOUSING OBJECTIVES

State law requires the Housing Element to include quantified objectives for the maximum number of units that can be constructed, rehabilitated or conserved. Policies and programs establish the strategies to achieve these objectives. The City’s quantified objectives are described under each program, and represent the City’s best effort in implementing each of the programs. Assumptions are based on past program performance and funding availability, construction

trends, land availability, and future programs that will enhance program effectiveness and achieve full implementation of the City’s housing goals.

The new construction objectives shown in the table are based on the City’s RHNA for the 2015–2023 planning period for very low-, low- and moderate-income housing, historic trends, and expectations for new second units. Rehabilitation and conservation objectives are based on specific program targets, including such programs as use of Section 8 rental housing vouchers.

The table below summarizes the City’s quantified objectives for housing during the 2015–2023 planning period.

Income Category	Programs for NEW CONSTRUCTION (Programs 6.2, 17.4, and Regional Housing Need)	Programs for REHABILITATION (Program 11.2)	Programs for CONSERVATION ¹
Extremely Low Income	358	5	--
Very Low Income	358	40	--
Low Income	391	--	--
Moderate Income	407	--	--
Above Moderate Income	553	--	--
Total	2,067	45	0

Note 1: No affordable housing units are anticipated to need preservation or conservation during the Housing Element planning period

HOUSING GOALS, POLICIES AND PROGRAMS

The Housing Element’s intent with respect to housing needs in Pleasanton is expressed in two ways. The first is in the form of goals and objectives sought by the community. A goal is the ideal we strive for — or the desired state of things. State law requires that the City’s housing objectives establish the maximum number of housing units that can be constructed, rehabilitated or conserved between the years 2015 and 2023.

The second, and more specific aspects of the Housing Element, are policy statements and implementation programs. These describe the way citizens, local government, and other involved agencies or organizations can achieve objectives, and move closer to the City’s goals. Policies establish a recognized community position on a particular subject. Programs are more detailed actions that the City, or other specific entities, will implement to ensure the attainment of the Housing Element’s goal and objectives.

The following goals, policies, and programs will guide the City over the 2015–2023 Housing Element planning period. By identifying the responsible agency, time period, objective, and funding source, the following programs constitute the required quantifiable objectives for the Housing Element. The intent of the Housing Element is to address the housing needs of all income levels. In particular, the housing needs of extremely low, very low, and low-income households are explicitly mentioned because special emphasis on these income groups is needed. Programs relying on the City’s Lower Income Housing Fund are intended to specifically address the needs of extremely low income, very low income and low income households.

In some cases programs implement several goals and policies; therefore programs apply to all goals and policies within the applicable section.

GOALS, POLICIES, AND PROGRAMS

Housing Variety, Type, and Density

Goal 1: Attain a variety of housing sizes, types, densities, designs, and prices which meet the existing and projected needs of all economic segments of the community.

Goal 2: Provide residential densities capable of accommodating housing affordable to extremely low-, low- and very low-income households while taking into account the character and development pattern of the surrounding area.

Policy 1: At a minimum, maintain the amount of high-density residential acreage currently designated on the General Plan Map and permitting high density housing.

Program 1.1: Discourage the redesignation of areas designated for High Density Residential development. The objective of this program is to ensure that adequate sites are available to accommodate the City’s regional housing need for all income levels.

Responsible Agency: City Council
Time Period: As General Plan Amendments are proposed and ongoing
Funding Source: General Fund

Policy 2: Permit mobile homes and factory-built housing on appropriately located sites.

Policy 3: Encourage developments on sites designated for multiple-family residential uses which are adjacent to commercial districts to be designed at the maximum height allowed for multiple-family residential zoning districts, consistent with neighborhood character; however in the Downtown, multiple-family residential building height should be consistent with the design policies of the Downtown Specific Plan and the Downtown Design Guidelines.

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Policy 4: Give favorable consideration for approval for proposed developments which provide extremely low-, very low- and low-income units that meet the requirements of the Inclusionary Zoning Ordinance, as long as all other City development standards are met.

Policy 5: Apply for Federal and State grants offered for mixed-use development near transit centers.

Policy 6: Actively promote the creation of second units on single-family residential lots and their maintenance as sources of housing affordable to moderate-, low-, and very low-income households.

Program 6.1: Continue monitoring second units to determine if they are being rented and, if so, determine their rent levels. Include conditions of approval for second unit Administrative Design Review approvals requiring a monitoring program.

Responsible Agency: Housing Division, Housing Commission, Planning Division

Time Period: Complete surveys annually beginning in May 2015

Funding Source: Housing Division, Planning Division Budgets

Program 6.2: Create incentives for homeowners to rent their second units to moderate-, low-, and very low-income households as well as those with disabilities (including developmental disabilities). The City's role would be to develop the program materials including information, criteria for qualifications, and incentives, and to monitor the success of the program. Incentives should include fee reductions or waivers and information/assistance to help homeowners be landlords. Such incentives should be made available to applicants of second units during the Administrative Design Review or Building permit process.

Responsible Agency: Housing Division, Housing Commission, Planning Division, Building Division, Planning Commission

Time Period: Complete by the end of 2016

Quantified Objective: Five units per year.

Funding Source: Housing Division, Planning Division, Building Division Budgets

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Program 6.3: Conduct a review of the Second Unit Ordinance, including a survey of similar requirements in other Bay Area cities. Using this review, consider allowing second units without an Administrative Design Review process in new single-family developments, subject to performance standards, consider reducing the existing Second Unit Ordinance requirements, such as the parking and height limit requirements, to encourage the development of second units, consider other measures to promote the creation of second units, and adopt necessary changes as appropriate.

Responsible Agency: Planning Division, Planning Commission, City Council
Time Period: May 2016
Quantified Objective: 5 percent of new single family homes include a second unit.
Funding Source: Planning Division Budget

Housing Tenure

Goal 3: Endeavor to provide and retain a sufficient number of rental housing units to serve Pleasanton residents who choose to rent or who cannot afford ownership housing.

Policy 7: Encourage at least 50 percent of multiple-family housing units to be rental apartments.

Program 7.1: Monitor new multiple-family residential development proposals with respect to housing tenure to ensure that sufficient numbers of rental units are provided to meet the above policy.

Responsible Agency: Housing Division
Time Period: As multiple-family residential development proposals are received.
Funding Source: Housing Division Budget

Policy 8: Minimize displacement of tenants in rental apartments and mobile homes and encourage ownership of lower-cost residential units by prior renters through the regulation of condominium conversions.

Program 8.1: Regulate condominium, townhouse, and mobile home conversions and mitigate tenant displacement

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through the provisions of the City's Condominium Conversion Ordinance, and Government Code, Section 65863.7 (as to mobile homes). This includes requiring condominium converters to maintain rental units for households with special needs including those with developmental disabilities, such as lifetime leases with rental caps for persons with disabilities, to the extent permitted by State law and denying conversion of apartment units to condominiums if the percentage of multiple-family units available for rent, city-wide, is below 50 percent.

Responsible Agency: City Council
Time Period: As needed when any applications for conversion are received.
Funding Source: Not Applicable

Program 8.2: Review the City's Condominium Conversion Ordinance to identify desirable changes, such as potentially requiring more housing units affordable to low- and very low-income households and longer tenant noticing requirements, if market conditions are resulting in the displacement of lower-income tenants.

Responsible Agency: City Council
Time Period: Complete the review by the end of 2016.
Funding Source: Housing Division Budget

Goal 4: Encourage the production of market-rate moderate-income ownership housing and assisted ownership housing affordable to low- and very low-income households.

Housing Affordability

Goal 5: Produce and retain a sufficient number of housing units affordable to extremely low-, low- and very low-income households to address the City's responsibility for meeting the needs of Pleasanton's workforce, families, and residents, including those with special needs.

Policy 9: Support the development of housing for persons with special needs.

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Program 9.1: Seek State and Federal assistance for the development of housing to meet the housing needs of households with extremely low, low, and very low incomes as well as those with disabilities (including developmental disabilities). Potential sources may include the HUD Section 202 and 811 programs (for senior housing and housing for persons with disabilities), the State HELP and CHFA programs, State/Federal lower-income housing tax credits, and bond financing. The timing of application will depend upon the schedule for specific projects proposed by individual developers in as much as the City does not currently own any land for development of housing affordable to low- and very low-income households and those with disabilities. If the City is successful in securing an open source of funding for housing affordable to low- and very low-income households, such as State HELP funds, the availability of these funds will be promoted through the City's web site, in local newspapers, and through posting at public places subject to normal procedures. The objective of this program is to secure available funding required to finance new affordable housing development. A timeline would be developed on a project by project basis as affordable development inquiries/applications are submitted to the City.

Responsible Agency: Housing Division

Time Period: Seek funding annually and when specific development proposals are brought forward.

Funding Source: State and Federal Housing Funds

Program 9.2: Seek creative alternative and non-traditional means, including using available City financial and property resources and working cooperatively with community groups, that will assist in the production of or preserve housing for extremely low-, very low-, low-, and moderate-income- households as well as special needs housing including housing for those with disabilities.

Responsible Agency: Planning Division, Housing Division

Time Period: Ongoing and meet with community groups every two years.

Funding Source: Planning Division, Housing Division Budgets

Program 9.3: Advocate changes in Federal and State legislation to provide incentives for the development of housing for special needs and housing affordable to extremely low-, low- and very low-income households and to overcome barriers to housing affordable to low- and very low-income households.

Responsible Agency: Housing Commission, City Council

Time Period: Ongoing.

Funding Source: General Fund

Goal 6: Promote the production of housing affordable to extremely low-, low- and very low-income households by actively working with and creating incentives for non-profit housing developers.

Policy 10: Support the development and rehabilitation of housing affordable to extremely low-, low- and very low-income households and review infrastructure needs.

Program 10.1: Conduct a review of the Growth Management Program and amend as necessary to assure the rate of residential development, limited to 235 units per year consistent with the City's Growth Management unit allocation, is consistent with the City's current and new infrastructure capacities, including roadways, water, sewer, and facilities, etc. The objective of this program is to assure that the City's Growth Management Program is consistent with State law and that there is a procedure for assuring that there is available infrastructure to serve future approved residential development, and to create a more efficient process for implementing the program.

Responsible Agency: City Council

Time Period: Early 2016; then annually.

Funding Source: Housing Division, Planning Division Budgets

Program 10.2: Require the duration of extremely low-, low- and very low-income set-aside units within projects to be in perpetuity.

Responsible Agency: City Council

Time Period: As Housing Agreements are put in place for lower-income projects.

Funding Source: Not Applicable

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Policy 11: Give greater priority to providing housing which is affordable to extremely low income households and to households at the low end of the low-income range (50 to 80 percent of median income).

Program 11.1: Continue to provide incentives such as reduced development fees, assistance in public improvements, priority in permit processing, increased density, altered site-development standards, mortgage revenue bonds, affordable-housing competition, and other creative incentives to encourage the development of housing affordable to moderate-, low-, extremely low-, and very low-income households and households with special needs. A priority will be placed on projects that provide the largest number of units at the greatest level of affordability. The availability of incentives will be incorporated in the City's Inclusionary Zoning Ordinance, to be consistent with State law and recent court decisions, but for specific projects, will also be promoted through the City's web site, in local newspapers, and through posting at public places subject to normal procedures. The objective of this program is to assure that incentives are made available and known to the development community.

Responsible Agency: City Council

Time Period: Ongoing and enhanced promotional efforts at least once by May 2017.

Funding Source: Lower-Income Housing Fund

Policy 12: Strive toward meeting Pleasanton's share of regional housing needs, as defined by the Regional Housing Needs Determination (RHND).

Program 12.1: Maintain zoning adequate to accommodate Pleasanton's share of the regional housing need for all income levels. Sites designated High Density Residential or Mixed Use shall be developed at a minimum density of 30 units per acre, and comport with the adopted Housing Site Development Standards and Design Guidelines for Multifamily Development.

Responsible Agency: City Council

Time Period: Ongoing

Funding Source: Planning Division

Program 12.2: Attempt to rehabilitate five ownership-housing units affordable to extremely low-, low- and very low-income households identified as having major building code violations each year between 2015 and 2023, and maintain their affordability. Attempt to rehabilitate at least one apartment complex by 2020. Single-family homes will be

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identified through the City's Housing Rehabilitation Program which already has in place an outreach program. The City will survey existing apartment complexes, including working with local non-profit housing development agencies, to ascertain the need for rehabilitation. Owners of identified complexes will be contacted and made aware of the availability of rehabilitation assistance.

Responsible Agency: Housing Division

Time Period: Annually/ongoing.

Funding Source: Housing Division Budget, CDBG Funds

Quantified Objective: Five ownership units and one apartment complex prior to the end of the Planning Period.

Program 12.3: Strive to construct, rehabilitate, and conserve the City's regional share of housing within the constraints of available infrastructure, traffic, air quality, and financial limits, by the conclusion of the current Regional Housing Needs Determination period – in 2023.

Responsible Agency: City Council

Time Period: By 2023.

Funding Source: City, State, Federal, and Private Funds

Program 12.4: Work with the Tri-Valley Housing Opportunity Center and employers to develop partnerships for participating in programs to make housing affordable to their workers.

Responsible Agency: Housing Division

Time Period: Meet annually with groups mentioned in the program.

Funding Source: Housing Division Budget

Policy 13: Give priority for housing opportunities to extremely low, low- and very low-income households with persons that live and work in Pleasanton.

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At-Risk Housing Affordable to Low- and Very Low-Income Households

Goal 7: Preserve and/or replace assisted rental apartment housing which is at risk of changing to market-rate housing.

Goal 8: Assist occupants of at-risk units by either retaining those units as affordable for their income category or by finding new housing for them that is affordable to low- and very low-income households.

Policy 14: Preserve for the longest term feasible, restricted units affordable to extremely low-, low- and very low-income households which are at risk of changing to market-rate housing.

Program 14.1: Preserve for the longest term feasible, rent restricted assisted projects affordable to extremely low-, low- and very low-income households, and provide assistance to retain below-market rate rent restrictions.

Responsible Agency: Housing Division

Time Period: Ongoing and when units become at risk of converting to market rate.

Funding Source: Housing Division Budget

Program 14.2: Structure future rent-restriction contract agreements to allow the City the opportunity to purchase or subsidize assisted units at the conclusion of the rent-restriction period.

Responsible Agency: Housing Commission, City Council

Time Period: Ongoing and when units become at risk of converting to market rate.

Funding Source: Lower-Income Housing Fund

Program 14.3: Structure future rent-restriction contract agreements for all new assisted projects with limited or no time restrictions to minimize the displacement of tenants.

Responsible Agency: Housing Commission, City Council

Time Period: When new assisted projects are approved.

Funding Source: Lower-Income Housing Fund

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Program 14.4: Provide rehabilitation funds or other incentives such as a density bonus where appropriate for apartment complexes in exchange for extended or perpetual assisted-housing time periods.

Responsible Agency: City Council
Time Period: Ongoing; dependent on specific proposals.
Funding Source: Lower-Income Housing Fund; CDBG Funds

Program 14.5: Issue bonds or provide other funding where appropriate to reduce apartment complex mortgage rates in exchange for extended or perpetual assisted-housing time periods.

Responsible Agency: City Council, Finance Department
Time Period: Ongoing; dependent on specific proposals.
Funding Source: Lower-Income Housing Fund; Tax-Exempt Bonds

City Government Actions

Goal 9: Process housing proposals affordable to extremely low-, low- and very low-income households and use available City programs and incentives so as to promote and facilitate housing affordability for low- and very low-income households.

Goal 10: Remove unnecessary governmental constraints to the provision of housing affordable to extremely low-, low- and very low-income households and associated public services and facilities.

Policy 15: Make appropriate modifications to the Land Use Element of the General Plan, Zoning Ordinance, and other City ordinances, programs, and policies to facilitate the provision of housing, especially housing for those with disabilities (including developmental disabilities), and housing affordable to moderate-, low-, and very low-income households.

Program 15.1: Identify funding mechanisms for infrastructure improvements contained in the General Plan to accommodate projected housing growth.

Responsible Agency: City Council
Time Period: Research currently available funding mechanisms annually.
Funding Source: Capital Improvement Budget; Developers

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Program 15.2: Waive City fees for housing developments that provide a minimum of 15 percent affordable to extremely low-, low- and very low-income households.

Responsible Agency: City Council

Time Period: As applications are received for projects containing units for lower-income households.

Funding Source: Lower-Income Housing Fund

Program 15.3: Expedite the development review process for housing proposals that provide a minimum of 15 percent affordable to moderate-, low-, extremely low, and very low-income households.

Responsible Agency: Planning Division

Time Period: As applications are received for projects containing units for moderate- and lower-income households.

Funding Source: Planning Division Budget

Program 15.4: Support State legislative reform to improve the fair-share housing process and provide financial and other incentives to strengthen local jurisdictions' abilities to meet their fair-share responsibilities.

Responsible Agency: Housing Commission, City Council

Time Period: Ongoing.

Funding Source: General Fund

Program 15.5: Assess the level of effort to overcome infrastructure constraints to housing affordable to extremely low-, low- and very low-income households on a periodic basis.

Responsible Agency: Housing Division

Time Period: As needed or in conjunction with the next Housing Element update.

Funding Source: Housing Division Budget

Program 15.6: Assess future sewer infrastructure needs, including sewer infrastructure upgrades and facilities to accommodate future RHNA cycles in the region.

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Responsible Agency: Operation Services Department, Housing Division, City Council

Time Period: 2014–2015.

Funding Source: Sewer Enterprise Fund

Program 15.7: Continue to work with non-profit and for-profit housing developers, service providers, Pleasanton employers, the Pleasanton Unified School District, and urban planning specialists to develop new programs and incentives for meeting the full range of Pleasanton’s future affordable housing needs.

Responsible Agency: Housing Division

Time Period: Ongoing and meet annually with groups mentioned in the program.

Funding Source: Housing Division Budget

Program 15.8: As required by State law, the City will review the status of Housing Element programs by April of each year, beginning April 2012. The review will cover consistency with other General Plan programs and community goals, the status of implementing actions, accomplishments, and a review of housing sites identified in the Housing Element. In particular, the annual review will cover development assumptions and actual development activity on sites by assessing projected development potential compared to actual development approval and construction. This will also include residential units anticipated on mixed use zoned sites. The primary intent of the annual review is to maintain adequate sites during the Housing Element planning period. In addition, the annual review will evaluate the effectiveness of the City's inclusionary zoning requirements (see Programs 7.1 and 7.2) to determine if modifications are needed.

Responsible Agency: Housing Division, Housing Commission, Planning Division, Planning Commission, City Council

Time Period: Annually.

Funding Source: Housing Division Budget

Policy 16: Educate the public regarding the community, environmental, and economic benefits of Pleasanton’s affordable housing program.

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Program 16.1: Continue housing education programs available on the City’s website, at other public venues, through City publications and mailings, and through partnerships with regional organizations.

Responsible Agency: Housing Division, Housing Commission

Time Period: Ongoing and update information annually or as needed.

Funding Source: Housing Division Budget; Housing Grants

Program 16.2: Continue to coordinate public information with surrounding communities to provide up-to-date listings of opportunities for regional affordable housing and programs for extremely low-, low- and very low-income households.

Responsible Agency: Housing Division

Time Period: Ongoing and update information annually or as needed.

Funding Source: Housing Division Budget

Program 16.3: Develop incentive/revitalization programs for neighborhoods to encourage support for affordable housing opportunities. Such incentives could include enhanced public amenities or other investment in areas where additional multifamily housing is planned.

Responsible Agency: Housing Division, Housing Commission, City Council

Time Period: As applications are received for projects containing affordable housing opportunities.

Funding Source: Housing Division Budget

Policy 17: Ensure compliance with the Inclusionary Zoning Ordinance by requiring each for-sale residential and non-residential development to which the Ordinance applies to include its pro-rata share of housing needs for low- and very low-income households or, if the Ordinance criteria are met, to contribute to the lower-income housing fund to facilitate the construction of housing affordable to extremely low-, low-, very low-, and moderate-income households. Review and modify policies for rental housing to conform with State law and recent court decisions. It is strongly encouraged that the Inclusionary Zoning Ordinance requirements be met by building housing affordable to extremely-low, low- and very low-income households.

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Program 17.1: Review the City’s Inclusionary Zoning Ordinance and amend:

- for consistency with the Housing Element and other City affordable housing programs;
- to identify incentives for non-profit housing developers and other housing developers to construct projects including three bedroom units for large households;
- to determine if it is appropriate to increase the percentage of affordability to support housing affordable to low- and very low-income households;
- to be consistent with recent court decisions regarding rental housing and State law;

Responsible Agency: Housing Division, Housing Commission, City Council

Time Period: January 2016, then annually.

Funding Source: Housing Division Budget

Program 17.2: Monitor the results of the Inclusionary Zoning Ordinance annually to determine consistency with State law and recent court decisions and to determine if developers are primarily building new housing units affordable to low- and very low-income households instead of paying in-lieu fees for new developments. If it is determined by the City Council, upon recommendation by the Housing Commission, that the Inclusionary Zoning Ordinance is not producing sufficient housing affordable to low- and very low-income households, consider modifying the Ordinance so that it can better achieve that objective. As part of the Inclusionary Ordinance review, conduct meetings with developers to identify specific changes that may be considered by the City.

Responsible Agency: Housing Division, Housing Commission, City Council

Time Period: Annually/ongoing.

Funding Source: Housing Division Budget

Policy 18: Use the lower-income-housing fee to generate funds for the provision of housing affordable to extremely low-, low- and very low-income households. The low-income housing fund should be used primarily to leverage State and Federal funds in the development of housing affordable to low- and very low-income households and in-house loan programs, so that the fund may be used most efficiently and maintained over time. When considering allocation of these funds, priority will be given to non-profit housing developers with a project including three bedroom units affordable to large extremely low, low- and very low-income households.

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Program 18.1: Review and modify the lower-income-housing fee annually in conformance with AB 1600, and consider changing the basis of the fee to reflect the true cost of providing housing.

Responsible Agency: Finance Department, Housing Division, Housing Commission, City Council

Time Period: Annually

Funding Source: General Fund

Program 18.2: Continue to exempt all housing units affordable to low- and very low-income households from the low-income housing fee.

Responsible Agency: Housing Commission, City Council

Time Period: Ongoing.

Funding Source: Lower-Income Housing Fund

Program 18.3: Use the Lower-Income Housing Fund to help build housing affordable to low- and very low-income households on City-owned land.

Responsible Agency: City Council

Time Period: As needed/ongoing.

Funding Source: Lower-Income Housing Fund

Program 18.4: Use the Lower-Income Housing Fund to extend rent restriction agreements, purchase land, write down mortgage costs, rehabilitate units, subsidize rents, issue tax-exempt bonds, post loan collateral, pay pre-development costs, and otherwise help produce housing units affordable to lower-income households. The objective of this is to utilize the Lower Income Housing Fund in a manner consistent with City ordinance and to support affordable housing, particularly developments proposed by non-profit developers that include units for large families at very low incomes.

Responsible Agency: City Council

Time Period: Explore ways to use the fund for the list of activities in the program annually and as needed.

Quantified Objective: 150 units

Funding Source: Lower-Income Housing Fund

4.0 HOUSING ELEMENT

Program 18.5: When considering how to utilize the City’s Lower-Income Housing Fund, consider whether a proposal with a non-profit housing developer and a for-profit housing developer partnership should be a higher priority project due to its ability to potentially secure better funding and be developed.

Responsible Agency: Housing Division, Housing Commission, City Council

Time Period: Consider prioritization by January 2016.

Funding Source: Lower-Income Housing Fund

Policy 19: Encourage the use of density bonuses for housing which is affordable to extremely low-, moderate-, low-, and very low-income households.

Policy 20: Require owners of rental units who receive financial support from the City to accept Section 8 certificates/vouchers and/or Project Based Section 8 in their developments.

Policy 21: Work with the Alameda County Housing Authority and other agencies to maintain funding for Section 8 and other Federal subsidy programs.

Policy 22: Assist in the relocation of persons displaced by public projects.

Policy 23: Incentivize the development of housing units affordable to extremely low-, low- and very low-income households when rezoning non-residential properties to high-density residential.

Policy 24: Use the City’s lower-income housing fund as seed money for Federal and State tax credits to promote the construction of housing affordable to extremely low-, low- and very low-income households.

Policy 25: Ensure that livability is considered when considering proposals for high-density residential developments, including open space, amenities, and facilities for the intended occupants.

City Priorities for Housing Developments

1. Non-Profit Housing Developers

Policy 26: Encourage non-profit and joint for-profit housing developments by offering incentives. Non-profit and joint for-profit housing developers of housing affordable to moderate-, low-, extremely low-, and very low-income households shall have the highest City priority for approval. Specific City incentives to encourage such housing developments are the following:

- Priority for the Growth Management affordable-housing sub allocation;
- Expedited permit processing;
- Fee waivers;
- Contributions from the lower-income housing fund;
- Use of available City-owned land;
- Density bonuses;
- City assistance in obtaining financing or funding;
- Assistance in providing public improvements;
- Consideration of reduced development standards, such as reducing the number of parking spaces (this consideration does not include reducing the number of required on-site parking spaces in the Downtown Specific Plan Area); and
- Consideration of mortgage revenue bonds.

Program 26.1: Actively assist owners of property zoned or designated High-Density-Residential in soliciting non-profit housing organizations for proposals to develop housing affordable to extremely low-, moderate-, low-, and very low-income households on available sites using lower-income-housing fees. The objective of this program is to assure that owners of HDR properties are informed of City affordable housing programs. The City will notify all property owners of HDR sites of available City housing programs within 6 months of Housing Element adoption.

Responsible Agency: Housing Division

Time Period: Ongoing; information to property owners within six months of Housing Element adoption and at least two additional times during the planning period.

Funding Source: Housing Division Budget; Lower-Income Housing Fund

4.0 HOUSING ELEMENT

Program 26.2: Continue to actively support the activities of non-profit organizations that provide special needs housing as well as housing affordable to low- and very low-income households, through technical assistance or other means. The objective of this program is to assure that the City maintains a full range of incentives that are beneficial to assisting non-profit housing developers.

Responsible Agency: City Council, Housing Commission, Housing Division

Time Period: Meet with nonprofit housing providers annually and ongoing.

Funding Source: Housing Division Budget

Program 26.3: When land becomes available to the City, consider reserving those sites for non-profit organizations to build housing affordable to moderate-, low-, extremely low, and very low-income households that include three bedroom units for large households.

Responsible Agency: City Council

Time Period: When land becomes available to the City.

Funding Source: Not Applicable

2. For-Profit Housing Developers

- Policy 27: Housing developments with at least 25 percent of all units affordable to extremely low-, very low- and/or low-income households in perpetuity shall be considered to have the second highest priority in terms of City approval. Incentives shall include the following:
- Priority for the Growth Management affordable-housing sub-allocation for the affordable-housing component;
 - Expedited permit processing;
 - Fee waivers;
 - Contributions from the lower-income housing fund;
 - Density bonuses;
 - Assistance in obtaining financing;
 - Assistance in obtaining Federal and State tax credits through use of City resources as seed money when significant numbers of housing units affordable to low- and very low-income households are provided;
 - Assistance in providing public improvements; and
 - Consideration of reduced development standards, such as reducing the number of required parking spaces; and Mortgage revenue bonds.

3. Developers of Small Housing Units

Policy 28: Strongly encourage housing developers to build small single-family housing units, including detached second units. Single-family residential developments with units and/or second units less than 1,200 square feet in floor area, which provide housing affordable to moderate-income households, shall have the third highest priority for City approval. To the extent that these developments provide resale restrictions to retain the units as affordable to moderate-income households, they may qualify for incentives at the discretion of the City Council.

Growth Management

Goal 11: Manage residential growth in an orderly fashion while enabling Pleasanton to meet its housing needs.

Goal 12: Retain flexibility in the growth management process in order to accommodate housing affordability.

Policy 29: Retain flexibility in the growth management process in order to accommodate housing affordability.

Policy 30: Encourage substantial private development of housing affordable to extremely low-, low- and very low-income households through the Growth Management Program.

Program 30.1: Continue to use the Growth Management Report to monitor the numbers and types of units built at all income levels. Use this information to facilitate the issuance of sufficient numbers of permits to meet the regional housing need throughout the planning period.

Responsible Agency: Planning Division; City Council

Time Period: With annual preparation of growth management report.

Funding Source: Planning Division Budget

Program 30.2: Review and amend the Growth Management Program to reflect current housing and infrastructure conditions and current housing needs, and to ensure that the Growth Management Ordinance does not include

4.0 HOUSING ELEMENT

constraints including preventing the City from meeting its share of the regional housing need for all income levels during the Housing Element planning period. Potential revisions include establishing a regional housing need allocation exemption for all lower income housing, incorporating all lower income regional housing need allocation requirements into the growth management allocation, and mandating the ability to “borrow” allocation units for lower income housing from future years to accommodate all levels of regional housing need allocation through the developer’s development agreement, growth management agreement or other legislative act.

Responsible Agency: City Council

Time Period: January 2016 for review and amendments and continue annual review. The City shall notify HCD of implementation, utilizing the annual General Plan progress report required by Government Code Section 65400.

Funding Source: Planning Division Budget

Existing Housing Condition

Goal 13: Encourage the preservation and rehabilitation of the existing housing stock.

Policy 31: Provide incentives to encourage the maintenance of affordability in existing housing that is rehabilitated.

Policy 32: Encourage and support the formation of a Valley Housing Authority to administer the Section 8 Program for the entire Tri-Valley area and also to maintain the public housing units in each city.

Policy 33: Encourage the maintenance of safe, sound, and well-kept housing city-wide.

Policy 34: Encourage the preservation of historically and architecturally significant residential structures citywide including in the Downtown area, pursuant to the General Plan and the Downtown Specific Plan.

Policy 35: Eliminate all substandard housing conditions within the community.

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Program 35.1: Maintain building and housing code enforcement programs, and monitor project conditions of approval.

Responsible Agency: Community Development Department
Time Period: Ongoing.
Funding Source: Community Development Department Budget

Program 35.2: Continue the Rental Housing Rehabilitation Program to improve rental units affordable to low-, extremely low-, and very low-income households.

Responsible Agency: Housing Division
Time Period: Apply for funding annually and ongoing.
Funding Source: CDBG Funds

Program 35.3: Supplement CDBG funds with the City’s Lower-Income Housing Fund for rehabilitation of housing units affordable to extremely low-, low- and very low-income households.

Responsible Agency: Housing Division, City Council
Time Period: Ongoing.
Funding Source: Lower-Income Housing Fund

Housing Location

Goal 14: Provide adequate locations for housing of all types and in sufficient quantities to meet Pleasanton’s housing needs.

Policy 36: Encourage development of workforce housing that helps to achieve the goals of the Economic Development Strategic Plan.

Program 36.1: Regularly assess the need for workforce housing (including stock, type and quantity of housing) in the community. Develop routine planning and economic development activities to better integrate assessment information into efforts that produce a built environment responsive to the need for workforce housing, in accordance with the Economic Development Strategic Plan. The City Council shall consider the appropriate steps to address the identified needs.

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Responsible Agency: Housing Division, Economic Vitality Committee, Housing Commission, City Council

Time Period: Ongoing, as Appropriate

Funding Source: Housing Division Budget

Goal 15: Adopt land use changes from non-residential to residential designations where appropriate.

Policy 37: Disperse high-density housing throughout the community, in areas near public transit, major thoroughfares, shopping, and employment centers.

Program 37.1: Provide and maintain existing sites zoned for multi-family housing, especially in locations near existing and planned transportation and other services, as needed to ensure that the City can meet its share of the regional housing need.

Responsible Agency: Housing Element Task Force, Planning Division, Planning Commission, City Council

Time Period: Monitor as part of annual report to HCD and ongoing.

Funding Source: Planning Division Budget

Policy 38: Strongly encourage residential infill in areas where public facilities are or can be made to be adequate to support such development.

Program 38.1: Maintain existing zoning of infill sites at densities compatible with infrastructure capacity and General Plan Map designations.

Responsible Agency: Planning Division, Planning Commission, City Council

Time Period: Ongoing.

Funding Source: Planning Division Budget

Program 38.2: Encourage the development of second units and shared housing in R-1 zoning districts to increase the number of housing units while preserving the visual character within existing neighborhoods of single-family detached

4.0 HOUSING ELEMENT

homes.

Responsible Agency: Planning Division

Time Period: Ongoing.

Funding Source: Planning Division Budget

Program 38.3: For those properties designated for high density residential development with existing commercial uses, conduct outreach with property owners and businesses to identify specific incentives for business relocation and to encourage property owners to develop their properties with housing. Develop appropriate incentives that would facilitate relocating existing commercial/office/industrial uses in order to enable development with residential uses. Specific incentives may include the following:

- Transfer of development rights;
- A review of traffic requirements and evaluation measures to facilitate mixed use development;
- Development of transit alternatives;
- Use of development agreements;
- Flexibility of parking standards; and
- Expedited processing of development applications.

Responsible Agency: Housing Division and Planning Division to Identify Potential Options for Housing Commission, Planning Commission, City Council Review

Time Period: Annually.

Funding Source: Housing Division Budget

Policy 39: For phased residential developments, ensure that the majority of units affordable to low- and very low-income households are not postponed until the final stages of development.

Policy 40: Reserve suitable sites for subsidized housing affordable to low- and very low-income households.

Program 40.1: Acquire and/or assist in the development of one or more sites for housing affordable to low- and very low-income households.

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Responsible Agency: Housing Division, City Council

Time Period: Convene City staff meeting annually to discuss potential opportunities and ongoing dependent on specific proposals and opportunities.

Funding Source: Lower-Income Housing Fund, Federal and State Housing Programs, Use of City-owned Land, if Available

Program 40.2: Utilize tax-exempt bonds, and other financing mechanisms, to finance the construction of housing units affordable to extremely low-, low- and very low-income households, to purchase land for such a use, and to reduce mortgage rates.

Responsible Agency: City Council

Time Period: Ongoing; dependent on specific proposals and opportunities.

Funding Source: Tax-Exempt Bonds

Program 40.3: If the City acquires or obtains control of a potential housing site, in order to facilitate the provision of affordable housing and a mixed-income environment, the City may issue an RFP in conjunction or in partnership with non-profit or for-profit partnerships for development providing at least 20 percent of the units to very low-income households and 20 percent of the units to low-income households.

Responsible Agency: Housing Division, Housing Commission, City Council

Time Period: As Appropriate (i.e., Based on Land Availability)

Quantified Objective: 150 units

Funding Source: Housing Division Budget

Policy 41: Increase housing in the commercial portion of the Downtown area by permitting three-story construction in the Downtown area in accordance with the policies of the Downtown Specific Plan, with one or two stories of residential over commercial in mixed-use buildings.

Housing Discrimination

Goal 16: Continue City policies eliminating discrimination in housing opportunities in Pleasanton.

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Policy 42: Promote fair and equal access to housing for all persons regardless of race, color, religion, gender, disability, sexual orientation, age, national origin, or family status. The City will promote equal housing opportunities through printed housing brochures that are distributed at City Hall, the Senior Center, the Library, and other public places. The City will also maintain up-to-date information on housing opportunities affordable to low- and very low-income households and fair housing issues on its web site.

Program 42.1: Support State and Federal provisions for enforcing anti-discrimination laws.

Responsible Agency: City Attorney's Office

Time Period: As needed.

Funding Source: General Fund

Program 42.2: Publicize information on fair housing laws and refer all complaints to the US Department of Housing and Urban Development, ECHO, and the California Department of Fair Employment and Housing.

Responsible Agency: City Attorney's Office

Time Period: Ongoing/as needed.

Funding Source: General Fund

Special-Needs Housing

Goal 17: Identify and make special provisions for the community's special-housing needs.

Policy 43: Provide for the special-housing needs of large households, the elderly, persons with disabilities including developmental disabilities, extremely low income households, the homeless, farmworkers, and families with single-parent heads of households.

Program 43.1: Continue to provide housing opportunities for households with special needs such as studio and one-bedroom apartments for the elderly and single-person households, three-bedroom apartments for large households,

4.0 HOUSING ELEMENT

specially designed units for persons with disabilities, SROs, emergency shelter and transitional housing for the homeless, and units affordable to extremely low-, low- and very low-income households with single-parent heads of households or those with disabilities (including developmental disabilities). The City will continue to make available funding from sources such as the City's Lower-Income Housing Fund, and the City's Federal HOME and CDBG grants to assist local non-profit agencies and housing developers. The City will also provide technical support to agencies to seek other sources of funding and to plan and develop housing for persons with special needs.

Responsible Agency: Housing Division, City Council

Time Period: Seek funding annually and ongoing.

Funding Source: Lower-Income Housing Fund, CDBG Funds, City Grant Program

Program 42.2: Require as many low- and very low-income units as is feasible within large rental projects to utilize Universal Design standards to meet the needs of persons with disabilities and to allow for aging in place.

Responsible Agency: City Council

Time Period: As projects with low- and very low-income units come forward.

Funding Source: Housing Developers

Program 43.3: Set aside a portion of the City's CDBG funds each year to developers of extremely low income housing, special needs housing and service providers.

Responsible Agency: City Council

Time Period: Annually

Funding Source: CDBG Funds

Program 43.4: Set aside a portion of the City's Lower-Income Housing Fund for housing projects which accommodate the needs of special housing groups such as for persons with physical, mental, and/or developmental disabilities, and persons with extremely low-incomes.

Responsible Agency: City Council

Time Period: Annually

Funding Source: Lower-Income Housing Fund

4.0 HOUSING ELEMENT

Program 43.5: Give priority for the production of housing for persons with disabilities in infill locations, which are accessible to City services.

Responsible Agency: Housing Division, City Council

Time Period: As applications for housing projects in infill locations are received.

Funding Source: Housing Developers

Program 43.6: Encourage the provision of special-needs housing, such as community care facilities for the elderly, and persons with disabilities (including developmental disabilities) in residential and mixed-use areas, especially near transit and other services. The City will provide regulatory incentives such as expedited permit processing in conformance with the Community Care Facilities Act and fee reductions where the development would result in an agreement to provide below-market housing or services. The City provides fee reductions per Pleasanton Municipal Code Chapter 18.86 (Reasonable Accommodations) on the basis of hardship. The City will maintain flexibility within the Zoning Ordinance to permit such uses in non-residential zoning districts.

