

**RESOLUTION NO. 10-\_\_\_**

**RESOLUTION RESCINDING THE STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH ADOPTED ON FEBRUARY 24, 2009 AND APPROVING AND ADOPTING A REVISED STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**

**WHEREAS**, The Alameda County Specific Plan Authority (ACSPA) applied for a Stoneridge Drive Specific Plan Amendment to address future development patterns and land uses on the 124 acre Staples Ranch property and annexing 165 acres into the City of Pleasanton (“the Stoneridge Drive Specific Plan Amendment/Staples Ranch” or “the Project”); and

**WHEREAS**, the City Council on February 24, 2009 adopted a resolution approving the Stoneridge Drive Specific Plan Amendment/Staples Ranch that, in part, called for the full extension of Stoneridge Drive to El Charro Road and two lanes of traffic in both directions over the Arroyo bridges; and

**WHEREAS**, A lawsuit challenging the City of Pleasanton’s approval of the Project was filed on March 27, 2009; and

**WHEREAS**, On June 2, 2009, the City Council decided to assess whether it should further amend the Project to adopt a short-term configuration of Stoneridge Drive which would reduce the total number of lanes by one in each direction over the Arroyo bridges; and

**WHEREAS**, the City prepared a draft revised Stoneridge Drive Specific Plan Amendment/Staples Ranch that calls for a variety of public facilities, open space, an ice center, auto retail, a continuing care facility and retail/commercial uses, as set forth more particularly in the revised Plan Amendment documents; and

**WHEREAS**, At its duly noticed public hearing on May 26, 2010, the Planning Commission considered all public testimony, relevant exhibits, and recommendations of City staff concerning a revised Stoneridge Drive Specific Plan Amendment/Staples Ranch and recommended that the current Plan Amendment, as adopted on February 24, 2009 be rescinded and that a revised Stoneridge Drive Specific Plan Amendment/Staples Ranch be adopted; and

**WHEREAS**, on August 24, 2010, the City Council conducted a public hearing on the Project, considered public testimony and relevant materials, and considered the recommendation of City staff and the Planning Commission; and

**WHEREAS**, the City Council finds that the revised Stoneridge Drive Specific Plan Amendment/Staples Ranch (referred to in the CEQA Findings as “the Preferred Project”) is consistent with the General Plan and the Stoneridge Drive Specific Plan.

**NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE, AND ORDER THE FOLLOWING:**

**SECTION 1.** Rescinds Resolution Nos. 09-268 and 09-268\*.

**SECTION 2.** Adopts changes as detailed in the Stoneridge Drive Specific Plan Amendment/Staples Ranch set forth in the attached Exhibit 1, incorporated herein by reference, thereby adopting the Stoneridge Drive Specific Plan Amendment/Staples Ranch, August 24, 2010, (PSP-11) incorporated herein by reference.

**SECTION 3.** This resolution shall become effective immediately upon its passage and adoption.

**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Pleasanton at a special meeting held on August 24, 2010.

I, Karen Diaz, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a special meeting held on the 24th day of August, 2010, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

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Karen Diaz, City Clerk

APPROVED AS TO FORM:

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Jonathan P. Lowell, City Attorney

**EXHIBIT 1**

**PROPOSED CHANGES TO THE  
STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT (PSP-11)  
WITH THE PREFERRED PROJECT**

**PREFERRED PROJECT**

If the Preferred Project is selected, the proposed changes to the Stoneridge Drive Specific Plan Amendment (SPA) adopted by the City Council on February 24, 2009 are shown in Track Changes on the attached pages.

# STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/

## STAPLES RANCH

### I. INTRODUCTION

#### A. Purpose

The purpose of this document is to amend the Stoneridge Drive Specific Plan, adopted by the City of Pleasanton in October 1989, to address future development patterns on the 124 acre Staples Ranch property, the last remaining undeveloped portion of the original 293 acre Specific Plan area, consistent with the City's General Plan.

Because the majority of the original Specific Plan area has been developed and because of the numerous changes in plans, policies, and surrounding land uses over the last 18 years, many of the policies and much of the text of the original document are no longer relevant to guiding the development of the Staples Ranch property. In recognition of these changed circumstances, this Plan amendment has been drafted as a "stand alone" document that builds upon the original 1989 Specific Plan where appropriate, while modifying plans and policies to guide the development of the Staples Ranch property to reflect today's environment.

#### B. Specific Plan Requirements

California Government Code Sections 65450 through 65457 specifies that a jurisdiction may use a specific plan to implement a general plan and its policies and programs, and that specific plans must be consistent with the applicable elements of the jurisdiction's general plan.

California Government Code Section 65451(a) defines the content requirements for specific plans, including text and diagrams, as:

1. The distribution, location, and extent of the land uses, including open space, within the area covered by the plan.
2. The proposed distribution, location, extent, and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

California Government Code Section 65454 also states that no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan. The Stoneridge Drive Specific Plan Amendment/Staples Ranch was prepared pursuant to State law and complies with all requirements.

**C. Relationship to the Pleasanton General Plan**

The 1996 Pleasanton General Plan designates the Stoneridge Drive Specific Plan area (including Staples Ranch) as “Specific Plan” and states that “All properties lying within the boundaries of a Specific Plan Area are subject to the land uses, densities, public improvements, and other requirements specified in the Specific Plan prepared for that area”. Land uses designations indicated on the General Plan Land Use Map for Staples Ranch include Retail/Highway/Service Commercial, Business and Professional Offices; Medium and High Density Residential; and Parks. The Arroyo Mocho channel south of Staples Ranch is designated as Public Health and Safety, with a Wildlands Overlay designation.

**D. Relationship to the California Environmental Quality Act (CEQA)**

A Draft Environmental Impact Report (DEIR), pursuant to the requirements of the California Environmental Quality Act (CEQA), has been prepared in close coordination with this Specific Plan Amendment to provide an analysis of the potential impacts of the Amendment and the subsequent development of the Staples Ranch property and to recommend appropriate mitigation measures. The City certified a Final EIR and a ~~Mitigation Monitoring and Reporting Program~~ on February 24, 2009. The City certified a Final Environmental Impact Report Supplement (SEIR) and approved a revised Mitigation Monitoring and Reporting Plan in August 2010. The ~~revised Mitigation Monitoring and Reporting Program~~ is incorporated as an appendix to this Specific Plan Amendment.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR assesses the environmental impacts of the proposed Plan Amendment. Any environmental analyses

of future individual projects within the Plan Amendment area will be based on and rely on the EIR. Pursuant to CEQA Guidelines section 15168 (c), the City may determine, after conducting a written analysis, that a proposed site specific activity is within the scope of the project and impacts covered by the EIR, and therefore no further CEQA analysis is required. If the City determines that the proposed activity is not within the scope of the project and impacts covered by the EIR, the City will need to determine what appropriate subsequent or supplemental environmental documentation may be necessary in order for such activity to proceed.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR can also be considered an EIR for a “zoning action” for purposes of Public Resources Code section 21083.3 and CEQA Guidelines section 15183. These provisions generally limit the scope of necessary environmental review for site specific approvals following the preparation of an EIR for a “zoning action”. For such site specific approvals, CEQA generally applies only to impacts that are “peculiar to the parcel or to the project”, except where “substantial new information” shows that previously identified impacts will be more significant than previously assumed. Notably, impacts are considered not to be “peculiar to the parcel or the project” if they can be substantially mitigated pursuant to previously adopted “uniformly applied development policies or standards.”

The Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR endeavors to anticipate as many impacts of future development in the Specific Plan Amendment as is feasible at this stage. When future development proposals that are consistent with the Specific Plan Amendment and consistent with the impacts described in the EIR are brought forward, it is possible that no additional CEQA documentation will be necessary. Future development proposals that are not consistent with the Specific Plan Amendment or that would result in impacts not anticipated in the EIR will require additional CEQA documentation.

## II. BACKGROUND

The 124 acre Staples Ranch property is owned by the Alameda County Surplus Property Authority (ACSPA). Most of the vacant property is in unincorporated Alameda County, but is within Pleasanton's Sphere of Influence and Urban Growth Boundary and is designated for development with a mix of land uses in both the County and the City General Plans, as well as in the Stoneridge Drive Specific Plan. The property is bounded on the north by I-580 and the City of Dublin, on the east by El Charro Road and the City of Livermore, and on the south by the Arroyo Mocho channel and unimproved quarry lands. On the west, the Staples Ranch property is adjacent to the California Somerset single family neighborhood within the City of Pleasanton. The location of Staples Ranch is shown in Figure II-1.

### A. Status of the 1989 Stoneridge Drive Specific Plan

The Stoneridge Drive Specific Plan was adopted by the City of Pleasanton in October 1989. The Specific Plan encompassed 293 acres in and adjacent to the northeastern portion of the City of Pleasanton, and provided for a mix of residential, retail, commercial, and light industrial development, as well as several neighborhood parks, an elementary school, a church site, and a community park. It also included extensive infrastructure improvements required to serve the Plan Area and the City, including the proposed extension of Stoneridge Drive from Kamp Drive near Santa Rita Road east to El Charro Road as a four lane arterial (with adequate right of way preserved for a future six lane divided arterial if demand required expansion of the arterial to meet City standards), the realignment of the Arroyo Las Positas and widening of the Arroyo Mocho to accommodate flood flows, and the improvement of El Charro Road from a two lane private quarry access road to a four to six lane arterial road, with truck tunnels separating quarry traffic from other vehicles at the planned intersection of Stoneridge Drive and El Charro Road.

Since 1989, all but approximately 122.5 acres of the Stoneridge Drive Specific Plan area has been annexed to Pleasanton and developed, including all areas south of the Arroyo Mocho channel, and Stoneridge Drive has been extended to Trevor Parkway as a four lane arterial. Approximately 32 acres of the original 156 acre Staples Ranch property was annexed and developed in the early 1990s as part of the California Somerset residential development, including the expansion of the Meadows neighborhood park and the completion of West Las Positas Boulevard. The only remaining undeveloped portion of the original 293 acre Specific Plan area is the 124 acre Staples Ranch site, which is designated in the 1989 Specific Plan for a mix of uses, including 17.2 acres of

Slip Sheet for Figure II-1

Location Map



community park and approximately 70 acres of service commercial/light industrial uses, 30 acres of retail/commercial uses, and 6.8 acres of right of way. Figure II-2 illustrates the original Stoneridge Drive Specific Plan Land Use Map.

**B. 1993 Adoption of the Airport Protection Area**

In 1993, the Alameda County Airport Land Use Commission (ALUC) adopted an Airport Protection Area (APA) for the Livermore Airport, in an effort to reduce further residential encroachment that could result in nuisance complaints that could compromise airport operations. The APA is defined as a rectangle whose sides are 5,000 feet from the north, south and east ends of the runways, and 7,100 feet from the westerly end. The APA includes approximately 78 acres of the easterly portion of the Staples Ranch site. Approximately 46 acres of the Staples Ranch site are located outside the APA. ALUC policy is to prohibit new residential development within the APA. This policy has been incorporated into Pleasanton's General Plan.

**C. 2004 Arroyo Mocho Realignment Project**

In 2004, the Alameda County Flood Control District Zone 7 (Zone 7), in coordination with the ACSPA and consistent with the 1989 Specific Plan, completed a flood control improvement project to significantly widen and deepen the Arroyo Mocho channel in the vicinity of Staples Ranch in order to contain the projected 100 year flood. This project also realigned the Arroyo Las Positas, which had formerly traversed Staples Ranch, removing it from the property and constructing a new channel in Livermore that now converges with the Arroyo Mocho at El Charro Road. Material removed as a result of the excavation of the new channels was stockpiled on the Staples Ranch property in anticipation of future development. As part of the realignment project, two new bridges were constructed over the new channels to maintain access to the quarry operations to the south, via El Charro Road.

Slipsheet for Figure II-2

1989 Stoneridge Drive Specific Plan

#### **D. 2006 Memorandum of Understanding**

In April 2006, Pleasanton and the ACSPA executed a Memorandum of Understanding (MOU) as a “roadmap” for the future development of the Staples Ranch site. The purpose of the MOU was to accommodate the relocation and expansion of existing Pleasanton auto dealerships to Staples Ranch, provide Pleasanton control of when Stoneridge Drive would be extended to El Charro Road due to concerns within the City regarding “cut through traffic,” and provide assurances to the ACSPA that the entire property could be comprehensively developed and that required infrastructure improvements would be limited, if approved and annexed to the City. The 2006 MOU land use map indicated the site would be developed with a 36± acre auto mall with an additional 5± acres of optional auto mall uses, a 45± acre continuing care facility (located outside the APA), and 12± acres of future commercial uses. In addition, a 17 acre community park site adjacent to the Arroyo Mocho would be dedicated to the City. Stoneridge Drive would be extended as a two lane road with turn lanes across the Arroyo Mocho to access the continuing care facility and community park. A new four lane road with turn lanes (dubbed “Auto Mall Place”) would be extended from an improved El Charro Road to serve the auto mall and future commercial area. No vehicular access (other than emergency vehicles and potentially buses) would be permitted between the two roads, but the roads would be designed and right of way preserved to accommodate the future extension of Stoneridge Drive to El Charro Road as a four lane arterial with turn lanes.

