

IRON HORSE TRAIL

FEASIBILITY STUDY AND MASTER PLAN

Santa Rita Road to the Dublin/Pleasanton BART Station

Pleasanton, California
January 17, 2011



prepared for



East Bay Regional Park District

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EXECUTIVE SUMMARY

PURPOSE OF THE STUDY

This study examines the feasibility of closing the 1.6 mile gap of the Iron Horse Trail between the Dublin/Pleasanton BART station and Santa Rita Road in Pleasanton. Through site analysis, data and record compilation, public outreach, agency coordination, planning, and opportunities and constraints mapping the study analyzes alternatives for the trail alignment and potential impacts of the trail development, with the goal being identifying the most feasible alternative. An estimate of design, permitting, and construction costs was also included in the scope of work.

Currently, nearly 28 miles of continuous trail from Concord to Pleasanton to the north of the proposed trail have been completed and 3.25 miles of trail have been completed to the south, extending from Santa Rita Road to the Livermore border. This feasibility study reviews the opportunities and challenges faced in constructing a link to the existing trail segments. Once constructed, the new trail will create over 31 miles of continuous trail and link the southern portion of Pleasanton to the Pleasanton BART station and the northern section of Iron Horse Trail.

SUMMARY OF TRAIL ALIGNMENT

This 1.6 mile section of Iron Horse Trail crosses 5 streets, 2 creeks, 2 parks, and a number of housing developments. From north to south, the trail alignment passes through the Dublin/Pleasanton BART station, crosses Owens Drive and transects the Hacienda Business Park. Once the trail enters the business park it crosses Hacienda Drive, runs along the northern edge of the Sienna and Valencia at Hacienda housing developments, passes Owens Plaza Park and crosses Tassajara Creek on an existing bridge. It then passes through the northern portion of Creekside Park, crosses West Las Positas Boulevard, extends along the northern edge of the Springhouse Apartments property and then utilizes the existing maintenance road along the Arroyo Mocho canal. Utilizing the existing Santa Rita Road bridge it traverses the Arroyo Mocho Canal, crosses the Santa Rita Road/Stoneridge Drive intersection, and then connects with the existing section of Iron Horse Trail.

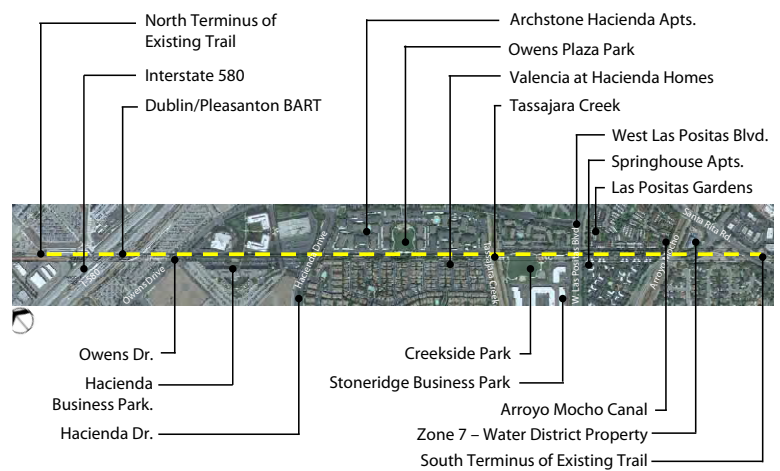


Figure 1

EXECUTIVE SUMMARY

IRON HORSE TRAIL BACKGROUND

Since the first segment was developed in 1986, the Iron Horse Trail has played a critical role in connecting the various communities and cities of the Diablo and San Ramon Valleys together. It's one of the largest & oldest multi-use trails in the Bay Area and lies within the former Southern Pacific Railroad (SPR) right-of-way; which was abandoned in 1977.

When the SPR right-of-way was abandoned by the railroad, several trail advocacy groups, including the Southern Pacific Right of Way Study Committee and Right of Way Trail Advocates, lobbied for preservation of the corridor for trail purposes. Contra Costa and Alameda Counties initiated the process of acquiring the right-of-way for use as a transit and utility corridor. Today the two counties own the rights for the entire corridor from Suisun Bay to Livermore.