Responsible Agency: Housing Division, City Council

Time Period: Ongoing.

Funding Source: Not Applicable

Program 43.7: Require some units to include Universal Design and accessibility features for all new residential projects receiving governmental assistance, including tax credits, land grants, fee waivers, or other financial assistance. Consider requiring some units to include Universal Design and accessibility features in all other new residential projects to improve the safety and utility of housing for all people, including home accessibility for people aging in place and for people with disabilities.

Responsible Agency: Housing Division, Housing Commission, Planning Division, Planning Commission, City Council

Time Period: Ongoing.

Funding Source: Not Applicable

Policy 44: Investigate and solicit information on senior citizen housing issues so that the senior population of Pleasanton has access to housing which meets their needs as the population ages.

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Policy 4445: When considering City funding for housing affordable to low- and very low-income households, consider the goal of building units affordable to low- and very low-income households and senior units affordable to low- and very low-income households in proportion to the need.

Environmental Protection

Goal 18: Promote resource conservation and environmental protection for new and existing housing.

Policy 46: Preserve and enhance environmental quality in conjunction with the development of housing, including additions and remodels.

Program 46.1: Implement the applicable housing related air quality, climate change, green building, water conservation, energy conservation, and community character programs of the Pleasanton General Plan, including:

- Policy 6 and programs 6.1 and 6.3 of the Air Quality and Climate Change Element
- Programs 1.5, 1.7, 1.8, 1.12, 1.13, 1.14, and 3.12 of the Water Element
- Program 9.1 of the Community Character Element
- Policies 2, 3, 4, 6 and 7 and programs 2.1-2.7, 3.1-3.5, 4.1-4.3, 6.1-6.4, 7.1-7.3, and 7.6 of the Energy Element

Responsible Agency: Planning Division, Planning Commission, City Council
Time Period: Ongoing.
Funding Source: Planning Division Budget

Program 46.2: Utilize the City’s Lower-Income Housing Fund for low-interest loans to support alternative energy usage and/or significant water conservation systems in exchange for securing new and/or existing rental housing units affordable to low- and very low-income households.

Responsible Agency: Housing Division, Housing Commission, City Council
Time Period: Ongoing; dependent on specific proposals.
Funding Source: Housing Division Budget

City Resolution 10-390—Non-Discrimination

Goal 19: Enhance existing non-discrimination housing policies.

Policy 47: Implement Resolution 10-390, requiring enhancements to existing non-discrimination housing policies.

Program 47.1: Identify the level of need for special needs housing, including housing for low-income-non-senior adults with disabilities, in the community that is not being met in existing housing. The City Council shall consider the appropriate steps to address the identified needs.

Responsible Agency: Housing Division, Human Services Commission, Housing Commission, City Council

Time Period: When Other Programs Are Reviewed, Such as Community Development Block Grant and Home Programs, as Appropriate

Funding Source: Housing Division Budget

Program 47.2: Survey older multi-family residential complexes and consider utilizing the City's Lower-Income Housing Fund, Federal funds, and/or other funds to provide low-interest loans to retrofit existing residential units for the purpose of developing three bedroom rental units affordable to large low- and very low-income households.

Responsible Agency: Housing Division

Time Period: By December 2015.

Funding Source: Housing Division Budget

Program 47.3: The City will coordinate a workshop with non-profit housing developers and owners of sites rezoned to accommodate housing affordable to low- and very low-income households for the purpose of facilitating discussion regarding potential opportunities, programs, financial support, etc. The City will utilize its Lower-Income Housing Fund, Federal funds, and/or other funds/financial support to assist with the acquisition of a site or to assist with development of a project with three bedroom units affordable to large low- and very low-income households by a non-profit housing developer. The City will work cooperatively with developers to identify any funding gap in project financing and will make contributions from its Lower Income Housing Fund to help close this gap. A minimum of \$1 million will be made available for this purpose.

4.0 HOUSING ELEMENT

Responsible Agency: Housing Division, City Council
Time Period: Schedule workshop by January 2016; other assistance dependent on specific proposals.
Funding Source: Housing Division Budget

Program 47.4: As part of the City’s Consolidated Annual Performance Evaluation Report approval, or other time deemed appropriate by the City Manager, the City Manager will present a report regarding the City’s efforts to fulfill Resolution 10-390, the success of the efforts and the plan and proposals to attract well-designed housing affordable to low- and very low-income households with children in the future.

Responsible Agency: Housing Division
Time Period: Annually, or Other Time as Deemed Appropriate by the City Manager
Funding Source: Housing Division Budget

Program 47.5: The City will work in good faith with non-profit and for-profit developers to secure property, within Pleasanton and its current sphere of influence, for the development of well-designed affordable housing for families with children in Pleasanton.

Responsible Agency: Housing Division, Planning Division
Time Period: During preparation of the East Pleasanton Specific Plan.
Funding Source: Housing Division and Planning Division Budgets

Senate Bill (SB) 2

Goal 20: Satisfy the supportive housing, and transitional housing requirements of SB 2.

Policy 48: Revise the Zoning Title of the Pleasanton Municipal Code to address SB 2.

Program 48.1: Revise the Zoning Ordinance to permit transitional and supportive housing in all zones allowing residential uses and define transitional and supportive housing as residential uses allowed in the same way and subject to the same development regulations that apply to other dwellings of the same type in the same zone.

4.0 HOUSING ELEMENT

Responsible Agency: Housing Division, Housing Commission, Planning Division, Planning Commission, City Council

Time Period: Within One Year of the Adoption of the Housing Element

Funding Source: Housing Division and Planning Division Budgets

2005 Pleasanton Plan 2025

6. PUBLIC FACILITIES AND COMMUNITY PROGRAMS ELEMENT



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6. PUBLIC FACILITIES AND COMMUNITY PROGRAMS ELEMENT

BACKGROUND AND PURPOSE

The purpose of the Public Facilities and Community Programs Element is to define the capital improvements, public facilities, and programs needed to service the community at build out, schools, library, high-speed wireless internet access (Wi-Fi), recreation and parks, other community facilities, and solid waste. Community programs include programs run by the City, other agencies and individuals that educate, nurture, or otherwise provide a social benefit to members of the community.



City Council Chambers and Community Development Department

A public facilities element is an optional general plan element. Public facilities such as sewer and waterlines, treatment plants, water wells, reservoirs, and drainage facilities are parts of the infrastructure that support development. The Water Element addresses all of these facilities related to water. Transportation systems and roadways

contribute to determining a community's land use patterns, as well as the direction and intensity of growth. The Circulation Element addresses these facilities. Public facilities for city and county offices, education, libraries, recreation and parks, solid waste, cultural arts, community health, and other community programs are important to residents' quality of life. This Element addresses all of these facilities.

California Government Code Section 65302 provides for a land use element that designates the proposed general distribution, location and extent of several land uses, including public facilities such as schools, public buildings and grounds, and solid and liquid waste disposal facilities. Note, however, that *Government Code* Section 65301(a) allows a legislative body to adopt a general plan in any format deemed appropriate or convenient. Pleasanton has chosen to include the distribution, location and extent of many public facilities in this Public Facilities and Community Programs Element.

SUSTAINABILITY

As stated in the General Plan Vision, the City of Pleasanton embraces the concept of sustainable development. A sustainable city draws from the environment only those resources that are necessary and that can be used or recycled perpetually, or returned to the environment in a form that nature can use to generate more resources. Directly relating the concept of sustainability to public facilities and programs includes: minimizing and recycling solid wastes (garbage). Providing public facilities and programs in ways that reduce motor vehicle-trips and energy usage also address the concept of sustainability. Thus schools, libraries, parks and recreational facilities, community facilities, cultural arts, and human services that may be readily accessed by walking, bicycle riding, transit, carpools or linked

automobile trips would also relate to sustainability planning. This element addresses the concept of sustainability through its goals, policies and programs.

SCHOOLS AND EDUCATION^{1,2}



Lunch break at Foothill High School

Kindergarten through Twelfth Grade

Pleasanton is known for the quality of its school system, and the General Plan contains policies and programs to assist in its continued excellence. Prior to the fall of 1988, three independent school districts (Pleasanton Joint School District, Murray School District, and the Amador Valley Joint Union High School District) provided school facilities and services. Beginning in the fall of 1988,

¹ Thomas R. Williams, Principal Demographer, Enrollment Projection Consultants, Letter to Superintendent and Board of Education, Pleasanton Unified School District, January 24, 2006.

² City of Pleasanton, *2002 Growth Management Report*, Prepared for the Pleasanton City Council, November 2002.

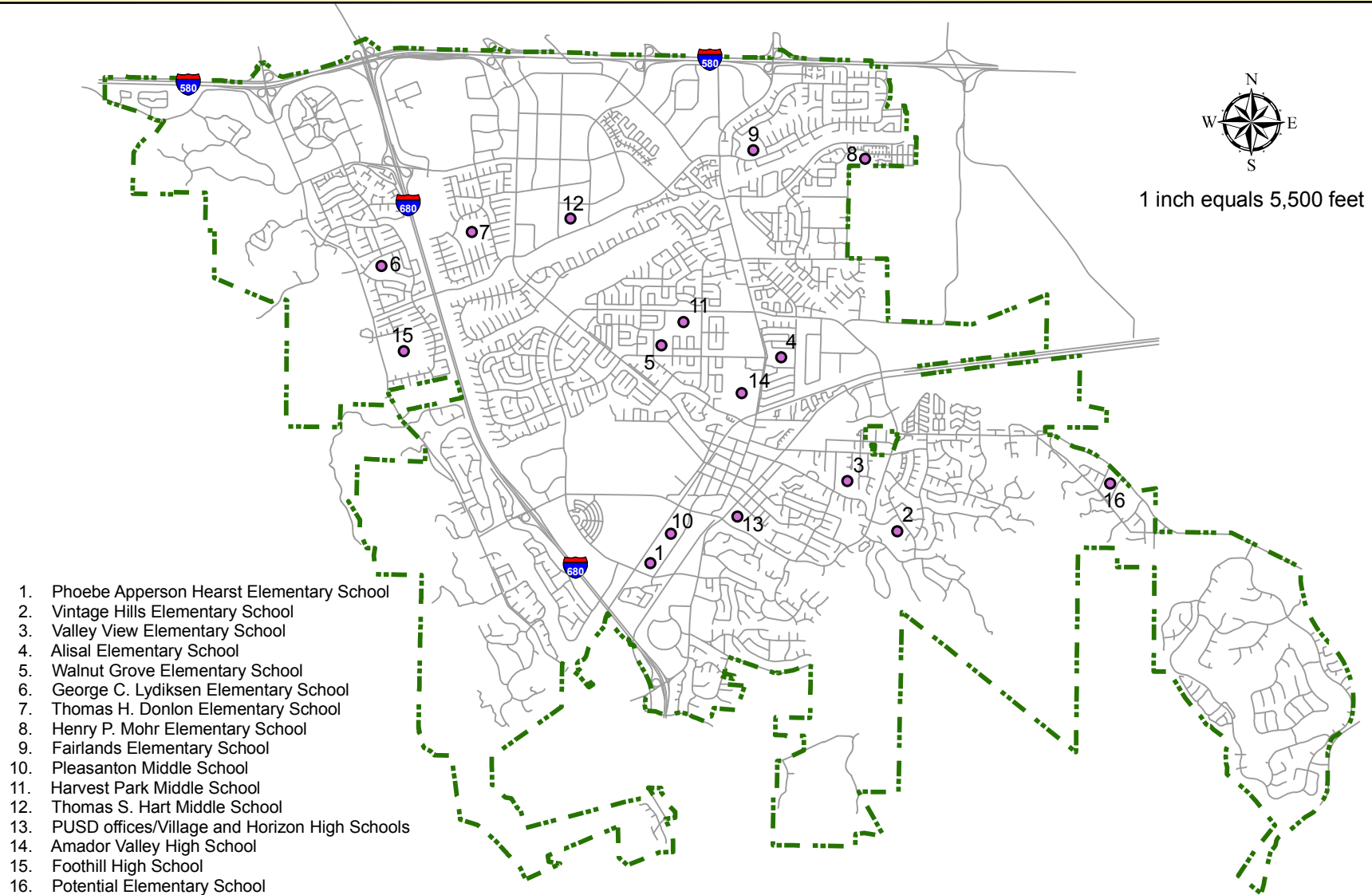
the various individual districts merged into the Pleasanton Unified School District (School District) providing school services for children kindergarten through grade twelve. The School District boundaries include the City of Pleasanton and some outlying, sparsely populated areas. The School District operates nine public elementary schools, three public middle schools, and four high schools (two of which do not have attendance areas as they are specialty high schools). See Figure 6-1 for the location of all existing and proposed public school sites. Pleasanton also has several private schools that accommodate almost 300 school-age children, Kindergarten through twelfth grades.

Since the 1996 General Plan, elementary-school enrollment has increased about 12 percent (from 5,391 student to 6,054 students), middle-school enrollment has increased about 38 percent (from 2,537 to 3,490 students), and high-school enrollment has increased about 53 percent (from 3,234 to 4,974). Enrollment has increased primarily due to new residential development.



After school at Amador Valley High School

2005 PLEASANTON PLAN 2025



Source: Pleasanton Unified School District

Figure 6 - 1
Public School Facilities and Sites

The School District collects developer fees on building plans for new construction before the City of Pleasanton issues building permits on those plans. The fees are expected to cover most, if not all, of the facilities’ costs created by residential development through General Plan buildout.

Education for Adults

Within and nearby the City of Pleasanton are continuing educational opportunities for adults. The Pleasanton Parks and Community Services Department offers a variety of education and enrichment activities for mature adults and a few health-based classes for adults. The Pleasanton Unified School District offers academic, vocational and enrichment classes for adults during daytime and evening hours. One community college (Las Positas) serves Pleasanton and two colleges located in Pleasanton offer on-line degree programs.

Las Positas College serves the Tri-Valley area, including Pleasanton, by offering classes in technologies, humanities, arts, business, computers, language, communication, math and science, physical education, and health, public safety, and social science. Students may obtain an Associate in Arts Degree (AA), an Associate in Science Degrees (AS), or a certificate within the range of subjects that Las Positas offers.

Four-year colleges and universities in Pleasanton’s vicinity include: Cal State East Bay at Hayward (18 miles) and at Concord (27 miles), and the University of California at Berkeley (31 miles), and three private colleges located between 20 to 25 miles from Pleasanton.

LIBRARY FACILITIES AND PROGRAMS

One of the primary factors in the quality of life in Pleasanton is the quality of its public library facilities. Pleasanton’s library contributes to the intellectual, educational, and recreational life of its residents. The library serves the community as a center of information,

education, and enrichment for children and adults. A good library requires a collection covering the range and depth of information needed by the community. Planning for quality library services also includes programs for all age levels, convenient hours, and sensitivity to physical, language, or cultural barriers.



Pleasanton Library

Completed in 1988, the Pleasanton Library is a City-owned building occupying 30,000 square feet of floor area. The library collection has approximately 160,000 catalogued books, CDs, books on tape, e-books, DVDs and other items. It has and continues to expand access to automated information services including the library catalogue, informational databases, and other electronically-based information services. Since taking over the operation of library services in 1999, the City Council has provided extensive financial support for expanded hours, programming, materials, and funding of the Booklegger Program, a cooperative effort between the County, City,

and School District to encourage independent reading in elementary and middle schools. In addition, the Library provides a range of services, including children’s story hours and programs for preschool and school-age children, teen services and volunteer programs, programs for seniors, outreach services to those unable to come to the library, adult literacy programs, and a unique genealogy collection



Statues in front of the Pleasanton Library

including books and CD-roms.

The Pleasanton Public Library Needs Assessment (December 2004) report documented the need for approximately 72,800 square feet of space to meet the long-term library service needs of the Pleasanton Community.

The City also plans to provide Wi-Fi (high-speed wireless internet) access through-out the library and also will maintain internet access via terminals for people not equipped with Wi-Fi computers.

PARKS AND RECREATION

Pleasanton’s park system consists of 26 neighborhood parks totaling about 133 acres, and 14 community parks totaling approximately 209 acres as listed in Table 6-1 and shown in Figure 6-2. This does not include the 237-acre Augustin Bernal Park, Callippe Preserve Open Space, Bonde Ranch Open Space, and Gold Creek Open Space described in further detail in the Conservation and Open Space Element. Pleasanton currently provides about 5.1 acres of improved neighborhood and community parks per 1,000 population, slightly above the national standard of five acres per 1,000. With development of planned parks at General Plan buildout (see below) this will increase the parks per 1,000 population figure to about 5.8

acres per 1,000 population. Table 6-2 shows existing sports facility standards and guidelines, and future facilities planned at buildout.

Since adoption of the 1996 General Plan, the following parks and recreation projects have been completed: Callippe Preserve Golf course consisting of a 145-acre, 18-hole, par-72 course of 6,800 yards, with a 7,450 square-foot ranch-style club house, a short-game practice area, a 20-stall practice range and 280 acres of open space (173 acres owned by the City and 107 acres of the Koopman Ranch under a conservation easement); renovation of Valley Trails Park; a 50-meter pool and new bathhouse at the Delores Bengtson Aquatic Center; additional tennis, handball, and basketball courts and also a children’s play area at Pleasanton Tennis and Community Park; development of Creekside and Owens Plaza neighborhood parks in Hacienda Business Park; development of Fawn Hills neighborhood park on the



Callippe Preserve Golf Course

TABLE 6-1: NEIGHBORHOOD, COMMUNITY, AND REGIONAL PARKS

City of Pleasanton Parks

Map #, Park Name, Address	Type	Acreage	Functions
1 Amador Valley Community Park, 4301 Black Ave.: Amador Recreation Center / Community Clubhouse /Dolores Bengtson Aquatic Center, 4455 Black Avenue	C	23.5	B, HO, P, PA, PG, RE, S, SO, SW, TT, Y
2 Amaral Park, 3400 Dennis Drive	N	5	B, BA, BB, P, TT, Y
3 Augustin Bernal Park, 8200 Golden Eagle Way	C	237.0	P, RE, OS
4 Bicentennial Park, 2401 Santa Rita Road	C	2.7	
5 Centennial Park, 5353 Sunol Boulevard	C	5.7	B, BO, E, HO, P, PA, PG
6 Civic Park, 100 Main Street	C	0.7	P, PA
7 Creekside Park, 5665 West Las Positas Drive	N	6.6	B, BB, P, RE, SO, TT, V, Y
8 Del Prado Park, 6701 Hansen Drive	N	5.0	B, BB, P, TT, Y
9 Delucchi Park, 4501 First Street	C	0.7	B, P, T
10 Fairlands Park, 4100 Churchill Drive	N	13.8	P, T, TE, TT
11 Fawn Hills Park, 1510 West Lagoon Road	N	5.0	B, BB, P, TT
12 Hansen Park, 5697 Black Avenue	N	6.2	B, BA, BB, P, TT, Y
13 Harvest Park, 1401 Harvest Road N	N	1.6	P, Y
14 Heatherlark Park, 5700 Northway Road	N	0.8	P, TT
15 Kottinger Community Park, 1000 Kottinger Drive	C	14.5	B, P
16 Kottinger Village Park, 4100 Vineyard Avenue	N	4.9	BB, P, TT, Y
17 Laurel Creek Park, 5875 Laurel Creek Drive	N	7.3	P
18 Lions Wayside Park, 4401 First Street	C	0.7	B, BD, P
19 Main Street Green, 890 Vervais Avenue	C	0.73	OS
20 McKinley Park, 519 Kottinger Drive	N	5.3	OS, P
21 Meadowlark Park, 8200 Regency Drive	N	4.3	B, BB, P, TT, V, Y
22 Meadows Park, 3201 W. Las Positas Boulevard	N	5.0	B, BB, P, TE, TT, V, Y
23 Mission Hills Park, 600 Junipero Street	N	8.5	B, BB, E, P, TT, Y
24 Moller Park, 5500 Pleasant Hill Road	N	7.0	B, P, TT, Y
25 Muirwood Community Park, 4701 Muirwood Drive	C	13.9	B, BB, D, P, RE, SO, TE, TT, Y
26 Nielsen Park, 3800 Stoneridge Drive	N	5.0	B, BB, L, P, T, TT, Y
27 Oakhill Park, 4100 Muirwood Drive	N	3.9	P, TT, Y
28 Orloff Park, 1800 Santa Rita Road	N	8.0	BB, E, TT, Y
29 Owens Plaza Park, 5700 Owens Drive	N	3.0	B, P, TT, Y
30 Sports & Recreation Community Park, with Softball Fieldhouse, 5800 Parkside Dr.	C	103.0	B, BA, BB, P, PG, RE, RH, S, SB, SO, ST, TT, V, Y
31 Sutter Gate Park, 4801 Sutter Gate Avenue	N	2.7	P, PE, TT, Y
32 Tawny Park, 400 Tawny Drive	N	3.9	BB, P, SO, TT, Y
33 Tennis and Community Park, Tennis Complex, 5801 Valley Avenue	C	15.0	B, BB, P, RE, TE, TT, U (10 Acres), V, W, Y
34 Upper Pleasanton Field, 4645 Bernal Avenue	N	3.0	BA, S, TT, Y
35 Valley Trails Park, 3400 National Park Road	N	6.1	B, BB, P, TT, Y
36 Val Vista Community Park, 7350 Johnson Drive	C	24	B, BA, G, P, PA, PG, SK, TT, Y
37 Veterans Plaza, 550 Peters Avenue	C	0.5	B, P, TT
38 Vintage Hills Park, 3301 Arbor Drive	N	4.0	B, P, TT, Y
39 Walnut Grove Park, 5150 Northway Road	N	3.5	B, P, T
40 Woodthrush Park, 5099 Woodthrush Road	N	3.5	P
41 BMX Facility, 3320 Stanley Boulevard	C	3.65	BMX
42 Callippe Preserve Golf Course, 8500 Clubhouse Drive	C	425	GO, RE, OS

Notes: C=Community, N=Neighborhood. Functions legend is on following page. See Figure 6-2 for park/recreational facilities locations.

TABLE 6-1: NEIGHBORHOOD, COMMUNITY, AND REGIONAL PARKS (Continued)

East Bay Regional Park District

Map #, Park Name, Address	Type	Acreage	Functions
43 Pleasanton Ridge Park	R	4,084	OS
44 Shadow Cliffs Recreational Area	R	249	B, F, P, RE, SW, WS, WSS, Private Boating

Pleasanton School District Facilities

Map #, Park Name, Address	Type	Acreage	Functions
45 Amador Valley High S. Tennis Courts, 1155 Santa Rita Road	C	N/A	TE
46 Harvest Park Middle School Gymnasium, 4900 Valley Avenue	C	N/A	BB, RE, V
47 Pleasanton Middle School Gymnasium, 5001 Case Avenue	C	N/A	BB, RE, V
48 Thomas Hart Middle School Gymnasium, 4433 Willow Road	C	N/A	BB, RE, V

Future Community Parks

Map #, Park Name, Address	Type	Acreage	Functions
49 Alviso Adobe Park, 3461 Old Foothill Road	C	6	Interpretive programs focusing on site history
50 Bernal Community Park, Bernal Avenue *	C	50	BA, P, RE, S, SB, TT
51 East Pleasanton (location to be determined) **	C	38	Undetermined
52 Staples Ranch Community Park	C	17	Undetermined
53 Vineyard Avenue Community Park	C	20	Undetermined

Legend:

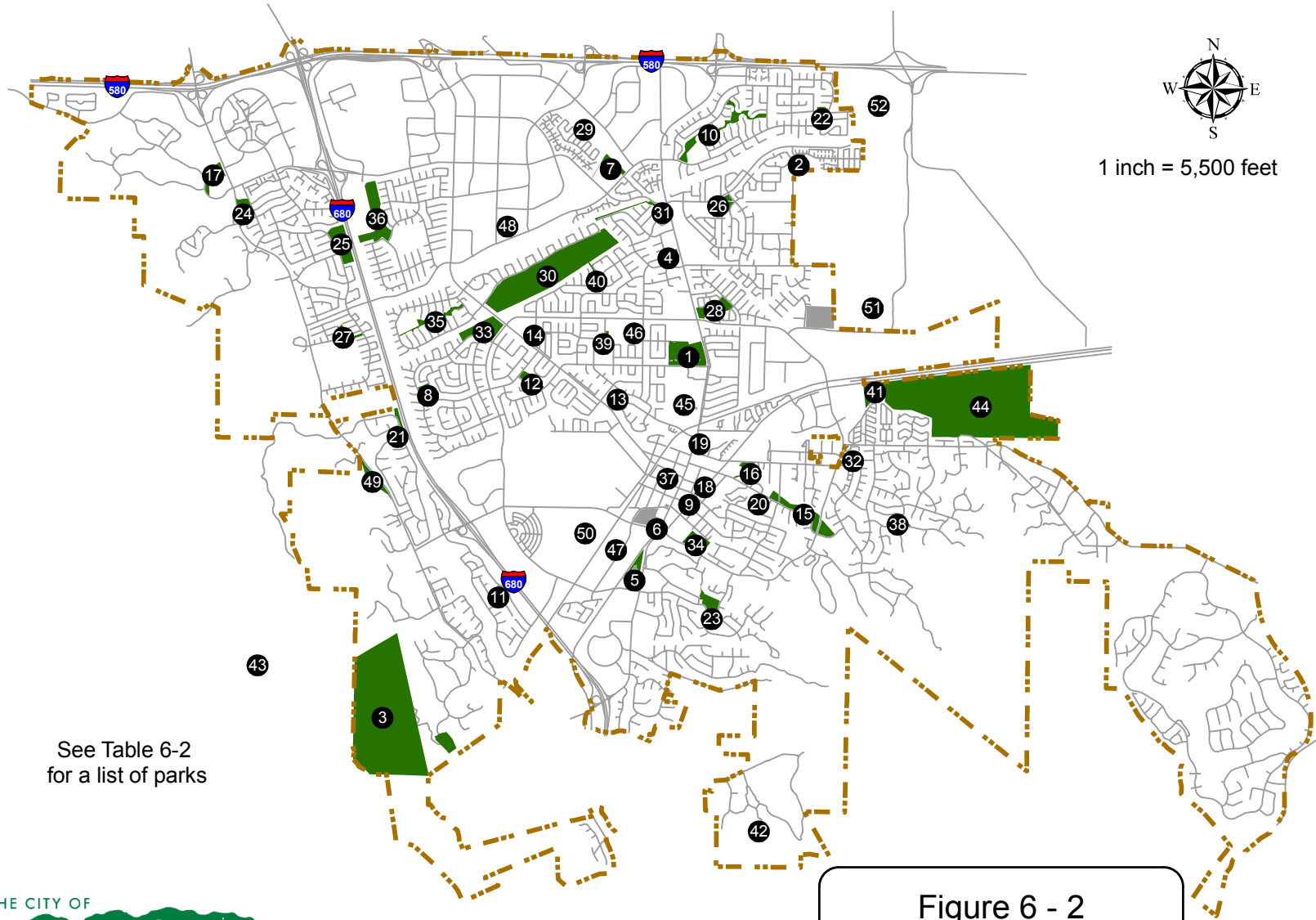
B = Barbecue	F = Fishing	R = Regional Park	TE = Tennis
BA = Baseball	G = Community Garden	RE = Restrooms	TT = Tot Play Area
BB = Basketball	GO = Golf HO = Horseshoes	RH = Roller Hockey Rink	U = Undeveloped
BD = Bandstand	N = Neighborhood Park	S = Soccer	V = Volleyball / Sport Court
BMX = BMX Track	OS = Open Space / Trails	SB = Snack Bar	W = Water Play
BO = Bocce Ball	P = Picnic Tables	SK = Inline Skate Park	WS = Water Slide
C = Community Park	PA = Public Art	SO = Softball	WSS = Wind Surfing School
D = Dog Park	PB = Paddle Boats	ST = Skateboard Track	Y = Youth Play Area
E = Exercise Course	PG = Picnic (Group)	SW = Swimming	

* The Bernal property will also include approximately 240 acres of additional open space and public amenities.

** Estimated location, size, and functions to be determined by Specific Plan.

Note: See Figure 6-2 for park and recreational facilities locations.

2005 PLEASANTON PLAN 2025



Source: Parks & Community Services, 2008

Figure 6 - 2
Existing and Future
Recreational Facilities

Legend for Figure 6-2: Recreational Facilities Locations

- | | | | |
|----|---|----|---|
| 1 | Amador Valley Community Park
Amador Recreation Center / Community Clubhouse /
Dolores Bengtson Aquatic Center | 27 | Oakhill Park |
| 2 | Amaral Park | 28 | Orloff Park |
| 3 | Augustin Bernal Park | 29 | Owens Plaza Park |
| 4 | Bicentennial Park | 30 | Sports & Recreation Community Park,
with Softball Fieldhouse |
| 5 | Centennial Park | 31 | Sutter Gate Park |
| 6 | Civic Park | 32 | Tawny Park |
| 7 | Creekside Park | 33 | Tennis and Community Park, Tennis Complex |
| 8 | Del Prado Park | 34 | Upper Pleasanton Field |
| 9 | Delucchi Park | 35 | Valley Trails Park |
| 10 | Fairlands Park | 36 | Val Vista Community Park |
| 11 | Fawn Hills Park | 37 | Veterans Plaza |
| 12 | Hansen Park | 38 | Vintage Hills Park |
| 13 | Harvest Park | 39 | Walnut Grove Park |
| 14 | Heatherlark Park | 40 | Woodthrush Park |
| 15 | Kottinger Community Park | 41 | BMX Facility |
| 16 | Kottinger Village Park | 42 | Callippe Preserve Golf Course |
| 17 | Laurel Creek Park | 43 | Pleasanton Ridge Park |
| 18 | Lions Wayside Park | 44 | Shadow Cliffs Recreational Area |
| 19 | Main Street Green | 45 | Amador Valley High S. Tennis Courts |
| 20 | McKinley Park | 46 | Harvest Park Middle School Gymnasium |
| 21 | Meadowlark Park | 47 | Pleasanton Middle School Gymnasium |
| 22 | Meadows Park | 48 | Thomas Hart Middle School Gymnasium |
| 23 | Mission Hills Park | 49 | Alviso Adobe Park |
| 24 | Moller Park | 50 | Bernal Community Park |
| 25 | Muirwood Community Park | 51 | East Pleasanton (site to be determined) |
| 26 | Nielsen Park | 52 | Staples Ranch Community Park |

TABLE 6-2: EXISTING AND FUTURE SPORTS FACILITIES, STANDARDS, AND GUIDELINES

Sports Facilities	Existing # ^a		Existing per Population ^b		National Guidelines ^c	Sports Facilities Planned at Buildout ^d				
	City	PUSD	City Facilities	City + PUSD Facilities		# City Facilities	# PUSD Facilities	# Total Facilities	National Guidelines, # to Meet	Total Facilities Per Population ^e
Baseball/Softball	31	19	1 per 2,182	1 per 1,691	1 per 2,500	36	19	55	30	1 per 1,355
Football/Lacrosse	2	4	1 per 33,825	1 per 11,275	1 per 20,000	4	4	8	4	1 per 9,313
Golf (18 holes)	1.5	0	1 per 45,100	1 per 45,100	1 per 50,000	1.5	0	1.5	1.5	1 per 49,667
Soccer	18	7	1 per 3,758	1 per 2,706	1 per 10,000	21	10	31	8	1 per 2,403
Swimming Pools	4	2	1 per 16,913	1 per 11,275	1 per 20,000	4	2	6	4	1 per 12,417
Tennis Courts	18	16	1 per 3,758	1 per 1,990	1 per 2,000	20	16	36	37	1 per 2,069

^a The existing City facilities number includes the Alameda County Fairgrounds nine-hole golf course as it is open to the general public within Pleasanton. The number of existing City and PUSD baseball/softball fields includes neighborhood parks and PUSD facilities with backstops, which may not be used for league games.

The number of existing City facilities does not include facilities provided at public schools by the Pleasanton Unified School District (PUSD). The PUSD shares its facilities with the community. Both Amador Valley and Foothill high schools have two softball fields and two baseball fields. Little League, PONY baseball and Pleasanton Girls Softball League use these eight fields on Sundays and during the summer when school is not in session. Amador Valley and Foothill high schools each has an all-weather field that can be used for football/lacrosse. Hart Middle School has two football/lacrosse fields, with football played in the fall and lacrosse in the spring. Amador Valley and Foothill high schools each has an all-weather field (counted under football/lacrosse, above) that is used for soccer on occasion. Pleasanton and Harvest Park middle schools each has three soccer fields shared with the community. Alisal Elementary School also has a shared soccer field. Other elementary school fields are only used for soccer practice. Amador Valley High School has seven, Foothill High School has nine, and Pleasanton Middle School has two tennis courts.

^b Existing City Facilities and City Facilities + Pleasanton Unified School District (PUSD) facilities are shown per Pleasanton’s current population estimate of 67,650 people.

^c National guidelines are not adopted by any federal agency; they are recommendations of the National Recreation and Park Association.

^d The City of Pleasanton estimates buildout population at 78,200 residents within its Planning Area. Plans for Bernal Community Park may include three baseball/softball fields, three soccer fields, one football/lacrosse field and potentially some tennis courts. The City may include one football/lacrosse and two baseball/softball fields at the proposed Staples Ranch Community Park and/or at another eastside community park. The City and PUSD plan to construct three shared soccer fields at Donlon Elementary School which are shown under PUSD facilities.

In addition to public facilities, Castlewood Country Club, ClubSport Pleasanton, Del Prado Cabana Club, Golden Eagle Farm Club, Highland Oaks Recreation Center and Cabana Club, Pleasanton Meadows Cabana, Pleasanton Valley Club and Ruby Hills Club provide swimming and/or tennis facilities for members. Also certain apartment and condominium complexes provide pools and/or tennis courts for residents.

^e This total includes both City facilities and shared Pleasanton Unified School District (PUSD) facilities within Pleasanton. The number of planned golf courses and tennis courts per population would be about the same as national guidelines. Pleasanton’s planned facilities per population would be greater than national guidelines for all other facilities.

Sources: James D. Mertes and James R. Hall, “Park Recreation, Open Space and Greenway Guidelines,” A Project of the National Recreation and Park Association and the American Academy for Park and Recreation Administration, A Publication of the National Recreation and Park Association, 1996. Pleasanton Parks & Community Services and Planning & Community Development departments, 2006.

west side of the Bernal Property; development of Laurel Creek neighborhood park on Laurel Creek Drive; improvement and expansion of Val Vista Community Park including Community Gardens; development of the 3.75-acre BMX park with dirt tracks used for bicycle moto-cross racing; major improvements at the Pleasanton Unified School District’s Upper Field, Kottinger Community Park, and Fairlands Park; and improvements to sections of the Community Trails System in the Downtown area, along arroyos, and within the surrounding hillsides.

Pleasanton plans to continue its past efforts to expand park and recreation facilities. In the General Plan horizon (2005 to 2025) several additional parks will be developed to serve the Pleasanton Community:



An early summer morning at the Dolores Bengtson Aquatic Center

- The 50-acre Bernal Community Park is set within the larger Bernal Property Central Area (159 acres). The Community Park is anticipated to include several lighted sports fields; Phase I, consisting of three fields (two lighted) and parking, has been approved and will be under construction in the near future. Phase II of the Community Park could include other lighted sports fields and courts (soccer, football/lacrosse, Pleasanton Unified School District’s Upper Field, Kottinger baseball, tennis). Planning for the larger Bernal Property is in process and the property will likely include a Cultural Arts Center (potential amphitheater, art gallery, art studios and classrooms), community/teen center, Grand Park, and wetlands and agriculture.
- An approximate 17-acre Community Park is planned on the Staples Ranch property. The City will work with the community to plan specific amenities, such as football/lacrosse and baseball/softball fields among other facilities.
- An approximate 40-acre community park is planned on reclaimed quarry land on Pleasanton’s east side. The City has not yet determined functions of this park, but its location may provide an opportunity for additional lighted sports fields and/or as a gateway to the chain of lakes area.
- The Vineyard Avenue Corridor Specific Plan identified a 20-acre community park site. This property is currently owned by the Pleasanton Garbage Service, Inc. Because of the former use of this property as a garbage disposal site, the Specific Plan requires preparation of a Health Risk Assessment to determine needed remediation measures for implementation. A future planning effort will determine park facilities for this site.

- The planned 7-acre Alviso Adobe Community Park will include restoration of the historic adobe and interpretive programs focusing on the history of the site from its Native American and Mexican occupancy to the recent past with its Meadowlark Dairy occupancy.

The City will also seek funds to improve some existing recreational facilities. Drainage improvements at the Sports and Recreation Community Park and at the Upper Pleasanton Field would allow more play in rainy weather. Also, a new toddler pool is planned at the Dolores Bengtson Aquatic Center.

These projects will need to be financed through a variety of sources. Recreational needs in North Pleasanton will be financed through residential park dedication fees, non-residential development projects which are conditioned to mitigate park impacts, and other financing mechanisms. Community parks could be financed partially through dedication of land as part of future developments and partially financed by the City’s General Fund. The timing for construction of these facilities is determined by the amount of development and is budgeted each year in two-year increments in the City’s Capital Improvement Program.

COMMUNITY FACILITIES AND CULTURAL ARTS ³

One of Pleasanton’s major attractions as a community is the quality and diversity of its community facilities including schools, parks, recreational facilities, and civic buildings. Table 6-3 includes a description of existing community facilities and Figure 6-3 shows facilities locations. Several new community facilities and parks are discussed under the Parks and Recreation section.

³ Cultural arts include fine arts (drawing, painting, sculpture, engraving, etc.), performing arts (drama, dance, and music), technical arts (architecture and graphic arts), and crafts (weaving, pottery, wood carving, glass blowing, knitting, crocheting, embroidering, etc.).