As a result of more refined site planning, the ACSPA and the City have informally agreed to make several minor modifications to the land use configurations described in the MOU. The continuing care facility has been slightly expanded to 46 acres and the auto mall has been slightly expanded to 37 acres, but with no option for future expansion to 41 acres. Pleasanton has also decided to acquire (partially funded by the Staples Ranch developers) approximately 5 acres north of the Stoneridge Drive alignment for a neighborhood park site that would also be designed to serve as a storm water flow control basin to meet recently enacted State hydromodification requirements for new development. Purchase of the neighborhood park will effectively reduce the area devoted to non auto mall commercial uses from 17 acres to 11 acres. In April 2007, the Pleasanton City Council voted to realign the community park site so that it could potentially accommodate a four rink ice center. The park realignment also modified the alignment of the remaining 11 acre commercial site so that it is now located at the southwest corner of the planned El Charro Road/“Auto Mall Place” intersection. In June

2008, the Pleasanton City Council approved a conceptual park master plan for the community park which included an ice center. ~~In February, 2009, the Pleasanton City Council determined that Stoneridge Drive should be extended to El Charro Road as a four-lane road with the development of Staples Ranch, eliminating the temporary emergency vehicle access route separating Stoneridge Drive and “Auto Mall Place”.~~

#### **E. 2007 El Charro Road Cooperation and Cost-Sharing Agreements**

In July 2007, the City of Livermore adopted the El Charro Specific Plan, designating a 250 acre area just east of El Charro Road for up to 1.5 million square feet of retail development, including a 450,000 square foot Prime Outlet project located in the southeast quadrant of the El Charro Road/I-580 interchange. Access to the El Charro Specific Plan area would primarily be from an improved El Charro Road and from an extension of Jack London Boulevard from its current terminus west of Isabel Avenue to El Charro Road, where it could connect up with any future extension of Stoneridge Drive.

El Charro Road is currently a private two lane quarry truck haul road south of the intersection with Freisman Road, just south of the I-580 interchange. It serves as the only direct access point to I-580 for extensive quarry operations to the south. El Charro Road is in unincorporated Alameda County, but is within Pleasanton's Sphere of Influence, and is critical to the existing quarry operations as well as the development of Livermore's El Charro Specific Plan and Pleasanton's Stoneridge Drive Specific Plan.

To facilitate the interests of the various parties, a Pre-Development and Cooperation Agreement between Pleasanton, Livermore, Alameda County, Vulcan Materials, and the ACSPA was executed in September 2007, which specifies improvements to El Charro Road to make it available for public use while safely maintaining its current function as the only access point for the quarry lands to the south to I-580.

The Cooperation Agreement calls for Livermore to improve El Charro Road, prior to opening any part of the El Charro Specific Plan development, as a public six lane divided road with turn lanes north of the planned future Jack London Boulevard/El Charro Road/“Auto Mall Place” intersection. This intersection is planned to be signalized and has been sized to accommodate the General Plan buildouts of both Pleasanton and Livermore, assuming the full four lane extension (with turn lanes) of Jack London Boulevard to Isabel Avenue, Stoneridge Drive to El Charro Road, and El Charro Road to Stanley Boulevard. South of the new Jack London Boulevard/“Auto Mall Place” intersection, El Charro Road will remain a private quarry haul road and will transition back to a two lane undivided road north of the Arroyo Mocho bridges. The Cooperation

Agreement permits the roadway to be constructed in unincorporated Alameda County, but Livermore will be responsible for maintenance and liability until such time as Pleasanton annexes Staples Ranch and the El Charro Road roadway. Vulcan Materials, which currently owns the paved portion of the right of way, has an offer of dedication with Alameda County, which would be accepted following completion of construction of improvements.

The El Charro Road improvements called for in the Cooperation Agreement have been designed to safely accommodate the existing heavy use of El Charro Road by quarry truck traffic while permitting anticipated public vehicular access as planned for in both Livermore and Pleasanton's General Plans. The agreed upon improvements are very different from the El Charro Road improvements envisioned in the 1989 Stoneridge Drive Specific Plan, which called for separated quarry truck tunnels in both directions under the proposed Jack London Boulevard/Stoneridge Drive/El Charro Road intersection. The tunnel plan has since been deemed infeasible, both from an engineering and a financial viewpoint, and Vulcan Materials, the major remaining quarry operator that depends on El Charro Road, has, through the Cooperation Agreement, fully endorsed the new improvement plan, which minimizes the need for quarry trucks to change lanes between the Jack London Boulevard intersection and I-580.

A concurrent Cost Sharing Agreement between Livermore, Pleasanton, and ACSPA, executed in September 2007 specifies that the El Charro Road improvements will be paid for by Livermore and the ACSPA, while Livermore and Pleasanton will contribute to the cost of the El Charro Road interchange improvements, including any change orders required to make the transition to the new El Charro Road improvements. Both the Cost Sharing and Cooperation Agreements contain provisions which permit the ACSPA to take over construction of the El Charro Road improvements if they have not been constructed by Livermore prior to annexation by Pleasanton. However, it is currently anticipated that Livermore will begin construction in 2009, prior to the annexation of Staples Ranch to Pleasanton.

The Specific Plan Amendment and any other land use entitlements within the Plan Area shall remain subject to all applicable requirements and provisions of the Cooperation Agreement, including but not limited to the requirement that all such entitlements be made subject to the conditions of approval specified in Section 10 ("Required Conditions of Approval") of the Cooperation Agreement. Pursuant to Section 18.1 of the Cooperation Agreement, in the event of any conflict between any provision of the

Cooperation Agreement and the Specific Plan Amendment or any such entitlement, the provisions of the Cooperation Agreement shall govern and control.

## **F. 2009 Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR**

On February 24, 2009 the Pleasanton City Council certified the Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR.

## **G. 2009 Two-Lane Constrained Extension**

On June 2, 2009, the City Council directed staff to assess whether the City Council should further amend the Stoneridge Drive Specific Plan by adopting a configuration of Stoneridge Drive that would differ from the four lane configuration adopted on February 24, 2009, by reducing the total number of lanes available for travel by one in each direction across the Arroyo Mocho bridges (subsequently referred to in the SEIR as the Two-Lane Constrained Extension). The Two-Lane Constrained Extension would still entail the full extension of Stoneridge Drive to El Charro Road as part of the development of Staples Ranch, i.e., both bridges and each bridge wide enough to accommodate two lanes of traffic in each direction but would temporarily stripe the travel lanes on the Arroyo Mocho bridges to one in each direction, instead of the two lanes in each direction.

To facilitate this reassessment, and to address items raised in the lawsuit, a Draft Environmental Impact Report Supplement (Draft SEIR) was prepared.

## **H. 2009 Adoption of the 2005-2025 General Plan**

In July 2009, as part of the 2005-2025 General Plan, the City Council adopted Program 1.6 of the Circulation Element that provides in relevant part, “Open the Stoneridge Drive extension to through traffic when Pleasanton reaches an agreement with its regional partners...for a strategic approach and funding plan for relieving traffic congestion in the Tri-Valley.”

## **I. 2010 Staples Ranch Policy Statement**

After the issuance of the June 15, 2010 staff report regarding the SEIR and related documents, staff met with Safe Streets Pleasanton, the Alameda Creek Alliance and the Center for Biological Diversity to address their concerns regarding the extension of Stoneridge Drive from its current terminus to El Charro Road and certain specific environmental matters. The discussions resulted in the development of a Staples Ranch Policy Statement. The Staples Ranch Policy Statement sets forth certain conditions assuring the opening of Stoneridge Drive to through traffic in a predictable manner. The

Stoneridge Drive Specific Plan Amendment/Staples Ranch has been revised to reflect the policies in the Staples Ranch Policy Statement regarding Stoneridge Drive, including the installation of a barrier on Stoneridge Drive to inhibit through traffic to and from El Charro Road and conditions regarding the striping of the Stoneridge Drive bridges from two to four lanes.



### **III. LAND USE**

#### **A. Existing Ownership**

The 124 acre Staples Ranch property consists of two legal parcels, both owned by the ACSPA. A 1.5 acre parcel, located directly adjacent to the existing residences along Vermont Place in Pleasanton, is within the existing city limits of Pleasanton. The larger approximately 122.5 acre parcel is within unincorporated Alameda County and would require annexation prior to Pleasanton's processing of a final map/issuing building permits for development.

Adjacent right of way would also be annexed into Pleasanton, including the Arroyo Mocho channel from the current city limits east to El Charro Road, the El Charro Road right of way up to the City of Livermore limits, and the I-580 right of way up to the City of Dublin city limits to the north, and the El Charro Road interchange to the east. The Arroyo Mocho channel is owned by Zone 7, and consists of several legal parcels. The El Charro Road right of way consists of a 20 foot wide parcel containing the existing roadway, which is owned by Vulcan Materials, with unimproved Alameda County road right of way on either side, for a total right of way width of approximately 150 feet.

#### **B. Physical Setting**

Staples Ranch is currently vacant and is characterized primarily as grassland. As a means of controlling vegetation to reduce fire risk, the ACSPA permits a local farmer to use the property for dry land hay production, which entails discing the property in early spring and seeding it with oats and barley, which is then harvested in the early summer. In 2001, Alameda County removed several dilapidated old ranch buildings, and a farm house as part of a general clean up of the property. Mature trees are largely limited to a grove of ornamental and fruit trees associated with the farm house site and to a landscape berm along the northwestern edge of the property that was planted in the early 1990s as part of the California Somerset development to the west.

The Staples Ranch property is predominantly flat, with a gradual slope to the southwest. El Charro Road, with an elevation of approximately 360 feet, is the high point, with the lowest elevations of approximately 347 feet found both at the northwest and southwest corners of the property. The only significant "topography" is from four large stockpiled soil mounds containing a total of about 300,000 cubic yards of material. The mound located in the southwestern corner of the property was material excavated by Zone 7 in the early 1990s as part of downstream improvements to the Arroyo Mocho channel.

Another, larger, mound in the north central portion of the property was material imported by KB Homes in 1995 in anticipation of using it for fill material as part of a residential project that was never constructed. The largest mound, near the Arroyo channel, as well as a smaller stockpile in the northwesterly portion of the property, are comprised of material excavated from the Arroyo Las Positas Realignment/Arroyo Mocho Widening project completed in 2004.

### **C. Existing Land Use Designations**

The City of Pleasanton General Plan Map shows mixed uses (Medium and High Density Residential; Parks and Recreation; and Retail/Highway/Service Commercial, Business and Professional Offices) for Staples Ranch, and states that specific land uses, densities, public improvements, and other requirements are subject to the Stoneridge Drive Specific Plan. The Arroyo Mocho channel south of Staples Ranch is designated Public Health and Safety, with a Wildlands Overlay designation.

The adopted 1989 Stoneridge Drive Specific Plan more clearly defines the location, size, and densities of existing Staples Ranch land use designations. Approximately 32 acres of the original 156 acre Staples Ranch property was developed as part of the California Somerset neighborhood in the early 1990s. As illustrated in Figure II-2, the remaining 124 acres of Staples Ranch is designated for approximately 30 acres of Retail and Service Commercial adjacent to the I-580/El Charro Road interchange, 17.2 acres of Community Park in the southwestern portion of the property, and approximately 70 acres of Service Commercial/Light Industrial uses in the northwest and southeast portions of the property. The remainder, 6.8 acres, is designated for right of way dedications for the extension of Stoneridge Drive and the widening of El Charro Road.

The 1.5 acre Staples Ranch parcel that is currently within the Pleasanton city limits is zoned PUD-Medium Density Residential (PUD-MDR). The remaining unincorporated area is zoned "Agricultural" by Alameda County, although the Alameda County East County Area Plan designates Staples Ranch for Mixed Use development.

### **D. Surrounding Land Uses**

Residential and vacant/agricultural land uses dominate the areas surrounding Staples Ranch, although much of the currently vacant land is planned for extensive development in the near future. Land uses in the vicinity of Staples Ranch are shown in Figure III-1.

Slip Sheet For

Figure III-1 Surrounding Land Uses

To the west, directly adjacent to Staples Ranch, is the California Somerset neighborhood, within the City of Pleasanton. The neighborhood consists of single family homes, largely two story, with access from Santa Rita Road to the west, via West Las Positas Boulevard and Pimlico Drive. The southern portion of the neighborhood (along Vermont Place) was constructed in the 1980s. The northerly portion of the neighborhood (along Staples Ranch Drive, West Las Positas Boulevard and Annis Circle) was part of the original 156 acre Staples Ranch property and was constructed in the early 1990s.

To the southwest, south of the Arroyo Mocho channel, the Stoneridge Park neighborhood, which was completed in the early 2000s as part of the original Stoneridge Drive Specific Plan, extends approximately 450 feet east of the westerly edge of Staples Ranch. Directly south of Staples Ranch and the Arroyo Mocho channel, between the Stoneridge Park neighborhood and El Charro Road, are former gravel quarries, some of which has been reclaimed, that were recently purchased by Legacy Partners from Hanson Aggregates. Further to the east are active gravel quarries, operated primarily by Vulcan Materials, which utilize El Charro Road to access I-580. The active and former quarry lands are located in unincorporated Alameda County.

To the north of Staples Ranch, across I-580 in the City of Dublin, currently vacant land south of the recently extended Dublin Boulevard is slated for office and retail development as part of Dublin's Eastern Dublin Specific Plan. North of Dublin Boulevard and west of Fallon Road, extensive residential development is already under construction. Dublin also recently approved the Fallon Village project, proposed to eventually accommodate approximately 3,100 homes and 2.5 million square feet of commercial development to the east of Fallon Road.

The area just east of El Charro Road, in the City of Livermore, is currently undeveloped agricultural land, with the exception of a golf driving range off of Freisman Road. In July 2007, Livermore adopted the El Charro Specific Plan, which calls for the development of approximately 1.5 million square feet of retail development on approximately 250 acres, with primary access from an improved El Charro Road and an extension of Jack London Boulevard from its current terminus west of Isabel Avenue. The first phase of the project, the 450,000 square foot Prime Retail Outlet Mall located adjacent to El Charro Road and I-580, is anticipated to begin construction in 2009.