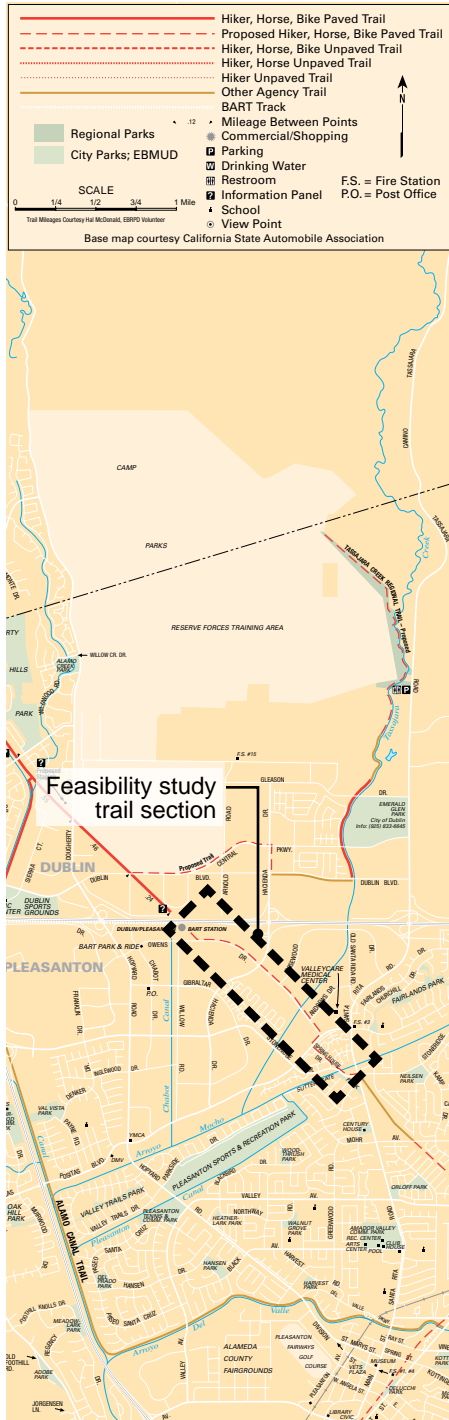
Once Alameda and Contra Costa Counties had secured the land for use as a future transit corridor, they worked with the East Bay Regional Park District to get a trail constructed through the corridor. Both counties granted the District a license agreement to construct and maintain a public trail for the passage of pedestrians, equestrians and bicycles, creating the Iron Horse Trail.

The Iron Horse Trail begins in Concord and runs south for 27 miles until the Dublin/Pleasanton city limits, where the gap in the trail that this study analyzes exists (refer to Figure 2). The trail connects 7 cities, 2 counties, 2 BART stations, 30 schools, 8 parks, many shopping and retail centers and a population of almost half a million. Eventually the Iron Horse Trail will stretch over 40 miles from Suisun Bay to Livermore and connect 12 cities, 2 counties, 3 BART stations and a population of over half a million.

In addition to the important linkages of the trail, it also benefits from its location on a former rail corridor. The nature of rail corridors - relatively flat, direct, and comprised of long spans of uninterrupted travel - make them ideal for alternative transportation. The width of the corridor, ranging from 50 to 100 feet, also allows the necessary space to accommodate a 14 foot wide trail while also preserving sufficient width for other future uses.

Iron Horse Trail by the Numbers

30	- Approximate Miles of Existing Trail
2	- Counties Served
7	- Cities Served
438,000	- Residents in Adjacent Cities
500,000+	- Approximate Trail Users per year
49	- Street Crossings
3	- Connections to BART stations
30	- Connections to Schools
8	- Connections to Parks
4	- Utility Lines in Trail Corridor



Map of Iron Horse Trail through Dublin and Pleasanton

Figure 2

PLANNING PROCESS



Hacienda Business Park Master Plan

Figure 3



Site analysis

Figure 4

DATA ACQUISITION

The first step in the planning process was to utilize information provided by the East Bay Regional Park District to compile data and base information for the trail corridor. Multiple sources were used to compile the base files to define the location of, and improvements within, the corridor including Alameda County, the City of Pleasanton, and the Hacienda Business Park Owners Association. Data was also gathered from Kinder Morgan and Pacific Gas and Electric because the trail corridor also serves as a utility corridor. This data was combined with an aerial map, provided by the City of Pleasanton, and transferred over to plans to be used for the site investigation.