In recognition of the importance of shared community space, the City has continued to aggressively expand its inventory of community-owned buildings and facilities since the 1996 General Plan. As Pleasanton continues its efforts to expand public facilities, this General Plan will see the completion of the following projects:

- Renovation of the Veterans Memorial Building on Main Street in downtown. This project, which was recently completed, preserves the exterior appearance, restores significant interior finishes and features, and upgrades the facility to current building codes.



Veterans Memorial Building after renovation

- Construction of the Firehouse Arts Center on the site of the former Fire Station #1 on Railroad Avenue and consisting of gallery, classroom and theater space.
- Downtown restrooms. The City recently completed a public restroom at Delucchi Park that serves the downtown and

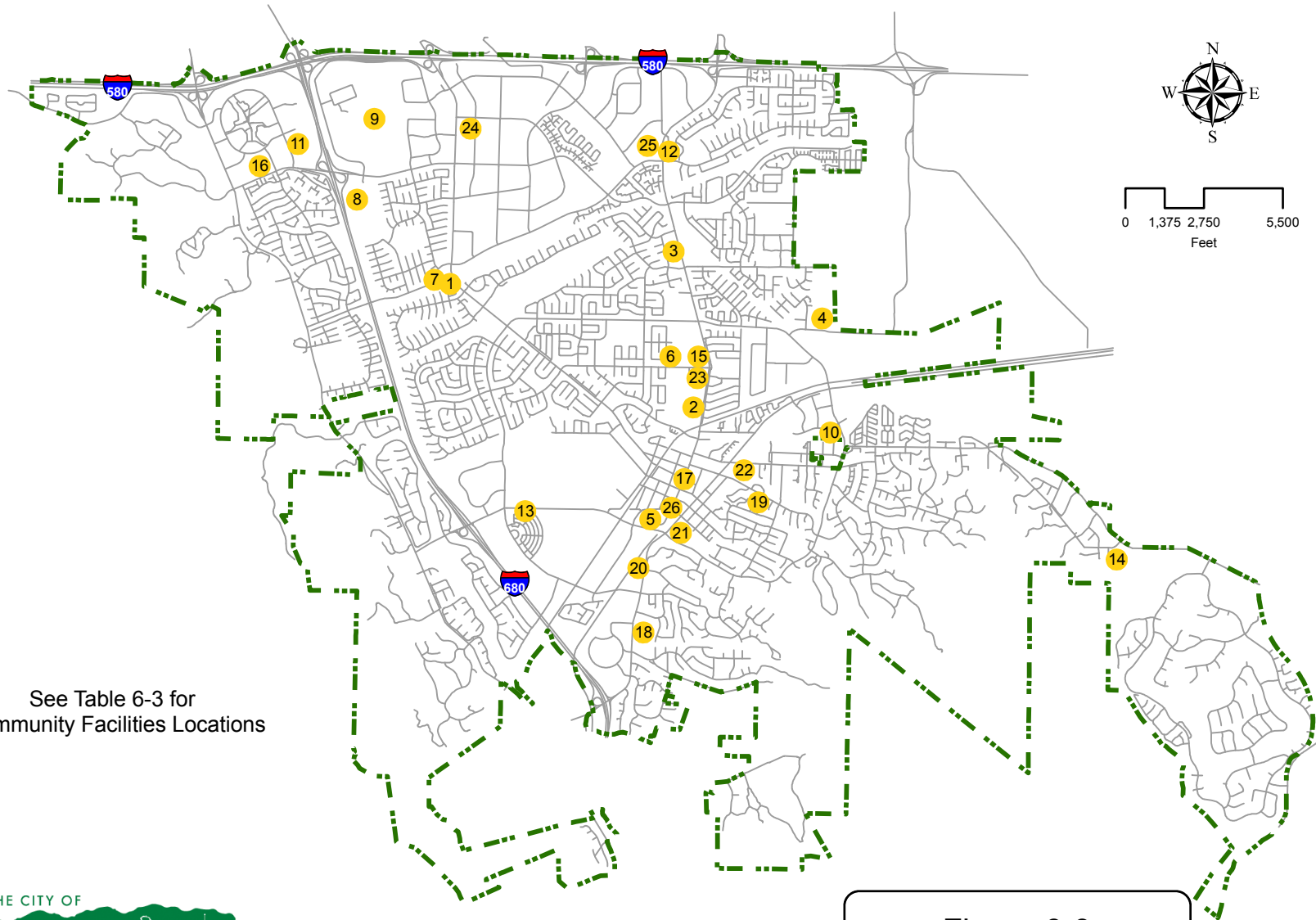
TABLE 6-3: COMMUNITY FACILITIES

- | | |
|---|--|
| <p>1 Alameda County Health Department, 3730 Hopyard Road</p> <p>2 Amador Theater, Amador Valley High School,
1155 Santa Rita Road</p> <p>3 Century House, 2401 Santa Rita Road</p> <p>4 City Operations Service Center, 3333 Busch Road</p> <p>5 Civic Center Complex:
200 Old Bernal Avenue, 123 and 157 Main Street
City Hall Administration, 123 Main Street
Council Chambers, 200 Old Bernal Avenue
Library, 400 Old Bernal Avenue
Police, 4833 Bernal Avenue</p> <p>6 Cultural Arts Center, 4477 Black Avenue</p> <p>7 Department of Motor Vehicles,
6300 West Las Positas Boulevard</p> <p>8 Dublin / San Ramon Services District (DSRSD) sewage treatment plant,
7399 Johnson Drive</p> <p>9 DSRSD sewage treatment ponds and drying beds, and
Livermore-Amador Valley Water Management Agency
facilities, north of Stoneridge Drive</p> <p>10 Fire Station 1, 3560 Nevada Street</p> <p>11 Fire Station 2, 6300 Stoneridge Mall Road</p> <p>12 Fire Station 3, 3200 Santa Rita Road</p> | <p>13 Fire Station 4, 1600 Oak Vista Way</p> <p>14 Fire Station 5, Ruby Hill Station, 1200 Vineyard Avenue</p> <p>15 Gingerbread Preschool, 4433 Black Avenue</p> <p>16 Kaiser Permanente Medical Center,
7601 Stoneridge Drive</p> <p>17 Livermore-Amador Valley Historical Society Museum,
603 Main Street</p> <p>18 Memorial Gardens / Saint Augustine Cemetery,
Sunol Boulevard</p> <p>19 Nature House, 519 Kottinger Drive</p> <p>20 Pleasanton Senior Center, 5353 Sunol Boulevard</p> <p>21 Pleasanton Unified School District Office,
4665 Bernal Avenue</p> <p>22 Regalia House, 4133 Regalia Court</p> <p>23 US Post Office, 4300 Black Avenue</p> <p>24 US Post Office, 4682 Chabot Drive</p> <p>25 Valley Care Medical Center,
5555 West Las Positas Boulevard</p> <p>26 Veterans Memorial Building, 301 Main Street</p> |
|---|--|

Recreational Facilities are listed on Table 6-1 Neighborhood, Community, and Regional Parks. They are shown on Figure 6-2 Recreational Parks and Facilities.

See Figure 6-3 for Community Facilities locations.

2005 PLEASANTON PLAN 2025



See Table 6-3 for
Community Facilities Locations



Source: Parks & Community Services, 2008

Figure 6-3
Community Facilities

the farmers’ market. The City will consider construction of public restrooms when planning and designing public spaces and facilities in the future.

- Planning and development of several community facilities in the Grand Park on the Bernal Property, including: a cultural arts center, environmental education center, amphitheatre, and a youth/community center.

The timing for construction of these facilities will depend on available funds and is budgeted each year in two-year increments in the City’s Capital Improvement Program.

In order to improve the appearance and maintenance, and for historic preservation reasons, the City has acquired the 5-acre Pleasanton Pioneer Cemetery at 5780 Sunol Boulevard. The Parks and Recreation Commission will oversee staff in renovating, preserving, and maintaining the facility while Catholic Funeral and Cemetery Services will provide funeral services and records management.

HUMAN SERVICES

Pleasanton uses a variety of strategies to assure that it meets its diverse citizens’ human services needs. The City directly provides human service programs including transportation for the disabled and elderly, programs for disabled youth, and preschool programs. Pleasanton also meets human service needs through cooperation and collaboration with other providers. For example, the Pleasanton Senior Center, a multi-service facility utilizes a number of agencies to provide services such as senior nutritious lunches and home-delivered meals; health check-ups; case management; and legal, financial, Medicare, and income-tax assistance.

The City contracts with various human service agencies such as Child Care Links, Senior Support of the Tri-Valley, and Spectrum



Line dancing at the Pleasanton Senior Center

Community Services. The City has other contracts to address eldercare and caregiver issues, provide in-home supportive services, and nutritional and health needs of at-risk elders. In addition, the City annually awards grant funds to local non-profit agencies meeting the human services needs of the community. Projects supported through these awards include low-income family healthcare, homeless shelter counseling/support, Aids case management, food pantry and hot meal programs, domestic violence counseling/support groups, youth-at-risk intervention, hospice, medical services, and physically and developmentally disabled independent housing support.

The City of Pleasanton has become more ethnically diverse during the past years. For example, according to US Census data, from 1990 to 2000 the City’s white population dropped from 90.7 percent to 80.4 percent of total population, while the Asian population grew from 5.8



Exercise Class at the Senior Center

percent to 11.7 percent and the Latino population (of any race) grew from 2.1 percent to 7.9 percent. Other racial groups stayed about the same percentage of the total population. During this time Pleasanton’s senior population grew by more than 70 percent.

The Tri-Valley area is the fastest growing region in Alameda County, and is becoming more racially and ethnically diverse. The Tri-Valley’s non-English speaking population (primarily Spanish with a number of Asian/Pacific Islanders) has increased by over 200 percent. The school-aged population has grown by 45 percent while the number of people living below the federal poverty threshold increased by about 27 percent. In addition, about one-fifth of the population reported long-term disabilities. Thus the Tri-Valley area is becoming more diverse.

Childcare

The need for high-quality daycare, preschool, and after-school childcare is growing in Pleasanton. Within the city, each of the nine

Pleasanton Unified School District elementary schools has at least one after-school childcare program, although many of these programs are at capacity and cannot service the entire after-school childcare need. The City also has 18 other licensed childcare centers (including preschools) in commercial, industrial, and institutional areas.

In addition to centers, childcare is also provided within licensed residences that the State of California calls “Family Child Care Homes.” A Family Child Care Home must be in the licensee’s own home. Family Child Care Homes provide childcare (non-medical) for periods of less than 24 hours. In 2005 the city had 23 large (up to 14 children) Family Child Care Homes and numerous small (up to eight children) Family Child Care Homes.

As of March 2006, licensed childcare centers and large Family Care Homes had the capacity to care for about 3,530 children in Pleasanton. These two types of facilities had a vacancy rate of eight percent.



Gingerbread Preschool class

Within the city in 2004, the unmet childcare demand for these types of facilities was about 2,250 spaces for parents of working families, according to the “Child Care Links Annual Report, 2004.” Child Care Links is an agency that focuses on monitoring the availability of childcare, increasing the availability of family-care homes, and improving the overall quality of all childcare. Note that the majority of all childcare is provided by the children’s relatives. Other small exempt childcare providers and in-home care also serve up to about 10 percent of the children.⁴

SOLID WASTE

The solid waste management system in Alameda County includes the collecting, processing, and disposing of solid waste materials. These materials include waste generated from residential, commercial, industrial, institutional, and agricultural uses in addition to construction and demolition materials, wastewater sludge, street sweepings, plant debris, litter, and hazardous wastes. In short, the solid waste, which must be collected and disposed of, consists of every material used or consumed by people. A detailed description of solid waste material types and the quantities produced are contained in the Alameda County Integrated Waste Management Plan.⁵

The City currently has a franchise agreement with Pleasanton Garbage Service (PGS) to the year 2019, which gives PGS exclusive right, subject to limited exceptions, to collect and transport solid waste from all residential, commercial, and industrial waste generators in the City. This agreement requires PGS to maintain a contract for disposal with a landfill operator. PGS currently contracts with Browning Ferris

Industries for disposal at the Vasco Road Landfill in Livermore. According to the Alameda County Integrated Waste Management Plan, and assuming achievement of countywide waste reduction goals, the Vasco Road Landfill will have capacity through 2037.⁶ Table 6-4 shows Pleasanton’s annual garbage generation and diversion rates for 2005 and 2025. The 2025 projections show the amount of garbage with a 50 and a 75 percent diversion rate, depending on how the City is able to accomplish its increased garbage diversion goals. Hazardous materials are processed and disposed of according to State and Federal regulations. Residents and small generators of hazardous

Table 6-4: PLEASANTON’S ANNUAL GARBAGE GENERATION AND DIVERSION, 2005 AND 2025

Year	Disposal (1000 Tons)	Diversion (1000 Tons)	Diversion (percent)	Generation (1000 Tons)
2005	121.0	119.2	49.75 %	240.9
2006	–	–	56 %	260.9
2025	141.7	141.7	50 %	283.3
2025	70.8	212.5	75 %	283.3

Notes: 2025 buildout assumes the same amount of waste per day per single-family residential unit. Single family units would increase by 2,022 new units or 20 percent by 2025. Commercial rates are based on 51 percent land use increase from 2005 to 2025. Garbage generation from multi-family units are subsumed within this total.

Source: R3 Consulting Group for City of Pleasanton, *City of Pleasanton 2005 Waste Generation Study*, Oct. 9, 2006; HF&H Consultants, LLC for Alameda Co. Source Reduction and Recycling Board, “5-Year Audit” *Program Assessment Member Agency Program Summaries*, Revised Jan. 2008; and CIWMB Electronic Model Annual Report Summary, 4/3/2008.

⁴ Bay Area Economic, for the Local Investment in Child Care (LINCC) project, *Linking Development and Child Care, a Toolkit for Developers and Local Governments*, 2005.

⁵ Alameda County Waste Management Authority, *Alameda County Integrated Waste Management Plan*, Adopted February 26, 2003.

⁶ *ibid.* Table 3-8, page III-13.

wastes can dispose of them at Alameda County’s Household Hazardous Waste facilities in Livermore, Hayward or Oakland which recycle some of these wastes and package the remainder for treatment or disposal outside the County. In addition, the Livermore-Pleasanton Fire Department operates a used-oil collection program.

The Pleasanton Transfer Station is owned and operated by Pleasanton Garbage Service (PGS), and has a design capacity of 720 tons per day. In 2005, it processed an average of 400 tons per day.⁷ In addition to the residential, commercial, and industrial refuse collected by PGS in Pleasanton, the transfer station accepts refuse collected by PGS in the Sunol and Castlewood areas of unincorporated Alameda County, from the general public, and from residents and businesses from neighboring jurisdictions. Approximately twenty percent of the self-haul refuse processed at the transfer station originates outside the Pleasanton city limits.⁸

Pleasanton’s principal solid waste management planning document is the City’s Source Reduction and Recycling Element (SRRE), adopted in January 1992. This document has been incorporated into the Alameda County Integrated Waste Management Plan. The SRRE describes the programs that the City will use to comply with the *California Integrated Waste Management Act*, which requires all cities and counties to recycle 25 percent of their waste by the year 1995 and 50 percent by the year 2000.

The *Alameda County Waste Reduction and Recycling Initiative Charter Amendment (Measure D)* established a countywide goal of 75 percent reduction of waste going to landfills. Subsequently the *Alameda County Integrated Waste Management Plan* incorporated this goal and set a target

⁷ Bob Molinaro, General Manager, Pleasanton Garbage Service, Personal Communication with Janice Stern, Principal Planner, City of Pleasanton, Jan. 18, 2006.

⁸ *ibid.*



Pleasanton transfer station

date of 2010. In April 2008, the City adopted a resolution to meet the goal and target date while using the existing California Diversion rate methodology for measurement. While obtaining the reduction goal by 2010 will be challenging for all of the agencies in the County, its adoption is a reflection of the City’s commitment to waste reduction.

The Source Reduction and Recycling Initiative (*Measure D*) was a County ballot initiative passed by the voters in 1990. It established aggressive countywide waste diversion goals above the goals set by the state. *Measure D* not only sets a 75 percent and higher goal for reduced landfilling, but also emphasizes the preservation of natural resources, and describes the need to establish long-term sustainable consumption and disposal patterns.

The two most prominent waste diversion programs utilized by the Source Reduction and Recycling Element are use of a Materials

Recovery Facility (MFR) and a green-waste/composting program. The MFR has been in operation at the Pleasanton Garbage Service Transfer Station since 1990. It uses a conveyor belt to facilitate manual removal of recyclable material from the refuse. PGS also operates a buy-back center through an affiliated company at the Transfer Station, and collects cardboard, glass, and paper from commercial and industrial generators. In 2005, approximately 10 to 15 tons a day (about 3,600 to 5,400 tons a year) was removed from the waste stream at the transfer station.⁹

The City and the Pleasanton Garbage Service implemented a green-waste collection program in 1996, and increased this to weekly service in 2004. The program is now diverting approximately 30 tons a day (about 11,000 tons a year) from landfill. Also, in 2004 this program was supplemented by food scrap recycling, although to date this has not added significantly to the amount of waste diverted. In addition, the City participates in educational activities and supports home composting efforts.

In 2002, a concerned parent at Walnut Grove Elementary School launched the *Go Green Initiative*. This is an environmental program that unites parents, teachers and children to create a culture of conservation on school campuses. The program, which now involves all Pleasanton Unified School District (PUSD) schools, has spread to thirteen states in 2006. The City of Pleasanton partners with PUSD and *Go Green Initiative* organizers to encourage recycling and composting, and to educate students regarding environmental stewardship. During the 2004-2005 school year, the initiative resulted in over 335,500 pounds of paper diverted, over 28,700 pounds of cardboard diverted, and 1,882 printer cartridges recycled.¹⁰

⁹ *ibid.*

¹⁰ Karen Brown, Tri-Valley Go Green Coordinator, Personal Communication with Jacqui Diaz, Assistant to City Manager, City of Pleasanton, September 9, 2005.

In November 2003, the City held its first E-Waste Day for residents to drop off unneeded computers, monitors, and other electronic products. This event resulted in 72 tons of e-waste. In April 2005, the City collected another 74 tons. The City plans to hold an annual E-Waste collection day.



Pleasanton E-Waste Day Recycling Bins

Office paper recycling is encouraged through “The Paper Gobbler” program sponsored by Pleasanton Garbage Service. This program is voluntary and has resulted in 504 tons of paper diverted from the waste stream in 2005.¹¹

With the programs described above, the City has been able to report a 56 percent diversion rate, based on a 1990 base year. This is based on

¹¹ Debbie Jeffrey, Recycling Coordinator, Pleasanton Garbage Service, Personal Communication with Janice Stern, Principal Planner, City of Pleasanton, February 13, 2006.

a study prepared in 2006 to provide updated information to more accurately calculate the diversion rate. In addition, the City intends to work on implementation of a commingled commercial recycling program and a comprehensive construction and demolition debris recycling ordinance. The City will also be reviewing the existing residential recycling program to determine if collection of recyclables in a separate bin at each residence would result in a higher diversion rate.

The City receives an annual grant from the County to purchase recycled products. In the future the City intends to formalize a procurement process that gives preference to recycled and environmentally-friendly products.

RELATIONSHIP TO OTHER ELEMENTS

Policies and programs established throughout the General Plan affect public facilities in Pleasanton.

Land Use Element

The Land Use Element designates community facilities, and parks and recreation on the Pleasanton General Plan Map. The Public Facilities and Community Programs Element discusses community facilities, programs, and parks.

Circulation Element

The Circulation Element strives to improve traffic and circulation systems throughout Pleasanton, including trails for pedestrian and bicycle travel. The Public Facilities and Community Programs Element discusses recreational facilities and includes a program to link parks with a trail system. The Circulation Element also discusses roadways, transit stations, and other transportation-related public facilities.

Public Safety Element

The Public Safety Element designates critical facilities for emergencies. Because these are largely public facilities, the Public Facilities and Community Programs Element also discusses and maps critical facilities.

The Public Safety Element discusses flood hazards. The Public Facilities and Community Programs Element discusses stormwater (flood control) facilities to be used to mitigate flood hazards.

Conservation and Open Space Element

The Conservation and Open Space Element discusses parks as open space uses. The Public Facilities and Community Programs Element discusses parks and recreation areas. Although both elements discuss parks, the Conservation and Open Space Element emphasizes open space uses and recreation in the context of natural areas while the Public Facilities and Community Programs Element emphasizes active recreation and sports aspects of parks.

Water Element

The Water Element discusses Water Systems, Wastewater, and Stormwater facilities, all of which are public facilities that the Public Facilities and Community Programs Element previously addressed.

The Water Element references some water-related recreational areas including Shadow Cliffs and future uses at the Chain of Lakes. The Public Facilities Element references all recreational facilities and programs needed to service the community.

Community Character Element

The Community Character Element addresses many of the facilities and programs in Pleasanton that make up its community character,

including parks and recreation, community facilities, cultural arts, and human services. The Public Facilities and Community Programs Element addresses all of these.

Public Facilities and Community Programs Goals, Policies, and Programs

The following goals, policies, and programs, in addition to those contained in other Elements, constitute an action program to implement the objectives described in this element.

GOALS, POLICIES, AND PROGRAMS

Goal 1: Provide sufficient public facilities and community programs to efficiently serve existing and future development while preserving and enhancing the quality of life for existing and future residents.

Goal 2: Promote sustainability to minimize additional or expanded public facilities.

Capital Improvements and Financing

Goal 3: Promote responsible financing and construction to preserve and enhance Pleasanton's public facilities.

Policy 1: Coordinate future capital improvement expenditures with the City's long-range capital improvement schedule to maximize the economies of scale, consistent with the community character.

Program 1.1: Allocate funds in each year's Capital Improvement Program according to long-term capital improvement needs.

Program 1.2: Update the City's long-range capital improvement schedule, as development needs change over time.

Policy 2: Development should pay its fair share for the construction and use of municipal facilities.

Program 2.1: Require future development to pay its fair share of the cost of purchasing sites and financing needed improvements for existing and future municipal facilities, such as a city hall, fire stations, athletic facilities, libraries, cultural arts center, etc.

Policy 3: Require annexation to the City as a pre-requisite to utility extension.

Program 3.1: Encourage annexation of those parcels within the Pleasanton Sphere-of-Influence which are able and willing to pay for City services and utility extensions, where financially feasible for the City.

Policy 4: Promote new community facility construction to better serve residents, businesses and visitors.

Program 4.1: In the long term, explore the feasibility of constructing a "landmark" civic center to house City administrative offices, providing efficient services for the community, preferably in or near the Downtown area.

Program 4.2: Promote the construction of new community facilities including the Firehouse Arts Center, downtown restrooms, and on the Bernal property a cultural arts center, environmental education center, an amphitheatre, and a youth/community center.

Policy 5: To maintain City service standards, construct permanent City sewer, water, and storm drainage improvement as a condition of new development.

Program 5.1: Coordinate developer financing with the City’s Capital Improvement Program to ensure adequate capacity for future growth.

Program 5.2: Evaluate infrastructure capacity and needed improvements as part of the City’s Growth Management Report.

Policy 6: Continue to maintain and improve public facilities.

Program 6.1: Provide sustainable financing through taxes, fees or other means to maintain Pleasanton’s existing facilities and programs at General Plan buildout.

Schools and Education

Goal 4: Promote lifelong learning.

Policy 7: Encourage and support high quality public and private educational facilities in Pleasanton and facilitate lifelong educational opportunities for all ages.

Program 7.1: Work with the School District to locate school sites to preserve the quality of life of existing and new neighborhoods.

Program 7.2: Encourage school enrollment sizes that maintain neighborhood character, provide facilities for specialized programs, and promote more personalized education. The current target is 600 students per elementary school, 1,000 students at each middle school, and 2,000 students at each comprehensive high school, with a 10 percent contingency planned for each site, subject to board discretion and financial considerations.

Program 7.3: Partner with organizations that provide educational opportunities for all ages and interests.

Policy 8: Coordinate with the School District to maintain elementary schools within student walking distance whenever feasible and allow other community-related activities within these facilities.

Program 8.1: Partner with the School District and community groups to use schools as neighborhood centers. These neighborhood centers should offer a wide range of services and programs.

Library Facilities and Programs

Goal 5: Enhance the quality of Pleasanton library services.

Policy 9: Provide sufficient sites and improvements for a full range of library facilities to serve existing and future development

Program 9.1: Annually review the operation and usability of the library. Library service levels should be maintained or improved to the fullest extent feasible.

Program 9.2: Continue to support a wide range of library services and programs addressing the needs of all segments of the Pleasanton community.

Program 9.3: Explore the expansion of Pleasanton Library services and associated facility needs.

Program 9.4: As part of the Civic Center Master Plan, consider various locations for an expanded library, including relocating the Library to create a Downtown gateway on Main Street.

Program 9.5: Continue to provide Wi-Fi (high-speed wireless internet) access throughout the library and internet access via terminals.

Parks and Recreation

Goal 6: Achieve a complete park and recreation system featuring a wide variety of opportunities to serve the public need.

Policy 10: Provide sufficient parkland and recreational activities to accommodate existing and future needs of residents, workers, and visitors.

Program 10.1: Acquire all park lands shown on the General Plan Map and retain them for permanent public open space through the City’s Park Dedication Ordinance and other means.

- Program 10.2: Encourage developers to dedicate public park acreage in areas designated for park use on the General Plan Map rather than contribute in-lieu fees.
- Program 10.3: Disperse neighborhood and community parks throughout the city and combine them with areas of natural, scenic, or cultural resources.
- Program 10.4: Provide a wide variety of active and passive recreational facilities to accommodate the needs of all ages in a diverse and inclusive community. Conduct periodic public surveys to ascertain the park and recreational needs of the community.
- Program 10.5: Develop neighborhood, community, and regional parks in accordance with the General-Plan goals and the land-use diagram.
- Program 10.6: Provide additional lighted facilities in appropriate park locations to accommodate the community's nighttime recreational needs. Potential new sites include the Bernal Property, Staples Ranch Community Park or another community park.
- Program 10.7: Provide community parks with adequate parking facilities to the greatest extent possible.
- Program 10.8: Locate parks within one-half mile of the residential area they serve. To the greatest extent possible, such parks should not be separated from the neighborhood they serve by major arterials, commercial centers, and topographical or other features which create a direct or perceived physical barrier to the park
- Program 10.9: Pursue opportunities for joint use of City and School District recreational facilities including sports fields and gymnasiums. Utilize School District parking lots as much as possible to avoid impacts on neighborhoods.
- Program 10.10: Continue the policy of not charging access fees for use of City parks.
- Program 10.11: Support non-traditional recreational opportunities such as designated dog exercise areas in new or existing parks.
- Program 10.12: Encourage the establishment of an environmental learning center at Alviso Adobe Community Park, and investigate opportunities for jointly establishing a center with other agencies.

- Program 10.13: Encourage the establishment of recreational opportunities for business park employees in conjunction with the development of business parks.
- Program 10.14: Continue to support non-traditional sports which serve the public need and investigate opportunities to provide facilities for them (non-traditional sports might include skateboarding, roller-blading, rock-climbing, BMX, racquetball, sports facilities for the disabled, etc.).
- Program 10.15: Explore the construction of additional indoor recreation facilities.
- Program 10.16: Undertake a study of recreational needs for teens.
- Program 10.17: Continue to use the Alameda County Fairgrounds for recreational and cultural activities.
- Program 10.18: Maintain at least the standard of 5 acres of neighborhood or community parks per 1,000 people.
- Program 10.19: Design Community Parks to better integrate active recreation, leisure recreation, and open space in ways that will be more functional for all three uses.
- Program 10.20: Design sports fields in ways that will maximize flexibility and that will allow sports fields to evolve over time to meet the changing sports needs of the community.
- Program 10.21: Promote youth access to, and enjoyment of, the Callippe Preserve Golf Course.
- Program 10.22: Provide trails, bike routes or pedestrian walkways to connect the parks and recreational facilities throughout Pleasanton.

Policy 11: Maintain and improve existing park and recreational facilities, so as to maximize benefits to the community.

- Program 11.1: Improve the drainage at the Upper Pleasanton Field and at the Sports and Recreation Community Park to increase availability of fields after inclement weather.
- Program 11.2: Continue to expand and improve the Dolores Bengtson Aquatic Center, including the creation of a toddler pool and other facilities.

Policy 12: Strive to increase the hours of operation and access for popular recreational facilities.

Program 12.1: Increase hours of operation and access to recreational facilities and programs, where needed and feasible.

Community Facilities and Cultural Arts

Goal 7: Promote the enhancement of the arts within the City.

Policy 13: Continue to support the work of the Civic Arts Commission in reviewing public art, overseeing implementation of a City cultural plan, guiding future cultural enhancement, and identifying cultural art facility needs.

Policy 14: Maintain, improve, and expand existing facilities and develop new facilities to accommodate existing and future art and cultural programs.

Program 14.1: Renovate and improve the Cultural Arts Center in Amador Park and Amador Theater.

Program 14.2: Encourage development of a cultural/performing arts center on the Bernal Property that can accommodate large and small theater spaces, rehearsal space, an outdoor amphitheater, a community art gallery and classrooms.

Program 14.3: Periodically update the Arts Facilities Study and include more detailed information on potential sites and locations for facilities.

Program 14.4: Explore expanding the sharing of civic arts facilities with the Pleasanton Unified School District.

Program 14.5: Implement the Master Plan for Recreational Arts Facilities, including the addition of a ceramic/arts studio at the Cultural Arts Center in Amador Park or another appropriate location.

Program 14.6: Complete the development of the Firehouse Arts Center.

Program 14.7: Allow City facilities to be used as arts venues where and when appropriate and feasible to bring new art experiences to Pleasanton (e.g. Shakespeare in the Park and Women’s Will performances in City parks).

Policy 15: Use public art to enliven and beautify the public realm.

- Program 15.1: Review and update as appropriate the Arts in Public Places ordinance.
- Program 15.2: Encourage commercial, office, and residential projects to incorporate art within the project design.
- Program 15.3: Enhance Main Street and its environs as a “cultural concourse” using the Downtown Public Art Master Plan to create a coherent vision for sites and themes for public art.

Policy 16: Develop programs and partnerships to support a broad spectrum of cultural and arts interests within the community and the Tri-Valley area.

- Program 16.1: Continue to work with the Pleasanton Cultural Arts Council and the Pleasanton Cultural Arts Foundation to enhance the cultural life of the community.
- Program 16.2: Design and implement programs for the Firehouse Arts Center theater, art gallery, and workshops.
- Program 16.3: Work with local non-profit organizations to further develop and implement the Pleasanton Arts Marketing Plan.
- Program 16.4: Develop a marketing, programming and business plan for the Cultural/Performing Arts Center on the Bernal Property.
- Program 16.5: Look for opportunities to collaborate with other Tri-Valley cities on arts and cultural programs where the Pleasanton community would benefit.
- Program 16.6: Explore with other jurisdictions the potential need for a regional performing visual arts center.

Goal 8: Improve quality of life in the City by adding and maintaining appropriate new community amenities.

Policy 17: Make Pleasanton’s downtown into a visitor-friendly location by providing public amenities that enhance the downtown for Pleasanton residents and visitors.

- Program 17.1: When planning and designing public spaces and facilities, including the Mixed-Use Downtown District, consider locations for construction of public restrooms, as supported in the *Downtown Specific Plan*.
- Program 17.2: Explore the concept of partnering with downtown businesses to provide public access to restroom facilities.

Program 17.3: Provide Wi-Fi (high-speed wireless internet) access throughout Pleasanton’s downtown area; explore providing Wi-Fi in public areas throughout the city.

Policy 18: Provide additional public facilities to enhance the community.

Program 18.1 After obtaining the Pleasanton Pioneer cemetery, renovate, preserve, and maintain these facilities to improve the urban design of the area and to help preserve historic resources

Human Services

Goal 9: Promote a healthy community and a strong community support system.

Policy 19: Promote diversity through City programs for people of all ages, socioeconomic groups, religions, creed, racial and ethnic groups, and sexual orientation and identity.

Program 19.1: Continue to facilitate public facility rental use for cultural activities.

Program 19.2: Incorporate cultural elements and educational opportunities in City programs, events, and activities.

Program 19.3: Collaborate with local organizations/businesses representing the diverse populations within the community to promote educational programs, awareness, and cultural events.

Policy 20: Promote human services for diverse Pleasanton residents of all ages who need assistance.

Program 20.1: Establish and maintain centralized City efforts to coordinate the activities of human service agencies, cooperate with religious institutions and volunteer groups to provide needed services, disseminate public information, and provide public education in order to increase community outreach and facilitate access to human services.

Program 20.2: Work with local, County, State, and Federal agencies to promote and support human services for diverse people of all ages (e.g., children immunization programs, mental health activities, etc.).

Program 20.3: Encourage the development of services for all income levels and diverse populations to respond to the needs of young children, teens, elders and the disabled, including those identified in the Tri-Valley Human Services Needs Assessment report.

- Program 20.4: Work more effectively with private providers and local, County and State agencies to promote and enhance affordable human services throughout Pleasanton.
- Program 20.5: Encourage the development of educational opportunities that promote awareness and more local human services resources.
- Program 20.6: Consider dedicating a portion of Federal Community Development Block Grant funds and City Grant Program monies to services addressing the needs and service gap findings as identified in the Tri-Valley Human Service Needs Assessment (e.g. health care/mental health care, child-care facilities construction and improvements, bi-lingual services, uninsured dental care, etc.).
- Program 20.7: Work with the surrounding jurisdictions to study the development of a Tri-Valley multi-purpose human services center.
- Program 20.8: Streamline permitting processes to encourage the development of local human services facilities and resources.
- Program 20.9: Encourage inter-disciplinary and inter-agency communication and collaboration to better develop and coordinate resources and services for diverse people of all ages.
- Program 20.10: Give top priority consideration to community-wide human services needs when reviewing planning applications for new and modified facilities.
- Program 20.11: Encourage joint use partnerships between businesses, schools, community organizations and the City to more effectively utilize facilities and promote more resources in the human services network.

Policy 21: Promote a healthy community through the provision of health and mental health facilities and services, and healthy community design.

- Program 21.1: Facilitate the provision of high quality, affordable health care and mental health care in appropriate locations in Pleasanton.
- Program 21.2: Require pedestrian and bike-friendly development that can accommodate and promote physical activity.

Policy 22: Facilitate the provision of safe, affordable, high quality child-care facilities and services to families.

- Program 22.1: Work with private child-care providers and local, County, and State agencies to promote and enhance affordable child-care services throughout the City.
- Program 22.2: Require developers of private and public projects to include child-care facilities and/or programs, where feasible.
- Program 22.3: Investigate the feasibility of siting additional before- and after-school programs and child-care facilities in or near schools.
- Program 22.4: Facilitate the provision of childcare facilities to meet the childcare demand within the City.

Policy 23: Facilitate the provision of safe, accessible senior activities, facilities and services.

- Program 23.1: Review existing senior/disabled transportation services to identify and promote ways to improve service and availability.
- Program 23.2: Encourage the development of additional services to respond to the needs of seniors (e.g., expansion of senior day-care hours at the Senior Center, establishment of other senior day centers, case management services, in-home services, etc.).
- Program 23.3: Promote the establishment of elderly care facilities throughout the city and, in particular, those areas close to the senior services and facilities.
- Program 23.4: Provide and promote a culturally-rich environment as well as a full spectrum of human services for all ages.

Policy 24: Facilitate the provision of safe, accessible youth activities, facilities, and services.

- Program 24.1: Support the Youth Commission in its study of youth needs in Pleasanton.
- Program 24.2: In cooperation with Pleasanton Unified School District, support the continued implementation of the goals as outlined in the Youth Master Plan of 2001.
- Program 24.3: Facilitate the planning, development, and programming of a Youth/Teen Center preferably on the Bernal Property, serving Pleasanton youth.
- Program 24.4: Involve youth in evaluating the need for, and planning of, recreational facilities.

Program 24.5: Support the location of teen health services and/or facilities in the Tri-Valley area.

Solid Waste

Goal 10: Strive to meet or exceed State and County standards for source reduction and waste diversion, including the countywide goal of 75 percent reduction of waste going to landfills by 2010.

Policy 25: As a City organization, develop programs which model best practices in source reduction, waste diversion and use of recycled products.

Program 25.1: Implement source reduction and waste diversion programs within City government.

Program 25.2: Adopt purchasing policies that give preference to recycled content and environmentally-friendly products in City procurement, where economically feasible.

Policy 26: Minimize the City's generation of solid waste materials by supporting the Alameda County Integrated Waste Management Plan and Source Reduction and Recycling Plan and by developing City recycling programs using the California Diversion rate methodology for measurement.

Program 26.1: Continue to promote the recycling of materials at the solid waste transfer station and other locations.

Program 26.2: Recycle paper, glass, metal, and other marketable materials through the City's centralized recycling program.

Program 26.3: Continue to develop a curbside recycling program, and evaluate current practices to determine if separate collection bins would increase diversion rates.

Program 26.4: Promote incentives for using recycled materials in construction or manufacturing.

Program 26.5: Adopt a construction and demolition debris recycling ordinance.

Program 26.6: Promote and provide incentives for using recycled materials in the home or business.

Program 26.7: Consider requiring businesses and multifamily residents to participate in recycling and waste reduction programs

Program 26.8: Promote and provide incentives for the reduction of curbside waste.

- Program 26.9: Utilize waste management reclamation methods to the fullest extent feasible.
- Program 26.10: Continue to support the green waste composting program.
- Program 26.11: Continue to support the food-scrap composting program, if it is cost effective.
- Program 26.12: Develop a household hazardous waste information program to better inform the public of existing and future services, and the products considered household hazardous waste.
- Program 26.13: Provide accessible disposal containers, including recycling containers, at appropriate locations downtown, at outdoor events, and in City parks.
- Program 26.14: Continue to partner with the Pleasanton Unified School District and the *Go Green Initiative* to encourage environmental stewardship on school campuses.
- Program 26.15: Continue to provide information about, and opportunities for, collection of e-waste such as unwanted computers, monitors and other electrical waste; seek sponsorship of this program from the private sector.
- Program 26.16: Continue to provide convenient drop off locations for household batteries.
- Program 26.17: Provide opportunities for safe disposal of unused and expired pharmaceutical drugs.
- Program 26.18: Residential projects with more than three units and all non-residential projects¹² in the city shall prepare and implement a Project Waste Diversion Plan that includes a discussion of the project's diversion strategies. The plan shall include a description of on-site disposal, composting and recycling facilities, a construction debris disposal and recycling plan, and a discussion of any pre-waste stream conservation measures appropriate to the project. The City shall review and approve waste diversion plans as part of the land entitlement process for projects.