East of the El Charro Specific Plan area and a portion of the Las Positas Golf Course is the Livermore Municipal Airport, a 643 acre facility owned and operated by the City of

Livermore. The airport is a General Aviation Airport that serves private, business, and corporate tenants and customers. The airport currently has approximately 650 based aircraft and over 200,000 annual aircraft operations. As provided in the 2004 Draft Livermore Municipal Airport Master Plan Update, the facility has two parallel runways: a 5,255 foot lighted main runway (7L-25R), and a 2,700 foot unlighted runway (7R-25L). Because winds are predominantly from the west, most take offs are towards the west and Staples Ranch.

The westerly end of the 5,255 foot long runway is located approximately 5,400 feet east of El Charro Road. The airport's runway protection zone and safety zone, as defined by the Alameda County Airport Land Use Commission (ALUC), are located entirely east of El Charro Road, in Livermore. In 1993, after the original Stoneridge Drive Specific Plan was adopted, the ALUC adopted an Airport Protection Area (APA) for the Livermore Airport in an effort to reduce residential encroachment that could result in nuisance complaints that could compromise airport operations. The APA is defined as a rectangle whose sides are 5,000 feet from the north, south, and east ends of the runways, and 7,100 feet from the westerly end, and includes approximately 78 acres of the easterly portion of the Staples Ranch property. Approximately 46 acres of the property are located outside the APA. ALUC policy is to prohibit new residential development within the APA. This policy has been incorporated into Pleasanton's General Plan.

#### **E. Proposed Staples Ranch Land Uses**

Figure III-2 illustrates the proposed Staples Ranch Land Use Map. In the northeast, adjacent to the El Charro Road interchange and El Charro Road, 37±acres are designated as "Auto Mall", permitting up to 331,000 square feet of auto dealerships, as well as related inventory, car servicing, car renting, and wash facilities. The site offers excellent freeway access and visibility, and is oriented towards the emerging retail hub being created by Livermore's El Charro Specific Plan retail development and Dublin's ongoing retail and commercial development north of I-580.

South of the Auto Mall and adjacent to El Charro Road, 11±acres are designated "Retail Commercial", permitting up to 120,000 square feet of retail uses or 200,000 square feet of office uses. Like the Auto Mall to the north, this site is oriented towards the emerging El Charro Road retail and commercial hub, with easy access to I-580.

To the west, outside of the Airport Protection Area and adjacent to the existing California Somerset neighborhood, 46± acres are designated as "Continuing Care Community", permitting up to 800 units of continuing care, as well as related health, dining, and

recreational facilities, and outpatient physical therapy. The site offers the opportunity to provide a unique type of development in Pleasanton, while buffering the existing

Slip Sheet for

Figure III-2 Staples Ranch Land Use Map

California Somerset neighborhood to the west from the planned auto mall and retail uses to the east.

Just to the east of the APA and north of the Stoneridge Drive alignment, 5± acres are designated "Neighborhood Park", located adjacent to the continuing care community and auto mall.

Finally, south of the Stoneridge Drive alignment and adjacent to the Arroyo Mocho, 17 acres are designated "Community Park". The park has been configured so that it takes full advantage of the recently restored creek and planned regional trail that will provide pedestrian and bicycle access to Livermore and other parts of Pleasanton, while providing space for a wide range of active and/or passive recreational activities.

#### **F. Summary of Specific Plan Land Use Changes**

The proposed modifications to the Stoneridge Drive Specific Plan land use map for Staples Ranch would result in changes to the maximum development for the Staples Ranch site compared to the development assumed under the 1989 Stoneridge Drive Specific Plan. Table II-1 provides a comparison of the maximum development scenario that was assumed in the 1989 Specific Plan for the remaining 124 acre Staples Ranch site (excluding portions of the original Staples Ranch site which have already been constructed), and the maximum development scenario for the proposed Specific Plan amendment.

**Table II-1  
Comparison of Adopted and Proposed Staples Ranch Land Uses**

Land Use	Adopted Specific Plan <sup>a</sup>		Proposed Amendment		Change
	Maximum Development (sf)	Acres	Maximum Development (sf)	Acres	
Commercial/Office/Industrial	1,353,000	100 <sup>b</sup>	120,000 retail or 200,000 non-retail	11.3	1,233,000 to 1,153,000 fewer sf; 89 fewer acres
Park	--	17.2	--	22.1	5 more acres
Continuing Care Community	--	0	800 units (1,200,000 square feet)	46.1	800 more units (1,200,000 more sf); 46.1 more acres
Auto Mall	--	0	331,000	37.2	331,000 more sf; 37.2 more acres
Street, ROW, and Flood Control Channel	--	6.8	--	7.3	0.5 more acres
<b>Total</b>	<b>1,353,000</b>	<b>124</b>	<b>1,651,000 (retail option) or 1,731,000 (office option), including up to 800 units</b>	<b>124</b>	<b>298,000 to 378,000 more sf</b>

*Notes:*

- a. This does not include previously developed portions of the Staples Ranch property.
- b. Approximately one row of housing along the westernmost boundary of the Service Commercial and Light Industrial Land use area was built as housing as part of the California Somerset residential subdivision (PUD-90-01 by West Las Positas Boulevard). At the time this residential project was approved, the City Council deemed the proposed Planned Unit Development plan to be in substantial conformance to the Stoneridge Drive Specific Plan.

**G. Staples Ranch Development Design Standards**

Overarching development plan proposals within Staples Ranch are subject to the City's Planned Unit Development (PUD) plan review and approval process. This process will allow for detailed implementation of the Stoneridge Drive Specific Plan, as amended for Staples Ranch. The PUD process provides for the review of site specific matters



including land use, site layout, architecture, landscaping, and fencing. Relevant provisions of the Specific Plan, along with other appropriate site specific planning measures, are to be incorporated into each PUD development plan.

Design standards are provided below for each Staples Ranch land use. These will be used by the City in its review of project plans for consistency with the Specific Plan.

## **1. 37+ Acre Auto Mall Site Design Standards**

### **1.1 Overall Site Design**

- 1.1.1 Encourage site planning and design that enhances the visual appeal of the site as the northeast gateway to the City of Pleasanton.
- 1.1.2 Encourage visually appealing and distinctive building architecture.
- 1.1.3 Permit a maximum of 331,000 square feet of building development on the Auto Mall site.
- 1.1.4 Limit building height to a maximum of 45 feet, including any rooftop parking.
- 1.1.5 Blend the design of the roof parapets into the building architecture.
- 1.1.6 Provide cool (white colored) roofs to the extent feasible to reduce heat island effect.
- 1.1.7 Site buildings adjacent to the I-580 frontage so that they do not conflict with existing underground utilities or future freeway widening projects.
- 1.1.8 Locate buildings so that they do not conflict with the existing underground AT&T fiber optic cable that traverses the site.
- 1.1.9 Locate and design car wash stations and vehicle maintenance areas so that they comply with City noise standards.
- 1.1.10 Provide an attractive solid wall along the shared property line with the Neighborhood Park to minimize views of the Auto Mall site from the park.
- 1.1.11 If permitted by Caltrans, remove the existing chain link fence by the I-580 freeway and replace with a low decorative open fence such as a low wrought iron fence. Prohibit the use of barbwire.

## **1.2 Circulation**

- 1.2.1 Limit vehicular access to the site to Stoneridge Drive, with no vehicular access to El Charro Road.
- 1.2.2 Provide a second, gated, emergency vehicle access along the shared boundary with the Continuing Care Community to the west. No emergency vehicle access directly to El Charro Road is permitted.
- 1.2.3 Provide adequate on site parking for car inventory, shoppers, employees, and visitors.
- 1.2.4 Provide six foot wide separated sidewalks along the Stoneridge Drive frontage, with internal sidewalks and/or pedestrian crosswalks to all buildings and to Stoneridge Drive.

## **1.3 Landscaping, Signage, Lighting, and Operation**

- 1.3.1 Provide landscaping that enhances the site's image as the northeast gateway to the City, with special emphasis at the El Charro Road/I-580 off-ramp and El Charro Road/Stoneridge Drive intersections. If permitted by Caltrans, landscape the freeway right-of-way adjacent to the site with ground cover and decorative shrubs which are drought tolerant and maintenance free California native species. Provide only perennial landscaping species in the freeway right of way to minimize long term maintenance/replanting needs. In the freeway right of way, provide a significant cluster of perennial shrubs at the intersection of the El Charro Road off ramp and El Charro Road.
- 1.3.2 Provide a landscape buffer, at least half of which will be a minimum of 25 feet in width and the other half a minimum of 20 feet or more in width, along the shared boundary with the Continuing Care Community to the west to screen views of auto mall uses. Figure III-3 conceptually illustrates the landscape buffer along the western site boundary.
- 1.3.3 Provide trees and landscaping in the private entrance drive median to soften the appearance of the site.
- 1.3.4 Provide a landscape buffer of trees between the Auto Mall site and Neighborhood Park to screen views of the Auto Mall site from the Neighborhood Park.

- 1.3.5 Provide landscaping, including green walls and/or trees, around each building to soften the appearance of the buildings.
- 1.3.6 Provide landscaping in the vehicle parking areas. Landscaping in these areas may be primarily decorative shrubs and ground cover.
- 1.3.7 Design and landscape areas along the I-580 freeway frontage so that they do not conflict with existing underground regional water and gas utilities and their respective easements. Coordinate the selection of plant materials with the adjacent Continuing Care Community development. Figure III-4 conceptually illustrates the Auto Mall I-580 frontage.
- 1.3.8 Utilize landscaped areas to provide filtering and treatment of storm water prior to it leaving the site.
- 1.3.9 Limit freeway oriented pylon signage to a single location along the freeway frontage, with a maximum height of 48 feet.
- 1.3.10 Permit one free standing dealership sign for each dealership building, with a maximum height of 15 feet.
- 1.3.11 Consider appropriate monument signs along the El Charro Road and/or Stoneridge Drive frontages as part of the PUD review process.
- 1.3.12 Limit parking area light standards to 25 feet in height, with any rooftop parking lighting limited to 10 feet.
- 1.3.13 Provide adequate light levels for security and retail needs, while minimizing light spillover onto adjacent land uses.
- 1.3.14 Prohibit the use of exterior loud speakers.

Slip Sheet for

Figure III-3

Auto Mall Landscape Buffer

Slip Sheet for

Figure III-4

Auto Mall I-580 Frontage

## **2. 11± Acre Retail/Commercial Site Design Standards**

### **2.1 Overall Site Design**

- 2.1.1 Encourage site planning and design that orients the retail/commercial development toward the emerging El Charro Road commercial corridor and enhances the El Charro Road/Stoneridge Drive intersection as the northeast gateway to the City of Pleasanton, while harmonizing with the adjacent Community Park site.
- 2.1.2 Encourage visually coordinated, appealing and distinctive building architecture.
- 2.1.3 Permit a maximum of 120,000 square feet of retail development, or a maximum of 200,000 square feet of office development on the Retail/Commercial site.
- 2.1.4 Limit building height to a maximum of 45 feet.
- 2.1.5 Design buildings so that they present visually pleasing facades towards Stoneridge Drive, El Charro Road, and the adjacent Community Park site.
- 2.1.6 Blend the design of the roof parapets into the building architecture.
- 2.1.7 Design loading, delivery, and trash areas to complement site architecture and to soften views of these facilities, to the extent feasible, from adjacent streets and the Community Park.
- 2.1.8 Include outdoor pedestrian amenities such as plazas, benches, tables, chairs, art, and potted plants in the site design.

### **2.2 Circulation**

- 2.2.1 Limit vehicular access to the site to Stoneridge Drive, with no vehicular access to and from El Charro Road, except for emergency vehicles as described in 2.2.2 below. Subject to review and approval by the parties to the Cooperation Agreement pursuant to Sections 3.3 and 7.5 of the Cooperation Agreement, upon completion of an effective final design for the intersection between Vulcan Materials' private El Charro Road and the public El Charro Road (former Hanson haul road), regular vehicular access to and from El Charro Road may be considered. The provisions of this 2.2.1 and 2.2.2 shall be imposed as conditions of approval upon the PUD and all other land use entitlements for the site.

- 2.2.2 Provide a single gated emergency vehicle access to El Charro Road, conditioned upon review and approval and a written license agreement from Vulcan Materials pursuant to Section 7.4 of the Cooperation Agreement. Sufficient private right of way within the site adjacent to the EVA shall be reserved so that it can potentially function as a secondary vehicular entry to the site, subject to the requirements of 2.2.1 above. In any event, the site shall be designed to provide adequate access and circulation without any such secondary vehicular entry.
- 2.2.3 Provide adequate on site parking for shoppers, employees, and visitors.
- 2.2.4 Provide six foot wide separated sidewalks along the Stoneridge Drive and El Charro Road frontages, with internal sidewalks and/or pedestrian crosswalks to all buildings, to Stoneridge Drive, El Charro Road, and to the Community Park.
- 2.2.5 Provide pedestrian and bicycle connection points, to the extent feasible, to trails and pathways within the adjacent Community Park.