SITE INVESTIGATION

Three separate site visits were conducted for this study between April and September 2010 to investigate the opportunities and constraints of the trail corridor. During these site visits existing improvements within the corridor were reviewed, potential types of street crossings for each street were analyzed, creek crossings were evaluated, and the relationship of the corridor to the surrounding neighborhoods and community was assessed.

AGENCY COORDINATION

Interagency cooperation has historically played a key role in the construction and success of Iron Horse Trail due to the length of the trail and number of agencies impacted by it. In order to verify the feasibility of the proposed trail alignment and generate input regarding the alignment, the following agencies were contacted and played important roles in establishing the most feasible trail alignment:

- The East Bay Regional Park District (District)
- The City of Pleasanton
- Alameda County
- Alameda County Transportation Commission (ACTC)
- Bay Area Rapid Transit (BART)
- Zone 7 Water District
- Hacienda Business Park Owners Association (HBPOA)
- Caltrans
- Pacific Gas and Electric (PG&E)
- Kinder Morgan
- HOA's in the surrounding neighborhood

The project team worked extensively with BART, the HBPOA, and Zone 7 to develop the trail alignment and evaluate the impacts the trail would have on each agencies' respective facilities. The results of this effort are included in the Preliminary Corridor Concept Plan.

PLANNING PROCESS



High pressure gas line

Figure 5

OPPORTUNITIES AND CONSTRAINTS

The proposed section of Iron Horse Trail addressed in this study is challenging due to the amount of infrastructure that already exists within and around the corridor. One of the greatest challenges to the alignment is that it must cross 5 streets and 2 creeks in 1.6 miles. Housing or commercial developments exist on every side of the trail and the trail must accommodate the existing Kinder Morgan high pressure gas line, PG&E high voltage overhead power lines, a fiber optic cable, and a Zone 7 water main line. The trail corridor intersects a number of pathways at the designated office portion of the Hacienda Business Park, conflicts with pathways at the parks and housing developments, and passes directly in front of the Dublin/Pleasanton BART station in an area confined by the BART station entrance, Interstate 580, and an access road for busses. Within the 1.6 mile section the transit corridor varies from 50 to 100 feet wide.

Also within the corridor is a linear park with a tennis court, basketball court, picnic areas, playgrounds, and pedestrian paths where the proposed trail would be located. These amenities were installed with the knowledge that a future trail may displace them, but they are now valued by the neighborhood and the neighbors would like to retain them.

Refer to the Opportunities and Constraints Plan on sheets 5-17.

Iron Horse Trail Feasibility Study

Opportunities and Constraints Plan

June 22, 2010

Legend

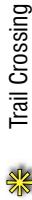
- High Pressure Gas Line
- Overhead High Voltage Power Line
- Fiber Optic Cable
- Existing Temporary Bike Route for Iron Horse Trail Connection
- Zone 7 Water Main Line
- Arroyo Mocho Trail
- Creek
- BART
- EBRPD Easement
- Kaiser
- Hacienda Business Park
- Public Park
- Residential
- Riparian Zone
- Zone 7 - Demineralization Plant
- Commercial
- BART License Agreement