¹² Refers to residential new construction (not additions) and new non-residential projects of 20,000 square feet or more.

7. CONSERVATION AND OPEN SPACE ELEMENT



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7. CONSERVATION AND OPEN SPACE ELEMENT

BACKGROUND AND PURPOSE

The purpose of the Conservation and Open Space Element is to conserve and manage natural resource and open space areas for the preservation, production, and enjoyment of natural and cultural resources, and for the promotion of open space recreation, protection of public health and safety, and preservation of valuable wildlands.¹



Gold Creek public open space at The Preserve

Because most natural resources are located in open space land, the Pleasanton General Plan combines two State-mandated elements, the Conservation Element and the Open Space Element, into one

¹ These are wildlife corridors and valuable plant and wildlife habitats such as arroyos, the San Antonio Reservoir area, highly vegetated areas, and other natural areas necessary to maintain significant populations of plant and animal species.

element. Combining these two elements avoids repetition. The Conservation Element must provide direction regarding conservation, development, and utilization of natural resources including (as appropriate) forests, soils, fisheries, wildlife, minerals, and other natural resources. The Open Space Element must guide preservation and conservation of open space land, which is defined as any public or private land or water that is unimproved and devoted to open space use. Under State law, the Element should address the following four types of open space: preservation of natural resources, managed production of natural resources, outdoor recreation, and public health and safety.

SUSTAINABILITY

As stated in the General Plan Vision, the City of Pleasanton embraces the concept of sustainable development. A sustainable city strives to draw from the environment only those resources that are necessary and that can be used or recycled perpetually, or returned to the environment in a form that nature can use to generate more resources. Relating the concept of sustainability to conservation and open space includes: conserving natural areas; retaining parks, open space, and remaining agricultural and grazing areas; and protecting wildlands and lands for public health and safety. This Element addresses the concept of sustainability through its goals, policies, and programs.

The City of Pleasanton currently requires commercial and residential developers to utilize green building practices. The City has defined green-building design to implement the following related goals: energy efficiency, healthy indoor air quality, waste reduction, water efficiency, and sustainability planning. These goals all relate to conservation of natural resources and are discussed in greater detail in the Energy Element and the Air Quality Element.

RESOURCE CONSERVATION

Animal Life

Native fauna (or animals) generally inhabit areas of minimally disturbed plant life such as in the Pleasanton, Main, and Sunol Ridges, in the Southeast Hills, and in the Arroyo del Valle and Arroyo de la Laguna, and other creeks. For a list of potential wildlife species of concern found in the Planning Area, see Table 7-1, below.

Mammals such as grey foxes, black-tail deer, striped skunks, raccoons, and opossums use arroyo channels as movement corridors; deer and badgers inhabit the hillsides; and foxes, coyotes, long-tailed weasels, moles, gophers, skunks, rabbits, squirrels, red foxes, wild pigs, rats, and mice live in both hilly and flat land. Although occasionally spotted near developed areas, mountain lions and bobcats inhabit the Planning Area primarily along the steeper parts of the Southeast Hills and Pleasanton, Main, and Sunol Ridges, and the foothills and mountainous areas south of the San Antonio Reservoir.² Species such as raccoons, opossums, moles, gophers, squirrels, bats, rats, and mice also live in the urban portion of the Planning Area.

Approximately 140 species of birds either forage within or inhabit the Planning Area. Of these, the bald eagle is State-listed endangered species while the white-tailed kite is a California Fully Protected Animal and a federal Species of Concern.³ The American bittern is a

² A Fish and Game Warden killed a mountain lion at Birch Creek Drive near Vineyard Ave. (Glen Martin, Chronicle Staff Writer, SFGate.com, June 13, 2006.) Several people spotted a mountain lion near the Chain of Lakes, on Mohr Ave. near Martin Ave. (*Pleasanton Weekly*, Police Bulletin, November 12, 2004.)

³ The California Fully Protected Animals list was the first to protect rare animals or those faced with possible extinction. The more recent *California Endangered Species Act* sets forth procedures to protect rare, threatened, or endangered plant or animal species, and lists most of the original “fully protected animals.” Species of Special Concern are those not listed under the federal or the State endangered species acts, but warrant special consideration and protection.

federal Species of Concern. The State Department of Fish and Game recognizes other special-status bird species (Species of Special Concern) in the Planning Area including the California horned lark, loggerhead shrike, golden eagle, northern harrier, tricolored blackbird, white-tailed kite, and the burrowing owl. The State Department of Fish and Game considers raptors – hawks, eagles, owls, falcons – to be sensitive, and prohibits removal or destruction of an active raptor or migratory bird nest.

Mallard duck, killdeer, spotted sandpiper, herons, egrets, and red-winged blackbirds are found in riparian and ponding areas in the Planning Area.⁴ Warbling vireo, woodpeckers, blue-gray gnatcatcher, warblers, plain titmouse, yellow-billed magpie, ruby-crowned kinglet, dark-eyed junco, towhees, sparrows, and California quail live in brushy and woodland areas. Other birds in the Planning Area include red-tail hawks, red-shouldered hawks, Cooper’s hawks, sharp-shinned hawks, house finches, American robins, and European starlings (an introduced species).⁵



White-Tailed Kite

California Department of Fish and Game

Reptiles in the Planning Area include the western pond turtle (State and federal species of concern), snakes (racers, coachwhips, gopher

A federal endangered species is in danger of extinction while a threatened species may become endangered in the near future, through all or most of its range. A federal species of concern is an informal term for a species that might need conservation, but receives no legal protection.

⁴ Riparian means located along or near a watercourse or stream.

⁵ Introduced species not native to California may be detrimental to native species.

TABLE 7-1: POTENTIAL WILDLIFE SPECIES OF CONCERN IN THE PLANNING AREA ^a

Invertebrates

Bay checkerspot butterfly ^c
 Bridge's Coast Range shoulderband snail
 California linderiella
 Callippe silverspot butterfly ^b
 Curved-foot hygrotus diving beetle
 Fairmont (or Lum's) microblind harvestman
 Longhorn fairy shrimp ^b
 Opler's longhorn moth
 Ricksecker's water scavenger beetle
 Vernal pool fairy shrimp ^c
 Vernal pool tadpole shrimp ^b

Reptiles

*Alameda whipsnake ^{c,f}
 California horned lizard
 San Joaquin coachwhip
 *Silvery legless lizard
 *Western pond turtle

Amphibians

*California tiger salamander ^c
 *California red-legged frog ^c
 *Foothill yellow-legged frog
 Western spadefoot

Birds

Allen's hummingbird
 American bittern ^d
 American peregrine falcon ^e
 Bald eagle ^e
 Bank swallow
 Bell's sage sparrow
 Black swift
 *Burrowing owl
 California horned lark
 California least tern ^b
 *Cooper's Hawk
 Ferruginous hawk
 *Golden eagle
 Lawrence's goldfinch
 Lewis' woodpecker
 Loggerhead shrike
 Long-billed curlew
 *Northern harrier
 Prairie Falcon
 Rufous hummingbird
 Saltmarsh common yellowthroat
 Sharp-shinned hawk
 Tricolored blackbird
 Vaux's swift
 *White-tailed kite ^g

Fish

Central California coastal steelhead ^c
 Pacific lamprey

Mammals

Alameda Island mole
 Fringed myotis bat
 Greater western mastiff bat
 Long-eared myotis bat
 Long-legged myotis bat
 Pacific western big-eared bat
 Pallid bat
 Salt marsh harvest mouse ^{b,e}
 Salt marsh vagrant shrew
 San Francisco dusky-footed woodrat
 San Joaquin kit fox ^{b,f}
 San Joaquin pocket mouse
 Small-footed myotis bat
 Yuma myotis bat

* Observed in Pleasanton Planning Area.

^a State designated "species of special concern" applies to at-risk animals not listed under the federal or State endangered species acts, but that warrant special consideration. May also be listed under federal "species of concern" unless given other federal designation.

^b Federally listed as "endangered" is a species in danger of extinction in the near future through all or most of its range.

^c Federally listed as "threatened" is a species that may become endangered in the near future though all or most of its range.

^d Federal "species of concern" is an informal term for a species that might need conservation, but receives no legal protection. This species is not listed by the State.

^e State listed as "endangered."

^f State listed as "threatened."

^g State listed as "fully protected animal."

Sources: PBS&J Associates; Pleasanton Planning & Community Development Dept; US Fish and Wildlife Service; California State Dept. of Fish and Game; 2006.

snakes, Gilbert’s skink, common kingsnake, ringneck snake, western rattlesnake) and lizards (western fence, southern alligator, silvery legless, western whiptail).

Open hillsides and level areas provide habitat⁶ for the Alameda whipsnake (striped racer), a State and federal-listed threatened species. The US Department of Interior, Fish and Wildlife Service has proposed an area west of Foothill Road as “critical habitat,” for the Alameda



California Dept. of Fish and Game

Alameda Whipsnake

whipsnake. For proposed critical habitat, see Figure 7-1. If this land were ultimately designated as critical habitat, it would limit development that might harm the snake’s habitat.



Photo: Jeff Mitchell

Red-Legged Frog

Department of Fish and Game Species of Special Concern and federal-listed animal species that live in the Planning Area include the California Tiger Salamander, red-legged frog, foothill yellow-legged frog, and western pond turtle. The California tiger salamander is a winter breeder,

migrating to the breeding site after rains. The salamanders utilize temporary ponds or fish-free permanent ponds. The red-legged frog lives in arroyos and creeks in the Planning Area and attains lengths in excess of 5 inches. Other amphibians in the Planning Area include

⁶ Habitat provides the natural environment and conditions where a plant or animal normally lives.

California slender salamanders, arboreal salamanders, California newts, bullfrogs, western toads, Pacific chorus frogs, and Pacific treefrogs.

The Callippe silverspot butterfly has a wingspan of approximately 4.5 centimeters and is mainly orange, tan, and brown. Historically this butterfly inhabited grasslands ranging over much of the northern San Francisco Bay region. The Callippe Preserve Open Space includes a 30-acre habitat for this endangered butterfly.

Plant Life

Vegetation serves a number of important functions in the environment, including food for human and other animal life, erosion and climate control, surface water runoff reduction, soil enrichment, air quality improvement, wildlife shelter, and aesthetics. Figure 7-1 shows generalized land covers and Table 7-2 indicates the potential rare, threatened, or endangered plants found in the Planning Area.

Due to human activities and domesticated animals, little native vegetation remains within urbanized portions of the Planning Area. However, a mixture of native trees, shrubs, and herbaceous species occurs along ridges to the west and in the Southeast Hills. The eastern slopes of the Pleasanton, Main, and Sunol Ridges contain the greatest concentration of native plant life in the Planning Area.



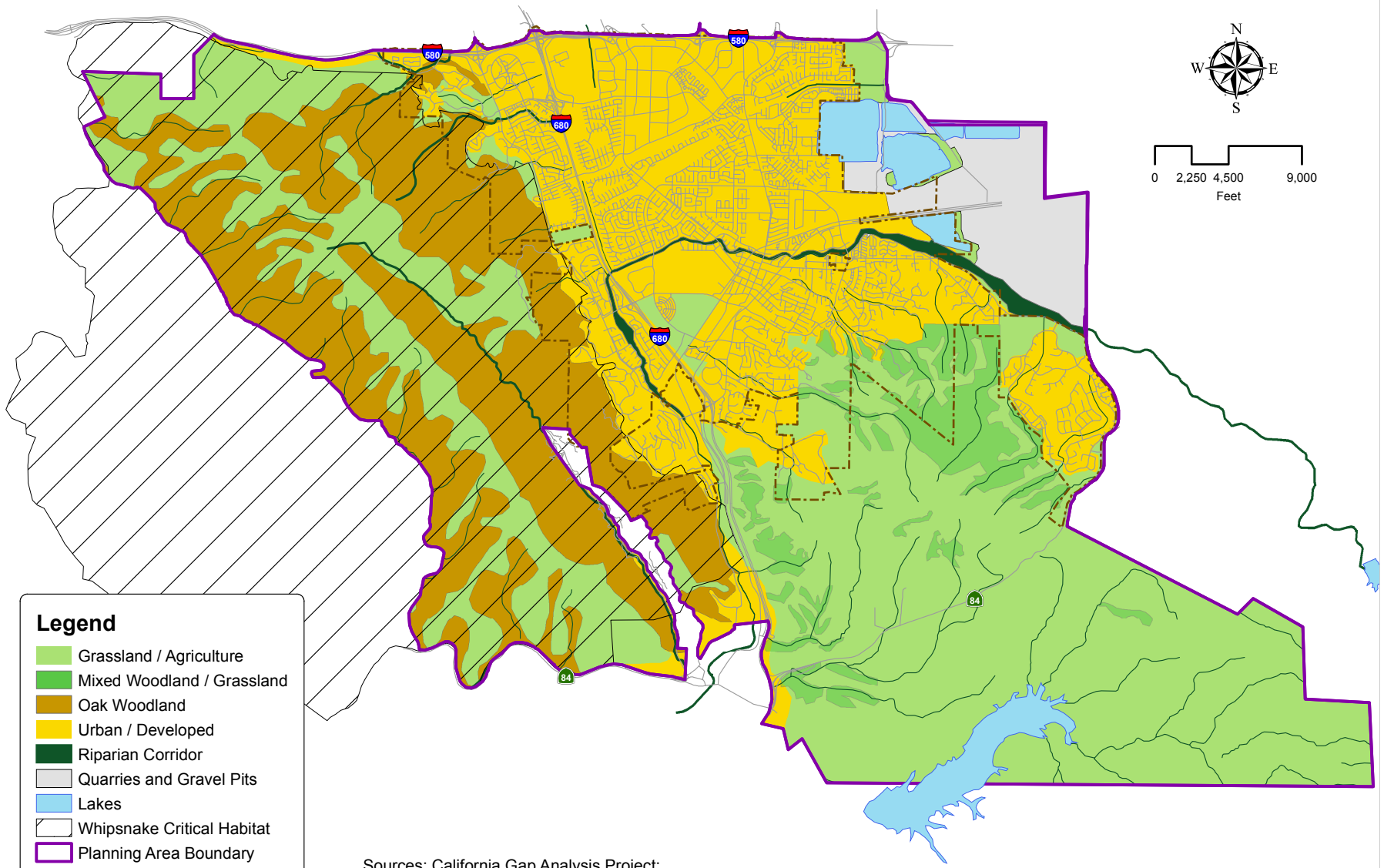
Robert Potts @ California Academy of Science

Johnny Jump Up
(*Viola pedunculata*)

Grassland

Grasslands are the dominant vegetative community found in hilly areas. Due to livestock grazing, non-native annual species – barnyard

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Legend

- Grassland / Agriculture
- Mixed Woodland / Grassland
- Oak Woodland
- Urban / Developed
- Riparian Corridor
- Quarries and Gravel Pits
- Lakes
- Whipsnake Critical Habitat
- Planning Area Boundary

Sources: California Gap Analysis Project:
 Land-Cover for California
 University of California, Santa Barbara (1998):
 Zone 7, Zone 7 Stream Management Master Plan
 Draft and EIR, March 2006;
 U.S. Fish and Wildlife Service, 2005.
 City of Pleasanton GIS & Planning Departments, 2006.



Figure 7 - 1
Generalized Land Cover, 2005

TABLE 7-2: POTENTIAL RARE, THREATENED, OR ENDANGERED PLANTS IN THE PLANNING AREA ^a

Common Name	Genus/Species
Bearded clover	<i>Trifolium barbigerum</i>
Congdon's tarplant	<i>Hemizonia parryi</i> ssp. <i>Congdonii</i>
Contra Costa goldfields	<i>Lasthenia conjugens</i>
Diablo helianthella (rock rose)	<i>Helianthella castanea</i>
Large-flowered fiddleneck ^b	<i>Amsinckia grandiflora</i>
Maiden or small-flowered blue-eyed Mary	<i>Collinsia parviflora</i>
Meager pygmydaisy or slender pentachaeta	<i>Pentachaeta exilis</i>
Most beautiful jewel-flower	<i>Streptanthus albidus</i> ssp. <i>Peramoenus</i>
Mudwort	<i>Limosella acaulis</i>
Northern California black walnut	<i>Juglans Californica hindsii</i>
Northwestern mannagrass	<i>Glyceria occidentalis</i>
Pallid manzanita ^c	<i>Arctostaphylos pallida</i>
Palmate-bracted bird's-beak ^b	<i>Cordylanthus palmatus</i>
Presidio clarkia ^b	<i>Clarkia franciscana</i>
Purple needlegrass	<i>Naseella pulchra</i>
Rocky mountain clover	<i>Trifolium lilacinum</i>
Royal Jacob's-ladder, or great, salmon, or apricot polemonium	<i>Polemonium carneum</i>
San Joaquin saltbrush	<i>Atriplex joaquiniana</i>
Winecup clarkia or large godetia	<i>Clarkia purpurea</i> ssp. <i>viminea</i>

^a California Native Plant Society Ranking.

^b Federally and State listed as "endangered." This species is in danger of extinction in the near future through all or most of its range.

^c Federally listed as "threatened." This species may become endangered in the near future though all or most of its range. The State lists this species as endangered.

Sources: Dianne Lake, California Native Plant Society, East Bay Chapter, *Rare, Unusual and Significant Plants of Alameda and Contra Costa Counties*, Seventh Edition, March 1, 2004; California Department of Fish and Game Natural Diversity Database; PBS&J Associates; and Pleasanton Planning Department, 2006.

grass, bromes, goat grass, nit grass, Italian rye, wild rye, wild oats, rippgut grass, barley, soft chess, fescue, oatgrass, and Kentucky bluegrass – have mostly replaced native grasses. Native grasses still growing in the Planning Area are perennial native bunch-grasses, including purple needlegrass and nodding needlegrass. Common non-native herbaceous plants in grassland habitats include bur clover, fennel, filaree, a variety of thistles, prickly lettuce, mustards, and white clover. After winter rains, the blossoms of indigenous plants – wild violet, California buttercup, California poppy, common chickweed, lupine, miner’s lettuce, clovers, and fuchsia – dot the grasslands. Cattle graze on many grasslands in the Planning Area.



California poppies and native grasses

The California Department of Fish and Game has identified purple needle grass, a native species found within the Planning Area, as a Plant Community. The Department also considers the following plant species, known to occur in or near the Planning Area as Sensitive Plant Species: San Joaquin saltbrush, Diablo helianthella, Congdon’s tarplant, and a few others.

Brushland

These consist of chaparral and scrub vegetation growing in patches on the sides and crests of ridges and near the bottoms of ravines and

creeks. Common shrubs found in these areas include coyote brush, California toyon, bush monkey flower, poison oak, California sagebrush, California buckwheat, silver bush lupine, and coffee berry. Lower profile plants – purple needlegrass, brome grasses, annual fescues, and hairy coyote mint – sprout among the shrubs. More brushland plants are indigenous to California than are grassland-area. The Planning Area does not contain any areas of predominant brushland that are not subsumed within another ecosystem such as woodland or grassland.

Woodland

Oak woodland covers nearly the entire upper half of the ridges and extends along stream channels and into the lower slope of grassland areas. These are visible from many parts of Pleasanton. Trees in woodland areas are predominantly oaks, including coast live oak, valley oak, black oak, and blue oak. Scattered among the oaks, California laurel, big-leaf maple, and California buckeye commonly grow. Other shrubs, herbs, and grasses also thrive in woodland areas. On steep, north-facing slopes herbaceous ground cover under tree canopies and never exposed to sunlight include miner’s lettuce, common chickweed, a variety of ferns, and California polypody.

Transitions between the edges of woodlands and grasslands in the Planning Area contain highly variable climax woodlands⁷ of blue oak, valley oak, coast live oak, and California buckeye intermixed with non-native and native annual grassland. These areas of mixed grasslands and woodlands contain important habitat for both woodland and grassland animals, including insect species. Most mixed ecosystems found in Pleasanton tend to be oak savannah. In contrast to a woodland, which has a closed canopy, a savanna canopy ranges from

⁷ If an ecosystem is not disturbed, climax vegetation is the final stage of mature and stable vegetation that the ecosystem will achieve under prevailing environmental conditions over a long period of time.

about 10 to 50 percent. Sycamore trees also grow within some savannah areas in Pleasanton, although sycamores tend to be more abundant in riparian woodland areas.

Wetland

These are found in and along the edges of lakes (lacustrine),⁸ arroyos and canals (riparian),⁹ as well as springs and other ephemeral water sources. Wetlands are those areas that are inundated by water at a frequency and duration sufficient to support vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Typical wetland vegetation in the Planning Area includes annual emergent species such as cattails, sedges, watercress, tules, and curly dock. Other species include rabbit’s foot grass and water smartweed. Wetlands provide habitat for a number of wild creatures, including waterfowl and amphibians, such as salamanders. Figure 7-1, above, identifies lakes and lacustrine areas and also riparian corridors.

Riparian Corridor

Some, but not all, wetlands are also riparian areas. Riparian vegetation grows along streams, arroyos, and drainage ditches. Riparian woodlands dominate some watercourses and include willows, white alders, big-leaf maples, and sycamores, all tolerant of saturated soils. Valley oak, California bay laurel, black walnut, black cottonwood, and California buckeye trees also grow in Pleasanton’s riparian areas. Below the riparian tree canopy are shrubs such as poison oak, California blackberry, poison hemlock, wild oats, ryegrass, mulefat, sedges, ferns, bromes, burr clover, stinging nettles, white sweetclover, wild radish, vetch, and mint. Other native species include California

button-bush, coyote brush, mugwort, elderberry, snowberry, and California rose. Riparian woodland is one of the most valuable native habitat types in California because it supports a diversity of wildlife species, many of which are rare or uncommon.



Riparian area

Arroyo del Valle, Arroyo Mocho, Arroyo de la Laguna, and other riparian corridors in the Planning Area provide food, water, migration and dispersal corridors, breeding sites, and thermal cover for wildlife. A mixture of native and non-native plants grows in riparian, lacustrine (related to lakes), and other wetland areas.

Heritage Trees

The City of Pleasanton designates trees over 55 inches in circumference (measured 4½ feet above grade) or 35 feet in height as “heritage trees” subject to special regulations governing their

⁸ Lacustrine means related to lakes. Lacustrine plants are those that grow or live on or at the edge of a lake.

⁹ Riparian means related to watercourses such as streams, arroyos, and canals. Riparian plants are those that grow or live in or at the edge of a watercourse.

removal.¹⁰ Many trees of this size grow on the Pleasanton, Main, and Sunol Ridges, on the Southeast Hills, in the Downtown area, along the western segment of Bernal Avenue, along Stanley Boulevard near Reflections Drive, and in the Mohr-Martin neighborhood. The most common of these trees include valley oak, Monterey pine, California black walnut, eucalyptus, sycamore, black locust, and California box elder. Of all of the tree species growing in Pleasanton only the Northern California black walnut is a federal Species of Concern.¹¹



Monterey Pine (heritage tree) at Amador Valley High School

Soil Resources

Soils are a natural resource contributing to the viability of agriculture and grazing activities, groundwater recharge, plant and animal habitat productivity, and development suitability. Healthy soil contributes to productive crops and rangelands, vigorous woodlands, diverse wildlife, and building integrity. Soil does this by performing five essential functions:¹²

- Regulating water. Soil helps control the path of rain, snowmelt, and irrigation water including whether water flows over the land or into and through the soil.
- Sustaining plant and animal life. Soil is the foundation for the diversity and productivity of life.
- Filtering potential pollutants. Minerals and microbes in soil are responsible for filtering, buffering, degrading, immobilizing, and detoxifying organic and inorganic materials, including industrial and municipal by-products and atmospheric deposits.
- Cycling nutrients. Soil stores, transforms, and cycles carbon, nitrogen, phosphorus, and many other nutrients.
- Supporting structures. Stable soil provides support for buildings and for archaeological treasures associated with human habitation.

Farmland Soil

Congress established specific technical criteria to identify prime farmland soil. In general, the criteria reflect adequate natural moisture content; specific soil temperature range; a pH (measure of acidity or alkalinity) between 4.5 and 8.4 in the rooting zone; low susceptibility to flooding; low risk to wind and water erosion; minimum permeability rates; and low rock fragment content. The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) determines whether soil meets the physical and chemical criteria for Prime Farmland or



Vineyard soil, after the grape harvest

¹⁰ City of Pleasanton, *Pleasanton Municipal Code*, Section 17.16: Tree Preservation.

¹¹ Federal “species of concern” is an informal term for a species that might need conservation, but receives no legal protection

¹² United States Department of Agriculture, Natural Resources Conservation Service, <http://soils.usda.gov/sqi/>, Apr. 11, 2006.

Farmland of Statewide Importance. Farmlands are further discussed under Agriculture and Grazing, below.

Soil Types for Groundwater Recharge

The majority of groundwater recharge derives from stream recharge through gravelly streambeds across the valley floor. Zone 7 recharges groundwater by releasing water into streambeds with high percolation rates and in Lake I of the Chain of Lake with its gravelly western shore.

Soil Supports Structures

Buildings need stable soils for support. During seismic activity, some soil types are not as capable of supporting structures as other soil types.

Ground motions during earthquakes are related mainly to local soil conditions. Local soil conditions and subsurface geologic characteristics are two of the six major components – including magnitude and distance – related to structural damage from an earthquake. In addition, where loose granular sands are present, soils tend to compact resulting in soil liquefaction and settlement.¹³

Landslides and soil erosion are also related to surface and subsurface soil characteristics. Soil type is just one of numerous factors that contribute to landslides including slope steepness, aspect,¹⁴ rainfall, rock type, land use, distance from fault, distance from water sources, and vegetative cover. See the Public Safety Element for a discussion of geologic hazards along with goals, policies and programs related to geologic safety.

¹³ Seed, H. Bolton, Department of Civil Engineering, University of California, Berkeley and I.M. Idriss, Woodward-Clyde Consultants, *Ground Motions and Soil Liquefaction During Earthquakes*, Earthquake Engineering Institute, Berkeley, California, 1982.

¹⁴ Aspect of a slope is exposure to a particular direction.

Sand and Gravel

The General Plan Map designates about 1,750 acres of regionally significant sand and gravel deposits in the eastern Planning Area for Sand and Gravel Harvesting. This land generally lies east of Martin Avenue, west of Isabel Avenue, and north of Vineyard Avenue. The Planning Area contains the largest single concentration of sand and gravel deposits in the entire Bay Area. Large sand and gravel harvesting companies own most of this land. Alameda County has granted Vulcan Materials Company and CEMEX permits entitling them to extract sand and gravel deposits. Over half of this land within the Planning Area has been or is in the process of being mined, with the remainder expected to last until about the year 2030.¹⁵



Bill Nale, ePleasanton.com

Sand and gravel quarry behind Shadow Cliffs

¹⁵ Zone 7 Water Agency, *Stream Management Master Plan*, March 2006.

The California Division of Mines and Geology has designated the sand and gravel land in and adjacent to the Pleasanton Planning Area as an “Aggregate Resource Area of Regional Significance.”¹⁶ This designation notifies the City and adjacent entities to identify these areas, assist in their management, and promote the conservation and development of this construction grade aggregate in their General Plans. Figure 7-2 shows the location of these lands, which are mostly owned by sand and gravel companies and designated for Sand and Gravel Harvesting use on the General Plan Map. This land is used for the managed production of natural resources.

The Specific Plan for Livermore-Amador Valley Quarry Area Reclamation regulates and guides future sand-and-gravel harvesting and gravel quarry reclamation.¹⁷ The Specific Plan contains quarry operation phasing plans, a map showing usable land remaining after quarry pits reclamation, and a plan identifying future reclaimed land uses (i.e., a chain of lakes, a recreational trail, and areas potentially supporting future development). The Specific Plan for these lands, together with the State regional significance designation and the Pleasanton General Plan Sand and Gravel Harvesting designation, effectively protect this valuable resource until quarry operators deplete construction-grade aggregate deposits within the Pleasanton Planning Area.

At the center of the County’s reclamation efforts is the Chain of Lakes, a series of nine existing and future reclaimed gravel-mining pits. These lakes have the potential to provide storage for and recharge of potable water, and storage of stormwater and non-potable water. (See the Public Facilities Element for a Chain of Lakes water supply discussion under Water and for a flood control discussion

under Stormwater Facilities, Flood Control.) These lakes can also provide recreational opportunities to the Tri-Valley area, as discussed under Recreational Open Space and under Water Management and Recreation, below.

Cultural Resources

Historic Structures

Historic buildings in Pleasanton constitute a significant human-made resource and symbolize the city’s early development. Pleasanton’s oldest structure is the Alviso Adobe, which dates from 1844 and is located on the west side of Foothill Road, just north of Bernal Avenue (3465 Old Foothill Road).¹⁸



Alviso Adobe before restoration

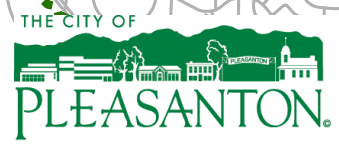
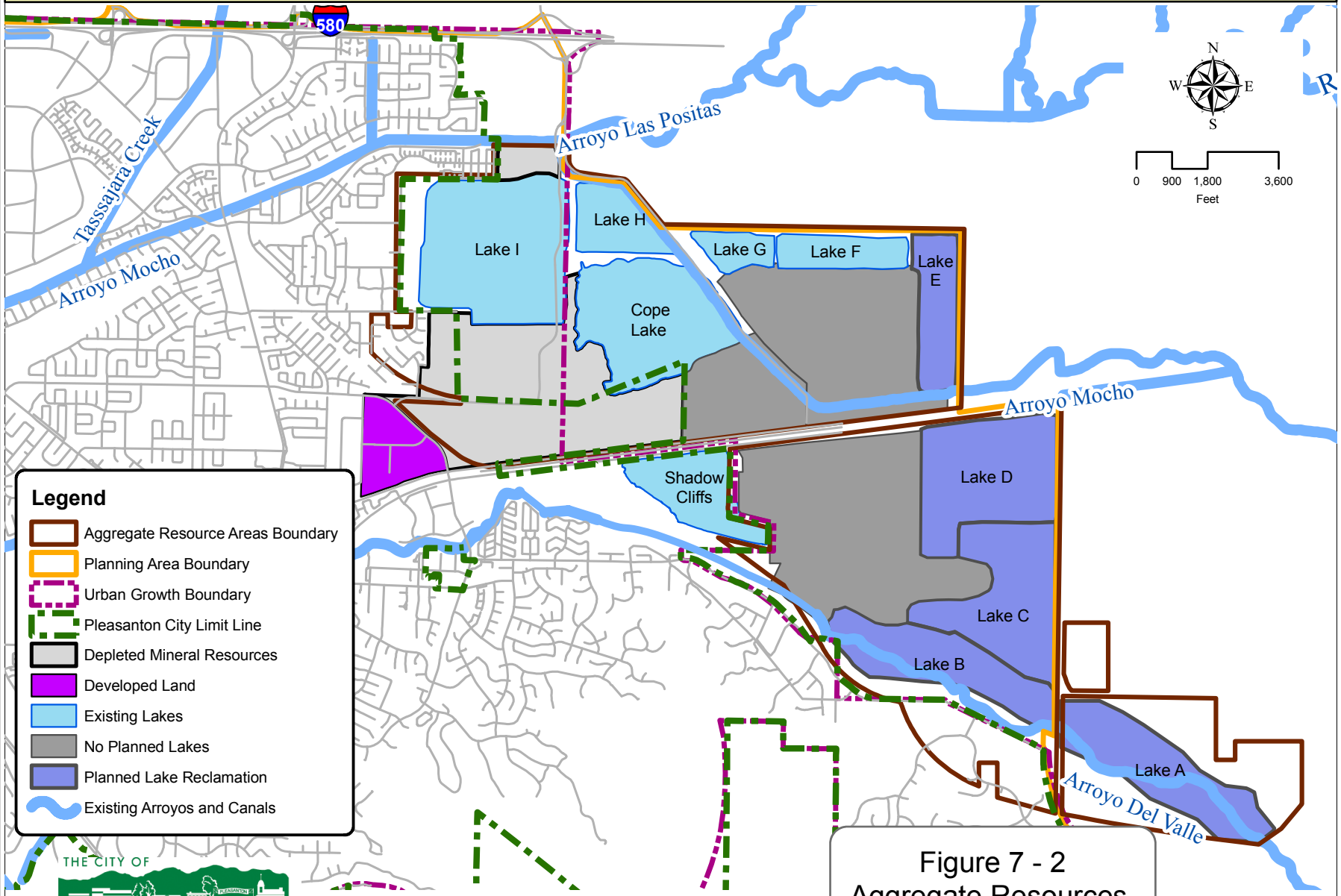
Photo: Bill Nale, ePleasanton.com

¹⁶ Alameda County Board of Supervisors, *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation*, adopted Nov. 5, 1981.

¹⁷ *Ibid.*

¹⁸ California State Historical Landmark No. 510.

2005 PLEASANTON PLAN 2025



Source: Zone 7 Water Agency, Stream Management Master Plan, March 2006. Dept. of Conservation, Division of Mines and Geology Open File Report 96-03 1996

**Figure 7 - 2
Aggregate Resources
and Reclamation**



Kottinger Barn on Ray Street

This is a rare and interesting example of early adobe architecture and represents mid-19th century development of the area. The City has designated a 5.7-acre parcel of land surrounding the adobe for use as an historical park and plans to restore the Adobe. Two historic buildings – the

Heathcote-MacKenzie House at the Alameda County Fairgrounds and Kottinger Barn at 200 Ray Street – are listed on the National Register of Historic Places.

The Downtown area contains most of Pleasanton’s historic buildings dating from the 19th and early 20th centuries. Table 7-3 lists historic structures and neighborhoods downtown and Figure 7-3 indicates their locations. Outside of the Downtown area

is the Century House at 2401 Santa Rita Road which represents the architectural heritage of the Amador Valley. In 2019, the City adopted an update to the Downtown Specific Plan which includes a section on Historic Preservation. It highlights five important structures on Main Street including the:



Century House on Santa Rita Road

- Johnston Building at 465 Main Street,
- Original Kolln Hardware Store at 600 Main Street,
- Pleasanton Arch Sign above Main Street near the original Town Hall,
- Original Pleasanton Town Hall (now Livermore-Amador Valley Historical Museum) at 603 Main Street, and
- Pleasanton Hotel (formerly Farmer’s Hotel) at 855 Main Street.

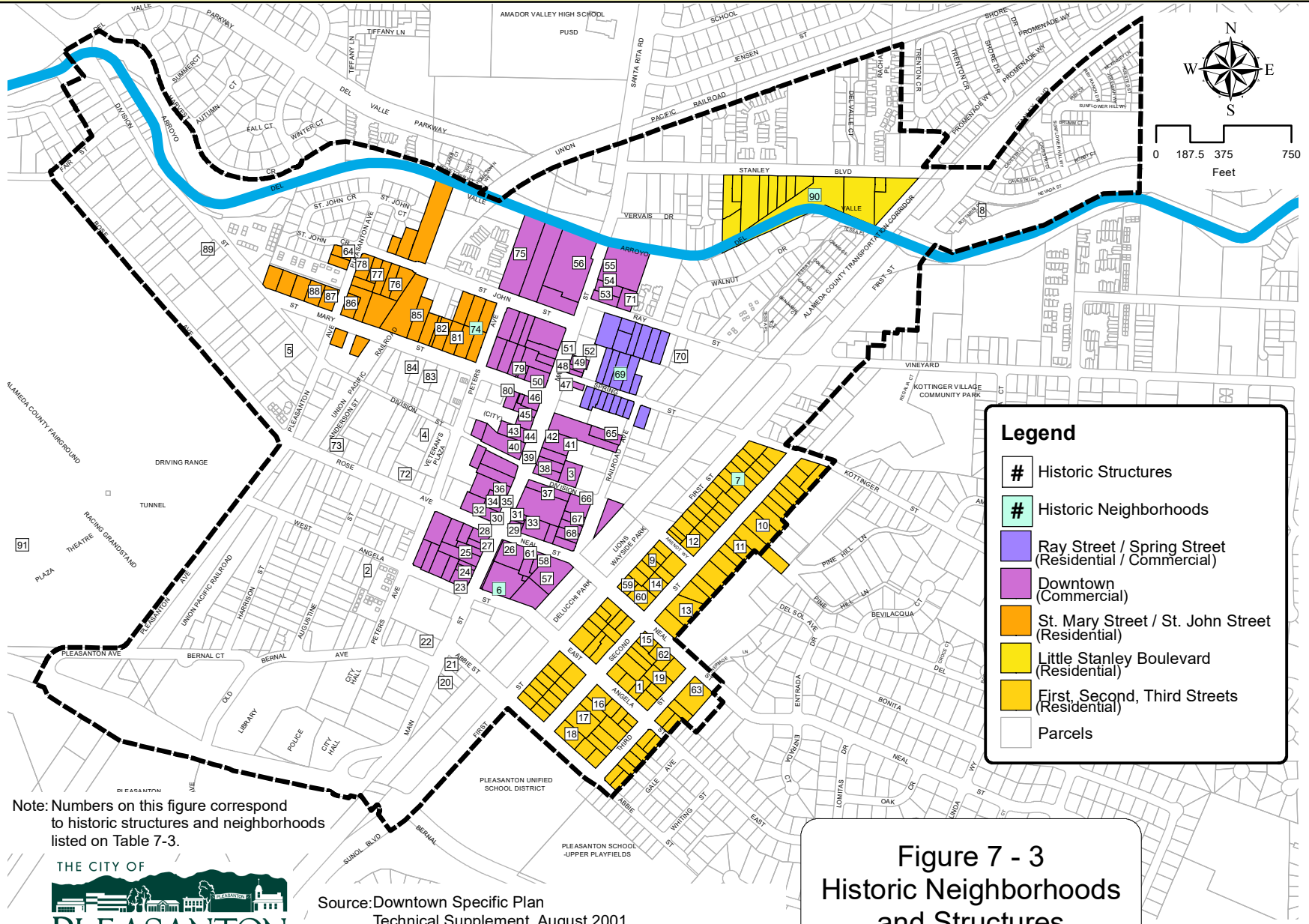


Pleasanton Hotel on Main Street

The Downtown Specific Plan also identifies the following five heritage neighborhoods which are shown on Figure 7-3:

- Downtown Commercial Center,
- First Street, Second Street, and Third Street (residential),
- “Little” Stanley Boulevard (south side, residential),
- Saint Mary Street and Saint John Street (residential), and
- Spring Street and Ray Street (commercial and residential).