### **2.3 Landscaping, Signage, and Lighting**

- 2.3.1 Provide landscaping that enhances the location at the northeast gateway to the City, with special emphasis at the El Charro Road/Stoneridge Drive intersection.
- 2.3.2 Provide landscaping along the El Charro Road and Stoneridge Drive frontages that enhances the pedestrian experience and visual appeal of the site.
- 2.3.3 Provide a landscape buffer along the shared southern and western boundary with the Community Park.
- 2.3.4 Utilize landscaped areas to provide filtering and treatment of storm water prior to it leaving the site.
- 2.3.5 Consider appropriate monument signs along the El Charro and/or Stoneridge Drive frontages and appropriate building signage as part of the PUD review process.
- 2.3.6 Limit parking area light standards to 25 feet in height.
- 2.3.7 Provide adequate light levels for security and retail needs, while minimizing light spillover onto adjacent properties.

### **3. 46± Acre Continuing Care Community Site Design Standards**

#### **3.1 Overall Site Design**

- 3.1.1 Encourage site planning and design that minimizes impacts on the adjacent California Somerset neighborhood, and minimizes the exposure of Continuing Care Community residents to I-580 noise.
- 3.1.2 Encourage visually coordinated, appealing, and distinctive building architecture.
- 3.1.3 Permit a maximum of 800 residential units, associated facilities, and an assisted living/skilled nursing facility ("Health Center"), with a total square footage not to exceed 1,200,000 square feet of building development on the Continuing Care Community site.
- 3.1.4 Limit building height to a maximum of 50 feet and four stories. Limit structures directly adjacent to existing California Somerset residences to one story, although portions of the Health Center may include a second story.
- 3.1.5 Site buildings adjacent to the I-580 frontage so that they do not conflict with existing underground utilities or future freeway widening projects.
- 3.1.6 Locate buildings so that they do not conflict with the existing underground AT&T fiber optic cable that traverses the site.
- 3.1.7 Site buildings so that they create useable and pleasant outdoor open space areas.
- 3.1.8 If permitted by Caltrans, remove the existing chain link fence by the I-580 freeway and replace with a low decorative open fence such as a low wrought iron fence. Prohibit the use of barbwire.

#### **3.2 Circulation**

- 3.2.1 Limit non emergency vehicular access to the site to Stoneridge Drive, including an entrance at the terminus of the public street adjacent to the Neighborhood Park and a separate entrance from Stoneridge Drive for the Health Center.
- 3.2.2 Provide a gated, emergency vehicle access at the terminus of Staples Ranch Drive along the western boundary of the site, and another gated emergency access along the shared boundary with the Auto Mall site to the east.



- 3.2.3 Provide adequate on site parking for residents, employees, and visitors.
- 3.2.4 Provide six foot wide separated sidewalks along the Stoneridge Drive frontage and a four foot wide sidewalk (monolithic or separated, at the at the option of the developer) on the west side of the public street east of the Continuing Care Community, as well as sidewalks for internal pedestrian paths to all buildings, and to the public street.

### **3.3 Landscaping, Signage, and Lighting**

- 3.3.1 Provide a landscaped berm along the I-580 frontage that reduces noise and visual exposure to the freeway. If permitted by Caltrans, landscape the freeway right of way adjacent to the site with ground cover and decorative shrubs which are drought tolerant and maintenance free California native species. Provide only perennial landscaping species in the freeway right of way to minimize long term maintenance/replanting needs. Coordinate plant materials with the adjacent Auto Mall site. Figure III-5 conceptually illustrates the berm along the I-580 frontage.
- 3.3.2 Provide landscaping such that the wall on top of the berm, berm retaining walls, and maintenance yard walls visible from the freeway are completely screened to deter graffiti tagging.
- 3.3.3 Provide landscaping and a wall or fence along the western property boundary. To the extent feasible, incorporate existing trees and other vegetation into an enhanced landscape plan. Provide approximately 19 feet of additional backyard space to Vermont Place residents whose homes back up to the site, so that the shared property line can be "squared".
- 3.3.4 Design and landscape areas along the I-580 freeway frontage so that they do not conflict with existing underground regional water and gas utilities and their respective easements.
- 3.3.5 Utilize landscaped areas to provide filtering and treatment of storm water prior to it leaving the site.
- 3.3.6 Provide adequate light levels for security needs, while minimizing light spillover onto adjacent land uses.
- 3.3.7 Consider appropriate wall signage along the I-580 frontage and monument signage along Stoneridge Drive as part of the PUD review process.

#### **4. 5+ Acre Neighborhood Park Site Design Standards**

##### **4.1 Overall Site Design**

4.1.1 Incorporate a storm water flow control basin into the Neighborhood Park design to provide adequate storage for the entire Staples Ranch development to meet hydromodification requirements. Design the basin so that it can be used for passive, casual recreational uses during dry weather periods, to the extent feasible.

4.1.2 Provide other recreational facilities outside of the basin area, such as tennis courts, bocce ball, dog park facilities, or other uses as determined by the Pleasanton City Council.

##### **4.2 Circulation**

4.2.1 Limit vehicular access to the Neighborhood Park site from Stoneridge Drive, utilizing the public road to the Continuing Care Community site.

4.2.2 Provide adequate on site or adjacent on street parking for planned Neighborhood Park recreational activities.

4.2.3 Provide maintenance vehicle access points to the storm water basin.

4.2.4 Provide a separated sidewalk, a minimum of six feet in width, along the adjacent Stoneridge Drive frontage and along the frontage with the public road to the east, as well as internal pedestrian paths around the circumference of the Neighborhood Park.

##### **4.3 Landscaping and Lighting**

4.3.1 Landscape the Neighborhood Park so that views of the adjacent Auto Mall site are screened to the extent possible and so that it provides a visually pleasing entrance to the adjacent Continuing Care Community site.

4.3.2 Landscaping within the storm water flow control basin area should be selected and designed so that it will not interfere with or be damaged by storm water detention.

4.3.3 If the Neighborhood Park recreational facilities will be lighted at night, ensure that lighting spillover onto adjacent properties is minimized.

## **5. 17 Acre Community Park Site Design Standards**

### **5.1 Overall Site Design**

- 5.1.1 Provide for a variety of active and passive recreational uses and activities for the larger Pleasanton community, such as trails, picnic areas, an ice skating facility, ball fields, open space areas, and children's play areas, as determined by the Pleasanton City Council.
- 5.1.2 Design the Community Park to enhance the visual image of Staples Ranch as the northeast Pleasanton gateway.
- 5.1.3 Design an adequate section of the Community Park to take advantage of the adjacent Arroyo Mocho channel to the south, with its extensive natural area, riparian plantings, and potential for regional pedestrian and bicycle trail connections.
- 5.1.4 Design the Community Park so that it complements and integrates with uses, to the extent possible, within the adjacent Retail/Commercial site.

### **5.2 Circulation**

- 5.2.1 Limit vehicular access to the Community Park site to Stoneridge Drive, with no access directly from El Charro Road.
- 5.2.2 Provide adequate on site parking for planned Community Park recreational activities.
- 5.2.3 Locate and design Park uses, access, and parking areas so that they do not conflict with the extension of Stoneridge Drive.
- 5.2.4 Provide maintenance vehicle access from El Charro Road and Stoneridge Drive to the Zone 7 Arroyo Mocho maintenance road, if determined necessary by Zone 7.
- 5.2.5 Provide trail heads and pedestrian and bike access points to the potential Arroyo Mocho regional trail, if deemed appropriate by the City Council.
- 5.2.6 Provide separated sidewalks, a minimum of six feet in width, along the Stoneridge Drive frontage and internal pedestrian paths through the Community Park.

5.2.7 Work with Zone 7 to make the potential regional trail north of the Arroyo Mocho a multi use asphalt trail with a running path.

Slip Sheet for

Figure III-5

Continuing Care Community I-580 Frontage

### **5.3 Landscaping and Lighting**

- 5.3.1 Consider utilizing grass parking areas, if appropriate for the projected use.
- 5.3.2 Consider enhancing the Arroyo Mocho channel adjacent to the Park with additional riparian plantings, overlooks, and interpretive signage.
- 5.3.3 If Park recreational facilities will be lighted at night, ensure that lighting spillover onto adjacent properties is minimized.

### **H. Land Use Policies for Staples Ranch**

LU.1: Provide for a mix of residential, commercial, and recreational development on the Staples Ranch property, as specified on the Staples Ranch Land Use Map.

LU.2: Retain existing auto sales businesses within the City of Pleasanton by providing a site for an auto mall that will facilitate newer and larger facilities necessary to meet automobile franchise requirements.

LU.3: Provide a site for a continuing care community that will help Pleasanton's and the surrounding community's expanding need for elderly assisted living opportunities.

LU.4: Provide a convenient, flexible, and efficient location for additional commercial development that can take advantage of excellent freeway access and the developing El Charro Road commercial corridor.

LU.5: Provide a 17 acre community park site that may be used for a variety of active and/or passive recreational uses, offers multiple potential access points, and takes advantage of the adjacent Arroyo Mocho, which offers opportunities for regional trail connections and passive nature based recreation.

LU.6: Provide a 5± acre neighborhood park site that offers both recreational opportunities and an on site storm water flow control basin to meet State and local hydromodification requirements.

LU.7: Design the continuing care community development so that it minimizes potential impacts to existing neighborhoods by locating landscaping buffers, similar densities, and/or similar setbacks adjacent to existing neighborhoods.

LU.8: Require a landscaped buffer along the southern and western edges of the Auto Mall site to reduce potential incompatibilities with the adjacent Continuing Care Community.

LU.9: Reduce potential incompatibilities with nearby quarry operations by requiring, as a condition of approval, that all Staples Ranch development incorporate the disclosure statements and deed riders specified in the September 2007 Pre-Development and Cooperation Agreement between Vulcan Materials, Alameda County, Pleasanton, Livermore, and the ACSPA.

LU.10: Limit the potential for complaints regarding aircraft over flights by requiring that each Staples Ranch developer record a deed rider disclosing the proximity of the Livermore Airport and requiring the Continuing Care Community to provide airport disclosure notices to residents as well as a centralized telephone number to register complaints about aircraft noise. Require that all residential structures within the Continuing Care Community be designed to meet single event interior noise levels of 50 dBA in bedrooms and 55 dBA in other habitable rooms.

LU.11: Require detailed standards for land use densities, product type, roadway alignments, and dimensions, signage, and other public improvements at the Planned Unit Development (PUD) stage for individual Staples Ranch developments.





## IV. CIRCULATION

### A. Existing Circulation

While several streets and roads terminate at the property boundary, the Staples Ranch property is currently without any circulation improvements. The property is adjacent to the I-580 freeway to the north, which currently has five traffic lanes in each direction. The northeast corner of the property is defined by the I-580/El Charro Road/Fallon Road interchange, and the eastern boundary is defined by El Charro Road, a two lane paved road heavily used by quarry truck traffic, which is privately owned by Vulcan Materials just south of the interchange, at Freisman Road. On the western side of the property, Staples Ranch Drive, a two lane residential street within the California Somerset neighborhood in Pleasanton, dead ends at the Staples Ranch property boundary. To the south of the Arroyo Mocho, the four lane Stoneridge Drive currently terminates at Trevor Parkway, although the City of Pleasanton owns the right of way between the current terminus and the southern bank of the Arroyo Mocho. There are no pedestrian facilities or transit facilities in close proximity to Staples Ranch, other than sidewalks at the termini of Staples Ranch Drive and Stoneridge Drive and a pedestrian trail along the Arroyo Mocho downstream of the property. A Zone 7 maintenance road along the north bank of the Arroyo Mocho, directly adjacent to Staples Ranch, has the potential to become a critical link in the regional trail system, but has not been opened to the public.

### B. Planned Circulation Improvements

Caltrans has approved the City of Dublin's plans to improve the El Charro Road/Fallon Road interchange to a "par-clo" (partial clover) design with a four lane bridge over the freeway loop on ramps. Construction began in summer 2008, and is anticipated to be completed by summer 2009. The interchange improvements will result in signalized intersections at both the eastbound and westbound off ramps and an elimination of the existing free right turn onto southbound El Charro Road.

The I-580 freeway "mainline" in the vicinity of Staples Ranch is also anticipated to be widened in the near future, within the current right of way, to accommodate High Occupancy Vehicle (HOV) lanes within the existing median. Ultimately, BART is planned to be extended along the I-580 centerline, which would require shifting the outer traffic lanes approximately 32 feet south from their current location.

The Pre-Development and Cooperation Agreement between Pleasanton, Livermore, Alameda County, Vulcan Materials, and the Alameda County Surplus Property Authority, executed in September 2007, specifies what improvements need to be made to El Charro Road to make it available for public use while safely maintaining its current function as the only direct quarry truck haul route between the extensive quarry operations to the south of the Arroyo Las Positas and I-580. The Agreement calls for Livermore to reconstruct El Charro Road, prior to opening any development within the El Charro Specific Plan area, as a public six lane divided road, with turn lanes, between I-580 and the planned intersection of Jack London Boulevard and Stoneridge Drive. Figure IV-1 illustrates the planned cross section of El Charro Road north of Jack London Boulevard/Stoneridge Drive. This intersection is planned to be signalized, with three southbound left turn lanes and a southbound free right turn lane. The intersection has been sized to accommodate the General Plan buildouts of both Pleasanton and Livermore, assuming the full extension of Jack London Boulevard to Isabel Avenue, Stoneridge Drive to El Charro Road, and El Charro Road to Stanley Boulevard. South of this new intersection, El Charro Road will remain a private quarry haul road and will transition back to a two lane undivided road north of the Arroyo bridges. Figure IV-2 illustrates the planned cross section of El Charro Road south of Jack London Boulevard/Stoneridge Drive. The existing Freisman Road intersection near I-580 would be closed and Freisman Road realigned to a new intersection with Jack London Boulevard in Livermore.