Photo Number & Orientation



PM Peak Hour Traffic Volume



Trail Crossing



Existing Signalized Intersection

Client



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Consultant Team

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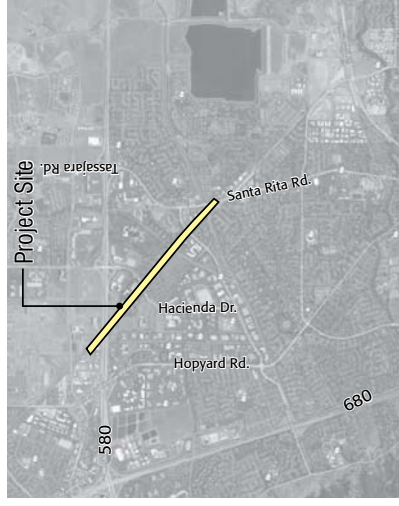
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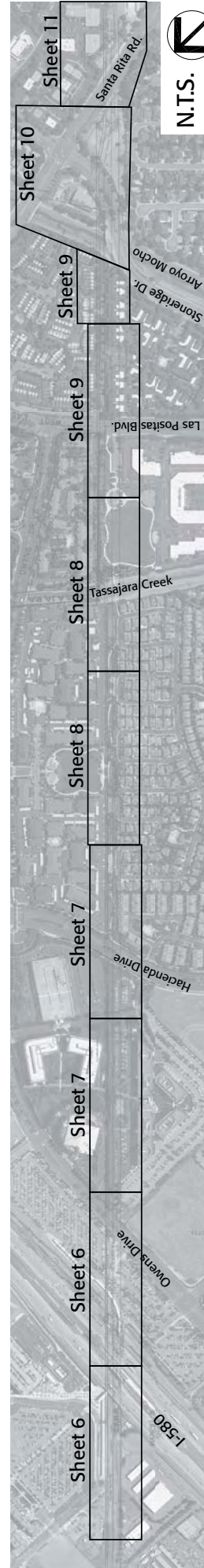
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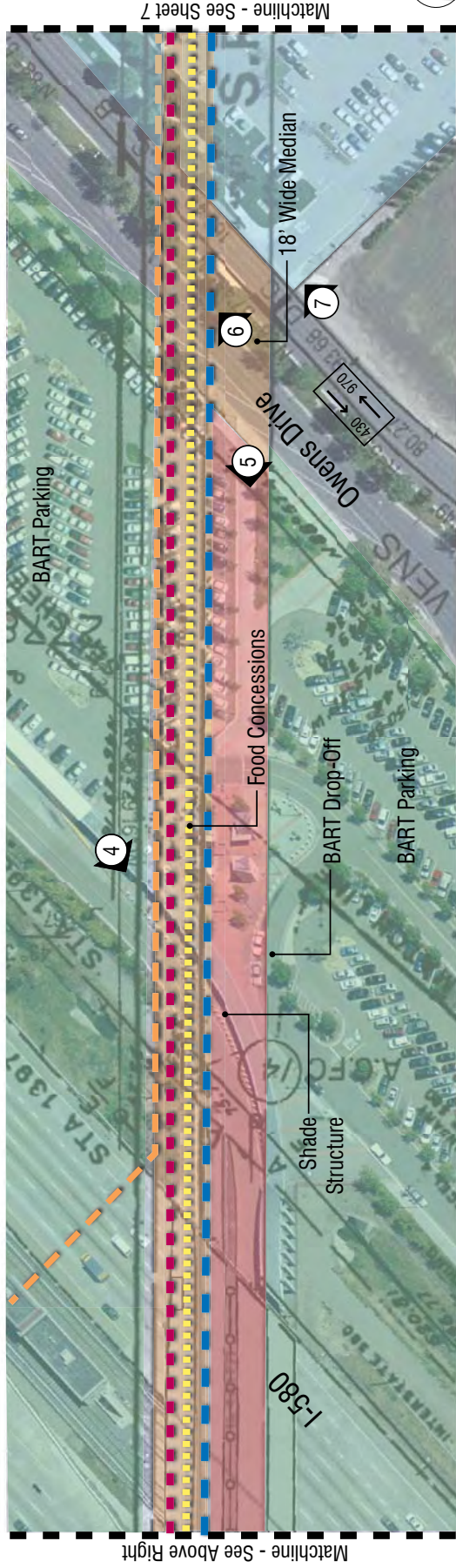
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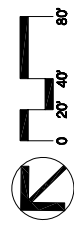
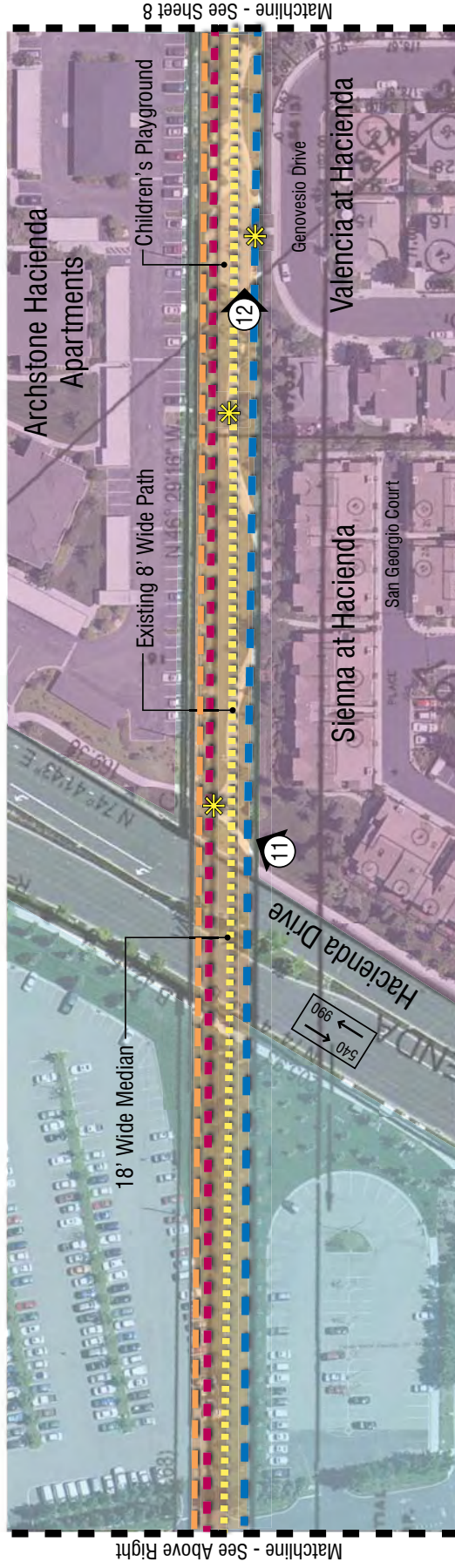
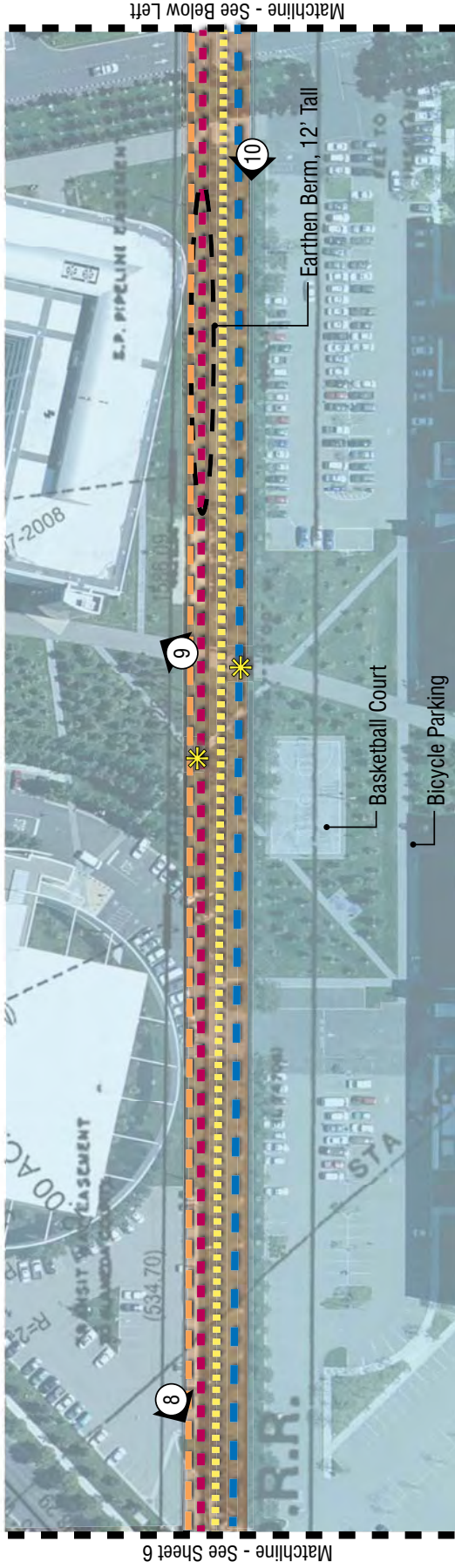
Keymap