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Legend

- # Historic Structures
- # Historic Neighborhoods
- Ray Street / Spring Street (Residential / Commercial)
- Downtown (Commercial)
- St. Mary Street / St. John Street (Residential)
- Little Stanley Boulevard (Residential)
- First, Second, Third Streets (Residential)
- Parcels

Note: Numbers on this figure correspond to historic structures and neighborhoods listed on Table 7-3.



Source: Downtown Specific Plan
 Technical Supplement, August 2001
 City of Pleasanton Community Development Department

**Figure 7 - 3
 Historic Neighborhoods
 and Structures**

TABLE 7-3: HISTORIC NEIGHBORHOODS AND STRUCTURES

Historic Site Number, Location and Name	Historic Site Number, Location and Name
1 220 East Angela Street Home	25 443 Main Street, Restaurant Building
2 248-262 West Angela Street Building	26 450 Main Street, First Mercantile Store
3 219 Division Street, Pridemore Dentistry	27 459 Main Street, Pleasanton Antiques Building
4 386 Division Street Home	28 465 Main Street, Johnson Building
5 624 Division Street Home	29 500 Main Street, Arendt Building
6 Downtown Commercial Neighborhood	30 511 Main Street, Pastime Pool Building
7 First / Second / Third Streets Residential Neighborhood	31 514 Main Street, Dentistry Building
8 3988 First Street Home	32 515 Main Street, Pleasanton Jewelers Building
9 4432 First Street, Shamblin Home	33 520 Main Street, Garden Court Antiques Building
10 4362 Second Street, Original School Building	34 521 Main Street, Fenders Café Building
11 4376 Second Street, Original Train Station	35 525 Main Street, Bicycles! Pleasanton Building
12 4397 Second Street, Joseph Arendt Home	36 531 Main Street, Antiques Building
13 4466 Second St., Bessie Stover Wells Home & First City Telephone Pole	37 560 Main Street, Commercial Building
14 4467 Second Street Home	38 600 Main Street, Original Kolln Hardware Building
15 4512 Second Street, Donahue Home	39 601 Main Street, Pleasanton Arch Sign
16 4636 Second Street, Zwissler Home	40 603 Main St., Original Town Hall (Livermore-Amador Valley Historical Museum)
17 4672 Second Street, Charles Bruce Home	41 616 Main Street, Calipso's Building
18 4698 Second Street Home	42 620 Main Street, Dean's Café Building
19 4547 Third Street, A. Georgis Home	43 625 Main Street, Jerome Arendt Building
20 252 Main Street, Antiques Building	44 629 Main Street, Tack Room Building
21 288 Main Street, Gay 90's Pizza Parlor	45 633 Main Street, Christensen's Building
22 301 Main Street, Veterans Memorial Building	46 649 Main Street, Strizzi's Restaurant
23 401 Main Street, Coffee Beans and Bistro Building	47 690 Main Street, New York Pizza Building
24 405 Main Street, Pastas Café Building	48 700 Main Street, Former Pleasanton First National Bank

TABLE 7-3: HISTORIC NEIGHBORHOODS AND STRUCTURES (continued)

Historic Site Number, Location and Name	Historic Site Number, Location and Name
49 706 Main Street, Amish Farm Furniture Building	70 200 Ray Street, Kottinger Barn
50 707 Main Street, Coast Gasoline Station Site	71 357 Ray Street Home
51 722 Main Street, Fusion 3 Salonspa Building	72 339 Rose Avenue, American Legion Hall
52 728 Main Street, Pleasanton Liquors Building	73 469 Rose Avenue, Western Pacific Café & Salon
53 800 Main Street, Gregory Frame Shoppe Building	74 St. Mary Street and St. John Street Residential Neighborhood
54 824 Main Street, India Gate Building	75 493 St. John Street Home
55 828 Main Street, The Cheese Factory Building	76 648 St. John Street Home
56 855 Main Street, Pleasanton Hotel Site	77 670 St. John Street Home
57 30 Neal Street, Southern Pacific Railroad Station	78 692 St. John Street Home
58 62 Neal Street, Old Justice Court Building	79 335 St. Mary Street, Retail Shop
59 100 Neal Street, Old Rectory	80 336 St. Mary Street, Oddfellows Hall
60 118 Neal Street, Amador Valley Baptist Church	81 431 St. Mary Street, Anton Peterson Home
61 122 Neal Street, Haps Restaurant	82 443 St. Mary Street, Charles Graham Home
62 215 Neal Street, Bulford Hall Home	83 444 St. Mary Street Apartment Building
63 303 Neal Street, Benedict Home	84 462 St. Mary Street, Nerton Home
64 4239 Pleasanton Ave. Home (misaddressed as 4329 in source report)	85 471 St. Mary Street Home
65 4329 Railroad Avenue, Tom Pico Office Building	86 565 St. Mary Street Home
66 4417 Railroad Avenue, Contractors Fastener Building	87 621 St. Mary Street, Magoffin Home
67 4441 Railroad Avenue, Les Layer Home	88 637 St. Mary Street, Hamilton Home
68 4473 Railroad Avenue Home	89 844 Division Street Home (misaddressed as St. Mary Street in source report)
69 Ray Street/Spring Street Neighborhood (Residential/Commercial)	90 Little Stanley Boulevard Residential Neighborhood
	91 Heathcote-MacKenzie House, Alameda County Fairgrounds

Note: See Figure 7-3 for locations of the sites listed above.

Source: Historic Resource Preservation Subcommittee of the "Downtown Specific Plan Committee Final Recommendations Report," 2000.



Livermore-Amador Historical Society, former Pleasanton Town Hall

Pleasanton has inventoried all significant structures in the Downtown area; adopted design guidelines which encourage sensitive improvements to Downtown commercial buildings; and adopted an historic preservation goal, objectives, policies, and programs.

Archaeological Resources

Ohlone (or Costanoan) habitation, Spanish settlers during the mission period, immigrants during the California Gold Rush, and people drawn to Pleasanton for agricultural and other resources weave into the rich tapestry of Pleasanton's cultural history. Each period of settlement in Pleasanton has added a new layer to its cultural fabric with burials, place names, streets and buildings, religions, and institutions. For example, people in Pleasanton still refer to its creeks as arroyos, follow the same street grid established by the Neals and Kottingers, hike along the arroyos once peopled by the Native Americans, and ranch in

the Southeast Hills and along the Pleasanton Ridge like the early settlers.

Archaeological remains are scattered throughout the Pleasanton Planning Area, and concentrate mostly along arroyos and near former marshlands and springs. According to a review of available records by the Northwest Information Center of the California Archaeological Inventory, there are several recorded and reported prehistoric, and historic archaeological sites in the Pleasanton Planning Area. These sites include a prehistoric camp or temporary village; a prehistoric occupation site with mortars, pestles, and arrowheads; two sites that contain chert tools and cranial fragments; and an historic farmhouse.^{19,20} A site commonly known as Santa Rita Village yielded numerous artifacts, burials, and plant and animal remains. Because archaeologists have surveyed so little of the Planning Area, it is likely that there are additional buried resources beyond those reported and/or recorded and inventoried.

The Ohlone people have resided in the East Bay for over 7,000 years, far longer than the European occupation, and they continue to have a presence in the Planning Area. During the mid-19th and early 20th centuries, Muwekma Ohlone tribal ancestors resided in Alisal Rancheria, Sunol Rancheria, and Arroyo Mocho Rancheria (Livermore). These families worked on the local ranches, vineyards and hopyards. Tribal men and women have and continue to serve in the United States Armed Forces; many were baptized and buried at St. Augustine's Church and Mission San Jose. Several direct ancestors of the Muwekma Ohlone Indian Tribe have been traced to Pleasanton and the larger Tri-Valley area and tribal members continue to live in this area.

¹⁹ City of Pleasanton, *Final Environmental Impact Report for Happy Valley Specific Plan and Related Planning and Development Actions*, certified 1998, State Clearinghouse No. 97032034, p. 139 of Draft EIR.

²⁰ City of Pleasanton, *Final Environmental Impact Report for Stoneridge Drive Specific Plan*, certified Oct. 3, 1989, State Clearinghouse No. 88082720, Draft EIR pp. 21 – 24.

OPEN SPACE LANDS

The General Plan designates five categories of Open Space in the Planning Area: These include Parks and Recreation, Water Management and Recreation, Agriculture and Grazing, Public Health and Safety, and Wildlands Overlay. Figure 7-4 shows the location of each of these open space categories along with specific designated and named recreational open spaces. Recreational Open Space, discussed below, is open space for outdoor recreation, which along with Pleasanton's parks, is shown in the Parks and Recreation category. Open space for Water Management and Recreation is for both outdoor recreation and the managed production of resources. Open space for Agriculture and Grazing is for the managed production of resources. The Public Health and Safety designation is open space for public health and safety. The Wildlands Overlay designation (over Public Health and Safety and also Parks and Recreation) is open space for the preservation of natural resources.



Callippe Preserve Open Space

In order to encourage creative and flexible projects in rural areas where the City permits limited development, the City uses its Planned Unit Development (PUD) zoning district. A good example of positive PUD zoning effects can be seen in The Preserve residential neighborhood where the developer deeded 38 highly scenic acres of land to the City as public open space, including public access trails and a staging area. Transfer of development rights can also be used to protect large open-space areas. Clustering development from a large area onto a smaller area, through a development credit system, protects environmentally sensitive lands and reduces surface water runoff. Conservation easements are another technique whereby development rights can be purchased or privately dedicated so that open space lands are protected and managed in perpetuity.

Recreational Open Space

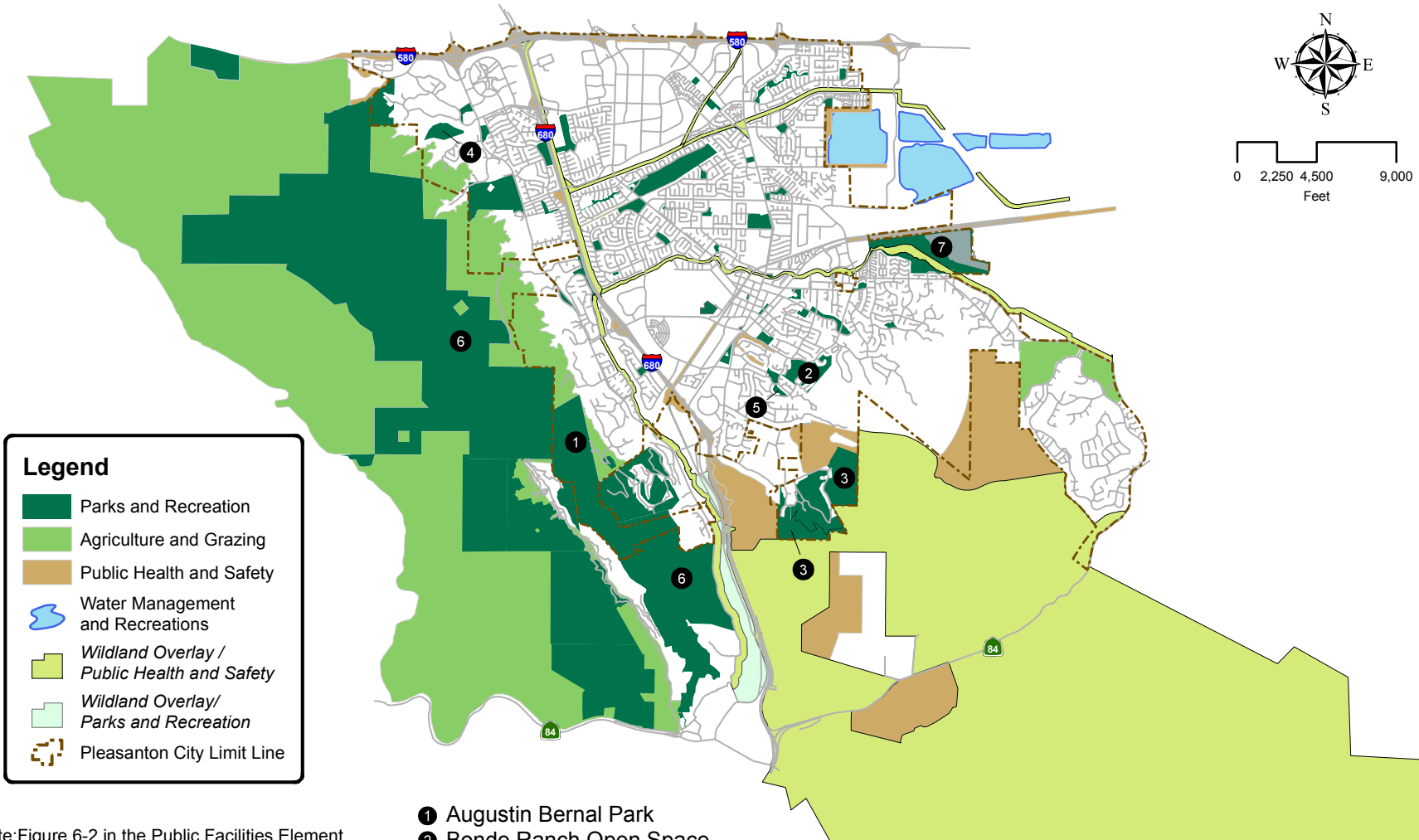
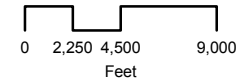
City of Pleasanton Open Space

Besides numerous parks within Pleasanton, the City owns and has designated four areas as recreational open space lands: Callippe Preserve, Gold Creek, Bonde Ranch, and Mission Hills. The City also considers Augustin Bernal Park as open space use due to its large natural area and hiking trails. Figure 7-4 identifies these recreational open space areas.

Bonde Ranch Open Space

The 41-acre Bonde Ranch Open Space stretches across rolling grassy hills just east of Independence Drive and south of Bernal Avenue before it curves northeastward. Hopkins Way near Livingston Place, Independence Drive across the street from Mission Hills Park, Arlene Place, Livingston Place, Braxton Place, and Middleton Place all offer foot access. Once pastureland, annual grasses still blanket the undulating Bonde Ranch hillside and offer a visual reprieve to urban residents as they pass by. Mature oak and sycamore trees adorn the western portion of the open space while sweeping views of Pleasanton reward those who trek up the hillside.

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Legend

- Parks and Recreation
- Agriculture and Grazing
- Public Health and Safety
- Water Management and Receptions
- Wildland Overlay / Public Health and Safety
- Wildland Overlay / Parks and Recreation
- Pleasanton City Limit Line

Note: Figure 6-2 in the Public Facilities Element identifies all Public Parks.

- ① Augustin Bernal Park
- ② Bonde Ranch Open Space
- ③ Callippe Preserve Open Space
- ④ Gold Creek Open Space
- ⑤ Mission Hills Open Space
- ⑥ Pleasanton Ridge Regional Park
- ⑦ Shadow Cliff Regional Recreation Area



Source: East Bay Regional Park District;
Pleasanton Parks & Community Services, 2006.

Figure 7 - 4
Open Space Lands

Callippe Preserve Open Space

The City has established about 280 acres of land surrounding the Callippe Preserve Golf Course as permanent open space, including 173 acres to be retained under City ownership and 107 acres of the Koopmann Ranch to be protected by a permanent conservation easement. The open space is split into two unconnected parcels with 112 acres to the north and west, and 61 acres to the south. Cattle continue to graze throughout both the open-space areas and the Koopman Ranch property.

The open space encompasses picturesque flat land and rolling hills. People can enjoy exceptional views of Mount Diablo and the Pleasanton Ridge while enjoying stands of oak woodland, flourishing undergrowth, and valuable wildlife habitat. The preserve is an oasis of natural grasslands contrasting with the clipped-and-trimmed fairways of the adjacent golf course.

The Callippe Preserve Open Space includes a 30-acre habitat for the endangered Callippe silverspot butterfly within the fenced, 61-acre southern open-space area. During early summer wild violets (*Viola pedunculata*) adorn this habitat area.

The City plans to provide a hiking and equestrian trail that circles the Callippe Preserve Open Space and Golf Course, offering spectacular views of the open space and the outlying Tri-Valley area. Access to the northern open space is from the water tower and an opening on Clubhouse Drive. There is currently no public access to the southern open space which may only be enjoyed as a passive view from the adjacent trail.

Gold Creek Open Space

The 38-acre open space with staging area is a natural area located south of The Preserve housing subdivision on the west side of Foothill Road. This public open space is adjacent to additional private open space owned and operated by both The Preserve and Moller



Gold Creek public open space trail at The Preserve

Ranch subdivisions. The Gold Creek staging area at The Preserve subdivision includes a paved parking lot, a public restroom, and trailheads. Public trails crisscrossing the open space and the restroom are open to the public year around. Gold Creek Open Space includes grassy hillsides, oak woodlands and related underbrush, seasonal creeks and springs, wooden bridges, and riparian vegetation.

Mission Hills Open Space

Mission Hills Open Space contains 4 acres of uncultivated grassland on the south side of Junipero Street and further south of the manicured 8.5-acre Mission Hills Park. The City clears this open space in the spring, maintaining it as a grassy open hillside dotted with mature oak trees. Pedestrian access is from both Junipero Street and Hopkins Way. A concrete drainage ditch cuts through the hillside near the eastern border of the open space. This open space offers a respite from both urban land uses and developed parks.

Augustin Bernal Park

The 237-acre Augustin Bernal Park is located in western Pleasanton on the Pleasanton Ridge. Access to this open space park is through the Golden Eagle Farm subdivision which contains a staging area with parking, restrooms, park interpretive displays, and a trail head. Hikers may also enter the open space from the Pleasanton Ridge Regional Park via the Ridgeland Trail (discussed below, under trails).

This open space contains a lush reserve of California native plant specimens and wildlife which offer a unique opportunity for interpretation and enjoyment. Oak woodlands grace steeper portions of the open space while dense chaparral-type vegetation dots the lower hillside. Annual grasses and wildflowers comprise the savannah (grassland), which wraps the ridgeline, and riparian vegetation peeks out from the drainage swales. Scattered throughout Augustin Bernal Park are remaining vestiges of native bunch grass.

BMX Park

The popular 3.65-acre City BMX facility, located near Shadow Cliffs Regional Recreation Area includes a bicycle riding area, a repair/work table, portable restrooms, parking, a viewing area, picnic tables, and pay phone. Two dirt mountain bike tracks comprise the park, one for beginners and young children and one – with its challenging jumps – for more experienced riders.

Regional Open Space

The Tri Valley contains approximately 56,000 acres of regional scale open space and watershed lands. The San Francisco Water Department owns watershed land, some of which overlaps with the Ohlone and Sunol wilderness areas south of Pleasanton. The East Bay Regional Parks District (EBRPD) owns and/or manages almost 35,000 acres of land in the Tri-Valley area, including the Ohlone and Sunol wilderness areas, Pleasanton Ridge Regional Park, and Shadow Cliffs Regional Recreation Area. Pleasanton Ridge Regional Park and

Shadow Cliffs Regional Recreation Area, both located in Pleasanton, are an integral part of the East Bay park system designated in the East Bay Regional Park District Master Plan.

Pleasanton Ridge Regional Park

The 4,084-acre Pleasanton Ridge Regional Park is owned and operated by the East Bay Regional Park District and is the core of a larger area planned to be acquired over many years. The park provides canyon and ridge-top views and access to remote deep-canyon streams. The main staging area on Foothill Road provides primary access by way of a multi-purpose trail system, which accommodates hikers, equestrians, and bicyclists. This park is adjacent to, and similar in nature and use to, Augustin Bernal Park.

Shadow Cliffs Regional Recreation Area

The 249-acre Shadow Cliffs Regional Recreation Area provides aquatic, hiking, and cooking facilities and attracts people from all over



Photo: Bill Nale, epleasanton.com

Shadow Cliffs Regional Recreation Area

the Tri Valley. The East Bay Regional Park District also owns and operates this facility, which in addition to active recreational opportunities such as water slides, also functions as open space with its open water and trails surrounding the former sand and gravel pit. This park offers a respite from urban living to people in the area.

Open Space Trails

Trails provide opportunities for recreation and enjoyment of nature and cultural treasures. Trail-related activities include walking, hiking, jogging, running, mountain biking, and horseback riding. Recreational trails may provide multiple benefits including access to vista points, fishing, and picnic areas, and enjoyment of the natural environment, wildlife, and solitude.

Although many are not fully improved, open-space trails hold the potential for walking – along with bicycling and/or horseback riding, where allowed – throughout the undeveloped portions of the Planning Area. The City provides trails in a number of open space lands, including within the Callippe Preserve Open Space, the Gold Creek Open Space, and in the Augustin Bernal Park, all described above. The City has easements for other open space trails not only on public land but also on private open space at The Preserve and the Moller Ranch developments.

The City and East Bay Regional Park District provide a system of interconnecting trails within the Pleasanton Ridge, south from Dublin Canyon Road to the East Bay Regional Park District staging area on Foothill Road. Trails crisscross within this area connecting to other open space trails including the Augustin Bernal Park public staging area. These trails provide public access to the developed and undeveloped areas of the Pleasanton Ridge.

The General Plan designates land adjacent to several watercourses – the Arroyo del Valle, Arroyo Mocho, Alamo Canal, and Arroyo de la Laguna – as Wildlands Overlay / Public Health and Safety.

Within these open space areas are trails as shown on Figure 7-5. The City plans to construct open space trails along other corridors designated as Wildlands Overlay / Public Health and Safety, including a connection from Arroyo del la Laguna west to and continuing along the Union Pacific Railroad open space corridor. New development in this area is expected to construct additional trails for the City’s open-space trail network.

The East Bay Regional Park District plans on connecting its regional parks with several trails within the Pleasanton Planning Area. Two regional trails are proposed to connect the Pleasanton Ridge staging area on Foothill Road with Shadow Cliffs Regional Recreation Area on Stanley Boulevard. One trail would extend northeast through Pleasanton using existing and planned City trails. The District



Women walking along the Iron Horse Trail in Pleasanton

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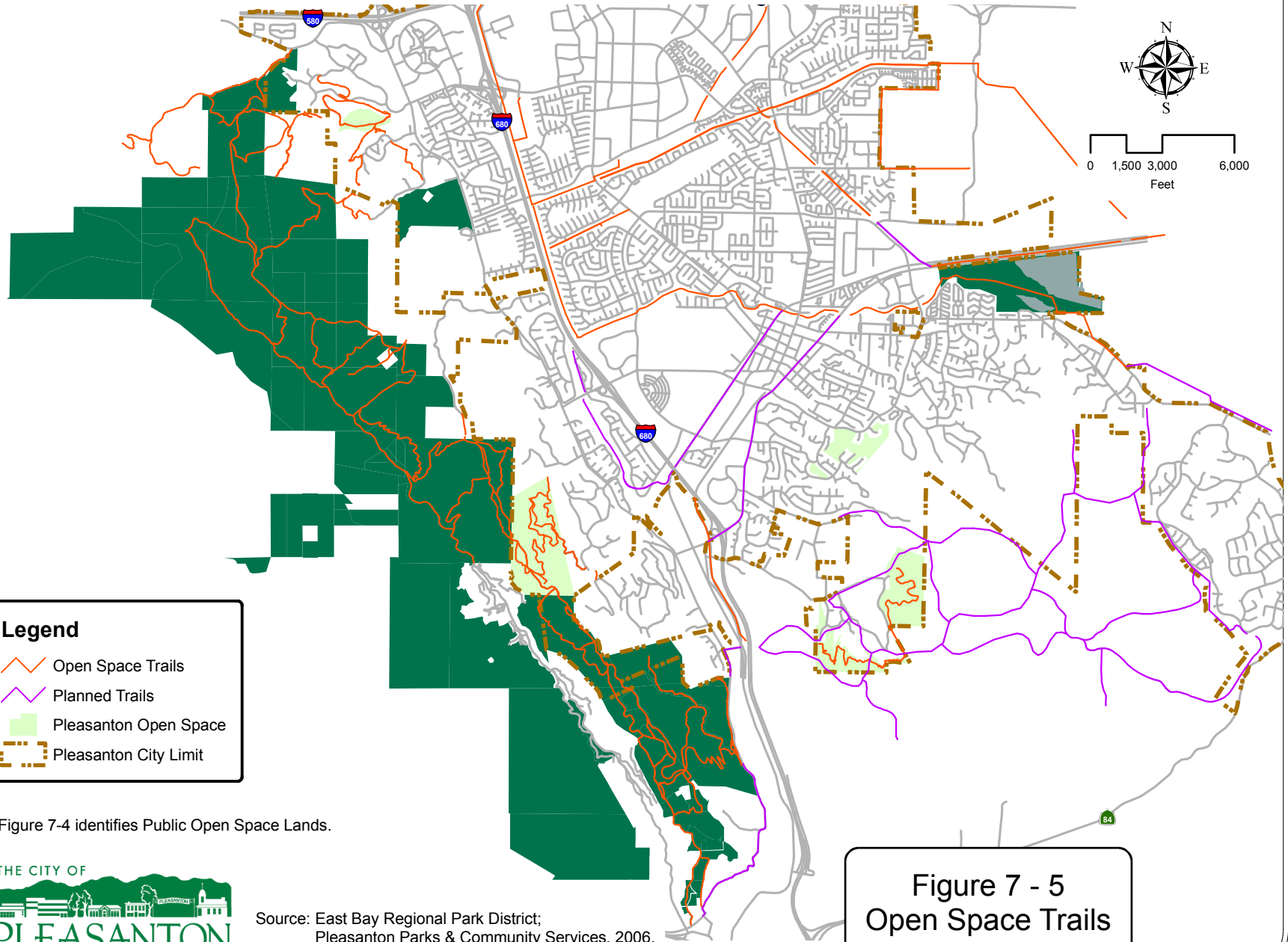


Figure 7 - 5
Open Space Trails

has not yet defined the other route, but plans to extend it east near State Route 84 and connect with the proposed Shadow Cliffs Regional Recreation Area to Del Valle Park trail

Northwest of Shadow Cliffs Regional Recreation Area, the City of Pleasanton and East Bay Regional Park District are jointly constructing a portion of the Iron Horse Trail. The East Bay Regional Park District plans to eventually connect this segment of the Iron Horse Trail to the south with Shadow Cliffs Regional Recreation Area and to the north through Dublin. The existing Iron Horse Trail then continues further north through Concord to Highway 4.

The Livermore Area Recreation and Park District proposes additional connecting trails to complete the Tri-Valley trail system.

Besides the planned recreational trails discussed herein, future trail planning will also focus on creating pedestrian and bicycle links in developed areas that facilitate trips to work and school and for other daily needs. The General Plan provides for a major system of trails and bikeways throughout the Planning Area, including on existing streets and sidewalks. See the Circulation Element for further discussion of trails and bikeways including their use as an alternative transportation method and for a figure showing these trails and routes (Figure 3-13). The Circulation Element further defines trails as to whether they are paved, gravel, or dirt paths.

Scenic Highways

Interstate 680, traversing Pleasanton in a north-south direction, is an officially designated State Scenic Highway. Interstate 580, traversing Pleasanton in an east-west direction, and State Route 84, extending west of Interstate 680, are both Eligible State Scenic Highways – Not Officially Designated. These three highways feature wooded hillsides and valleys and other open space. A scenic highway designation protects the scenic values of an area and can enhance community

identity and pride. Scenic highways provide a passive recreational opportunity to observe scenic vistas.

Water Management, Habitat, and Recreation

The Chain of Lakes provides a water resource with a rich assortment of uses for the City of Pleasanton and surrounding areas. The lakes provide a number of water-related functions including stormwater management, seasonal water storage, and groundwater recharge. As each lake is restored, it also has the potential to attract wildlife and provide recreational opportunities in the Planning Area. Given Pleasanton's location within the Pacific Flyway, such lakes and wetlands are expected to attract many winter migratory waterfowl with some local waterfowl species eventually becoming year-long residents. The General Plan Map currently designates about 700 acres as Water Management and Recreation, although this acreage should increase over time as Alameda County reclaims additional lakes.



Waterfowl on Cope Lake, Chain of Lakes

Zone 7 Water Agency

Agriculture and Grazing

Within the Planning Area are limited agricultural uses. The Ruby Hill area in Pleasanton has been re-planted with approximately 200 acres of grapes and there are vineyards along Vineyard Avenue. Many ranchettes with a limited number of livestock are currently located in the Vineyard Avenue Corridor and Happy Valley (South Pleasanton) areas. Most land in the Southeast Hills designated as Public Health and Safety and most land in the Pleasanton Ridge designated as Agriculture and Grazing, except for woodland areas, are used for livestock grazing. These areas are generally privately owned and public access is not allowed.

Most of the land designated for agricultural use in the Planning Area is located within the Pleasanton Ridge. The *1993 Measure F Initiative* designated approximately 9,500 acres as Agriculture. The base density of this agricultural area is 100 acres per building site.

Through the *Happy Valley Specific Plan*, the City preserves about 279 acres in the Greater Happy Valley Semi-Rural Density Residential Subarea generally with a two-acre minimum parcel-size restriction. The City also preserves small-lot agricultural uses in flatland portions of the Vineyard Avenue Corridor area while conservation easements permanently protect the 200-acre Ruby Hill Vineyard.

Mourning doves, ground squirrels, and tricolor and brewer's blackbirds live within or depend upon agricultural areas. Other species that forage in agricultural areas include the: common crow, yellow-billed magpie, scrub jay, starling, house sparrow, house finch, red-tailed hawk, northern harrier, barn owl, red-winged blackbird, meadow vole, deer mice, striped skunk, raccoon, opossum, coyote.

Farmlands

The United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) designates about two-thirds (29,270 acres) of the land within the Planning Area as agricultural, the

majority as grazing lands. In 1900 Pleasanton farmers produced 198 tons of hops, 16,860 tons of hay, 2,391 tons of grain, and 29,925 tons of sugar beets.²¹ At that time, Pleasanton farmed larger hop fields than any other California community.²² Dairy farming began to emerge in the Amador-Livermore Valley in the early 1900s as hop growing declined, and by 1910 Pleasanton had over 600 dairy cows.^{23,24} In 1953, Pleasanton farmers grew about 545 acres of tomatoes and about 1,000 acres of sugar beets (which produced about 22,000 tons of sugar beets), along with walnuts, hay and grains.

Sheep and cattle production operations are also found in the Planning Area. The Spotorno Ranch on the east side of Happy Valley was the head-quarters for the area's largest sheep production operation encompassing three counties – Alameda, San Joaquin and Contra Costa.



Cows grazing near the Main Ridge

²¹ McGown, JE, "Progressive Pleasanton, 1902," the *Pleasanton Times*, 1902.

²² Lane, Bob and Pat, *The Amador Livermore Valley, a Pictorial History*, 1988, p. 59.

²³ *Ibid*, p. 71.

²⁴ *The Pleasanton Times*, August 13, 1910.

During 1953 the Garattis Winery on Saint John Street was the largest business concern in Pleasanton with over 1.2 million gallons of wine storage and numerous affiliated vineyards.²⁵



Grapes before the harvest at Mitchell Katz Winery

Over the past 50 years, the city has spread over former Prime Farmland and Farmland of Statewide Importance, replacing farmland with housing and businesses. See Figure 7-6 for a map of existing (year 2005) agricultural lands in Pleasanton. This figure shows Prime Farmland, Farmland of Statewide Importance, Unique Farmland, grazing land, developed land, and other land. Figure 7-6 also delineates lands under *Williamson Act* contract.

The *1965 California Land Conservation Act* – commonly referred to as the *Williamson Act* – enables local governments to contract with private landowners to restrict specific lands to agricultural or related

²⁵ *The Pleasanton Times*, September 24, 1954, page 1.

open-space use. In return, landowners receive property tax assessments which are much lower than normal in that the taxes of *Williamson Act* lands are based upon farming and open space uses as opposed to full market value. Via the *1971 Open Space Subvention Act*, the State provides an annual payment of forgone property tax revenues to local governments.

A *Williamson Act* contract runs with the land, and will still be in effect if land ownership changes. The landowner may cancel a *Williamson Act* property through a nonrenewal process that takes at least nine years and is the method most landowners use. The landowner may also petition to cancel a contract in a complicated and expensive process.

The following are United States Department of Agriculture definitions:

Prime Farmland

Prime Farmland has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses. Prime Farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed according to acceptable farming methods. Land must have been recently used for irrigated agricultural production to be considered Prime Farmland.

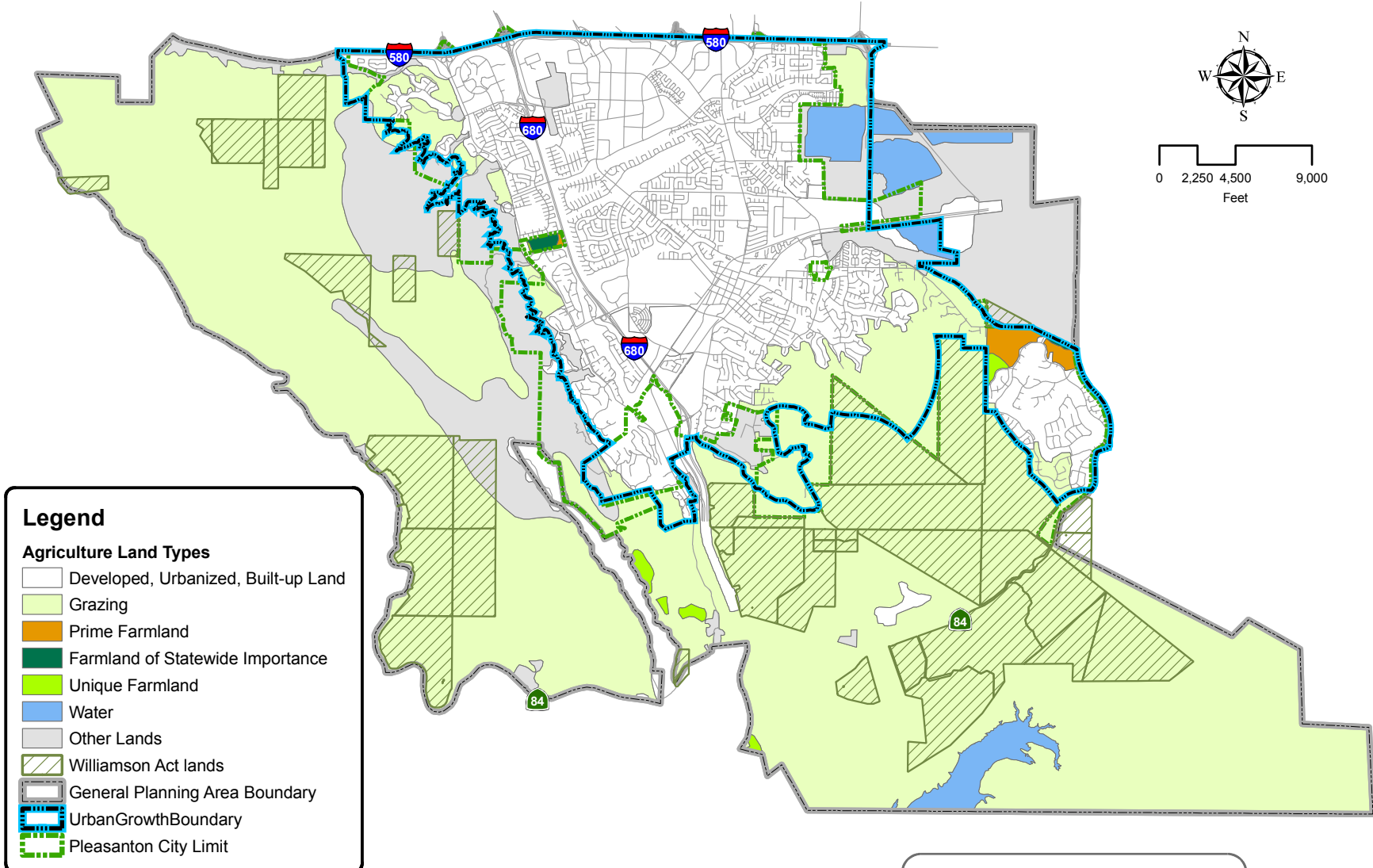
Farmland of Statewide Importance

Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been recently used for irrigated agricultural production to be considered Farmland of Statewide Importance.

Unique Farmland

Unique Farmland consists of lesser quality soils than those in either Prime Farmland or Farmland of Statewide Importance. This farm-

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Legend

- Agriculture Land Types**
- Developed, Urbanized, Built-up Land
 - Grazing
 - Prime Farmland
 - Farmland of Statewide Importance
 - Unique Farmland
 - Water
 - Other Lands
 - Williamson Act lands
 - General Planning Area Boundary
 - Urban Growth Boundary
 - Pleasanton City Limit



Sources: California Department of Conservation:
Alameda County Farmland, 2004
City of Pleasanton Planning Department, 2006.

Figure 7 - 6
Farmland and
Williamson Act Lands

land has a special combination of unique characteristics needed to economically produce sustained high yields of a specific crop, such as grapes in vineyards. This land is usually irrigated, but may include non-irrigated lands.

Grazing Land

Grazing land is land on which existing vegetation is suited for livestock grazing and may be used for dry-land farming. The minimum mapping unit is 40 acres.

Developed Land

Developed land is occupied by structures with a building density of at least one unit to 1.5 acres. Examples include residential, industrial commercial, and institutional uses, and cemeteries, golf courses, and sewage and water structures.