The Cooperation Agreement permits the roadway to be constructed by Livermore in unincorporated Alameda County, and Livermore would be responsible for maintenance and liability until such time as Pleasanton annexes Staples Ranch and the El Charro Road roadway. Vulcan Materials, which currently owns the paved portion of the right of way, has an offer of dedication with Alameda County, which would be accepted following completion of construction of improvements.

It's important to note that the El Charro Road improvements called for in the Cooperation Agreement have been designed to safely accommodate the existing heavy use of El Charro Road by quarry truck traffic while permitting anticipated public vehicular access as planned for in both Livermore and Pleasanton's General Plans. The agreed upon improvements are very different from the El Charro Road improvements envisioned in the 1989 Stoneridge Drive Specific Plan, which called for separated quarry truck tunnels in both directions under the proposed Jack London Boulevard/Stoneridge Drive/El Charro Road intersection. The tunnel plan has since been deemed infeasible, both from an engineering and a financial viewpoint, and Vulcan Materials, the major remaining

quarry operator that depends on El Charro Road, has, through the Cooperation Agreement, fully endorsed the new improvement plan, which minimizes the need for quarry trucks to change lanes between the Jack London Boulevard intersection and I-580.

Slip Sheet for

Figure IV-1

El Charro Road Cross Section (north)

Slip Sheet for

Figure IV-2

El Charro Road Cross Section (south)

A concurrent Cost-Sharing Agreement between Livermore, Pleasanton, and the Alameda County Surplus Property Authority executed in September 2007 specifies that the El Charro Road improvements will be paid for by Livermore and the ACSPA, while Livermore and Pleasanton will contribute to the cost of the El Charro Road interchange improvements, including any change orders required to make the transition to the new, widened El Charro Road improvements. Both the Cost-Sharing and Cooperation Agreements contain provisions which permit the ACSPA to take over construction of the El Charro Road improvements if they haven't been constructed by Livermore prior to annexation by Pleasanton. However, it is currently anticipated that Livermore will begin construction of the El Charro Road improvements in 2009, prior to the completion of the annexation of Staples Ranch to Pleasanton.

Livermore's El Charro Specific Plan also includes the extension of a regional trail from Isabel Avenue to El Charro Road along the Arroyo Las Positas. This would be a potential future connection with trails in Pleasanton along the Arroyo Mocho.

### **C. Staples Ranch Roadway Improvements**

ACSPA shall cause the construction of the Stoneridge Drive Extension Improvements as part of the Staples Ranch Project. The Stoneridge Drive Extension Improvements shall include a gate or barrier ("Stoneridge Drive barrier") to prohibit through traffic to and from El Charro Road if, at the time the Stoneridge Drive Extension Improvements are completed, Jack London Boulevard (in Livermore) as a two lane road with four lanes at its intersection with El Charro Road and with Isabel Drive ("the Jack London Boulevard Improvements") has not been completed and opened to through traffic. When the Jack London Boulevard Improvements have been completed and Jack London Boulevard is open to through traffic (or if the Jack London Boulevard Improvements have been completed and Jack London Boulevard is open to through traffic when the Stoneridge Drive Extension Improvements are completed), the City will open Stoneridge Drive immediately to through traffic but the bridges over the Arroyo Mocho shall be striped for one lane of travel in each direction. After Stoneridge Drive has been open to through traffic for two years, the City Council may at any time thereafter determine to stripe the bridges over the Arroyo Mocho for two lanes of travel in each direction. Prior to doing so, the City shall evaluate traffic data, solicit community input and schedule a public hearing for review and consideration of the matter. A conceptual plan showing the

striping of the bridges such that there is one travel lane in each direction is shown in Figure IV-7. A conceptual plan showing the Stoneridge Drive gate and/or barrier to inhibit through traffic is shown in Figure IV-8. The location of the gate and/or barrier may, from time to time, move to accommodate site development and activities provided it continues to be installed preventing through traffic to and from El Charro Road view Stoneridge Drive. Access through the Stoneridge Drive barrier will be provided for public safety employees, Zone 7, Wheels (Livermore Amador Valley Transit Authority) and other public agencies, as determined by the City Council, to meet the public interest.

The ACSPA shall cause the construction of signalized intersections at the entrances to the Auto Mall and Retail/Commercial sites as well as the intersection formed by the entrance to the Community Park and the new public road serving the Neighborhood Park site and the Continuing Care Community. Two curving bridges, each designed to carry two lanes of Stoneridge Drive, will be constructed over the Arroyo Mocho channel.

Figure IV-3 illustrates Staples Ranch circulation with a full four lane extension of Stoneridge Drive to El Charro Road after the interim striping and Stoneridge Drive barrier have been removed. The Auto Mall site and Retail/Commercial site adjacent to El Charro Road, as well as the Community Park site and Continuing Care Community health center, will be accessed directly from Stoneridge Drive. Figures IV-4 and IV-6 are conceptual cross sections of Stoneridge Drive and Figure IV-5 is a conceptual cross section of the Arroyo Mocho bridges with a four lane extension of Stoneridge Drive to El Charro Road. There will be a signalized intersection at the entrances to the Auto Mall and Retail/Commercial sites as well as the intersection formed by the entrance to the Community Park and the new public road serving the Neighborhood Park site and the Continuing Care Community. Two curving bridges, each designed to carry two lanes of Stoneridge Drive, would be constructed over the Arroyo Mocho channel, with a two lane public road, with turn lanes, providing access to the Neighborhood Park and the northern portion of the Continuing Care Community. Figures IV 4 and IV 6 are conceptual cross sections of Stoneridge Drive and Figure IV-5 is a conceptual cross section of the Arroyo Mocho bridges.

The City has adopted a Regional Policy Statement regarding transportation priorities and commitments in the Tri-Valley area (“Regional Policy Statement”) and the sequencing of the Stoneridge Drive improvements as set forth above is consistent with the Regional Policy Statement.

Slip Sheet for

Figure IV-3

Staples Ranch Circulation

Slip Sheet for

Figure IV-4

Stoneridge Drive Cross Section (east)



Slip Sheet for

Figure IV-5

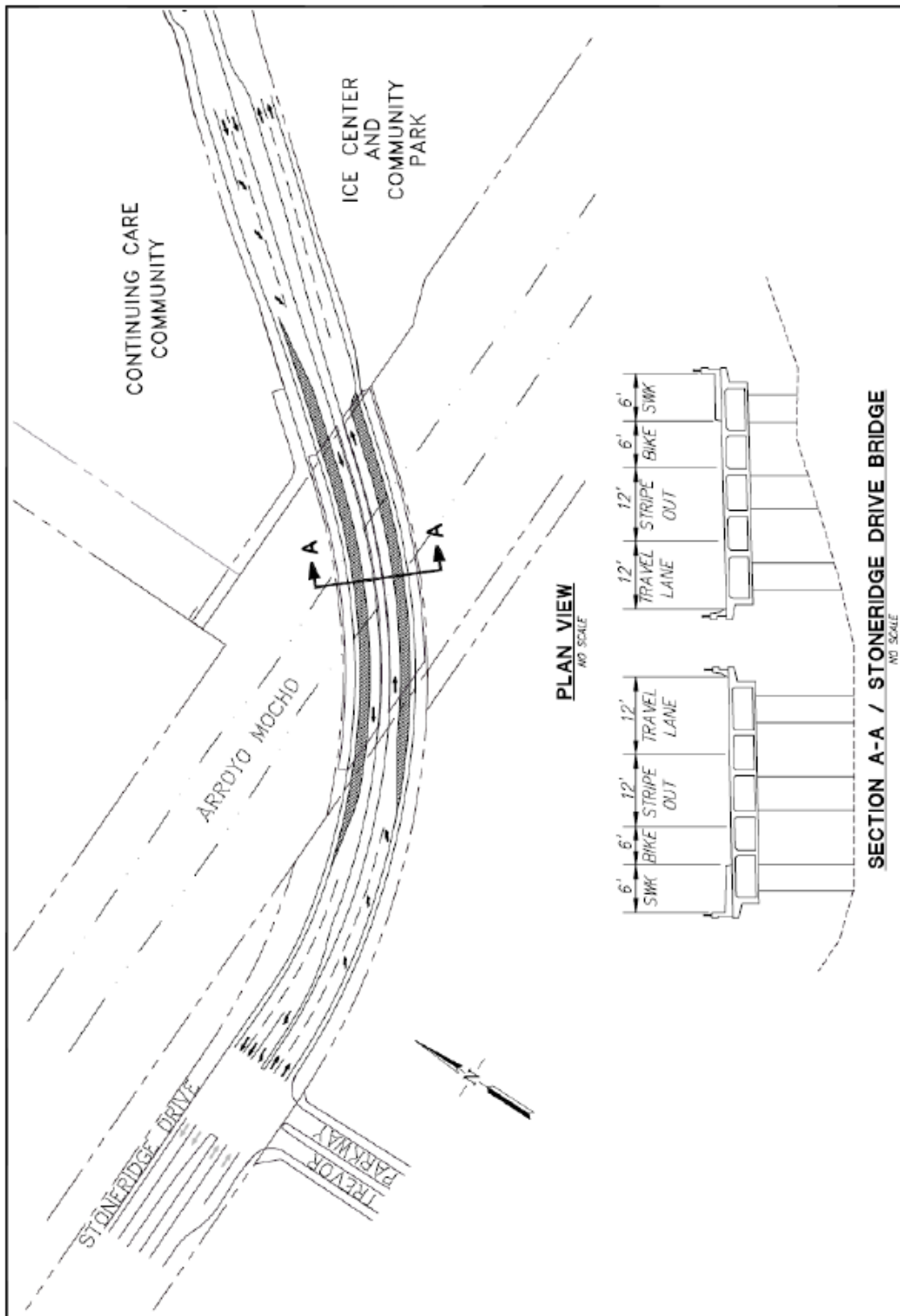
Stoneridge Drive Bridge Cross Section \_

Slip Sheet for

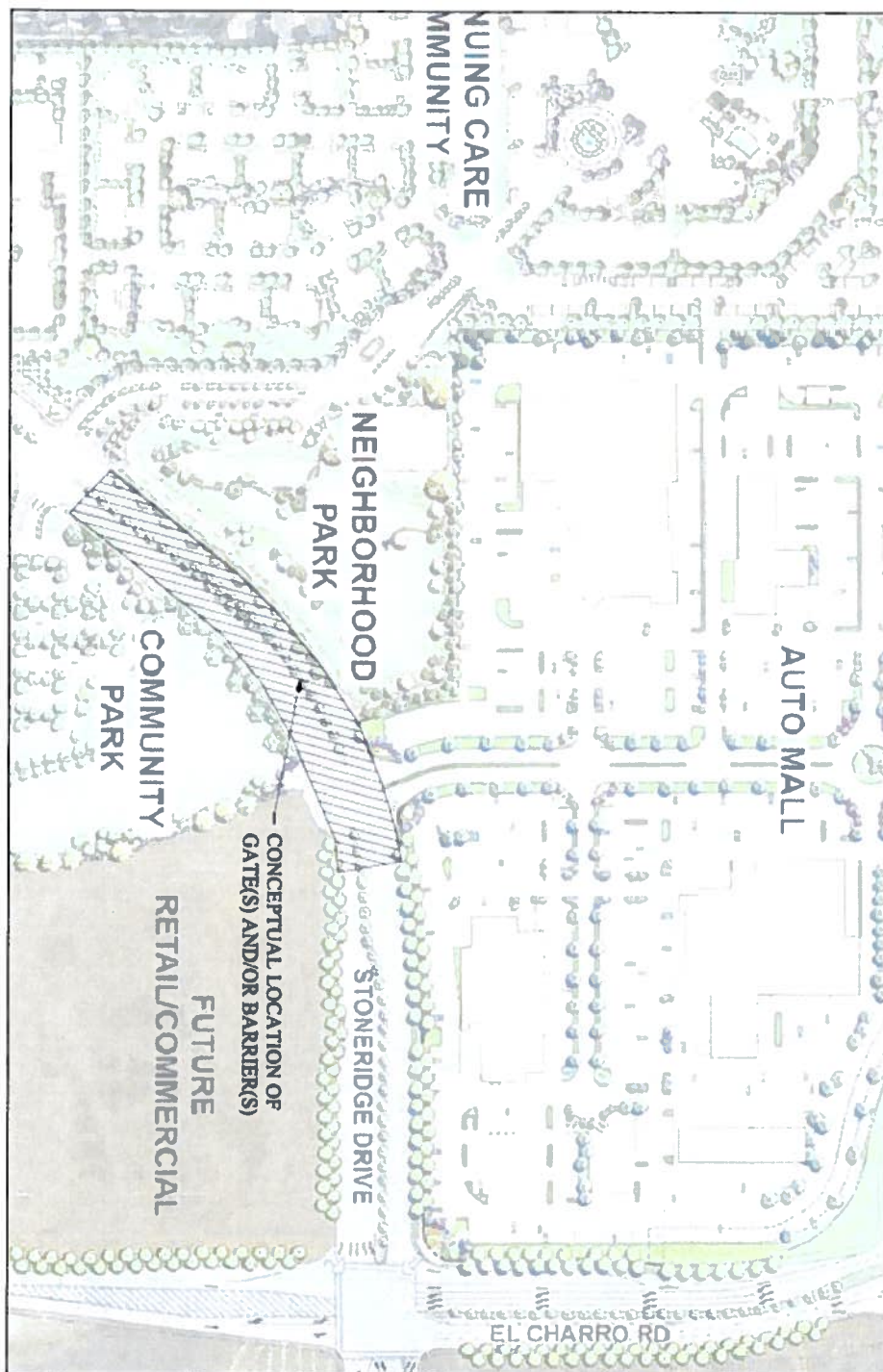
Figure IV-6

Stoneridge Drive Cross Section (west)

**Figure IV-7**



**Figure IV-8**



#### **D. Pedestrian and Bicycle Access**

A variety of pedestrian accessways are proposed. Six foot wide sidewalks, separated by street tree plantings from the roadway, would be provided on both sides of Stoneridge Drive and south of the Stoneridge Drive/Jack London Boulevard intersection on the west side of El Charro Road, along each development's frontage. The sidewalk widths within the Community and Neighborhood Parks could potentially be wider. As conceptually proposed, a 10 foot wide sidewalk would also be provided both of the two lane Stoneridge Drive bridges over the Arroyo Mocho. Crosswalks would also be provided on Stoneridge Drive and El Charro Road. To facilitate pedestrian access from existing neighborhoods along Stoneridge Drive, a pedestrian crossing light would be installed at the Trevor Parkway intersection. Stoneridge Drive would include bike lanes.