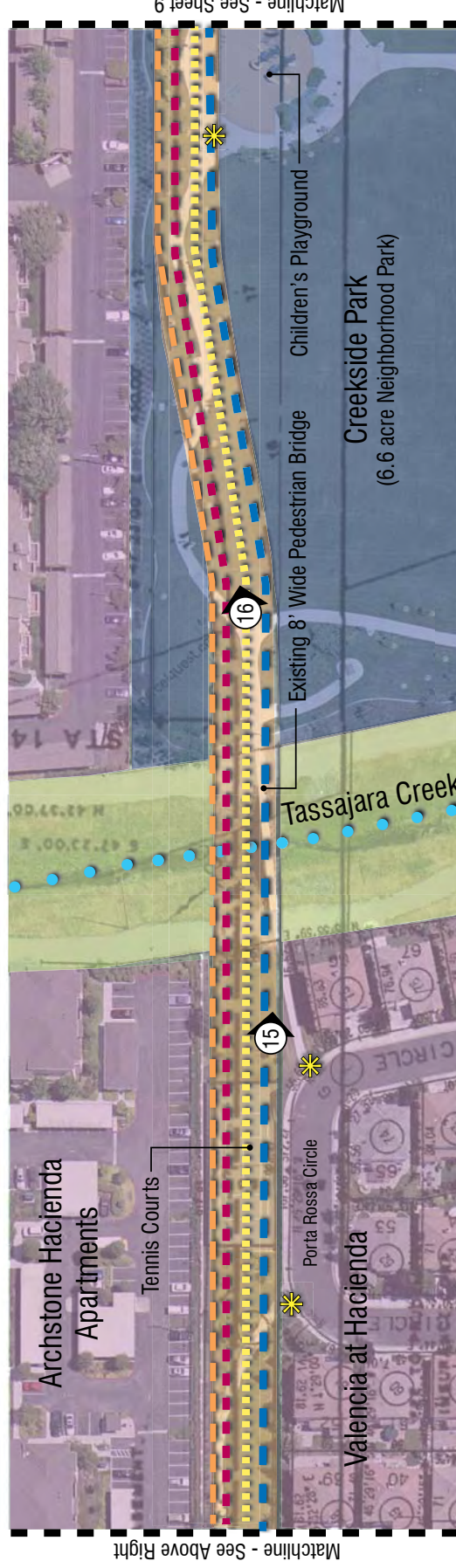
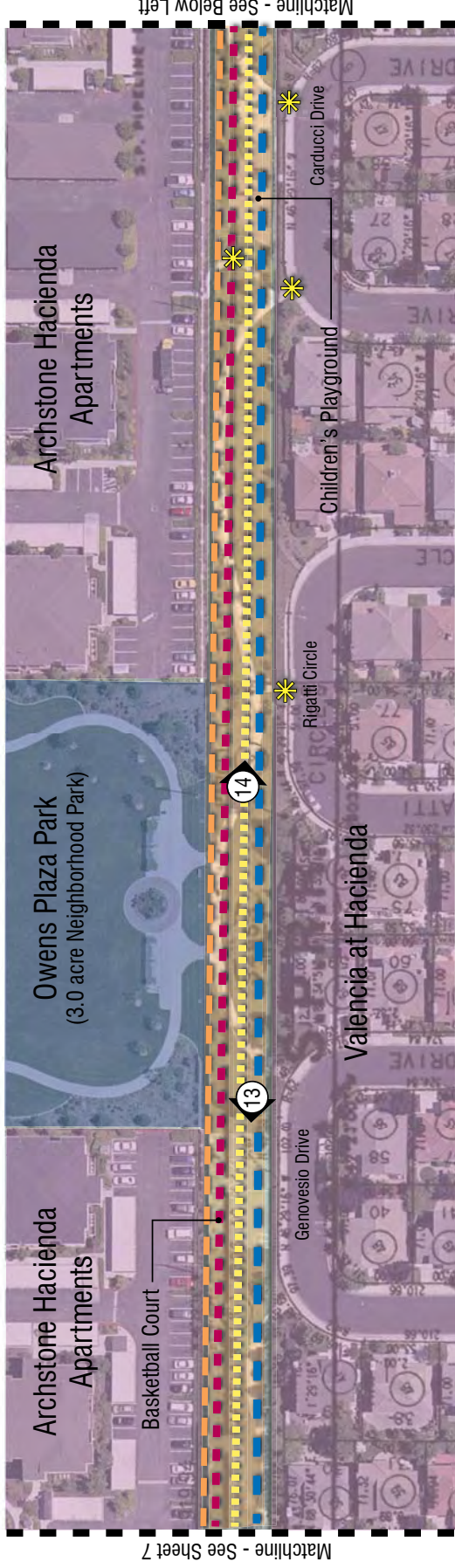
Opportunities & Constraints Plan