Other Land

Other land is not included in any other mapping category. This could include low-density rural development, woodlands, riparian areas, gravel mining and pits, and water bodies smaller than 40 acres in size.

Farming in the Tri Valley

Cattle grazing, hay production, and wine grapes are the major agricultural products in the Tri-Valley area. Urban development has replaced much of the Tri-Valley area's productive croplands. An exception is wine grape production in South Livermore, which has been expanding in recent years. Considerable land remains in large-lot agricultural use, under *Williamson Act* preserves. Historically, owners of some parcels near existing urbanized areas have filed notices of non-renewal for their *Williamson Act* contracts.

Public Health and Safety

The General Plan Map designates nearly one-third of the Planning Area mostly in the Southeast Hills as Public Health and Safety. Due



Vineyards at Mitchell Katz Winery

to a variety of natural constraints, these lands are designated as open space to discourage development. As discussed in the Public Safety Element, landslide deposits which are prone to soil and seismic instability underlay some of this land. Most of these areas consist of hilly terrain with slopes exceeding 25 percent. This hilly land is unsuitable for development due to difficulties of providing fire protection and other City services. Protection of these areas also provides valley residents with a scenic resource which contributes to the community's visual identity. Most of this land is privately owned and is not accessible to the public.

The General Plan Map designates the flood plains along the arroyos as well as narrow land strips adjacent to I-680 and the railroad tracks, as Public Health and Safety. With these designations, the City intends to protect future development from flood, traffic noise, and railroad operation hazards. The City's Scenic Highway Plan describes the strips of land along I-680 as supplementing other open space areas

and providing a visual buffer from sound walls.²⁶ A similar strip separates the Mohr-Martin residential neighborhood from the depleted sand and gravel quarries to the east. A semi-circular strip on the slopes of Mission Hill, near the intersection of Bernal Avenue and Sunol Boulevard, is intended to preserve the steep slopes below the Pleasanton Hills neighborhood. Finally, the General Plan Map designates a circular-shaped piece of hilly land bisected by I-680 northeast of Castlewood Country Club, as Public Health and Safety. This designation is due to its steep terrain and location adjacent to the freeway.

By requiring thorough geologic and geotechnical engineering studies, the City restricts development of all lands within hazard areas (see Public Safety Element) including landslide and erosion areas, steep slopes, and areas of seismic and geologic hazards. The City also requires special treatment of buildings in fire and flood zones, and reviews proposed projects in terms of design impacts. To preserve open space areas surrounding the city that protect public health and safety, the General Plan Map focuses most future development in areas close-in to the city.

Wildlands Overlay

Wildlands cover much of the south and west portions of the Planning Area. These lands are located mostly around the San Antonio Reservoir, Southeast Hills, and the Pleasanton Ridge. Wildlands are also adjacent to the Arroyo Mocho, Arroyo de la Laguna, Arroyo del Valle, and Alamo Canal waterways. Other wildlands are located along the railroad tracks and near the Donlon Way and Dublin Canyon culverts. With the exception of the Pleasanton Ridgeland, which are subject to the *1993 Measure F Initiative* land use restrictions, the General Plan Map designates these lands as “Wildlands Overlay.”

²⁶ City of Pleasanton, *Scenic Highway Plan for Interstate 680 in the City of Pleasanton*, Jan. 11, 1985.



Trees and grasses on Pleasanton Ridgeland

Wildlands Overlay areas contain valuable wildlife habitats and communities. They require special attention in order to protect biological diversity and to protect a number of federal- and State-listed special-status species. In most cases, wildlands also function as subregional corridors for wildlife movement between major open space areas including regional parks, wilderness areas, and watershed lands. These lands also enhance the human environment by providing scenic resources and educational opportunities. Land-use designations underlying Wildlife Overlay areas are Public Health and Safety, and Parks and Recreation.

The purpose of the Wildlands Overlay is to retain the biological diversity and variety of habitats that might otherwise be lost if the land were developed. To ensure long-term preservation of biological diversity, a variety of habitat types need protection in areas large enough to include viable populations of species which may be present

in low numbers. Therefore, wildlands include canyons, ridgetops, grasslands, woodlands, brushlands, riparian corridors, wetlands, arroyos, and streams.

Wildland areas are not isolated islands surrounded by development; rather they belong to a major linked system allowing wildlife movement through a regional open-space network. Thus the wildland areas connect the Pleasanton Ridge Regional Park on the west to the Ohlone Wilderness area, on the south to San Francisco Watershed lands, and on the southeast to Del Valle Regional Park. In this way, Pleasanton contributes an important subregional resource that is more valuable than isolated pockets of open space.

The primary use of the undeveloped area located along the Arroyo de la Laguna, south of Castlewood Country Club between Foothill Road and I-680, is as a railroad and flood-control corridor. The General Plan Map designates this area with a Wildlands Overlay because it contains a relatively undisturbed strand of riparian woodland dominated by heritage trees. Preservation of this habitat also provides a valuable wildlife corridor linking Pleasanton Ridge Regional Park to the Southeast Hills, a crucial step to maintaining subregional-scale wildlife habitat continuity.

The General Plan Map also designates as Wildlands Overlay substantial areas of grasslands and woodlands in the Southeast Hills, which form a bridge between the Pleasanton Ridge Regional Park and wildlands in the San Antonio Reservoir area. This biologically diverse area encompasses several watersheds, including canyons.

Around the east end of the lake, the San Antonio Reservoir area has a number of recorded Special Status Species sightings. This watershed land contributes domestic water to the San Antonio Reservoir and provides a regional wildlife corridor, which connects Del Valle Regional Park and the Ohlone Wilderness to Pleasanton's Southeast Hills.

The Arroyo Mocho, Arroyo de la Laguna, Arroyo del Valle, and Alamo Canal are the four major waterways traversing Pleasanton. Much riparian vegetation and wildlife exist along the arroyos. These and other arroyos provide the richest natural habitat in the Planning Area and also allow for stormwater drainage and groundwater recharge.



Heritage tree woodland near Canyon Way and Foothill Road

The northeast corner of Pleasanton Ridge provides a particularly striking, dense stand of heritage woodland visible from Foothill Road and Canyon Way. This woodland contains several species of relatively large trees, including California sycamore and some remarkably large California buckeyes. Steep terrain generally precludes this area from development. The areas designated as Wildlands Overlay constitute a resource that makes a variety of valuable community. The key to ensuring successful wildlands preservation lies in achieving a common community understanding that preservation is a worthwhile endeavor. Individual property owners, developers, and the general public must all benefit. To achieve a common goal for preservation, the City will

continue developing incentive programs that encourage property owners and developers to cooperate in wildland-area preservation and restoration.

The City needs more detailed information about existing wildlife species and communities in order to enhance and restore wildlife populations through habitat improvement. In addition, the City should continue preserving local and subregional wildlife corridors by minimizing wildlife-movement barriers created by roadways and development. To ensure that viable subregional wildlife corridors are maintained between Pleasanton Ridge, Del Valle Regional Park, and the Ohlone Wilderness, the City should consider guidelines to specifically address Foothill Road, I-680, and State Route 84 areas. Since the areas designated as Wildlands Overlay also contribute to subregional programs, the City should coordinate wildlands planning with other agencies to identify land fitting into a subregional wildlands mosaic.



California Burrowing Owl
Photo: Roger Jones, Wildlife Biologist

RELATIONSHIP TO OTHER ELEMENTS

Policies and programs established throughout the General Plan affect conservation and open space in Pleasanton.

Land Use Element

The Land Use Element designates open-space lands on the Pleasanton General Plan Map. The Conservation and Open Space Element discusses open space and includes goals, policies, and programs to preserve and enhance open-space areas.

Circulation Element

The Circulation Element strives to improve traffic and circulation systems throughout Pleasanton. The Conservation and Open Space Element discusses trails that link open space and recreational areas, and includes goals, policies and programs to preserve and enhance trails. These open-space trails relate to and are part of the pedestrian system discussed in the Circulation Element.

Public Safety Element

The Public Safety Element discusses flood hazards and geologic hazards including earthquakes and landslides. The Conservation and Open Space Element discusses hazards as they relate to natural resources, such as soil, and designates some land as Public Health and Safety. Public Health and Safety lands help mitigate effects of flood hazards, landslides, steep slopes, erosion, and areas of seismic and other geologic hazards.

Public Facilities and Community Services Element

The Public Facilities and Community Services Element defines public facilities and programs needed to service the community.

The Public Facilities and Community Programs Element discusses parks and recreation areas. The Conservation and Open Space Element discusses recreation as open-space uses. Although both elements discuss parks, the Public Facilities and Community Programs Element emphasizes active recreation and sports aspects of parks while the Conservation and Open Space Element emphasizes open-space uses and recreation in the context of natural areas.

Water Element

The Water Element discusses conservation of water natural resources, including stormwater runoff. The Conservation and Open Space

Element discusses conservation of all other natural resources. Under Plant Life this Element discusses wetlands and riparian corridors, while under Soil Resources it discusses soil types for groundwater recharge. Discussion of Sand and Gravel Resources also addresses the Chain of Lakes, which the Water Element discusses in greater detail. Finally, under Open Space Lands, this Element discusses Water Management and Recreation, a type of open space.

Air Quality and Climate Change Element

The Air Quality Element discusses how some criteria air pollutants could impact plants and animals. The Conservation and Open Space Element discusses plants and animals, including sensitive plant and animal species.

Noise Element

The Noise Element discusses existing and future noise levels in Pleasanton. Noise levels could impact the enjoyment of open space.

Community Character Element

The Community Character Element addresses many of the facilities and programs in Pleasanton that make up its community character, including sustainable development and open space. The Conservation and Open Space Element also addresses these issues.

CONSERVATION AND OPEN SPACE GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs, in addition to those contained in other elements, constitute an action program to implement the objectives described in this Conservation and Open Space Element.

GOALS, POLICIES, AND PROGRAMS

Goal 1: Practice sustainability to preserve and protect natural resources and open space.²⁷

Natural Resources

Goal 2: Preserve and enhance the natural resources of the Planning Area, including plant and wildlife habitats, heritage trees, scenic resources, and watercourses.

Policy 1: Preserve and enhance natural wildlife habitats and wildlife corridors.

- Program 1.1: Complete a comprehensive study of the ecosystems and wildlife habitat areas within and around the Planning Area, and develop and implement ordinances and policies that will provide for their preservation and enhancement.²⁸
- Program 1.2: Identify land within the Planning Area which could be reclaimed as viable wildlife habitat. Study methods to re-establish viable plant and animal communities in these areas. Develop standards to accomplish habitat reclamation which: (1) specify the minimum acreage, topography, flora, fauna, and other characteristics necessary to ensure survival of wildlife habitat areas; (2) specify necessary length, breadth, flora, fauna, and other characteristics necessary to ensure the protection and use of wildlife corridors; and (3) prevent the creation of open space islands, unless they are connected through a series of viable wildlife corridors in accordance with specified standards.
- Program 1.3: Preserve and enhance the resource value of wetlands through project development design measures. These measures should be based in part on jurisdictional wetlands delineation in accordance with current Army Corps of Engineers criteria, for projects which are known to have or that may have wetlands present within their boundaries.
- Program 1.4: Develop and implement ordinances and policies that provide for the preservation of wildlife corridors and riparian vegetation, and establish mitigation requirements which minimize the barriers across wildlife corridors that roadways and developments can create.
- Program 1.5: Investigate existing private, State, and federal incentive programs and develop City incentive programs that encourage property owners to cooperate in the preservation and restoration of wildlife habitat.

²⁷ Open space is any public or private land or water that is unimproved and devoted to open-space use. As discussed in this Element, open-space lands include recreational open space, water management and recreation, agriculture and grazing, public health and safety, and wildlands overlay.

²⁸ Wildlife habitat areas are those that provide the natural environment and conditions for animals to live.

- Program 1.6: Analyze potential impacts on wildlife populations and habitats before developing projects, using the *California Environmental Quality Act (CEQA)* process or other processes, as relevant.
- Program 1.7: Minimize active recreation – sports, games, exercising, and fishing – within natural habitat areas.²⁹ Permit passive recreation such as hiking, bicycling, horseback riding, nature and cultural resource study, photography, and picnicking.
- Program 1.8: Design site sensitive recreation or interpretive facilities to minimize intrusion within natural public open space.³⁰ Limit public access, including hiking trails, into sensitive habitat areas, when warranted.
- Program 1.9: Plant native species wherever possible in public and private landscaping, and provide wildlife habitat in new landscaping, where appropriate.
- Program 1.10: Design storm retention and drainage ponds, groundwater-recharge areas, and watercourses as wildlife habitats, when appropriate and environmentally sound.
- Program 1.11: Support the efforts of the Alameda Creek Fisheries Restoration Workgroup to restore native steelhead populations in Alameda Creek.
- Program 1.12: Support appropriate development intensity adjacent to areas designated as Wildlands Overlay.
- Program 1.13: Provide activities and educational opportunities related to preserving and enhancing natural resources and the environment.

Policy 2: Preserve heritage trees throughout the Planning Area.

- Program 2.1: Strongly encourage preservation of heritage trees; where preservation is not feasible, the City will require tree replacement or a contribution to the Urban Forestry Fund. Allow no net loss of trees.
- Program 2.2: Follow the provisions of the City’s *Heritage Tree Ordinance, Pleasanton Municipal Code* Chapter 17.16, Tree Preservation, when reviewing future development projects.

Policy 3: Preserve and enhance streambeds and channels in a natural state.

See also Policy 2 of the Water Element and its programs.

²⁹ Natural habitat areas are those that provide the natural environment and conditions for plants and/or animals to live.

³⁰ Natural open space is any public or private land or water that is unimproved and devoted to open-space use.

Sand and Gravel

Goal 3: Promote natural resource production in accordance with sensitive environmental management practices.

Policy 4: Reserve all areas designated on the General Plan Map as Sand and Gravel Harvesting exclusively for the production of sand and gravel until such time as quarry operators have depleted the resources.

Program 4.1: Ensure that Sand and Gravel Harvesting areas are reclaimed and reused following the *Specific Plan for the Livermore-Amador Valley Quarry Area Reclamation*.³¹

Program 4.2: Design natural open space areas adjacent to sand-and-gravel harvesting areas and Zone 7 water retention lakes to include a protective buffer zone, similar to that on the east side of Martin Avenue, particularly north of Mohr Avenue that are open to the public for recreational purposes.

Program 4.3: Incorporate waterfowl habitat into planning and reclaiming depleted sand and gravel quarry resources.

Cultural and Historic Resources

Goal 4: Designate, preserve, and protect the archaeological and historic resources within the Pleasanton Planning Area.

Policy 5: Preserve and rehabilitate those cultural and historic resources which are significant to Pleasanton because of their age, appearance, or history.

Program 5.1: When reviewing applications for development projects, use information regarding known archaeological finds in the Planning Area to determine if an archaeological study, construction monitoring or other mitigations are appropriate. Require that archaeological studies meet the requirements of the *California Environmental Quality Act Guidelines* Section 15064.5 in identifying mitigation measures if an archaeological site is encountered. Include provisions for the interpretation of cultural resources. Consult with the California Archaeological Inventory, Northwest Information Center, as necessary.

Program 5.2: Follow the recommendations contained within archaeological and historical architecture studies regarding rehabilitation or preservation of archaeologically or historically significant structures and sites.

³¹ Alameda County Board of Supervisors, *Specific Plan for Livermore-Amador Valley Quarry Area Reclamation*, adopted Nov. 5, 1981

- Program 5.3: Continue to include a standard condition of project approval to require the cessation of all construction and grading activities within the vicinity of any discovered prehistoric or historic artifacts, or other indications of cultural resources, until any such find is evaluated by a qualified professional archaeologist, and appropriate mitigation is approved by the City.
- Program 5.4: Consider expanding the City’s low interest Downtown commercial rehabilitation loan program.
- Program 5.5: Encourage the use of educational workshops, exhibits, and teaching materials that celebrate the city’s history, ancestral heritage, and Native American contributions, and encourage participation by Native American groups in developing such programs.

Open Space

Goal 5: Preserve and protect existing and proposed open space lands for public health and safety, recreational opportunities, natural resources (e.g., agriculture, sand and gravel mining), sensitive viewsheds, and biological resources.

Policy 6: Protect all large continuous areas of open space, as designated on the General Plan Map, from intrusion by urban development. *(Measure QQ, Nov. 2008)*

- Program 6.1: Explore working with the Tri-Valley Conservancy or similar entities to use transfer of development rights and conservation easements to preserve open space.
- Program 6.2: Establish appropriate levels for the development of land adjacent to areas designated as Wildlands Overlay through studies which indicate the types of development posing the least potential negative impact on wildlife habitat.
- Program 6.3: Preserve large blocks of open space land by encouraging the clustering of development.
- Program 6.4: Investigate methods and pursue opportunities to retain areas designated on the General Plan Map as Open Space for permanent open-space use through acquisition, conservation easements, establishment of land trusts, etc.
- Program 6.5: Encourage developers to publicly dedicate fee title to open space lands: (1) that are determined to have considerable public recreational, scenic, or natural resource value; (2) where operational costs can be met; and (3) where significant potential health or safety hazards do not exist. Developers should offer public access to the fullest extent possible.

- Program 6.6: Develop zoning districts with open space uses appropriate for the adopted Open Space categories listed on the General Plan Map and that implement the policies and programs of the General Plan.
- Program 6.7: Continue to restrict private development in areas designated as Public Health and Safety and Wildlands Overlay to a single-family home on existing lots of record as of September 16, 1986.

Open Space Parks and Recreation

Goal 6: Achieve an extensive open-space system featuring a wide variety of opportunities to serve the diverse needs of the public.

Policy 7: Preserve and expand open-space opportunities, including open-space access to the public.

- Program 7.1 Support expansion of the East Bay Regional Park District’s Pleasanton Ridge Park in areas designated as Open Space.
- Program 7.2: Work cooperatively with Alameda County, the City of Hayward, and the East Bay Regional Park District to retain Pleasanton Ridge as permanent open-space lands.
- Program 7.3: Encourage public accessibility to appropriate public open-space land or in private open-space land that could accommodate public-access open-space trails.
- Program 7.4: Provide adequate parking and staging areas for open space access and include facilities such as picnic areas, restrooms, and potable water

Policy 8: Preserve as permanent open space all areas of outstanding scenic qualities or areas which provide extraordinary views of natural and human-made objects.

- Program 8.1: Implement the recommendations contained in the Scenic Highway Plan for I-680.³²
- Program 8.2: Retain the scenic attributes of existing (I-680) and proposed scenic highways (I-580 and State Route 84) including views of woodlands, hills and ridges, valleys, and grazing lands.
- Program 8.3: Along freeway corridors, use setbacks, landscaping, and architecturally integrated screen walls to screen views of parking lots, loading docks, and service and storage areas.

³² The City of Pleasanton, *Scenic Highway Plan for Interstate 680 in the City of Pleasanton*, January 11, 1985.

Program 8.4: Encourage developers to work with entities such as the Tri-Valley Conservancy to dedicate scenic/conservation easements for private open-space areas possessing exceptional natural, scenic, and/or vegetation or wildlife habitat qualities.

Program 8.5: Encourage developers to provide open-space buffers in areas where there are conflicting land uses.

Goal 7: Promote expansion and maintenance of a trail system that serves Pleasanton’s diverse population while respecting and protecting the integrity of its natural and cultural resources.

Policy 9: Promote the development of a comprehensive system of pedestrian, bicycle, equestrian, and hiking trails throughout open-space lands, including arroyos and canals, in the Planning Area.

Program 9.1: Light only those trails in natural areas that provide a reasonable alternative to transportation, or important links, between residential areas, parks, and commercial centers, as long as such lighting does not intrude upon environmentally sensitive areas or impact nearby residents.

Program 9.2: Require developers to dedicate public-access easements for trails in private open-space areas, where feasible.

Program 9.3: Continue to coordinate with Livermore, Dublin, Sunol, and the East Bay Regional Park District to develop trails linking recreation and open-space areas.

Program 9.4: Implement the *2002 Community Trails Master Plan Update*.

Program 9.5: Retain all publicly-owned corridors – abandoned rail lines, utility corridors, water courses and canals, and other easements – for future (non-exclusive) open space and trail use.

Program 9.6: Continue to provide different trail types for a variety of users: hikers, walkers, joggers, cyclists, and equestrians.

Program 9.7: Protect, improve, develop, and maintain recreation and open-space trails and their related facilities.

Program 9.8: Encourage the East Bay Regional Park District to provide public access to its Pleasanton Ridge Park from as many points as feasible, including Foothill Road, Palomares Road, and Dublin Canyon Road in order to maximize public access and to distribute the traffic impacts of staging areas.

- Program 9.9: Wherever feasible, require new development within or adjacent to the Pleasanton Ridglands area to provide public access and/or public staging areas to connect with the Pleasanton Ridge Park.
- Program 9.10: Support the East Bay Regional Park District’s plan to connect the Niles Canyon Trail to other regional trails.
- Program 9.11: Encourage separation of the East Bay Regional Park District’s Iron Horse Trail from existing roadways and sidewalks, where feasible.
- Program 9.12: Support Zone 7 in implementing its *Stream Management Master Plan* so as to provide public access trails and recreational opportunities.

Policy 10: Improve the public’s knowledge of trails and its ability to use the trails in open space areas including those along the arroyos and canals.

- Program 10.1: Increase public access signage that directs users to parks and open-space areas, including the arroyos and canals.
- Program 10.2: In open space areas, provide information signs and/or kiosks that educate the public about healthy arroyos, and other water quality/conservation issues.
- Program 10.3: Consider providing and maintaining public restrooms, drinking fountains, benches, trash receptacles, and other amenities at trailheads including those along the arroyos and canals.

Agriculture and Grazing

Goal 8: Promote agricultural production in accordance with sensitive environmental management practices and to preserve agricultural uses.

Policy 11: Reserve all areas designated on the General Plan Map as Agriculture and Grazing for the protection of this resource.

- Program 11.1: Discourage the development of agricultural lands indicated on the General Plan Map through the use of *Williamson Act* Contracts (where applicable) and agricultural zoning.
- Program 11.2: Discourage the conversion of existing viticulture areas to non-viticultural uses.
- Program 11.3: Foster land management practices to discourage soil erosion on agricultural lands.

- Program 11.4: Protect agricultural activities through the City *Right-to-Farm Ordinance*, *Pleasanton Municipal Code* Section 17.48, and by creating buffer areas between agricultural and urban land to reduce potential use conflict.
- Program 11.5: Investigate existing incentive programs and develop new ones that encourage property owners to cooperate in the preservation and restoration of wildlife habitat on Agriculture and Grazing lands.
- Program 11.6: Support viticulture in the Vineyard Avenue corridor.
- Program 11.7: Support agri-tourism, agricultural land preservation, and agricultural-enterprise enhancement programs of the Tri-Valley Business Council’s Working Landscape Plan.³³
- Program 11.8: Support the policies of Alameda County and the City of Livermore which promote preservation of agriculture in the region. Provide a buffer between areas designated for agricultural use and new non-agricultural uses within agricultural areas or adjacent parcels.
- Program 11.9: Develop community gardens to encourage agriculture in the Planning Area.
- Program 11.10: Continue to support an active farmer’s market in Pleasanton by providing public services, such as open public restrooms, to encourage people to frequent the market.

Public Health and Safety Lands

Goal 9: Minimize health and safety hazards.

Policy 12: Protect the health and safety of the community by excluding development in hazardous or environmentally sensitive areas.

- Program 12.1: Land containing no slope of less than 25 percent should be limited to one single-family home per existing lot of record.
- Program 12.2: Restrict construction in earthquake fault zones according to criteria established in the Public Safety Element.
- Program 12.3: Restrict construction in floodways and floodplains as described in the Public Safety Element.

³³ Tri-Valley Business Council, Agricultural Water Task Force, “Working Landscape Plan,” January 2005.

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12. COMMUNITY CHARACTER ELEMENT



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12. COMMUNITY CHARACTER ELEMENT

PURPOSE

The purpose of the Community Character Element is to identify the physical and social aspects of Pleasanton's unique identity and to establish goals, policies, and programs to preserve and enhance those aspects which make the city special and distinct.

OVERVIEW

Pleasanton's community character is the physical reflection of its location, setting, history, and numerous design decisions made over time. It is an expression of community values as well as constraints as perceived at the time of each of those decisions. Some aspects of community character are the result of one-time actions while others have been adopted and repeated as traditions. Major contributors to Pleasanton's community character are discussed below. See Figure 12-1 Exiting Community Character.

Pleasanton is situated in a tree-covered valley defined by surrounding hills. The generally undeveloped hillside and ridgeline areas which enclose Pleasanton create a scenic visual backdrop and provide a physical and visual separation from adjacent communities. This gives Pleasanton a strong sense of individuality. Surrounding hillside and both public and private open-space areas, along with trees and other landscaping which have been planted over the City's history, also give Pleasanton a strong visual connection to the natural environment.

Pleasanton's physical evolution between 1850 and 1970 resulted in a small-town feeling with an outlying rural atmosphere. This is evidenced by the City's historic Downtown, older residential neighborhoods, Alameda County Fairgrounds, the keeping of farm animals in the Happy Valley farming area, an abundance of street trees, among other aspects described below. Many residents cherish

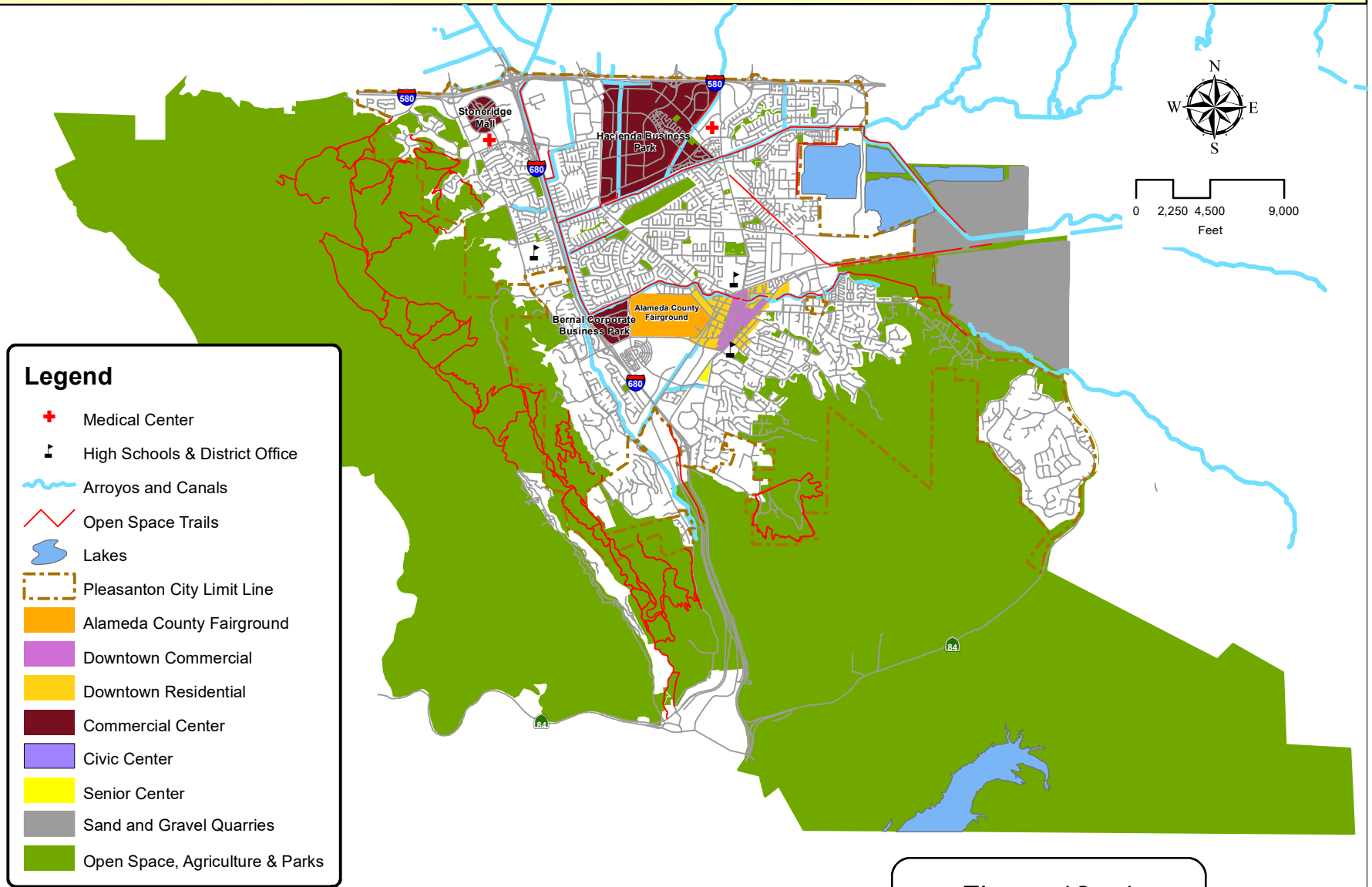


Pleasanton Arch on Main Street

and desire to preserve and enhance this character. High quality business park development which occurred during the 1980s and 1990s and suburban neighborhood development from the 1960s to the present also create design elements which the City would like to perpetuate in harmony with the rest of the community.

The design of future developments and the retention of a sense of open space and community separation will require careful attention to planning, landscaping, and building setbacks. During this General Plan period, the City will likely see the development of land transitioning from dry-land agriculture to commercial, residential, and park uses on the Staples Ranch property and the development of several hundred acres of land now transitioning from quarry uses

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Source: Community Development Department, 2008

Figure 12 - 1
Existing Community
Character

east of Pleasanton. In addition, the development of numerous vacant **infill** parcels, **building** additions, renovations, and public improvements are expected within the next 20 years.

Edge Environment

The Foothill Road area including the Main and Pleasanton Ridges to the west creates the western edge of the **city**. Although this area is **changing** due to increased housing development and street improvements, it still appears semi-rural in character and closely connected to open space. Many sections of Foothill Road are narrow and follow natural contours. **Hills** and riparian corridor trees approach the roadway in many locations. The road is generally elevated in height above the rest of the city and provides at several locations a broad **overview** of the green valley below. Along Foothill Road, homes of **varying** size and style sit back substantially **from** the road and contribute to the impression of lower density development integrated with the adjacent natural environment.

The southern edge of the city retains a strong rural flavor, with narrow roads, white open-rail fences, farm structures and animals, considerable open space, and many views of undeveloped hills. Historical names such as "Happy Valley" and "Chicken Alley" assist in **identifying** the area's uniqueness and past land uses. The City's **award-winning** Callippe Preserve Golf Course is located on **rolling** hills in South Pleasanton and incorporates Happy Valley Creek and large oak trees. The golf course is surrounded by publicly-owned open space and **trails**. The Southern Hills area, mostly in private ownership, provides a major visual backdrop for South Pleasanton as well as for the entire city.

In Pleasanton's largely undeveloped eastern edge, quarry lands and the **towering** equipment at the sand-and-gravel operations dominate. These quarry lands, along with the Livermore Golf Course and



Quarry lands that separate Pleasanton and Livermore (near Vineyard Avenue)

Livermore Municipal Airport, currently provide a major separation between Pleasanton and the adjacent City of Livermore. Interstate 580 (I-580) freeway **defines** Pleasanton's northern edge, as described in more detail in the City Entryways section below.

Streetscapes and Patterns

The general street patterns of the city vary widely **from** the traditional **grid** of the Downtown to more **typically** suburban subdivision cul-de-sac patterns in newer housing developments. A much larger-scale road pattern exists **within** the business parks. The Bernal Avenue / Valley Avenue loop loosely defines the older inner core of the city, centered on the Downtown. The city's main arterial streets all lead to the Downtown, reinforcing that area as a major community focus.

Pedestrian pathways connect neighborhoods to parks, such as those in the Pleasanton Meadows and **Birdland** neighborhoods. However, few

exist that connect to other neighborhoods or to schools, thus limiting the walkability of the city as a whole. To reach their destination, residents, including children walking to school, often use sidewalks along major arterials designed primarily for vehicle use.

The “Y” form of the former Southern Pacific and Union Pacific railroad corridors has influenced street and subdivision layouts in the past, and continues to exert a strong influence on the character of the community. Most noticeable are the vistas to distant hills and Mount Diablo provided at road crossings of the railroad corridors. The railroads also influence perceptions of the community by focusing vehicular and pedestrian traffic along specific streets leading to the crossings. The East Bay Regional Park District and the City of Pleasanton are constructing portions of the Iron Horse Trail on the former Southern Pacific right-of-way in Pleasanton.

Architectural Style and Character

Downtown has the most distinctive architectural character within the community, with its Victorian and "Main Street" buildings. The contemporary architecture and site planning of the newer business parks are also distinctive and express a strong image of progressive businesses with a concern for the working environment of employees.



436-450 Main Street building

Building heights remain relatively low, contributing to Pleasanton's small-town character. Older residential neighborhoods are open and accessible to one another

instead of being closed by way of cul-de-sacs and limited through-streets. Parking garages sit behind homes leaving front yards for neighbors to gather and children to play, rather than for parking cars or as garage entries. Families and friends gather outdoors on the front porches where they may greet pedestrians passing by, instead of closing themselves in backyards. Other buildings within the community vary in style and character, but not abruptly, since most of the growth has occurred within the last few decades. Light colors and earth tones predominate in houses and commercial buildings throughout both urban and rural areas of Pleasanton. These colors blend in with the open areas and provide a sense of openness in more developed areas.



The Hamiltons on front porch at 637 St. Mary St

Arroyos and Canals

Pleasanton's arroyos and canals are defining features of the community which have influenced past development decisions and offer future open-space linkage opportunities. Even more than the railroad corridors, they open up vistas to distant hills, provide open space within the heart of the city, establish habitats for various forms of plant and wildlife and allow a venue for trails. Adjacent to several arroyos are pedestrian and bicycle pathways that are safely separated from vehicle

traffic. The City of Pleasanton is working in cooperation with the East Bay Regional Park District, Caltrans, Zone 7 Water Agency, and the City of Dublin to assess the feasibility and financing for an under-freeway **link** of the **Alamo** Canal Trail.

Sustainability

The concept of sustainability and sustainable development is embedded in Pleasanton's community character in various ways. These include:

- The preservation of open spaces which frame the City and encourage urban **infill** where development can be served most efficiently.

The preservation and reuse of older and historic structures in the Downtown which saves the use of resources and energy, and creates **linkages** between the past, present, and future.

The design of commercial areas, **especially** the Downtown, which attract businesses that contribute to the ongoing economic vitality of the community.

The City's urban design which places schools, parks and **neighborhood** shopping centers close to residential areas.

Landscaping that provides shade and is **sparing** in water use.

- Trails, bike lanes, and other links that connect **neighborhoods**, schools, and open space for walkers and bicyclists, and provide an alternative to automobile **travel**.

Higher density and mixed-use **walkable** neighborhoods near alternate forms of transportation.

SPECIAL INTEREST AREAS

Pleasanton includes many clearly identified **design** districts such as the Downtown, Hacienda and Bernal Corporate business parks, Alameda County Fairgrounds, Foothill Road area, etc. The design of specific areas impacts Pleasanton's character in positive and

negative ways. Many areas are **highly** visible, and assist residents and visitors in visualizing the city's structure and layout. Some areas lack quality maintenance and are in need of upgrades. The **design** and maintenance of structures and improvements **within** these areas will play a critical role in shaping Pleasanton's character in years to come.

Historic Resources

The Downtown and surrounding residential neighborhoods contain most of Pleasanton's **recognized** historic resources. However, there are other structures, including the Alviso Adobe and Century House, which serve as reminders of Pleasanton's heritage of more than a century and a **half**. Pleasanton has retained some of its early Spanish and Mexican roots not only in buildings such as the Alviso Adobe, but in other names. For example, the City named Bernal Avenue for its **first** Mexican settler – **Augustin Bernal**, while Pleasanton residents still refer to "creeks" as "arroyos" and students at **Amador Valley High School** as "Dons" – meaning "sirs" in Spanish. The City has recognized over

80 individual buildings as historically **significant**. Historic resources are discussed in more detail in the Cultural Resources section of the Conservation and Open Space Element.

Many heritage trees also assist in **giving** Pleasanton a unique character and **image**, often missing **from** other communities. Walnut trees hark back to Pleasanton's **agricultural** past while sycamore, valley oak, black locust, elm, ash and other trees evoke Pleasanton's small-town heritage.



Heritage sycamore in Kottinger Park

Pleasanton's Downtown remains a treasure that most older but growing communities have long since lost. It reflects the city's heritage and is a source of pride to its residents. Older commercial and residential buildings lend richness to the area, and new development has generally been designed to complement the older structures and reinforce the **small-scale** character. Historic buildings, the Pleasanton Arch, street trees, many restaurants, special paving, and street furniture, along with unique shops, **all** enhance the pedestrian scale and attractiveness of Downtown Pleasanton.

Residential Neighborhoods

Residential neighborhoods are the heart of Pleasanton. The neighborhoods perform a major role in what makes Pleasanton an attractive place to live, work, and play. Each neighborhood has a unique character, from the semi-rural Happy Valley, to the more conventional suburban homes in Pleasanton Valley, to the Victorian and bungalow architecture of residential streets around the downtown. In general, Pleasanton neighborhoods show a pride of **ownership** as reflected in improvements, such as home additions, and a **high** level of home maintenance. **Neighborhoods** consist not only of the residential buildings, but natural features (**e.g.** hills, creeks, and open space) and the physical arrangement of **neighborhood** amenities such as roads, schools, parks, playgrounds, and shopping areas. These **again** are generally attractive and well maintained, although, as noted below, some local neighborhoods built in the 1960s and 1970s would benefit **from** updating.

Often neighborhoods are identified by commonly known names related to the developer or tract name. Many recent developments have attractive, landscaped entryways with **identifying signs**. Signs and entrances also exist for some older tracts, although a few of these are **showing** their age (**e.g.**, the entrance way to Pleasanton Valley off Hopyard Road). **Figure 2-1** and **Table 2-1** in the Land Use Element

show the locations and names of over 70 residential neighborhoods in Pleasanton.