If supported, Pleasanton would work with Zone 7 to open up the existing all weather Zone 7 maintenance road along the north bank of the Arroyo Mocho as a public multi use path with connections to the Community Park site and the Stoneridge bridge sidewalk that would provide safe and convenient regional pedestrian access between Livermore and Pleasanton without having to cross major roads. The maintenance road already goes under both of the El Charro Road bridges, and Livermore's El Charro Specific Plan call for the construction of a multi use trail to connect the maintenance road to the rest of Livermore. As part of the Stoneridge Drive bridge improvements, the ACSPA would modify the existing "dip" in the north bank maintenance road so that it can similarly be used by both pedestrians and maintenance vehicles to cross under Stoneridge Drive. The City would work with Zone 7 to make the potential regional multi use trail asphalt with a running path.

#### **E. Public Transit**

Staples Ranch is not currently served by public transit, nor are there currently any bus stops within the Stoneridge Drive Specific Plan area. The Livermore Amador Valley Transit Authority ("Wheels") provides bus service in eastern Alameda County, serving Pleasanton, Dublin, and Livermore. The closest existing bus stops are located 1.5 miles from Staples Ranch, one to the west near I-580 and Santa Rita Road in Pleasanton and the other to the east near I-580 at Airway Boulevard in Livermore.

Although Wheels has not committed to providing bus service to or through the Staples Ranch property, once developed, bus stops are planned to be provided as part of the Stoneridge Drive roadway improvements.

## **F. Public Street Landscaping**

The proposed Staples Ranch public street landscaping along Stoneridge Drive would continue the existing planting palette along Stoneridge Drive to the west, creating a strong visual element that would help tie together the various Staples Ranch land uses, strengthen the sense of entering a "gateway" to Pleasanton, while enhancing the pedestrian experience. A double row of London Plane trees would line the planned sidewalks, with one row located within the six foot planting strip separating the sidewalk from the adjacent street and another, off set, row on the adjacent development and park sites. Evergreen pear trees would be planted in the street medians, providing spring blossoms and fall color. Tree plantings in both the parkways and medians would be enhanced with clusters of decorative shrubs.

Landscaping along El Charro Road would also be coordinated, with a theme of large canopy street trees provided on both sides of the sidewalks adjacent to the Auto Mall and Retail/Commercial sites and within the landscaped median. Tree selection would be coordinated with the City of Livermore, so that a unifying effect could be created, further strengthening the "gateway" effect.

Figures IV-1, IV-2, IV-4, and IV-6 conceptually illustrate proposed public street landscaping along El Charro Road and Stoneridge Drive

As noted in the Land Use section, both the Auto Mall and Continuing Care Community sites would be encouraged to landscape undeveloped portions of the adjacent I-580 frontage within the Caltrans right of way with appropriate decorative shrubs and other low growing plantings, to the extent permitted by Caltrans. These plantings should be coordinated through the PUD process to help visually tie together the two sites, as viewed from the freeway. Similarly, landscaping adjacent to the freeway, within the two development sites, should be coordinated to the extent possible, taking into account the requirements of the existing utility easements along this frontage.

## **G. Circulation Policies for Staples Ranch**

C.1: Work with Livermore, Vulcan Materials, and Alameda County to ensure that El Charro Road improvements are designed and constructed in accordance with the 2007 Pre-Development and Cooperation Agreement.

C.2: ~~Construct Staples Ranch circulation improvements as shown on the Staples Ranch Circulation Map, including a four lane divided extension, with turn lanes, of Stoneridge~~

~~Drive to serve the Auto Mall, Retail/Commercial, Continuing Care, Neighborhood and Community Park sites. Signalize the El Charro Road/Stoneridge Drive intersection, as well as the intersections providing access to the Auto Mall and Retail/Commercial sites and the Community Park and Continuing Care/Neighborhood Park sites.~~

ACSPA shall cause the construction of the Stoneridge Drive Extension Improvements as part of the Staples Ranch Project. The Stoneridge Drive Extension Improvements shall include a gate or barrier (Stoneridge Drive barrier) to inhibit through traffic to and from El Charro Road if, at the time the Stoneridge Drive Extension Improvements are completed, Jack London Boulevard (in Livermore) as a two lane road with four lanes at its intersection with El Charro Road and with Isabel Drive (“the Jack London Boulevard Improvements”) has not been completed and opened to through traffic. When the Jack London Boulevard Improvements have been completed and Jack London Boulevard is open to through traffic (or if the Jack London Boulevard Improvements have been completed and Jack London Boulevard is open to through traffic when the Stoneridge Drive Extension Improvements are completed), the City shall open Stoneridge Drive immediately to through traffic but the bridges over the Arroyo Mocho shall be striped for one lane of travel in each direction. After Stoneridge Drive has been open to through traffic for two years, the City Council may at any time thereafter determine to stripe the bridges over the Arroyo Mocho for two lanes of travel in each direction. Prior to doing so, the City shall evaluate traffic data, solicit community input and schedule a public hearing for review and consideration of the matter.

C.3: Limit full intersections on Stoneridge Drive on Staples Ranch to two, between Trevor Parkway and El Charro Road, as shown on the Staples Ranch Circulation Map.

C.4: Provide at least one gated emergency vehicle access point to each Staples Ranch development site, in addition to normal vehicle access points.

C.5: Provide bus stop pullouts on Stoneridge Drive.

C.6: Require six foot wide sidewalks and six foot wide landscape strips along Stoneridge Drive and El Charro Road, as shown in Figures IV-1, IV-2, IV-4 and IV-6. Sidewalks may be wider within the Community Park and Neighborhood Park. A separated sidewalk may be constructed along the western side of El Charro by the auto mall’s frontage, if in the future a sidewalk is constructed on the western side of the El Charro Road I-580 freeway overpass. Caltrans may require a monolithic sidewalk within its right of way.

C.7: Require public review if emergency access points are proposed to be eliminated.

C.8: Work with Zone 7 and local residents to create pedestrian and bicycle connections to the north side of the Arroyo Mocho.

C.9: Work with Zone 7 to make the potential regional trail an asphalt multi use trail with a running path.

C.10: Work with Zone 7 to consider a paved pedestrian and bicycle connection to a potential multi use asphalt trail with running path on the south side of the Arroyo Mocho, if deemed appropriate by the City Council.

C.11: Provide an access route through the southwest corner of the site for maintenance vehicles, pedestrians, and bicyclists to reach the Arroyo Mocho maintenance road.

C.12: Prior to the start of construction of the Stoneridge Drive bridges, the City will hold a public workshop in the Stoneridge Drive neighborhood detailing the mitigation and conditions required for the opening of Stoneridge Drive to through traffic to and from El Charro Road, and will provide participants with a timeline of when milestones will occur.

C.13: Access through the Stoneridge Drive barrier will be provided for public safety employees, Zone 7, Wheels (Livermore Amador Valley Transit Authority) and other public agencies, as determined by the City, to meet the public interest.

C.15: Prior to opening any portion of Stoneridge Drive between Trevor Parkway and El Charro Road, sound attenuating pavement shall be placed on Stoneridge Drive between Kamp Drive and El Charro Road.

C.14: Prior to permanent removal of the Stoneridge Drive barrier: (1) noise attenuating pavement shall be placed on Stoneridge Drive between Santa Rita Road and Kamp Drive; and (2) the City will install a soundwall, approximately 65' in length, parallel to Stoneridge Drive. The soundwall will be by the eastern property line of 3136 Carissa Court and north of Snowdrop Circle. City staff will meet with the property owners whose homes front Snowdrop Circle to determine if there is support for extending the recommended soundwall to Trevor Parkway.

C.16: Stoneridge Drive shall not be widened to become a 6 lane road with turn lanes. The EIR (including the SEIR) for the Stoneridge Drive Specific Plan Amendment/Staples Ranch does not contemplate a widening of Stoneridge Drive to 6 lanes with turn lanes.



C.17: The design/location of the Stoneridge Drive barrier is conceptual and may be adjusted prior to and/or after its installation if the design and location are consistent with circulation policies C.2 and C.13.

## **PUBLIC SERVICES AND UTILITIES**

### **A. Existing Conditions**

Because Staples Ranch is vacant land and largely in unincorporated Alameda County, there are currently no public services provided to the site. However, since Staples Ranch has been planned for significant urban development since the adoption of the 1989 Stoneridge Drive Specific Plan, City of Pleasanton public services and utilities have long been planned to accommodate the development of the property, and water, sewer, storm drainage, and electrical stub outs to serve the property are located in the existing termini of Staples Ranch Drive and Stoneridge Drive.

A number of underground regional utility facilities cross the Staples Ranch property. An AT&T fiber optic line within a 20 foot easement runs east to west across the central portion of the property. Along the I-580 freeway frontage are an 18" Pacific Gas and Electric (PG&E) natural gas pipeline within a 30 foot easement and Zone 7's 36" Cross-Valley water transmission pipeline within a 25 foot easement.

Zone 7 is also planning on constructing a new 36" water line within the El Charro Road right of way that will connect the Cross Valley water line with a new groundwater pumping facility approximately 2000 feet south of the Arroyo Mocho. The waterline is anticipated to be constructed in 2009.

The City of Pleasanton is the water retailer for all development within the City. City sewage is treated by the Dublin San Ramon Services District prior to disposal in San Francisco Bay via the Livermore Amador Valley Water Management Agency (LAVWMA) pipeline. Pleasanton's water supply is provided in part by Zone 7 and in part from its own underground pumping. PG&E provides electrical power and natural gas.

Because Staples Ranch was planned for development as part of the 1989 Stoneridge Drive Specific Plan, sewer, water, storm drainage, and electrical connections are located at (or near) the easterly terminus of Staples Ranch Road and the easterly terminus of Stoneridge Drive south of the Arroyo Mocho. These utilities have generally been designed to accommodate the significant amount of development anticipated for Staples Ranch under the 1989 Specific Plan. At the Stoneridge Drive terminus, there is a 12" water line, sanitary sewer, and storm drain, as well as a joint trench containing electrical, cable, and natural gas lines. At the Staples Ranch Drive terminus, there is a 12" sanitary

sewer line, 21" storm drain, and an 8" water line stubbed to the Staples Ranch property line. The water line increases in size to 12" at the intersection of Vermont Place and Staples Ranch Drive, approximately 120 feet from the Staples Ranch property.

In addition to underground electrical connections in Staples Ranch Drive and Stoneridge Drive, there is also an existing 12kV overhead pole line along El Charro Road. PG&E is currently considering rewiring this to a 21kV line as part of a project to connect the Vineyard Substation in Pleasanton to the Tassajara Substation in Dublin, and to serve the planned El Charro Specific Plan area in Livermore.

The Arroyo Mocho borders the Staples Ranch property to the south, within a channel that is approximately 250 feet wide, owned by Zone 7. In 2004, Zone 7, in coordination with the Alameda County Surplus Property Authority, completed the Arroyo Las Positas Realignment/Arroyo Mocho Widening flood control project. This project widened the Arroyo Mocho channel to its current size in order to contain the projected 100 year flood. This project also realigned the Arroyo Las Positas, which had formerly traversed the Staples Ranch property, so that it now utilizes a channel approximately 230 feet wide from a point approximately 1,200 feet east of El Charro Road (in Livermore), converging with the Arroyo Mocho at El Charro Road.

In anticipation of the development of Staples Ranch, a 72 inch storm drain outfall (as well as several smaller outfalls) were installed during the construction of the Arroyo Las Positas/Arroyo Mocho Realignment Project in 2003-2004 along the northerly bank of the Arroyo Mocho channel. The 72" outfall, located in the far southwestern corner of Staples Ranch, is currently served by a 36" line that picks up drainage along the westerly boundary of the Staples Ranch property.

While the 2004 Arroyo Mocho Realignment project created adequate capacity to carry the 100 year flood event in the channel adjacent to Staples Ranch, the arroyos upstream of the Staples Ranch site are currently under capacity and predicted to overtop and send flood waters over El Charro Road and through the northern portion of the Staples Ranch site. However, flood protection improvements are planned to be constructed by Livermore as part of the El Charro Specific Plan, and as outlined in the 2007 Cost-Sharing Agreement, which would remove Staples Ranch and much of the El Charro Specific Plan from the 100 year flood zone without impacting constrained stream channels downstream in Pleasanton. These improvements include a North Overbank Barrier and South Detention/Conveyance Facility along the Arroyo las Positas channel in Livermore. Livermore recently filed for a Conditional Letter of Map Revision (CLOMR)

and is anticipated to construct the improvements and then file a Letter of Map Revision with the Federal Emergency Management Agency (FEMA) that would remove these areas from the flood zone. If Livermore has not succeeded in executing the CLOMR and removing the Staples Ranch site from the flood zone, the ACSPA will construct the planned Livermore flood protection improvements or an alternative plan outside the El Charro Specific Plan Area.