517 Saint Mary Street with garage in the rear

Residential Neighborhoods Built from 1960-1980

Neighborhoods developed in the 1960s and 1970s were typically **designed** with separated sidewalks and street trees on collector streets, and new infrastructure; however, delayed maintenance and upgrades in these subdivisions are changing the **streetscape**. Over time numerous street trees have **died** or been removed, large trees are substantially pruned to be lower in height or to accommodate overhead power lines, roadway patches exist where cuts have been made for cable and other services, and the street **lights** are weathered due to exposure to the elements. In some cases, property owners have delayed needed fencing, **façade**, and landscaping maintenance, which further diminish the **design** character in these neighborhoods.

Commercial Areas

Unlike many cities that saw substantial development during the mid-20th century, Pleasanton has few commercial corridors. Main Street and First Street are the exceptions. However, unlike the "strip commercial" development in other cities where **garish signs**, franchise architecture, and poorly landscaped **parking** lots dominate, development along these streets includes re-use of older, historic **buildings**, street **trees**, mixed-use buildings and neighborhoods, parking located at the rear of businesses, and pedestrian amenities. As of 2006, Pleasanton has upgraded First Street – which carries the bulk of the traffic through the Downtown area – with removal of overhead lines, installation of pedestrian-level **streethghts**, and reconstruction of the bridge over the Arroyo del Valle.

Most commercial development in Pleasanton lies within clearly **defined** neighborhood and community shopping centers, located at the intersection of major **arterials**, and conveniently serving the surrounding residential neighborhoods. Most are well maintained; however, some have not been updated over time to include more attractive **signage**, **design** treatments, paint colors, **lighting**, landscaping, outdoor seating, and pedestrian and bicycle connections. Commercial area **design** has a substantial impact on community character.

The Stoneridge Shopping Center attracts shoppers throughout the region. Opportunities exist at the **shopping** center to enhance its outdoor and pedestrian presence by **providing** more attractive outdoor seating areas, and **creating** well landscaped pedestrian and bicycle **connections** to nearby uses, including the future BART station.

In achieving its purpose of identification and information transfer, private **signage** in commercial areas varies from extremely well-designed and effective to visually weak and ineffective. Signs with good graphic design and high quality **materials** enhance



Stoneridge shopping center

commercial areas and streetscapes and contribute to the building's appearance.

Parks

The city is rich in parkland with the Sports and Recreation Community Park, Val Vista Community Park, Amador Valley Community Park, Augustin Bernal Park, Shadow Cliffs Recreation Area, Pleasanton Ridge Regional Park, Callippe Preserve Golf Course, school playgrounds, and many neighborhood parks. Some, such as Kottinger Community Park, provide distinctive **linkages** which enhance the **feeling** of community within their neighborhoods.

City recreational programs facilitate by far the greatest amount of community activity in Pleasanton. In the future, the City **will** develop the Bernal Grand Park which will provide a location for additional community activities. Lakes, wetlands, the Grand Meadow, sports field, and other facilities **will** be visible from I-680 and Bernal Avenue. For a

more in depth discussion of parks in Pleasanton, see the Parks and Recreation discussion in the Public Facilities Element.



Kottinger Community Park

Other Activity Centers

The Downtown, Alameda County Fairgrounds, schools, churches, and other centers, including institutional facilities like the Valley Care and Kaiser Medical Centers, all influence the character of Pleasanton and serve as reference points for orientation within the community. Significant events and festivals involving large numbers of residents and visitors occur in some of these areas, and these activities, perhaps more than any physical features, express the special character and spirit of Pleasanton. These include the Alameda County Fair and Parade, the Farmers' Market, Friday Night Concerts in the Park, First Wednesday Street Parties, the Holiday Tree Lighting Ceremony, the soccer parade, the Children's Fair, the Century House Poetry Reading Series, and many other activities and celebrations.

Agriculture

Until the mid 1960s, agriculture predominated throughout Pleasanton with many dependent businesses, including the Garrati Winery¹ on Saint John Street – the largest business in Pleasanton in the 1950s² – and the Cheese Factory on Main Street. Residences commonly were adjacent to cattle-grazing areas, dairy farms, walnut orchards, and hop, tomato, or sugar beet fields. Jackson & Perkins located its rose-growing operations in Pleasanton briefly in the 1960s. The Spotomo family has actively ranched its land for over 140 years. See also the discussion under Farmland in the Conservation and Open Space Element.

Although no longer the most important activity in Pleasanton, agriculture still contributes to the rural flavor around and within parts of the city. Some names indicate agriculture that once predominated in a particular area, such as the former hop fields along Hopyard Road, vineyards along Vineyard Avenue, and former walnut groves around Walnut Grove Elementary School. The Alameda County Fair started as a racetrack for a local horse farm and then expanded to exhibit local agricultural products. To this day, the County Fair showcases horse races and farm animals, along with various agricultural machines and products and in 2006 drew more than 380,000 attendees to the 17-day event. The 4-H Program for youth, administered by the Cooperative Extension Service of the US Department of Agriculture, is active in Pleasanton, with several clubs participating in County-Fair animal and craft competitions. Most open land in the Southeast Hills and in the Pleasanton Ridglands – except for woodland areas – is used for grazing livestock. The Vineyard Avenue Corridor and Happy Valley (South

¹ In 1960, the Scotto family bought the Garrati Winery, renamed it Villa Armando, and then increased the winery capacity. Years later, the family closed the winery. Grossman, Deborah, "Pleasanton welcomes a new winery," Pleasanton Weekly Online Edition, August 30, 2002.

² The *Pleasanton Times*, September 24, 1954, page 1.

Pleasanton) areas contain many ranchettes with livestock. Vineyards grow near Ruby Hill and along East Vineyard Avenue. *All* of these agricultural properties contribute to the visual sense of an open area surrounding Pleasanton.



Llama on a ranchette at Independence Drive and Bernal Avenue

Entryways to the Downtown

Downtown entryways, consisting of bridge crossings and well landscaped streets, are distinctive with the potential for even **further strengthening**. In addition, Downtown is the location of public buildings **providing** services and information to residents; these include City Hall, the Library, the Veterans **Memorial** Building, and the Amador-Livermore Valley Historical Society Museum.

City Entryways

City entryways affect the way visitors see the community and are the "welcome home" points for returning residents. Pleasanton's entryways are generally well **designed**, but in some cases not

distinctively different from other communities. Some of the city-entry street **landscaping areas** are privately maintained, such as those in Hacienda.

1-580 Freeway Entryways

I-580 entryways to the community are typical of most freeway interchange entries, with minimal visual distinction or uniqueness at the freeway exit itself, and advertising **signage** and bright franchise colors dominating some areas. The Hacienda Drive area is an exception, with views of the **large** Hacienda Business Park entry arch. As Hopyard and Santa Rita Roads continue toward the Downtown, they contain elements of strong visual interest including street and median trees. There are, however, some areas where weak **landscaping** and exposed soundwalls detract from the overall image.

1-680 Freeway Entryways

Interstate 680 (I-680) entryways are more distinctive than I-580 entryways for their relative softness of appearance and landscape quality. Bernal Avenue is a strong visual entry created by its large trees, swale median, and **curbless** edges, all reminiscent of the area's earlier rural character. Likewise, the **Sunol** Boulevard entry with its informal landscaping and relative absence of development close to the road has a soft, semi-rural feel. The Stoneridge Drive entry is not as distinctive in character as those at Bernal Avenue and **Sunol** Boulevard, but is nicely landscaped and includes a bridge structure over the **Alamo** Canal.

Foothill Road Entryways

The **Foothill** Road entryway from the south appears bucolic. From the northern **entryway** rural vistas are located to the west and office development is located to the east, which is generally well screened with landscaping. Landscaping, visual enhancement, and maintenance opportunities exist by the I-580 off ramp onto Foothill Road in **non-**landscaped areas where litter from the freeway blows, and subdivision sales signs proliferate.

Stanley Boulevard Entryway

Stanley Boulevard, because of the major quarry land acreage between Pleasanton and Livermore, provides a clear sense of entry to the city. Large trees along Stanley Boulevard, the creek bridge, landscaping, and narrowing of the road width all contribute to a pronounced entry to Downtown Pleasanton. The urban separation between Pleasanton and Livermore contributes to this sense of entry. Although the City has made efforts to preserve the native black walnut trees located on the north side of Stanley Boulevard just west of California Avenue, their age and the nearby earth-level differential are causing their decline; the City should consider developing a plan for their replacement. The *Downtown Specific Plan* proposes improvement to this and other gateways into the downtown.

Vineyard Avenue Entryway

Vineyard Avenue passes through a semi-rural area bordered by hills and open space. Like South Pleasanton, it seems far removed from the more developed portions of the city. In 1999 the City adopted the *Vineyard Avenue Corridor Specific Plan*. The Specific Plan land-use concept features a mix of single-family homes, vineyards, open space, community park, elementary school, possible "wine country" related commercial uses, and possible limited aggregate mining activities. Along the Arroyo del Valle, Vineyard Avenue has been realigned to the north. The Mitchel Katz Winery is located at the southern end of Vineyard Avenue, and the future Ruby Hills Winery will be located at the intersection of Vineyard and Isabel avenues; together with the extensive vineyard planting, this development reinforces the "wine country" character of this area.

PUBLIC IMPROVEMENTS AND MAINTENANCE

Public improvements and maintenance also affect the character of the community. Public improvement and maintenance areas include

the arroyos and canals, bridge crossings, bus shelters, landscaping, public signage, soundwalls, berms, and utilities (along with streets and pedestrian pathways that are discussed in the Circulation Element).

Arroyos and Canals

The City provides maintenance along arroyo and canal trail areas while Zone 7 provides most of the maintenance for the waterways. Opportunities for enhancement of the arroyos abound: many of the pathways are not paved, do not have drinking fountains, benches, or restrooms, have little-to-no landscaping, and are not well signed. See the Recreation and Open Space section of the Conservation and Open Space Element for more information about open-space trails.

Bridge Crossings

Bridge crossings of the waterways are significant visual elements. Although the Hacienda Business Park has landscaped and enhanced



Bernal Avenue automobile bridge over Arroyo de la Laguna

bridges with special fencing, some other developments and bridge crossings have been treated in a more utilitarian manner with solid railings and chain-link fencing. Some exceptions include the old Arroyo de la Laguna Bridge at Bernal Avenue, and the Verona Road Bridge, now limited to pedestrian use only. Some of the street bridges in Hacienda Business Park have been enhanced with landscaping. Opportunities exist to enhance other existing bridges with landscaping, color, decorative railings, and/or lighting.

Bus Shelters

Bus shelter design can impact the character of a street. The City, Hacienda Business Park, and Wheels, own and maintain bus shelters in Pleasanton. The majority of bus shelters in the city, while functional in providing shelter, seating, lighting, and views of oncoming buses, appear utilitarian with often weathered plastic siding. Thus the existing shelters do not contribute to unique design



New bus shelter

character when located near neighborhoods, parks, and the Downtown. The location of a bus shelter is as important as its design. The location should be safe and convenient for passengers going to and from residential, commercial, and public areas.

Landscaping

Pleasanton generally has a very green, well-landscaped appearance with extensive informal plantings on private lots contrasted with more formal public street landscaping. Many of the City's streets have developed, or are in the process of developing, a significant canopy of trees which is reminiscent of neighborhoods in older,



Downtown residential neighborhood with mature street trees

mature communities. Well designed and maintained landscaping can greatly enhance the appearance of a streetscape. The City maintains over 15,000 trees near streets while private home and business owners maintain over 60,000 trees. Pleasanton's business parks contribute significantly to the city's landscape character through the special attention given to the appearance of streets and intersections within their boundaries. In some areas of the city, such as near the intersection of West Las Positas Boulevard and Foothill Road, landscaping is sparse where future road widening and interchange improvements are, or were, anticipated.

Native landscaping has been planted in several areas, especially along Foothill Road. New native landscaping often complements the existing hillside landscaping and reminds people of northern California's past. When allowed to grow naturally, native landscaping is attractive and sustainable. Native landscaping needs little to no watering within a few

years of planting, if the planted area is large enough to adequately accommodate its growth.

Throughout the city there are several areas **containing** landscaped parkway **strips** between the sidewalk and street curb. These enhance the small-town character of the city and improve a pedestrian's sense of safety due to the physical separation between the sidewalk and street. Typically these **strips** measure five feet or less in width, whereas a width of six to ten feet is needed for trees to meet their growth potential and/or survive in the long term.

There are locations in the city where landscaped parkway **strips** could be added along street edges to soften their appearance and improve the pedestrian experience.

Public Signage

The visual and informational quality of **signage** in Pleasanton varies widely. There is a **proliferation** of new traffic **signs**. Penal codes often require multiple traffic **signs** to be installed, if the posted information is to be enforced. **Signage** directing visitors to the Downtown lacks distinctive design and is somewhat ineffective due to the smallness of the lettering in the context of vehicular traffic speeds.

In Downtown Pleasanton, distinctive new **signs** now direct people to additional stores along side streets. Throughout the year,



Street sign and seasonal banner

the Downtown area also displays decorative seasonal banners on **streetlight** standards.

Soundwalls and Berms

Soundwalls along major arterial streets, such as those along Stoneridge Drive west of Hopyard Road, were installed in the 1970s and 1980s. These walls create a bland, monotonous appearance. In areas, the appearance of **soundwalls** has been softened by growing vines.

In some areas, the maintenance of soundwalls has been delayed, further **compromising** their appearance.



Street signs and seasonal banner

Landscape berms provide sound attenuation and are attractive alternatives to soundwalls. Other **design** solutions include **frontage** roads with homes facing thoroughfares (such as portions of Hopyard and Foothill roads) and lush landscaping such as along portions of Valley Avenue. However this requires **significant** maintenance. A new landscaped berm was installed west of the freeway near the Pheasant Ridge neighborhood.

Utilities

The City and other utility providers own and maintain the above-ground utilities and **utility** boxes **which** are present on many streets in the city. These utilities include traffic control devices, **irrigation** controls, and **backflow** prevention devices. If not well **designed**, located, and screened, these **utilities** can negatively impact the character of city streets.

EXISTING PROGRAMS AND IMPLEMENTATION

Community Programs and Activities

The nurturing of all individuals, young and old, has played a major part in making Pleasanton the community it is today. Supporting community members is considered vital to maintaining a thriving, sustainable community in years to come. The programs and activities mentioned below can assist in generating a healthy, well-cared-for, and integrated community.

Community Activities

Pleasanton provides numerous opportunities for families and individual community members through activities and special events which appeal to all age groups and bring members of the community into contact with one another. Pleasanton embraces a broad definition of family that encompasses a variety of family arrangements and lifestyles. Centers for community activities include parks, religious facilities, restaurants, the Alameda County Fairgrounds, the senior center, the Pleasanton Library, schools, etc. See also Human Services in the Public Facilities and Community Programs Element.

In Pleasanton, special events, while important for generating community interaction, are weighed against their potential impacts on the business community, such as disruptions to regular operations during street closures.

Community of Character Program

Pleasanton is a community of character. The City of Pleasanton, the Pleasanton Unified School District, and the Pleasanton Chamber of Commerce actively participate in a program which encourages people to embody the following six traits: responsibility, compassion, self-discipline, honesty, respect, and integrity. These

character traits are considered essential to a healthy, positive community and lifestyle.

Implementing Community Character

The City often adopts specific plans (which are discussed in the Land Use Element), guidelines, and ordinances to support its goals, including its community character goals. The program, guideline, and ordinance examples described below, while all substantially different, will affect Pleasanton's character. This General Plan will likely see the development of similar plans and ordinances.

Downtown Guidelines

After adopting an updated *Downtown Specific Plan* in 2002, the City adopted the *Downtown Design Guidelines* in 2003. The Guidelines provide a tool to help ensure high quality construction projects in the Downtown that complement the existing built environment. The Guidelines address the design of new buildings, the remodeling and



Former Kolln Hardware store during renovation

expansion of existing buildings, the siting of new structures and parking areas, desired types of business **signage**, and the various details and public improvements that contribute to the appearance of the area.

Green Building Ordinance

Pleasanton is pioneering the implementation of an ordinance requiring green building techniques to be used in **commercial**, civic, and residential developments. Green building is the concept of **creating** structures and site **designs** using construction, siting, **design**, and operation techniques and renewable and environmentally friendly materials that limit the negative effects upon the **surrounding** natural environment and promote the health of **building** users. By encouraging buildings complementary to the environment, the City is increasing the awareness and importance of its natural setting. Green building and preservation of the environment



Solar panels on the roof of Borg Fencing Company

are integral parts to the enhancement of Pleasanton's community character. Structures such as Livermore-Pleasanton Fire Station Number 4 and the Applied Biosystems offices have led the way for green **building** in Pleasanton. Green building is indicative of Pleasanton's efforts to plan for sustainability so that many generations can enjoy a **high** quality of life. See the Green Building section of the Energy Element and the Sustainable Development and Planning section of the Air Quality Element for further discussion of green building.

Public Art Plans, Programs, and Procedures

The City has adopted a Downtown Public **Art Master Plan**. The Plan will **identify** opportunities for temporary and permanent public **art**, preferred themes, and preferred media. The City also has a memorial public arts program in which monetary contributions for public art are accepted in memory of others. In addition, the current procedure of **encouraging** developers to install public **art** is achieving success. Several office and commercial developments, such as Bernal Corporate Park and the new development at 5050 Hopyard Road, include distinctive public **art**.

There are opportunities for public art throughout the city, including **entryway art**, such as at the BART stations, and especially **in/near** public rights-of-way. See also Community Facilities and Cultural Arts section in the Public Facilities and Community Programs Element.

City Entries Enhancement

Street entries to the City should reinforce Pleasanton's unique character, **exemplify** residents' pride, and welcome visitors. Quality **signage** and landscaping should be considered at **all** major entries **from** freeways and **surrounding** communities.

Arroyo del Valle Enhancement

The Arroyo del Valle is a natural waterway which runs through Pleasanton and touches the northern edge of the Downtown. Some

pedestrian access is currently available along the Arroyo, and considerably more is **planned** by the Community Trails Master Plan. Additional study should be given to the Arroyo and improvements considered as part of a comprehensive plan to enhance residents' awareness of this unique asset and to integrate it more fully into the urban **design** fabric of the City.

Bridge crossing improvements to open up views of the Arroyo along with **special lighting**, improved **signage**, and appropriate landscaping at the Bernal Avenue, First Street, Santa **Rita** Road, Division Street, and Valley Avenue crossings should be considered. **This** could enhance the **entries** to the Downtown and increase awareness of the Arroyo's existence and visual richness.

Wildlife habitats along the Arroyo should be identified to ensure that plans for increased visibility and access are consistent with the preservation of these areas. Special efforts should be made to ensure that future flood control activities maintain the natural character of this waterway.

RELATIONSHIP TO OTHER ELEMENTS

Land Use Element

The Land Use Element provides guiding **principles** for the type, location, size and density of land uses throughout the City of Pleasanton. The **design** and layout of land use in Pleasanton affect community character in a fundamental way. Thus land use goals and objectives relate to the Community Character Element.

Circulation Element

The Circulation Element smves to improve traffic and circulation systems – including pedestrian pathways – throughout Pleasanton. Circulation objectives that slow down traffic in residential neighborhoods, improve pedestrian walkways and open space trails,

and maintain a pedestrian-friendly environment Downtown would comply with the Community Character Element.

Public Facilities and Community Programs Element

The Public facilities and Community Programs Element strives to improve Pleasanton's infrastructure and public programs, including water, wastewater, garbage, education, libraries, parks and recreation, community facilities and cultural arts, and human services. Public Facilities and Community Program objectives that improve the City's **infrastructure** and community programs, **including** art, would also pertain to the Community Character Element

Conservation and Open Space Element

The Conservation and Open Space Element identifies existing and planned open space and recreational uses, as well as historic resources, throughout the City of Pleasanton. Conservation and Open Space objectives that would improve and/or make the outdoor environment more accessible would pertain to the Community Character Element. The Conservation and Open Space Element encourages an open space buffer surrounding Pleasanton and also encourages preservation of historic **buildings** and areas, both concepts of which would comply with the Community Character Element

Energy Element

The Energy Element guides Pleasanton toward a sustainable energy future. Green building techniques from the Energy Element would also pertain to the Community Character Element.

Air Quality and Climate Change Element

The Air Quality Element **strives** to improve air **quality** in Pleasanton. Cleaner air would affect Pleasanton's character in a positive way and thus pertains to the Community Character Element

COMMUNITY CHARACTER GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs, in **addition** to those contained in other Elements, constitute an action program to implement the objectives described in this Element

GOALS, POLICIES, AND PROGRAMS

Goal 1: Preserve and enhance Pleasanton's community **character**.

Downtown *Pleasanton*

Goal 2: Preserve and enhance Downtown Pleasanton as a major focus of the community.

Policy 1: Encourage the retention, reuse, and enhancement of older buildings of historical importance and architectural heritage.

Implement programs from the Conservation and Open Space Element related to historic preservation.

Policy 2: Improve the visual appearance of the Downtown.

Program **2.1** Improve the major gateways into the Downtown to create a sense of **arrival** and to enhance the aesthetics along these roadways, as described in the Downtown Specific Plan.

Program **2.2:** Implement the **design** and beautification goals, policies, and objectives of the Downtown Specific Plan.

Program **2.3:** Concentrate immediate Building Code enforcement efforts on the old **residential** areas of the Downtown.

Program 2.4: Use the Downtown Design Guidelines to evaluate the **design** of new development proposals.

Policy 3: Maintain the scale and character of the historic Downtown and surrounding residential areas.

Program **3.1:** Require the height, mass, setbacks, and architectural style of new buildings to reflect the unique character and pedestrian scale of the Downtown, as exemplified in the Downtown Design Guidelines.

Policy 4: Enhance the Downtown as a focus of community activity.

Program **4.1:** Provide opportunities for people to gather as a community and enjoy the unique environment of the Downtown while limiting the impacts of street closures on local commerce.

Arroyos and Canals

Goal 3: Enhance the appearance and usability of the arroyos and canals.

Policy 5: Encourage commercial development with frontages on arroyos and canals to orient outside activity areas, decks, and views to the arroyos and canals.

Program 5.1: When **property** owners apply for site changes, provide suggestions for additional integration of uses with the arroyos and canals.

Policy 6: Enhance the visual appearance and natural condition of the arroyos.

Program 6.1: Improve the appearance of bridges over the arroyos with new **railings**, landscaping, **lighting**, **signage**, and other design techniques.

Program 6.2: Work with Zone 7 to promote **strategies** for improving the cleanliness of the arroyos.

Program 6.3: Work with Zone 7 to improve landscaping along the arroyos and canals, to minimize fencing where appropriate, and to provide **aesthetically** pleasing arroyo and canal fence **designs** when fencing is necessary.

Program 6.4: Work with Zone 7 to implement projects referenced in the *Stream Management Master Plan* within Pleasanton.

City Entryways and Edges

Goal 4: Enhance the appearance of major city entryways.

Policy 7: Improve the visual quality of entryways to Pleasanton.

Program 7.1: As part of the **design** review process, encourage the installation of distinctive **landscaping**, and discourage advertising **signage** and bright franchise colors at major street entryways to the City.

Program 7.2: The City should be particularly sensitive to aesthetic considerations when land-use **planning** in areas adjacent to City entryways.

Program 7.3: **Design** and install City **identification signs** at major entryways to the City.

Program 7.4: Give the Hopyard/I-580 area a **high** priority for visual improvement when making land-use and public investment decisions.

Program 7.5: Consider new locations near entryways for community-service-organization **signboards**.

Program 7.6: Explore **public/private** partnerships to clean up and improve the appearance of **Caltrans** freeway on/off ramps at Foothill Road and I-580 and at other locations as needed.

Policy 8: Continue to maintain a visual separation between Pleasanton and Livermore along Stanley Boulevard.

- Program 8.1: As part of the East Pleasanton Specific Plan, require architectural and/or site design treatments, such as larger setbacks, and dense landscaping, to maintain the visual separation between the eastern edge of Pleasanton and western edge of Livermore.
- Program 8.2: Continue to support the Chain of Lakes concept as a buffer between the two cities.

Streetscapes

Goal 5: Enhance streetscapes and areas near the freeways.

Policy 9: Enhance landscaping along city streets and the freeways.

- Program 9.1: Complete and infill the street tree and median landscaping along streets, when feasible.
- Program 9.2: When the opportunity arises and when feasible, add landscaped parkway strips along street edges to soften their appearance and improve the pedestrian experience.
- Program 9.3: Increase the width of existing narrow parkway strips when the opportunity arises, and encourage applicants of new developments to provide parkway strips which are at least 6-10 feet wide.
- Program 9.4: Install landscaped instead of paved medians and replace paved medians with landscaped medians wider than 6 feet, whenever possible and feasible.
- Program 9.5: In new developments, require developers, owners associations, or maintenance associations to maintain landscaped medians.
- Program 9.6: Provide landscaping to soften the visual appearance of existing and new walls and fences that abut city streets, whenever possible and feasible.
- Program 9.7: Require additional setbacks and screening of development adjacent to a freeway.
- Program 9.8: Work with Caltrans to enhance landscaping along the freeways.
- Program 9.9: Along streets, work with developers and property owners to place a greater emphasis on the use of native plant species and on pruning techniques which allow species to appear more as they would in a natural setting, especially in larger planting areas.

Program 9.10: Encourage the Dublin-San Ramon Services District and Zone 7 Water Agency to improve and maintain screening and landscaping **surrounding** their regional facilities along streets and near freeways.

Policy 10: Repair existing City-owned soundwalls and fences facing city streets, when in disrepair, and discourage the installation of new soundwalls facing city streets and freeways.

Program 10.1: Encourage the construction of landscaped berms, **similar** types of **significantly** landscaped sound **barriers**, larger setbacks, **frontage** roads, and/or other design techniques, instead of soundwalls.

Program 10.2: In new developments, require the project developer, owners association, maintenance association, or similar association to maintain sound **barriers**.

Program 10.3: Maintain City-owned walls facing streets and enforce the maintenance of those that are privately owned.

Policy 11: Improve the appearance of existing bridges.

Program 11.1: Inventory **existing** bridge **conditions** and prepare a plan for improving their appearance with **landscaping**, color, decorative railings, **lighting**, and/or other design techniques.

Program 11.2: Implement the **design** and beautification policies in the Downtown Specific Plan related to the Wixom Bridge.

Policy 12: Improve street identification and traffic **signage** along city streets.

Program 12.1: **Minimize** the number and size of traffic signs, to the extent allowed by law.

Policy 13: Enhance bus shelter design in the city.

Program 13.1: Work with Wheels to help ensure that new and remodeled bus shelters in and near residential neighborhoods, parks, and the Downtown are architecturally designed to reflect a small-town character, allow for **visibility** of **oncoming** buses, offer safety and protection **from** the elements and adequate **lighting**, and provide maps and transit information, and are located to maximize walking convenience.

Program 13.2: Encourage the regular maintenance and restoration of bus stop facilities.

Policy 14: Improve the appearance of utility boxes and newspaper racks.

- Program 14.1: Whenever feasible, place all utility boxes underground. If not feasible, locate utility boxes so they are in the least visible location possible, when viewed from public areas and public rights-of-way.
- Program 14.2: Have the City and utility companies paint all existing and new utility boxes to blend in with their environment, and screen all existing and new utility boxes with landscaping, when possible and feasible.
- Program 14.3: Work to enhance the appearance of magazine and newspaper dispensers.

Commercial Areas and Residential Neighborhoods

Goal 6: Preserve and enhance the city's commercial areas and residential neighborhoods.

Policy 15: Encourage new commercial area development and redevelopment, including stand alone retail buildings, restaurants, and hotels, to incorporate attractive architectural and site-design features.

- Program 15.1: Develop design standards for freeway frontage signs.
- Program 15.2: Consider creating incentives, such as low interest loans, to encourage the redevelopment of commercial areas.
- Program 15.3: Require developers to include the following features, as feasible, in the development of new and the redevelopment of **existing** commercial areas:
 - Pedestrian amenities such as landscaping, benches, trellises, fountains, public art, and attractive **lighting**
 - Pedestrian walkways and bikeway connections that create safe paths of travel through the shopping center and **parking**, and to transit, nearby sidewalks, and surrounding residential neighborhoods
 - Attractive **sign design** and **higher** quality sign materials
 - Outdoor seating, shade structures, and **drinking** fountains
 - Decorative paving at driveway entrances and pedestrian areas
 - Attractive colors, minimizing bright franchise colors
 - **Higher** quality **façade materials**
 - Orientation of buildings to transit facilities, where applicable
 - Orientation of the businesses to adjacent **creeks**, where applicable
 - Shared parking
 - Attractive and convenient bicycle parking

Program 15.4: Institute an Annual Design Awards Program to recognize new and remodeled projects of special quality.

Policy 16: Discourage franchise and prototype architecture and signage.

Program 16.1: Develop a procedure to work with development applicants to **modify** formula **design** to more closely relate to and reinforce the special character of Pleasanton.

Program 16.2: Encourage the use of **higher-quality** graphic **signage** design and materials.

Program 16.3: Update the City's sign ordinance and sign programs.

Policy 17: Maintain, enhance, and protect the quality, character, and distinctiveness of residential neighborhoods.

Program 17.1: In existing and new residential areas, where such principles will not conflict with **surrounding** development patterns or the physical conditions of the site, encourage the use of traditional residential neighborhood planning **which** incorporates the following design features:

- Usable **front** porches
- 6- to 10-foot-wide parkway strips
- Large canopy street trees
- Home fronts facing the street, instead of walls abutting streets
- **Minimal** garage presence
- Narrower streets
- Pathways to parks, schools, and other neighborhoods
- Neighborhoods open and accessible to one another

Program 17.2: In **high-density** developments, encourage **design** treatments that enhance the attractiveness of the streetscape and other publicly accessible areas through architectural **detail**, neighborhood and public gathering areas, gardens, and public art.

Program 17.3: Work with PG&E to underground power lines in existing residential **neighborhoods**, when the opportunity arises.

Program 17.4: In older neighborhoods, schedule the maintenance and replacement of public improvements, such as pavement and **streetlights**, commensurate in quality and appearance to those in more recently constructed **neighborhoods**.

- Program 17.5: Consider a City-sponsored street tree replacement program in neighborhoods where street trees have died, been removed, or substantially damaged.
- Program 17.6: Sponsor an Annual Yard and Vacant Lot Clean-Up Day.
- Program 17.7: Establish an annual awards program to recognize individual and neighborhood efforts in improving home and yard appearance.
- Program 17.8: Adopt a City street tree ordinance to protect existing and future street trees that are maintained by property owners, and establish planting, care, and pruning standards.

Policy 18: Evaluate land-use changes in the context of overall City welfare and goals, as well as the desires of the surrounding neighborhoods.

- Program 18.1: When evaluating development proposals or changes in land use consider General Plan and Specific Plan policies, Zoning and Subdivision Ordinance standards, existing land uses, environmental impacts, safety, and resident, merchant and property owner concerns.
- Program 18.2: Require appropriate buffers, edges, and transition areas between dissimilar land uses and neighborhoods.
- Program 18.3: Through the City’s review process, address issues of privacy, proximity and orientation.

Open Space

Goal 7: Preserve the open space character at the edges of the city.

Policy 19: Require that design of new residential development in hillside areas complement the natural appearance of the open space.

- Program 19.1: Adopt hillside design standards.

Policy 20: Preserve scenic hillside and ridge views, and other natural features in the hills.

- Program 20.1: Continue to support the Pleasanton Ridglands Initiative of 1993 (Measure F).
- Program 20.2: In new developments, preserve scenic hillsides and other hillside features including ridges, plants, streams, and wildlife.

Program 20.3: Discourage grading on slopes of 25 percent or greater.

Public Art

Goal 8: Encourage the installation of art to enhance Pleasanton's **character**.

Policy 21: Promote the installation of public art and its enjoyment by the public.

Program 21.1: Implement a Downtown Arts Master Plan to enhance the Downtown character and to encourage the public to visit the Downtown.

Program 21.3: Institute an Arts Master Plan for the entire city which identifies where opportunities for temporary and permanent public art exist, preferred themes, and preferred media.

Program 21.4: Showcase the City's public art collection on an occasional basis.

Program 21.5: Map the location of public art in the City and make this information widely available.

Policy 22: Encourage the installation of public art in residential and commercial developments

Program 22.1: In new developments, encourage project applicants to work with the City's Planning Department and Civic Arts Commission on the installation of art visible from public rights-of-way.

Community Activities

Goal 9: Preserve and support community and family activities.

Policy 23: Promote facilities and activities that accommodate community and family use and accommodate persons of all physical abilities.

Program 23.1: Provide opportunities for people to gather as a community while limiting the impacts of street closures on local commerce.

Program 23.2: Encourage commercial, recreational, **social**, and **cultural** events and uses which are enriching to **family** and community life.

Program 23.3: Celebrate the **agricultural** heritage of Pleasanton **through** community events.

Program 23.4: Construct a permanent installation showcasing the work of the City's Poets Laureate.

Policy 24: Reinforce Pleasanton as a community of character.

Program 24.1: Promote the following six personal traits: responsibility, compassion, self-discipline, honesty, respect, and integrity.

Program 23.4: Construct a permanent installation showcasing the work of the City's Poets Laureate.

Policy 24: Reinforce Pleasanton as a community of character.

Program 24.1: Promote the following six personal traits: responsibility, compassion, self-discipline, honesty, respect, and integrity.

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13. ECONOMIC AND FISCAL ELEMENT



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13. ECONOMIC AND FISCAL ELEMENT

PURPOSE

The purpose of the Economic and Fiscal Element is to ensure the City retains its strong economic position while sustaining itself fiscally through programs that enhance the community's economic base, maximize the effectiveness of the City's public facilities, maintain a stable City revenue system, recover the cost of public services at General Plan build-out, minimize General Fund debt and produce a balanced annual City budget.



People sitting outside in the Downtown area

LOCAL ECONOMY

Historical Perspective

By the time Pleasanton incorporated in 1894, it had grown from a homesteading settlement along the transcontinental railroad into a community with an agrarian economy based on dairies, roses, grain, hay, and hops. It generally stayed this way until the 1960s and 1970s

when it evolved into a suburban bedroom community with a population base to attract jobs. By the 1980s, available land and proximity to Interstate 580 (I-580) and I-680 attracted additional development. Seven major business parks, a regional shopping mall, five hotels, and a variety of retail, office, and service centers were constructed. The City and its employment base grew rapidly, with Pleasanton becoming a regional job center. However, Pleasanton was not immune to the statewide recession of the early 1990s. Employment growth stagnated during this time period. However, the late 1990s brought a resurgence of prosperity during which time Pleasanton benefited from the Silicon Valley's technological expansion. The year 2001 brought a significant decline in the number of businesses in the technology sector, but Pleasanton and the East Bay fared better than cities in the Silicon Valley and the greater South Bay area. Pleasanton was not, however, totally immune to the downturn in the technology industry, which resulted in a decrease in business related revenues accompanied by State budget problems. Despite suffering State budget impacts, Pleasanton was able to weather the weakened economy, in part by continuing to adhere to the conservative financial policies set forth in its first Economic and Fiscal Element that was developed as part of the 1996 General Plan update. Now, with a revitalizing State and regional economy, Pleasanton's economy is expected to improve with a steady but modest increase in near-term jobs.



Heinz Corporation

Current and Projected Economic Conditions

The mix of businesses in Pleasanton has evolved over the past two decades to include a diverse range of business types and sizes. In the 1990s, Pleasanton’s local economy was characterized by several large employers, along with a growing number of smaller firms. During this time, strengthening business sectors included software, communications, miscellaneous materials and devices, and the service industry, specifically hotel, health and business services. Retail also continues to be a strong sector in the Pleasanton economy.

While Pleasanton remains a desired location for corporate headquarters and large employers, the region is gaining a reputation for entrepreneurship. Over the past few years, Pleasanton and the Tri Valley have developed as an innovation-driven economy with a specialization in information technology, scientific and biomedical products and services, innovation services, and business operations. As such, “homegrown” firms are now an important source of job growth and economic revenue. Despite the economic stagnation in the San Francisco Bay Area in the past few years, the recovery has been stronger in the East Bay. As a result, Pleasanton and the neighboring Tri-Valley cities have seen an increase in business expansion.

In fact, as noted in a recent report prepared for the Tri-Valley Business Council (TVBC) the number of firms created between 1999-2002 outpaces the number of firms that closed by 34 percent. Additionally, during the same period, the number of firms that relocated into the Tri-Valley region was 45 percent greater

than the number of firms that moved out of the region. Another indicator of economic stability is the vacancy rate for commercial office space, which is once again declining, although absorption levels comparable to the mid-1990s are not anticipated in the near term.



Hacienda Site Plan

The outlook for historic Downtown Pleasanton is very good. Since the reconstruction of Main Street in 1993, a distinct market niche has developed, and the tenant mix has broadened to over 500 businesses offering a variety of commercial and professional services along with numerous restaurants and retail shops. An update to the *Downtown Specific Plan* was completed in 2019 and includes programs to support both the visual and historic character of downtown, as well as the district’s success as a commercial area. Over time, buildings are being



Hacienda West building

renovated and infill developments are proposed or under construction, creating new space for additional business. This private investment in downtown is matched by several significant civic projects: the recently renovated Veterans Memorial Building, the addition of public restrooms, and the future conversion of a former fire station to a performing arts center. Over the past few years there has been increased interest in bringing additional housing into the downtown; proposals include small residential complexes and live/work developments. These amenities help to ensure the long-term economic vitality of downtown.



Former fire station before conversion to a performing arts center

Tourism is also becoming a more important sector of the economy. The Tri-Valley Convention and Visitor’s Bureau promotes the Tri-Valley area including the cities of Pleasanton, Livermore, Dublin, and San Ramon. During 2005, these cities entered into an agreement to establish a Tri-Valley Tourism Improvement District to provide additional resources for the Bureau to promote the Tri-Valley Area. This new funding mechanism

will provide more marketing resources in attracting events, conventions, and the film industry to the Tri-Valley area.