## **B. Proposed Community Services**

The City of Pleasanton Police Department would provide police services to Staples Ranch. Pleasanton divides the City into three geographical districts. Staples Ranch is located in District Two, and development of the property is not expected to cause an increase in staffing that cannot be accommodated within existing forces.

The Livermore-Pleasanton Fire Department serves the City of Pleasanton and would provide fire services to Staples Ranch development. Fire Station #3 at 3200 Santa Rita Road is the closest station to Staples Ranch, while Station #10 at 330 Airway Boulevard in Livermore is the second closest station. All of Staples Ranch will be within the Fire Department's five minute response time. The Building and Fire Departments also require built in fire protection systems in certain new developments, including automatic fire sprinklers, fire resistant construction, and early warning fire detection systems, in addition to access and setback requirements which facilitate firefighters' entry and provide fire separation.

The planned Staples Ranch Neighborhood and Community Parks would be operated by the City of Pleasanton Parks and Community Services Department. Solid waste collection and disposal services would be provided by Pleasanton Garbage Service. While Staples Ranch would be located within the Pleasanton Unified School District, because of the nature of the Continuing Care Community and commercial development, no additional students are anticipated to be generated by the Staples Ranch development.

## **C. Proposed Staples Ranch Utilities**

**Sewer:** Figure V-1 conceptually illustrates the proposed sewer line extension to serve Staples Ranch development. An appropriately sized sewer line extension from the existing line at the eastern end of Staples Ranch Drive would be extended approximately 150 feet into the Continuing Care Community site, where it would branch into two new sewer pipelines. The northerly line would serve most of the site as well as the large majority of the Auto Mall site. The southerly line would serve the southern portion of the

Continuing Care Community site, then Stoneridge Drive right of way east to pick up the southern portion of the Auto Mall site, the Retail/Commercial site, and the two Park sites.

**Water:** Figure V-1 also conceptually illustrates the proposed Staples Ranch water line extensions. Because water lines are required to be looped, the existing lines in both Staples Ranch Drive and Stoneridge Drive would need to be extended. The 12" water line located at the terminus of Stoneridge Drive would be extended with an appropriately sized water line across the Arroyo Mocho bridge, continuing along the Stoneridge Drive right of way all the way to El Charro Road, where it could be connected to Livermore's water system at the intersection with Jack London Boulevard in the event of an emergency. This water line will then either be looped southerly adjacent to El Charro Road or southerly through the proposed commercial/retail development on the south side of Stoneridge Drive and then back to the Stoneridge Drive intersection. Another public water line would be extended east from the terminus of Staples Ranch Drive, following the same branching alignments as the sewer line through the Continuing Care Community site, with the southerly branch linking up with the Stoneridge Drive water line at the main entrance road and the northerly branch continuing through the Auto Mall site as a public water line, linking up with the Stoneridge Drive water line at the intersection of Stoneridge Drive and the entrances to the Retail/Commercial site and Auto Mall site. In addition to the 150 feet of existing 8" water line at the end of Staples Ranch Drive between Vermont Place and the terminus with a 12" line, another appropriately sized water main will need to be installed so that all of Staples Ranch can be served with water pressure that meets the Livermore-Pleasanton Fire Department's standards for fire flow.

The portions of the public sewer and water lines that traverse the Continuing Care Community and Auto Mall sites would be required to be within public utility easements dedicated to Pleasanton, and generally within on site drive aisles or parking areas so that they can be easily accessed for maintenance.

**Energy and Communication:** Figure V-1 conceptually illustrates the proposed alignment for the extension of underground joint trench utilities, including PG&E electrical, and natural gas lines as well as telephone/data lines from the existing terminus of Stoneridge Drive across the Arroyo Mocho bridge, then along the Stoneridge Drive alignment to El Charro Road, where the electrical service can tie into service in El Charro Road and Livermore's El Charro Specific Plan area. If required by PG&E, an additional electrical service tie in could also be made into facilities in Staples Ranch Drive. Each development site and the two park sites would then feed off of the main trunk line in the Stoneridge Drive alignment.

Slip Sheet for

Figure V-1

Staples Ranch Utilities

**Storm Water:** Figure V-1 conceptually illustrates the proposed public Staples Ranch storm water system. Each of the development sites and the park sites would be graded so that storm drainage will flow towards the Stoneridge Drive alignment. Each site will be required to meet the Alameda County Clean Water Program's C.3 requirements for storm water treatment, generally by filtering all storm water runoff through vegetated swales and other landscaped areas on site, prior to releasing it into the public storm drainage system in the road alignment. Treated storm water will then flow through 42" pipes within the alignment to the storm water flow control basin that will be integrated into the 5± acre Neighborhood Park site. There, the water will be metered out through a drainage weir system, so that it mimics the Staples Ranch pre-development storm water runoff hydrograph, into a 72" storm drain pipe that will continue west along Stoneridge Drive, connecting with the existing 72" outfall into the Arroyo Mocho located in the southwestern corner of Staples Ranch.

Because of the relatively flat topography and a low area in the northwestern portion of the Staples Ranch site, much of the site needs to be filled in order for sewer and storm water lines to flow in the correct direction. The mounds of excavation material stockpiled on the Staples Ranch site are sufficient for this purpose, as well as creating a landscaped berm along the I-580 frontage for the Continuing Care Community site. No substantial import or export of fill material is anticipated.

**Flood Control:** While the 2004 Arroyo Mocho Realignment project created adequate capacity to carry the 100 year flood event in the channel adjacent to Staples Ranch, the arroyos upstream of the Staples Ranch site are currently under capacity and predicted to overtop and send flood waters over El Charro Road and through the northern portion of the Staples Ranch site. However, flood protection improvements are planned to be constructed by Livermore as part of the El Charro Specific Plan, and as outlined in the 2007 Cost-Sharing Agreement, which would remove Staples Ranch and much of the El Charro Specific Plan from the 100 year flood zone without impacting constrained stream channels downstream in Pleasanton. These improvements include a North Overbank Barrier and South Detention/Conveyance Facility along the Arroyo las Positas channel in Livermore. Livermore recently filed for a Conditional Letter of Map Revision (CLOMR) and is anticipated to construct the improvements and then file a Letter of Map Revision with the Federal Emergency Management Agency (FEMA) that would remove these

areas from the flood zone. If Livermore has not succeeded in executing the CLOMR and removing the Staples Ranch site from the flood zone prior to Staples Ranch development, the Cost-Sharing Agreement states that ACSPA will construct the planned Livermore flood protection improvements.

**D. Public Services and Utilities Policies for Staples Ranch**

PU.1: Extend adequately sized water, sewer, and joint trench utilities from Staples Ranch Drive and Stoneridge Drive to serve planned Staples Ranch development.

PU.2: Utilities to be owned and maintained by the City shall be located in public rights of way or public service easements, with sufficient access for maintenance.

PU.3: Provide City of Pleasanton public services to Staples Ranch development.

PU.4: Install all utilities underground, unless otherwise determined by the City Engineer. Underground all new and existing power lines on the public portion of El Charro Road.

PU.5: Loop public water lines so that each development site can be served from two directions. Size water lines to provide sufficient water to meet projected demand and fire flow requirements.

PU.6: Provide an emergency water line connection with planned City of Livermore water lines at El Charro Road.

PU.7: Provide a storm drainage system sufficient to serve Staples Ranch at full development. Utilize the existing Arroyo Mocho outfall for all Staples Ranch storm water drainage, following on site treatment and detention.

PU.8: Design the storm drainage system to meet Alameda County Clean Water Program requirements. Require on site treatment of all storm water generated by Staples Ranch development, prior to conveyance to a hydromodification storm water flow control basin incorporated into the Neighborhood Park site.

PU.9: Work with the City of Livermore/ACSPA to ensure that flood protection facilities planned for the El Charro Specific Plan area are in place, and that FEMA flood maps are modified to remove Staples Ranch from the 100 year flood zone, prior to occupancy of the Staples Ranch development.





## VI. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

An Environmental Impact Report (EIR) and an Environmental Impact Report Supplement (SEIR), pursuant to the requirements of the California Environmental Quality Act (CEQA), has been prepared in close coordination with this Specific Plan Amendment to provide an analysis of the potential impacts of the Amendment and the subsequent development of the Staples Ranch property, and to recommend appropriate mitigation measures.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR/SEIR identifies ies potential impacts and mitigation measures for the following areas of concern:

- Visual Quality
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Transportation
- Water Supply
- Utilities and Service Systems

The EIR/SEIR concludes that, if proposed mitigation measures are adopted, impacts resulting from the Specific Plan Amendment and subsequent development of Staples

Ranch could be reduced to a less than significant level, with the exception of the three significant ~~and~~ unavoidable impacts below. ~~These unavoidable impacts are:~~

- Visual resources as a result of conversion of Staples Ranch from undeveloped to developed land and the loss of rural character.
- Air quality as a result of emissions of ozone precursors and particulate matter above thresholds used by the Bay Area Air Quality Management District
- Climate change as a result of a cumulatively considerable and unavoidable impact
- Noise as a result of the noise significance threshold of the 2005-2025 Pleasanton General Plan
- Traffic congestion as a result of increased vehicular trips from Staples Ranch development at intersections outside the jurisdiction of Pleasanton and at arterial roadway segments in the Tri-Valley.

The EIR also includes an analysis of alternatives to the Specific Plan Amendment, including No Project (no build), development of Staples Ranch under the 1989 Stoneridge Drive Specific Plan, development of an Ice Center as part of the Community Park site development, and a primarily open space option for the Community Park.

Prior to adoption of this Specific Plan Amendment, the City certified the EIR and SEIR and a revised Mitigation Monitoring and Reporting Plan program. The revised Mitigation Monitoring and Reporting Plan program is incorporated as an appendix to this Specific Plan Amendment.

## VII. IMPLEMENTATION

Following adoption of the Stoneridge Drive Specific Plan Amendment/Staples Ranch by the Pleasanton City Council and annexation of Staples Ranch and adjacent rights of way to the City, the City of Pleasanton will be the public agency responsible for its administration. The Specific Plan Amendment shall be implemented consistent with City policies and regulations with various other agencies involved with the permitting of the infrastructure. All projects approved as part of the Staples Ranch development, including Planned Unit Development plans, subdivision maps, grading permits, public works projects, and other discretionary actions, shall be consistent with the Specific Plan Amendment.

### A. Development Phasing

The ACSPA, as the current owner of the Staples Ranch property, has entered into Purchase and Sale contracts with developers for the Continuing Care Community site, the Auto Mall site, and the Retail/Commercial site, all of which are contingent upon City of Pleasanton approval of entitlements for the sites, as well as annexation of all of Staples Ranch to Pleasanton. It is anticipated that following completion of the entitlement process and closing of each of the contracts, each development will begin construction. However, market conditions may dictate a delay in construction or a delay in particular phases of construction. Improvements to the Community Park will be made by the City of Pleasanton, and are subject to the City's schedule for capital improvements. Because the storm water flow control basin within the Neighborhood Park will need to be operational concurrent with the completion of the first phase of development, its construction will be required as part of the first phase.

### B. Infrastructure Phasing

Because of the layout of Staples Ranch development and proposed infrastructure extensions, infrastructure improvements, with the exception of El Charro Road improvements, will need to be completed from west to east, regardless of the phasing of construction of the various development sites. The extension of Stoneridge Drive across the Arroyo Mocho will be required in the first phase, due to the need to provide a second emergency vehicle access route to Staples Ranch, as well as water line extensions. Similarly, sewer and water line extensions from the terminus of Staples Ranch Drive will be required in the first phase of development. As mentioned above, the Neighborhood Park storm water flow control basin will also need to be constructed as part of any first phase of development.

As required by and subject to the September 2007 Pre-Development and Cooperation Agreement between Vulcan Materials, Livermore, Pleasanton, Alameda County, and the ACSPA, if the improvements to El Charro Road are not already completed by the City of Livermore for the El Charro Specific Plan development, Pleasanton would also need to cause them to be constructed by the ACSPA (under the Development Agreement with the City of Pleasanton) as part of any first phase of Staples Ranch development. Similarly, as required under the September 2007 Cost-Sharing Agreement between Livermore, Pleasanton, and the ACSPA, if the Livermore flood control improvements planned for the El Charro Specific Plan, are not already completed by the City of Livermore, Pleasanton would also need to cause them to be constructed by the ACSPA as part of any first phase of Staples Ranch development. Any such roadway and flood control improvements shall be constructed so as to comply with all applicable provisions of the Cooperation Agreement, including but not limited to Section 3.2 thereof.

In general, all public street and infrastructure improvements within and adjacent to Staples Ranch would need to be constructed as part of the first phase of development.

### **C. Financing of Public Improvements**

The 1989 Stoneridge Drive Specific Plan included a discussion on financing of public infrastructure improvements within the 293 acre Specific Plan Area to be paid for largely by Specific Plan property owners, including the Arroyo Mocho flood control improvements, dedication of right of way, and extension of Stoneridge Drive as a four lane arterial from Kamp Drive to El Charro Road, improvements to El Charro Road, improvements to the I-580/El Charro Road interchange, dedication of an elementary school site, and dedication and improvement of several neighborhood parks and the community park site. A number of these public improvements have been constructed as the Specific Plan has developed, including the Arroyo Mocho flood control improvements and relocation and the El Charro Road bridges, the four lane extension of Stoneridge Drive from Kamp Drive to Trevor Parkway, dedication of the Mohr Elementary School site, and dedication and improvements of all or portions of Neilson, Meadows, and Amaral Parks. In addition, the City of Pleasanton has collected development impact fees from Specific Plan developers for future Specific Plan Area infrastructure improvements.