Pleasanton’s quality community, transportation accessibility, advanced infrastructure, public-safety services, and highly educated work force are attributes that help retain and attract employers. The City has developed the economic goals and policies of this Element to achieve continued diverse economic activity for Pleasanton.

CITY FINANCES

Fiscal Environment

With the strong economic growth that took place during the 1980s, there was little difficulty keeping pace with the increased cost of City goods and services from locally generated revenues. The growth in property tax and sales tax revenues, which resulted from growth in housing and business, provided for the enhancement of existing services and the addition of new ones. However, during the first half of the 1990s, the City saw the growth in population and, correspondingly, the growth in property and sales tax revenues occur at a slower rate. The technology expansion in the late 1990s brought renewed financial prosperity to the City. However, this prosperous period was followed by a statewide recession beginning in 2001 with adverse impacts on the State’s fiscal situation that flowed down to local governments, including the City.

By 2005, the City began to experience an increase in business expansion and relocation activity. New businesses include Oracle Corporation, Kaiser Permanente Information Technology Division, and Simpson Manufacturing. The Stoneridge Shopping Mall is planning a major renovation and expansion scheduled for completion in 2009. The Bay Area Rapid Transit (BART) system is planning to construct a second Pleasanton station located near the Stoneridge Mall.



Shoppers at Stoneridge Mall

With a gradual recovery under way, continued growth in the City's revenue base is projected for the short term. However, the rate of growth is expected to slow as Pleasanton approaches build-out and beyond. It will become more difficult to continue to enhance services at the same rate as in the past. However, with the diverse economic portfolio of the community, and prudent financial goals and policies in place, the City will be better equipped to continue to maintain local services than many other communities. As a result of responsible land use planning in the past, the community has a strong mixture of commercial and retail services which help provide a revenue stream that is less affected by a decline in any single revenue source. The financial goals, policies, and programs contained in this Element are intended to ensure this strength endures into the future.

As a result of statewide property tax shifts initiated by the State during the recession of the early 1990s, from 1991-92 to 2006, the City has

lost 75.4 million dollars in revenue combined with the cost of added responsibilities. Included in this amount is the latest round of State budget impacts that started in 2003-04 and extend at least through 2005-06. However, a constitutional amendment (*Proposition 1A*), passed by State voters on November 2, 2004, limits the amount of reductions of local government revenues in 2006-07 and future years, and recharacterizes those reductions as "loans" rather than "takeaways." It also limits the State's ability to borrow local revenue allocations to twice every ten years.

Another provision of *Proposition 1A* permanently reduces the vehicle license in-lieu tax rate and replaces local governments' lost taxes with property tax money, the source of which has been transferred from local governments annually since 1993. With this revenue restructuring, property taxes now encompass a far larger share of the City's General Fund revenue base (48 percent). While property taxes are one of the least volatile revenues, it is still important to have a diversified revenue base that includes as much locally generated revenue as possible. The City's best defense against possible future economic downturns and State budget impacts is to maintain as diverse a revenue base as possible, with little reliance on outside sources. This philosophy is expressed in many of the goals and policy statements contained in this Element.

Budget Structure

The City routinely prepares two budgets. The first is the Operating Budget, which is its comprehensive financial plan for providing all programs and services to the community. The second is the Capital Improvement Program Budget, which is a multi-year plan outlining major capital expansion, improvement, and replacement projects, including infrastructure and facilities.

The City segregates different types of revenues and expenditures into "Funds." A Fund is an entirely separate accounting entity. Each Fund

has been established due to some restriction on the use of resources received by the Fund, or by the need to separately budget and account for its activities. Funds are organized into the following types:

- General Fund
- Enterprise Funds
- Debt Service Funds
- Internal Service Funds
- Trust Funds
- Special Revenue Funds
- Capital Project Funds

The Fund structure is required by governmental accounting standards and serves the City in providing the framework for meeting many of the financial goals and policies stated in this Element. For example, this structure allows the City to segregate development-related revenue from other revenues to help ensure that the City meets its goal of recovering capital costs necessitated by build-out of the General Plan. It also allows the identification of future replacement costs to ensure that adequate funding is a part of any balanced budget plan. It provides the information necessary for the City to complete fee and rate studies which accurately spread costs to the appropriate users. It also segregates and identifies the City's revenue sources, providing information to help the City meet its goals of maintaining a diversified and stable revenue base. Lastly, the Fund structure facilitates the ongoing review of the City's financial condition.

Historical and Projected General Fund Trends

The City's General Fund experienced major revenue growth in the last two decades as shown in Figure 13-1. Property and sales taxes have been the two largest sources of local revenue. Both are expected to continue to grow in the short term, but at a slower rate than in the two prior decades.



123 Main Street, City Hall

Pleasanton, because of its diversified retail base, has largely been spared the major loss of sales tax dollars experienced by many other localities during recessionary times. In addition to many storefront retailers, the City receives significant sales tax dollars from construction related industries and business-to-business retail transactions, although this source has declined in recent years. The downside to the latter two types of transactions is their sensitivity to economic cycles. Sales tax revenue was once expected to outpace property tax revenue as the major source of General Fund revenue, but it did so only temporarily from 1996 to 1999, as shown in Figure 13-2. Property taxes have once again become the larger source. Sales tax revenue growth has slowed for a variety of reasons. For example, the City has lost sales tax dollars to Internet sales that often are exempt or can escape taxation. As mentioned above, business-to-business retail transactions have declined, which may also be due in part to Internet sales. Another

Figure 13-1
General Fund Revenue and Expenditures

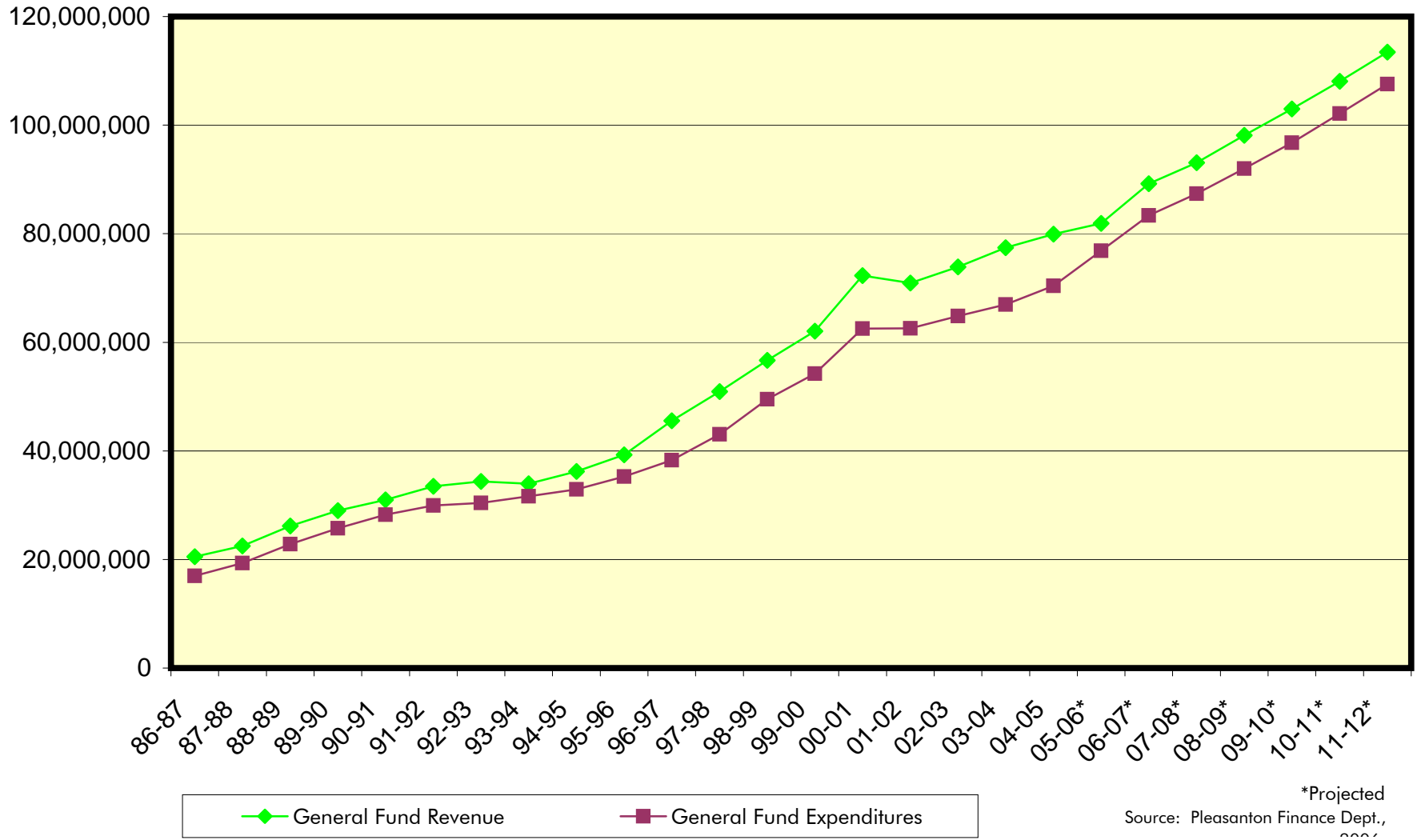
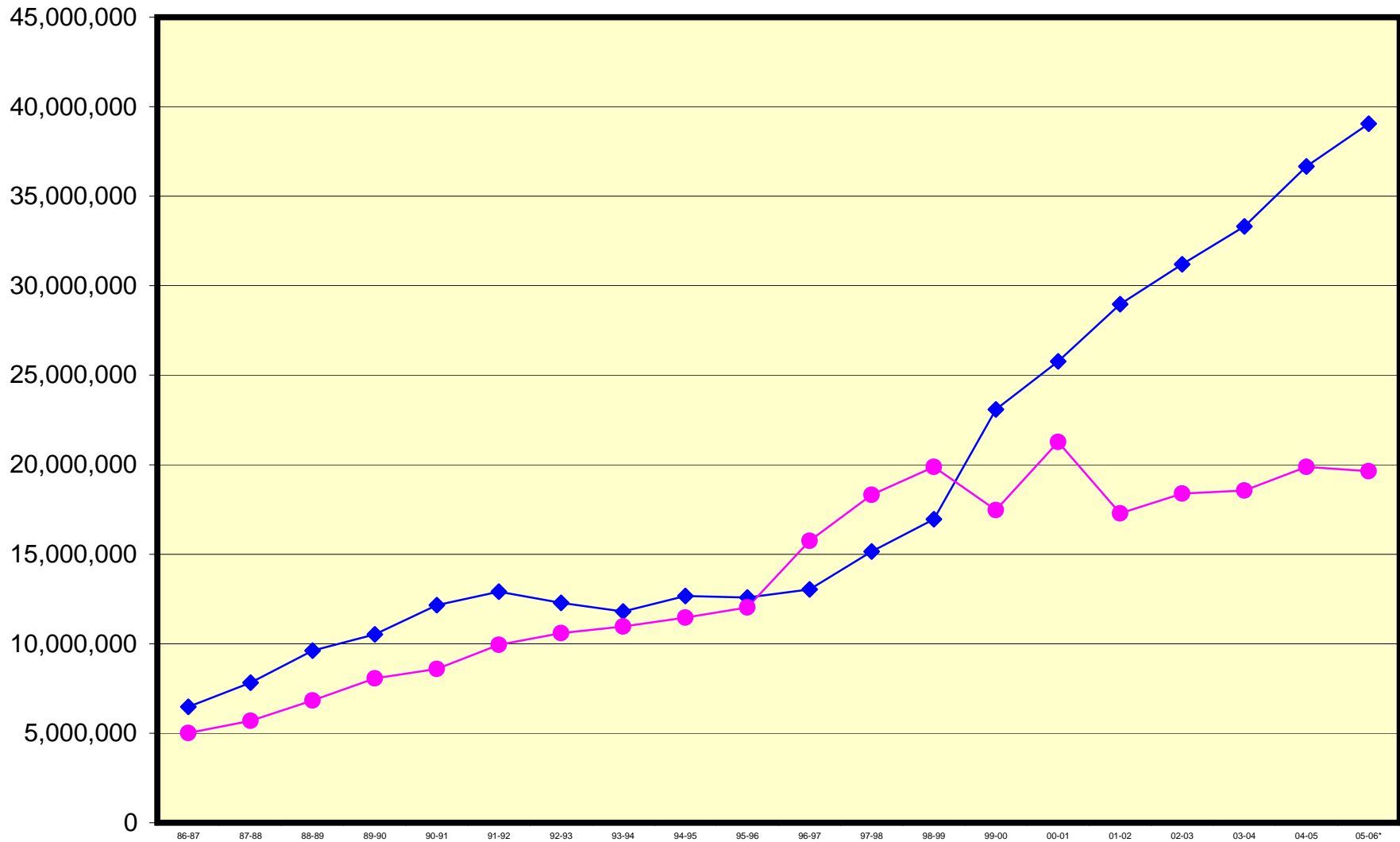


Figure 13-2
 Comparison of Property and Sales Taxes
 Fiscal Year 86-87 thru Fiscal Year 05-06



◆ Property Tax Revenue ● Sales Tax Revenue

*Projected
 Source: Pleasanton Finance Dept., 2006.



Downtown commercial area

contributing factor is that the City has experienced increased retail competition by neighboring cities in the I-580/I-680 freeway corridors.

With the development of the remaining vacant commercial land in Pleasanton, the City will benefit from additional new sales-tax-generating businesses. However, retail development in the I-580/I-680 corridors from Livermore to Dublin and from Dublin to San Ramon also continues to expand. Because of the increase in retail outlets in neighboring cities and the remote possibility that the State will redistribute some of the City’s sales tax dollars in the future, it is unlikely that Pleasanton will soon, if ever, see the growth in sales tax revenues that it did in the past.

Property assessed values continue to rise, although not at the levels of the prior two decades. Property tax revenues are projected to increase

five to six percent over the next few years but could trend in the range of four to five percent as the City gets closer to General Plan buildout.

Reassessments based on both residential and commercial property resales will be an important factor affecting the future growth rates in property tax revenue. In addition, the remaining few new housing units planned for in the General Plan will contribute to increased property tax revenue, but new and remodeled commercial properties will likely comprise a bigger share of the increase in the long term.

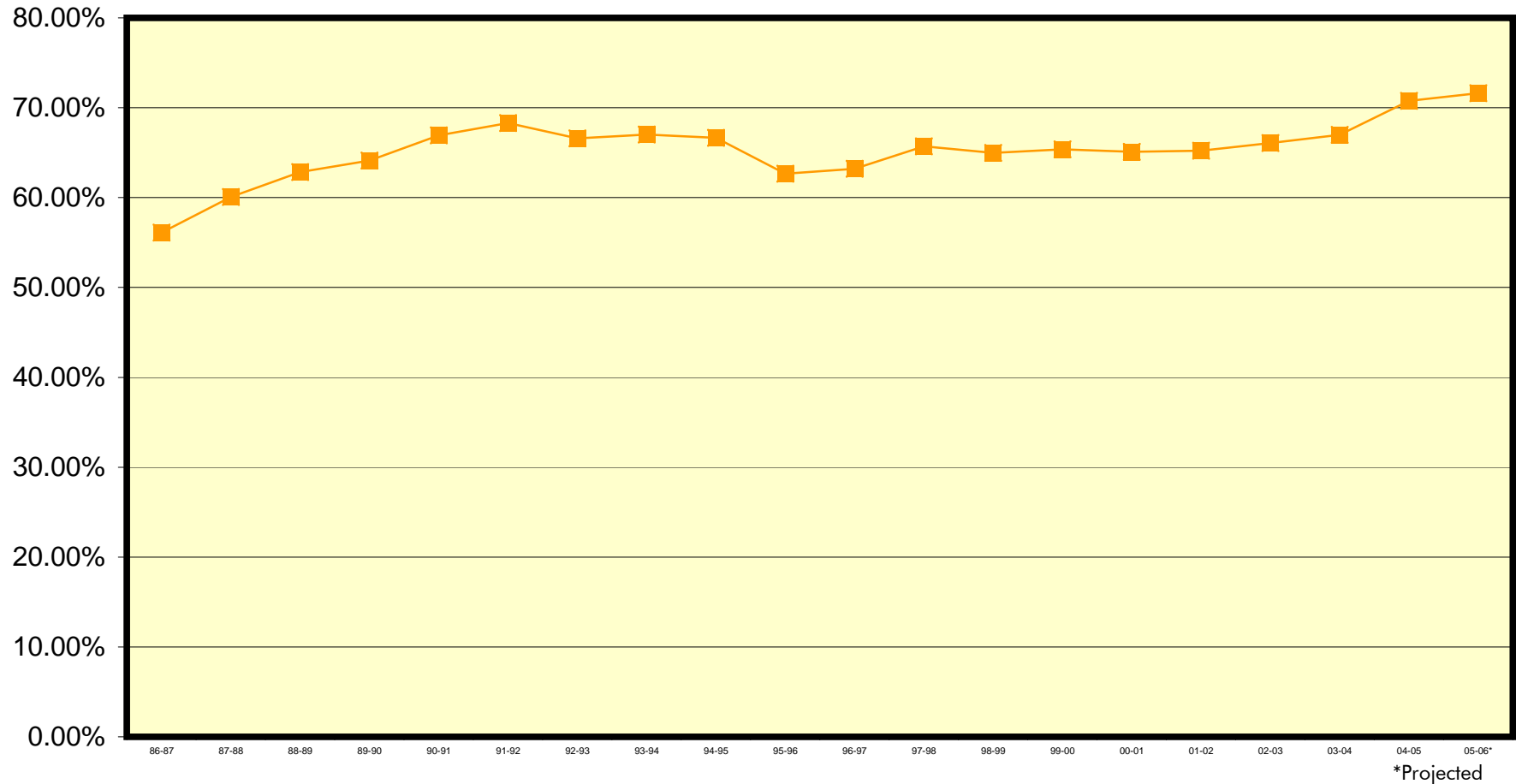
Figure 13-3 reflects the historical percentage of General Fund revenue derived from property and sales taxes combined. In 1986-87, the two sources comprised 55 percent of total General Fund revenue. For 2005-06, they are projected to comprise over 70 percent of the total General Fund revenue.

Figure 13-4 reflects the historical percentage derived from each of the two revenue sources. Note that during the period 1996-97 through 1998-99, sales taxes surpassed property taxes as the primary source of revenue. This trend was previously expected to prevail as the City approached build-out.

However, this trend was quickly reversed starting in 1999-2000, when for the reasons previously described, property tax dollars once again outpaced sales tax as the major revenue source. While property taxes are a far less volatile revenue source than sales tax, the resulting trend is toward a concentration in fewer revenue sources. However, to remain fiscally sustainable, it is important for the City to have as much local control over revenue sources as possible, and to have as much diversity as possible. Several goals and policies in the Element address this issue.

On the expenditure side, with the annexation of the Bernal property and recent growth in the southern areas of the City, police and parks/

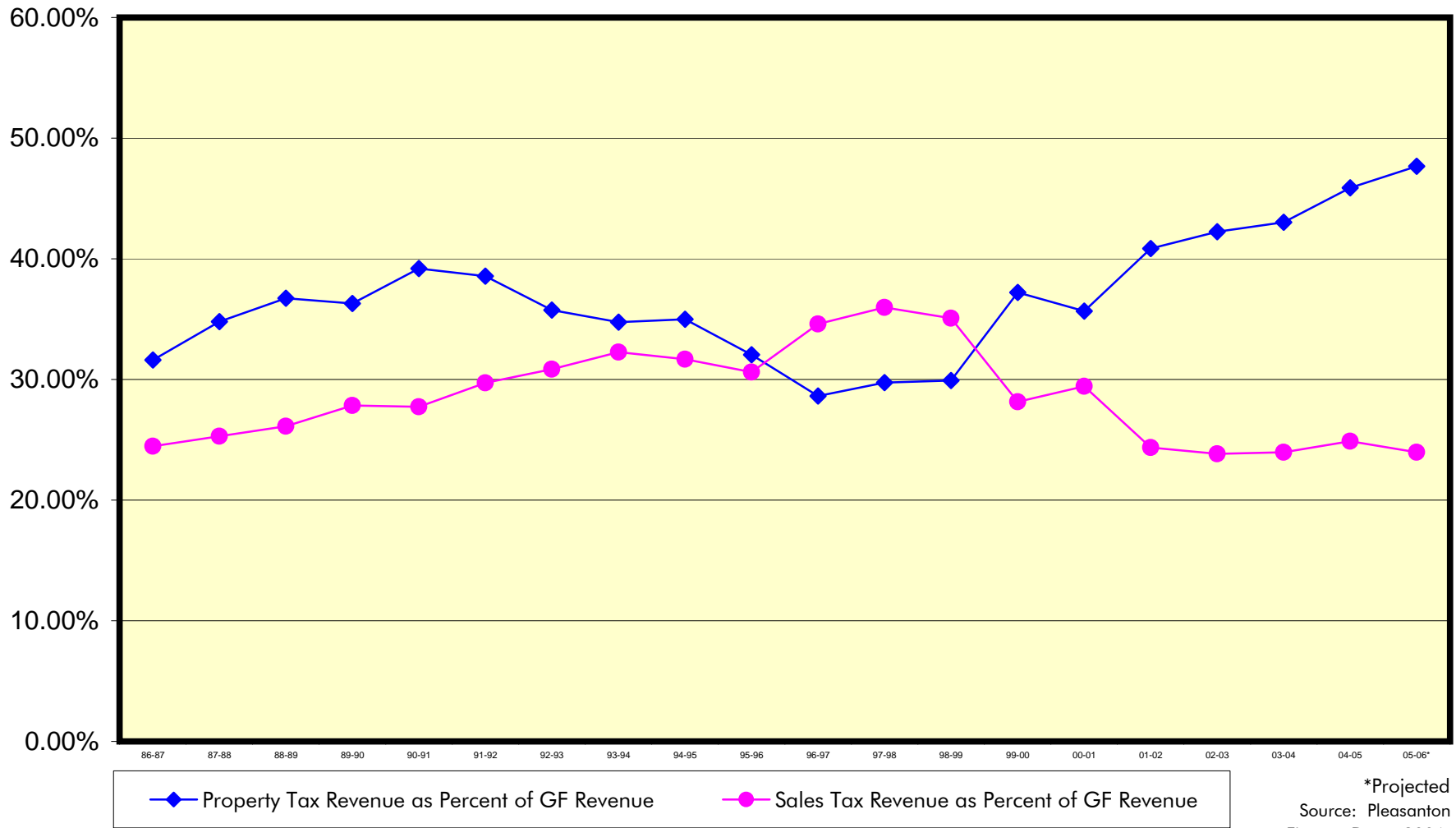
Figure 13-3
Combined Property and Sales Tax as Percent of Gross Fiscal Revenue
Fiscal Year 86-87 through Fiscal Year 05-06



—■— Combined Property & Sales Tax as Percent of GF Revenue

Source: Pleasanton Finance Dept., 2006.

Figure 13-4
Property and Sales Tax as a Percent of Gross Fiscal Revenue
Fiscal Year 86-87 through Fiscal Year 05-06





Bernal Corporate Plaza

community services staffing (or contract services) is expected to grow to meet increasing demands. In addition, recent cost trends for utilities, gasoline, and labor have been exceeding inflation. As is the case with most public and private sector employers, the single greatest factor driving expenditure growth is labor costs; specifically the costs of retirement, medical benefits, and workers' compensation have been growing beyond the rate of inflation.

Figure 13-1, above, shows that revenues are expected to continue to exceed expenditures over the next five or six years, but excess net income is starting to slowly trend downwards. Therefore, not only is it important to maintain a strong revenue base through an aggressive economic development strategy, and to charge appropriate fees, but it is a continual necessity to manage labor and other costs in order to deliver services in a very cost effective manner.

City Financing and Sustainability at General Plan Buildout

As noted, the City currently has over 70 percent of its total General Fund revenue generated from property tax and sales tax. With pending retail saturation and the limitations on property tax growth, the diversity of the revenue system as well as the degree of local control will be key factors in ensuring Pleasanton's long-term fiscal health and sustainability. To maintain such revenue diversity and self-reliance, new revenue sources will need to be explored while existing sources, such as development and user fees, will require periodic review to ensure that costs are paid by the appropriate users. The City should also be proactive in monitoring legislation that could have a negative financial impact. Prudent asset management and effective revenue collection, as well as the delivery of services in the most cost effective manner, will be important factors in minimizing burdens to the taxpayer and ensuring fiscal sustainability at build-out.

In order to ensure that any remaining development pays for its share of capital facilities and infrastructure, the City must continue to identify the appropriate funding sources for each capital project. Each project should be analyzed to determine whom it will serve and who should pay for it. Through fee studies and efficient accounting, the City can ensure that development fees pay for those portions of projects that are needed to serve new development. The remaining portion of projects that serve existing residents and businesses can then be funded appropriately by General Fund reserves, gas taxes, water/sewer rate revenue, and available grants.

Balanced Budget

Despite State recession impacts on City finances in the last five years, Pleasanton has still been able to maintain a balanced budget annually, while maintaining service levels and making significant contributions to capital projects. The City was able to accomplish this through prudent financial management and efficient service delivery.

To ensure the City's long-term fiscal health and to minimize future burdens on the City's resources and taxpayers, a balanced budget is essential. To ensure a balanced budget, the City must use its current resources to meet current obligations and make sure that operating fund debt is minimized. In addition, future costs such as asset replacements must be recognized and funded like current expenses.

To aid the City in structuring a balanced budget, regular review must be performed to allow revenue sources to be properly identified and matched with their intended purposes. The balancing of future budgets will be facilitated by the City setting aside funding for obligations when they are incurred. For example, as assets are being used, their depreciation should be recognized as an expense, and dollars set aside to ensure adequate funding is available at the appropriate future time. The City can lessen the burden on future taxpayers by utilizing debt only for acquiring long-term capital and when it is cost effective. Reserves must be established for both known and unknown future obligations. The City must continue to search for the most cost effective means of delivering services, including managing labor cost growth so it does not outpace revenue growth. Accompanying this, the City must also continue to refine and improve its budget process.

To support the City's goal of fiscal sustainability, changes to the Element ensure a balanced budget and address specific concerns for the City's long-term fiscal health. A program was added that requires the City to fund at least its normal PERS (Public Employees Retirement System) costs annually, and to transfer any excess to a reserve to offset future increases above its normal costs. Furthermore, an existing program was changed to decrease the recommended upper limit of the General Fund debt ratio from 10 to 5 percent except as otherwise determined by the City Council. This means that General Fund revenues pledged to make annual debt payments should total no more than 5 percent of the total annual revenues, unless otherwise determined by the City Council.



Maintenance of utilities in street right of way

RELATIONSHIP TO OTHER ELEMENTS

Policies and programs established throughout the General Plan affect the economy and fiscal policies in Pleasanton.

Land Use Element Element

The Land Use Element designates land uses that affect the economic health of the community. The Economic and Fiscal Element promotes a varied mix of land uses to ensure a broad revenue base through proactive land use planning and zoning.

Public Safety Element

The Public Safety Element designates critical facilities for emergencies and provides for public safety during emergencies. The Economic and Fiscal Element promotes managing the City's financial assets in a sound and prudent manner. This would assure the long-term ability of the City to recover the cost of public services to provide for public safety.

Public Facilities and Community Programs Element

The Public Facilities and Community Programs Element defines the capital improvements, public facilities, and programs needed to service the community at build-out. The Economic and Fiscal Element would enhance the community's economic base, maximize the effectiveness of the City's public facilities, and maintain a stable City revenue system.

Subregional Planning Element

The Subregional Planning Element discusses economic and fiscal revenues for the Tri-Valley Area. Pleasanton's Economic and Fiscal Element discuss these same issues for Pleasanton.

ECONOMIC AND FISCAL GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs, in addition to those contained in other Elements, constitute an action program to implement the objectives described in this element.

GOALS, POLICIES, AND PROGRAMS

Goal 1: Recognize the connection between fiscal, economic, transportation, housing, environmental and social equity issues in creating and maintaining a sustainable economy in Pleasanton.

Economic Base

Goal 2: Sustain the community's quality of life with a vigorous and diverse economy.

Policy 1: Enhance Pleasanton's diversified economic base through an aggressive business retention and expansion program.

Program 1.1: Establish a business retention and expansion program that identifies needs and constraints to current business operations, and acknowledges the contributions and importance of existing businesses.

Program 1.2: Promote and participate in regional efforts to develop a "green economy" in the Tri-Valley.

Policy 2: Actively recruit and attract businesses and industries which are compatible with the General Plan, are a good fit with the resident worker population, and are consistent with the environmental holding capacity of the land and surrounding land uses.

Policy 3: Strengthen the retail sector.

Policy 4: Promote tourism, cultural, and recreational activities.

Program 4.1: Work with the Tri Valley Convention and Visitors Bureau, the Pleasanton Downtown Association, the Livermore Valley Winegrowers Association, and other organizations to support and cultivate tourism.

Program 4.2: Implement the City's Economic Development Strategic Plan.

Program 4.3: Identify a desirable mix of businesses that will produce tax revenue on a continuing basis.

Program 4.4: Implement a targeted business attraction program, incorporating a focused marketing effort, to assist businesses with the potential to locate and invest in Pleasanton.

Program 4.5: Continue to work with businesses and employment recruiters to establish a process to recruit Pleasanton and other Tri-Valley residents for local employment opportunities.

- Program 4.6: Distribute marketing information to developers and realtors which identifies the City’s service needs and potential sites suitable for those uses.
- Program 4.7: Enhance the efficiency of the City’s service delivery and permitting process.
- Program 4.8: Set benchmarks and measure progress in implementing the Economic Development Strategic Plan.
- Program 4.9: Consider business attraction and retention impacts when establishing or adjusting fees and taxes.

Policy 5: Focus City efforts on supporting and assisting Pleasanton businesses success.

Policy 6: Work with the business community to identify and work towards common goals.

- Program 6.1: Work in cooperation with the Pleasanton Downtown Association, Chamber of Commerce, and other business organizations.
- Program 6.2: Designate selected City staff members, at the City Manager’s discretion, to act as a point of contact for the business community, and promote this service to the business community.
- Program 6.3: Streamline and provide more certainty in the development review process.
- Program 6.4: Work in cooperation with the business community to make city processes understandable, open, and accessible.

Goal 3: Capitalize on the use of the City’s existing and future public facilities.

Policy 7: Ensure that public facilities and infrastructure are maintained and developed to support future business needs and ensure reliable service.

- Program 7.1: Maintain a partnership with service and utility providers to meet current and future business needs.
- Program 7.2: Provide for optimal maintenance of capital improvements and schedule equipment for future replacement at the most cost effective time.

Revenue System

Goal 4: Maintain a diverse and stable revenue system.

Policy 8: Undertake programs which will diversify and help to keep the City’s revenue system stable from short-term fluctuations in any one revenue source.

Program 8.1: Promote a varied mix of land uses to ensure a broad revenue base through proactive land use planning and zoning.

Program 8.2: Continue to investigate and utilize potential new revenue sources, particularly those which will not add to the tax burden of residents or local businesses.

Program 8.3: Work proactively with the League of California Cities and local communities to monitor legislation that may impact the City financially, and lobby for funding of Federal, State, and County-mandated programs and projects.

Cost of Services

Goal 5: Recover the direct and indirect costs of providing services and facilities necessitated by the buildout of the General Plan through a combination of fees, exactions, and an evaluation of long-term economic benefits.

Policy 9: Recover the costs of new facilities and infrastructure necessitated by development.

Program 9.1: Maintain programs consistent with State law to determine appropriate development impact fees. Consider current and future costs and direct and indirect costs to the extent allowable and reasonably determinable.

Program 9.2: Establish a policy which determines if and when fee waivers or other financial allowances should be made when the benefits derived from the development, both direct and indirect, exceed expected costs.

Program 9.3: Work with affected business entities when considering new fees or changes in fees.

Policy 10: Move toward cost recovery for City facilities and services.

Program 10.1: Maintain a user fee policy which establishes desired levels of cost recovery and determines the minimum frequency of user fee reviews.

Program 10.2: Maintain a user fee analysis program which bases calculations on actual costs including overhead.

Policy 11: Assure that Sewer and Water Enterprise Funds remain financially independent.

Program 11.1: Review Sewer and Water Enterprise Fund rates and charges at least biannually.

Program 11.2: Set Sewer and Water Enterprise rates and charges at a level which will support the total direct and indirect costs of the enterprise, including the provision of long-term capital replacement.

Policy 12: Encourage public/private partnerships for community benefit.

Program 12.1: Explore options for the provision of community goods and services by the business sector consistent with the City’s competitive bidding process.

Sustainable City Finances

Goal 6: Guarantee a balanced annual City budget and ensure that the City exists within its means and maintains adequate reserves in anticipation of known and unknown future obligations and insulates the budget as much as possible from the diversion of revenues away from Pleasanton to other levels of government.

Policy 13: Maintain a balanced budget.

Program 13.1: Adopt an operating budget that funds current year expenditures with current year revenues. Surplus fund balances (those in excess of minimum reserves established in the City’s formal reserve policies) may be used to increase reserves, fund Capital Improvement Projects, or be carried forward to fund future years’ Operating Budgets when necessary to stabilize services and fund capital outlay.

Program 13.2: Discourage the use of long-term debt for current operations.

Program 13.3: Discourage the use of short-term borrowing to support routine operations, provided however, that it may be used to meet temporary cash flow needs.

Program 13.4: Continue to deliver services in the most cost effective manner.

Program 13.5: Utilize the services of volunteers in areas where it is economically viable.

Program 13.6: Include budget objectives for each operating department in the budget which identify the service and resources being provided to accomplish the specified objectives.

- Program 13.7: Fully account for and apportion all costs, fees, and General Fund transfers associated with Enterprise Funds.
- Program 13.8: Prepare periodic financial reports of actual revenues and expenditures, for review by the City Council, to provide information on the status of the City's financial condition.
- Program 13.9: Require the preparation of a fiscal analysis, which measures direct and indirect costs and benefits to the City, whenever the Director of Finance determines there is potential for negative fiscal impacts from a large housing and mixed-use project located in Specific Plan areas or in large Planned Unit Developments.

Policy 14: Dedicate, and maintain reserves to meet known and estimated future obligations.

- Program 14.1: Maintain financial policies which establish a prudent level of reserves for future unexpected expenses and revenue declines.
- Program 14.2: Maintain reserves for replacement of facilities and infrastructure.
- Program 14.3: Maintain reserves for cash flow purposes.
- Program 14.4: Fund at least the annual normal employer rate established by the Public Employees Retirement System (PERS), and transfer any excess to a reserve to offset future increases above the normal rate, except as otherwise determined by the City Council.

Policy 15: Construct capital improvements in accordance with an adopted capital improvement program.

- Program 15.1: Continue to prepare a two- to five-year plan for capital improvements to be updated at least biennially.
- Program 15.2: Coordinate preparation of the Capital Improvement Budget with preparation of the Operating Budget. Future operating costs associated with new capital improvements should be projected and included in Operating Budget forecasts.
- Program 15.3: Identify the estimated costs and potential funding sources for each proposed capital project before it is submitted to the City Council for approval.
- Program 15.4: Analyze the costs of various financing methods for new projects.

Program 15.5: Review public art projects submitted by the Civic Arts Commission for inclusion in the Capital Improvement Program or operating budget, determining appropriate funding through the normal budgetary process.

Policy 16: Provide for City equipment replacement and maintenance needs.

Program 16.1: Maintain a program to periodically update replacement and maintenance financing plans.

Program 16.2: Maintain cost-effective replacement and maintenance schedules.

Policy 17: Limit the use of debt so as not to place a burden on the fiscal resources of the City and its taxpayers.

Program 17.1: Allow limited use of long-term borrowing for capital improvements or projects that cannot be financed from current revenues.

Program 17.2: When capital projects are financed, amortize the debt within a period not to exceed the expected useful life of the project.

Program 17.3: Establish 5 percent as an upper limit for the General Fund debt ratio (annual debt service backed by the General Fund as a percent of total General Fund revenue), except as otherwise determined by the City Council.

Program 17.4: Investigate the use of special assessment, revenue, or other self-supporting bonds to limit the General Fund obligation for debt service payments whenever possible.

Program 17.5: Maintain strong communications with bond rating agencies about the City’s financial condition, and follow a policy of full disclosure on financial reports and bond prospectuses.

Program 17.6: Strive to maintain or improve the City’s bond rating.

Program 17.7: Utilize short-term inter-fund loans when possible and appropriate to reduce the cost of financing capital improvements.

Policy 18: Strive to maintain a diversified and stable revenue base that is not overly dependent on any land use, major taxpayer, revenue type, restricted revenue, inelastic revenue, or external revenue.

Program 18.1: Promote a diverse economic base by implementing the Economic Development Strategic Plan.

- Program 18.2: Seek federal and State grants and reimbursements for mandated costs whenever possible.
- Program 18.3: Avoid targeting revenues for specific purposes, whenever possible.
- Program 18.4: Maintain an aggressive revenue collection program to assure that monies due the City are accurately received in a timely manner.
- Program 18.5: Conduct periodic revenue and expenditure audits.
- Program 18.6: Maintain and further develop methods to track major revenue sources and evaluate financial trends.
- Program 18.7: Maintain efforts to ensure the accuracy of revenue forecasts.
- Program 18.8: Strive to maintain taxes and fees at or below those of comparable cities and within the Tri-Valley area.

Policy 19: Continue to manage the City's financial assets in a sound and prudent manner.

- Program 19.1: Maintain sound financial practices in accordance with State law, and direct the City's financial resources toward meeting the City's long-term goals.
- Program 19.2: Maintain accounting systems in conformance with generally accepted accounting principles.
- Program 19.3: Maintain and further develop programs to assure the long-term ability of the City to pay all the costs necessary to provide the level and quality of service required by its citizens.
- Program 19.4: Maintain investment policies in accordance with State laws that stress safety and liquidity over yield.
- Program 19.5: Utilize "pay-as-you-go" financing of capital improvements, whenever possible and financially prudent.