Recognizing that the 1989 Stoneridge Drive Specific Plan financing plan had become dated, this Specific Plan Amendment for Staples Ranch modifies the financing requirements to recognize that the ACSPA is the sole remaining property

owner/developer within the original Specific Plan Area and that some improvements once contemplated to be made by Specific Plan developers have either been made or will be made by others (e.g., El Charro Road/I-580 interchange, Arroyo Mocho widening, El Charro Road south of Jack London Boulevard, and community park improvements) and to limit the remaining major Specific Plan infrastructure requirements to be funded by the ACSPA to the following improvements:

1. Stoneridge Drive bridges across the Arroyo Mocho to serve the planned Staples Ranch development;
2. 17 acre community park land dedication;
3. Improvements to El Charro Road from the I-580 interchange through the Jack London Boulevard/Stoneridge Drive intersection and any improvements (such as striping) to El Charro Road east of the retail/commercial site which are needed for the project and are not constructed by Livermore;
4. Improvements to Stoneridge Drive from the existing easterly terminus at Trevor Parkway to El Charro Road;
5. Dedication of right of way for Stoneridge Drive, El Charro Road, and the I-580 interchange to accommodate General Plan contemplated designs.
6. Pending the cost of the improvements for items 1, 3, and 4 above, the ACSPA may provide a financial contribution to the City towards the partial improvement of the 17 acre Community Park in an amount negotiated between the City and the ACSPA.

In July 2007, the Pleasanton City Council directed staff to negotiate a Purchase and Sales Agreement with the ACSPA to purchase approximately 5 additional acres for the Neighborhood Park site, with partial funding for the park land and improvements to come from Staples Ranch developers to pay for the portion of the site that would include a storm water flow control basin.

In September 2007, Pleasanton and the ACSPA executed a three party Cost-Sharing Agreement with Livermore which specifies that the ACSPA will share the funding for El Charro Road improvements north of the Stoneridge Drive/Jack London Boulevard intersection with Livermore, and that Livermore and Pleasanton will share the funding for a portion of El Charro Road/I-580 interchange improvements, including ramp

improvements necessary to accommodate the El Charro Road improvements. In addition, the Cost-Sharing Agreement specifies that the ACSPA and Livermore will share in the improvement costs for flood control facilities in Livermore that will eliminate the potential for flooding on Staples Ranch and the development portions of Livermore's El Charro Specific Plan area.

**ACSPA Responsibilities:** The ACSPA shall fund the design and construction of the following public improvements for Staples Ranch:

1) Extension of Stoneridge Drive as a four lane divided road with turn lanes from the current terminus at Trevor Parkway, across the Arroyo Mocho channel, to El Charro Road. The extension will include a lighted pedestrian crosswalk at Trevor Parkway, street improvements west of the Arroyo Mocho bridges (including two double rows of street trees, landscaping, and separated sidewalks a minimum of six feet in width), median and right of way landscaping to ultimate back of curb location, street lighting, and all public utility extensions located within the road right of way, including stub outs to adjacent development and park sites. As part of the extension, the ACSPA will construct any work on Zone 7's property which is required by Zone 7 for maintenance vehicle access by the proposed bridge, and a trail connection between the Stoneridge Drive bridge pedestrian walkway and the potential regional trail along the north bank of the Arroyo Mocho, if acceptable to Zone 7. The ACSPA will construct the Stoneridge Drive barrier and any road improvements necessary to accommodate the barrier, and any costs associated with access for public safety employees, Zone 7, Wheels (Livermore Amador Valley Transit Authority) and other public agencies. The ACSPA will stripe the Stoneridge Drive bridges to accommodate two lanes, one in each direction, of through traffic.

2) Stoneridge Drive roadway improvements include all improvements up to the back of curb, median landscaping, street lighting, traffic signals, and all public utility extensions located within the road right of way, including stubouts to adjacent development and park sites.

3) All public utility extensions within and adjacent to Staples Ranch required for Staples Ranch development that are located within the right of way of Stoneridge Drive, El Charro Road, and Staples Ranch Drive, including water, sewer, storm drainage, and joint trench improvements, and their required separate or public services easements as determined by the City Engineer. The ACSPA will also fund the design of the

Neighborhood Park storm water flow control basin so that it will function as part of the overall storm water system, in compliance with Clean Water Program requirements.

4) A \$1.5 million ~~one million dollar~~ payment to the City of Pleasanton, for ~~any any~~-off site traffic improvements, including the funding for the repaving of Stoneridge Drive between Kamp Drive and Trevor Parkway with noise attenuating pavement, intersection improvements at Stoneridge Drive and Santa Rita Road, and new traffic signals at the intersections of Stoneridge Drive and Newton Way, Guzman Parkway and Trevor Parkway, required as a result of the extension of Stoneridge Drive to El Charro Road.

5) The soundwall closest to the south side of the Stoneridge Drive bridges (adjacent to Maria/Curry Street residences) and any other mitigation measures under the Mitigation Monitoring and Reporting Plan where the “Project Sponsor” is responsible for the funding.

The ACSPA will also fund half of the El Charro Road improvements and a portion of off site flood control improvements in Livermore, as described and stipulated in the Cost-Sharing Agreement. El Charro Road improvements include six lanes with turn lanes between I-580 and a signalized Jack London Boulevard/Stoneridge Drive intersection, and a transition back to a two lane private quarry road south of the intersection. The planned El Charro Road improvements discussed above are within the Stoneridge Drive Specific Plan area, and if not constructed by Livermore prior to Pleasanton’s annexation of Staples Ranch, will be constructed in Pleasanton by the ACSPA (under the Development Agreement with the City of Pleasanton) as part of the Staples Ranch circulation improvements.

In addition, the ACSPA shall dedicate to the City of Pleasanton the 17 acre Community Park site, right of way for El Charro Road improvements from I-580 to the Arroyo Las Positas/Arroyo Mocho channel, right of way for the Stoneridge Drive alignment sufficient for a four lane roadway (with turn lanes) to El Charro Road, and any right of way necessary for the El Charro Road interchange ramp improvements.

**Staples Ranch Developer Responsibilities:** Each developer within Staples Ranch, including park site developer(s), shall be responsible for:

1) The construction of all back of curb improvements along Stoneridge Drive and El Charro Road, including landscaping, sidewalks, and bus shelters, if required by Pleasanton. Street lighting and any public utilities within these rights of way shall be the responsibility of the ACSPA.



- 2) The design and construction of all on site utilities, including any public utility extensions and easements within a development site necessary for Staples Ranch development that also serves the development site.
- 3) All Pleasanton and other agency development fees that are typically required of development in Pleasanton, unless otherwise agreed to by the City. These fees include, but are not limited to: regional sewer, water, drainage, and transportation fees; City traffic, school, public facility, lower income housing and local sewer and water connection fees, as well as building permit and inspection fees. Staples Ranch development is not subject to in lieu park dedication fees.
- 4) A proportionate share of the storm water flow control basin of the Neighborhood Park site, based on the percentage of total Staples Ranch development impervious surface, including land acquisition, construction, and basin landscaping and improvements.
- 5) The developer of the Continuing Care Community site will be responsible for contributions to and construction of the Neighborhood Park, as determined by the City Council.
- 6) The developer of the Auto Mall site will be responsible for landscaping the Caltrans right of way area adjacent to the site which is not roadway. The property owner(s) of the Auto Mall site will be responsible for the maintenance of the landscaping and the City of Pleasanton will be responsible for enforcing maintenance.
- 7) The developer of the Continuing Care Community site will be responsible for landscaping the Caltrans right of way area adjacent to the site which is not roadway. The property owner(s) of the Continuing Care Community will be responsible for the maintenance of the landscaping and the City of Pleasanton will be responsible for enforcing the maintenance.
- 8) The developer of the Continuing Care Community will assume responsibility for funding and constructing the public roadway adjacent to the Neighborhood Park, including approximately eight public parking spaces and a sidewalk along the western boundary of the road. Per the City of Pleasanton's discretion, the parking spaces may be placed in the Neighborhood Park or added to the on street parking. The property owner(s) of the Continuing Care Community will be responsible for the ongoing maintenance of the roadway median and the back of curb landscaping and sidewalks on the western portion of the roadway. The Continuing Care Community developer will pay for two thirds of the property underlying the public road.

9) Any mitigation measure under the Mitigation Monitoring and Reporting Plan where the “Project Developer” is responsible for the funding.

**City of Pleasanton Responsibilities:** The City of Pleasanton shall be responsible for:

1) Coordinating the acquisition and improvement of the Neighborhood Park site, utilizing Staples Ranch development and other funds.

2) All improvements within the Community Park site.

3) Any future improvements to El Charro Road south of the Stoneridge Drive/Jack London Boulevard intersection when El Charro Road becomes a public road as anticipated in the Pleasanton General Plan.

4) If a connection is deemed appropriate by the City Council, construction and funding of a connection from Stoneridge Drive to a potential multi use trail on the southern side of the Arroyo Mocho.

5) Payment for the portion of the Neighborhood Park property outside of the storm water flow control basin, as well as one third of the property underlying the public road to the west of the Neighborhood Park.

6) With funding from the ACSPA, repave Stoneridge Drive between Kamp Drive and Trevor Parkway with noise attenuating pavement, make intersection improvements at Stoneridge Drive and Santa Rita Road, and install traffic lights at the intersection of Stoneridge Drive and Newton Way, Guzman Parkway and Trevor Parkway. Funding for these improvements shall be provided by the ACSPA to a maximum amount of \$1.5 million. Costs in excess of that amount will be the responsibility of the City of Pleasanton.

7) Repave Stoneridge Drive between Santa Rita Road and Kamp Drive with noise attenuating pavement. Funding for this improvement will come from Stoneridge Drive Specific Plan Fees, Traffic Development Fees and/or roadway improvement funds.

8) Construct a soundwall, approximately 65’ in length, parallel to Stoneridge Drive. The soundwall will be located by the eastern property line of 3136 Carissa Court and north of Snowdrop Circle. Funding for this improvement will come from Stoneridge Drive Specific Plan Fees, Traffic Development Fees, and/or roadway improvement

funds. If the City of Pleasanton determines a longer soundwall should be constructed, the City of Pleasanton shall be responsible for this improvement with funding from Stoneridge Drive Specific Plan Fees, Traffic Development Fees, and/or roadway improvement funds.

9) Remove the Stoneridge Drive barrier and any striping improvements to accommodate through traffic on Stoneridge Drive. Funding for these improvements will come from Stoneridge Drive Specific Plan Fees and/or roadway improvement funds.

9) Any mitigation measure under the Mitigation Monitoring and Reporting Plan where the “City of Pleasanton” is responsible for the funding.

#### **D. Planned Unit Development Zoning Compliance**

Specific Plan implementation requires the adoption of City Planned Unit Development (PUD) zoning for all Staples Ranch development. PUD zoning is necessary in order to ensure that the goals, policies, and programs of the General Plan and Specific Plan are effectively implemented while accommodating innovation and special considerations for site specific opportunities and constraints.

Following City Council approval of the Stoneridge Drive Specific Plan Amendment, the unincorporated portion of Staples Ranch will be "prezoned" to the following PUD Districts, which will also be used for annexation processing purposes. Once the site is annexed, Staples Ranch will have the following zoning designations:

- Auto Mall Site: PUD-C (Commercial)
- Retail/Commercial Site: PUD-C (Commercial)
- Continuing Care Community Site: PUD-C (Commercial), for the parcel with the Health Center  
PUD-HDR/C (High Density Residential/Commercial), for the remainder of the site
- Community Park Site: PUD-P (Park)
- Neighborhood Park Site: PUD-P (Park)

It is anticipated that the Continuing Care Community site will be subdivided into multiple parcels. The parcel with the Health Center is proposed to be rezoned PUD-C, and the remainder of the site is proposed to be rezoned PUD-HDR/C, indicating the mixed commercial and residential nature of the development. However, through the review process, the City Council may determine that the entire site should be rezoned PUD-C or PUD-HDR or a similar combination depending on how the City Council ultimately determines the site should be designated.

A 1.5 acre parcel, located directly adjacent to the existing residences along Vermont Place in Pleasanton, is within the existing city limits of Pleasanton and is zoned PUD-Medium Density Residential (PUD-MDR). The Continuing Care Community will provide approximately 19 feet of additional backyard space to Vermont Place residents whose homes back up to the site, so that the shared property line can be "squared". This additional backyard space will continue to be zoned PUD-MDR. The remainder of the 1.5 acre parcel will be rezoned PUD-C or PUD-HDR/C or a similar combination depending on how the City Council ultimately determines the Continuing Care Community site should be designated.

#### **E. Specific Plan Amendment**

During the City of Pleasanton's review and approval of specific Staples Ranch development applications, minor deviations from the Stoneridge Drive Specific Plan Amendment/Staples Ranch may be allowed without requiring further amendment, provided the development project is consistent with the stated intent of the Specific Plan Amendment and the City's General Plan.

Any and all Specific Plan amendments shall be processed in accordance with City Ordinances, and presented in public hearings prior to City Council action on the proposal. Generally, the Specific Plan amendment process is similar to that for amending the City's General Plan. All Specific Plan amendments must be consistent with the City's General Plan and are subject to CEQA, and thus must be reviewed for potential environmental effects. If it is determined that additional environmental impacts will occur, beyond those identified in the Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR, additional environmental documentation may be required.