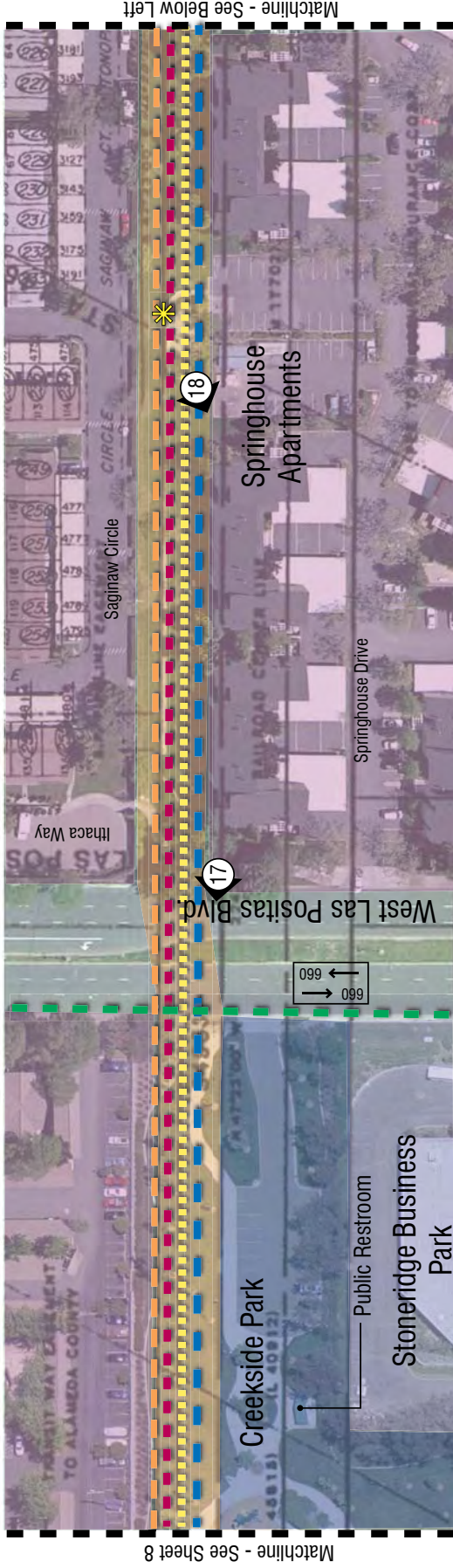
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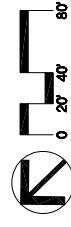
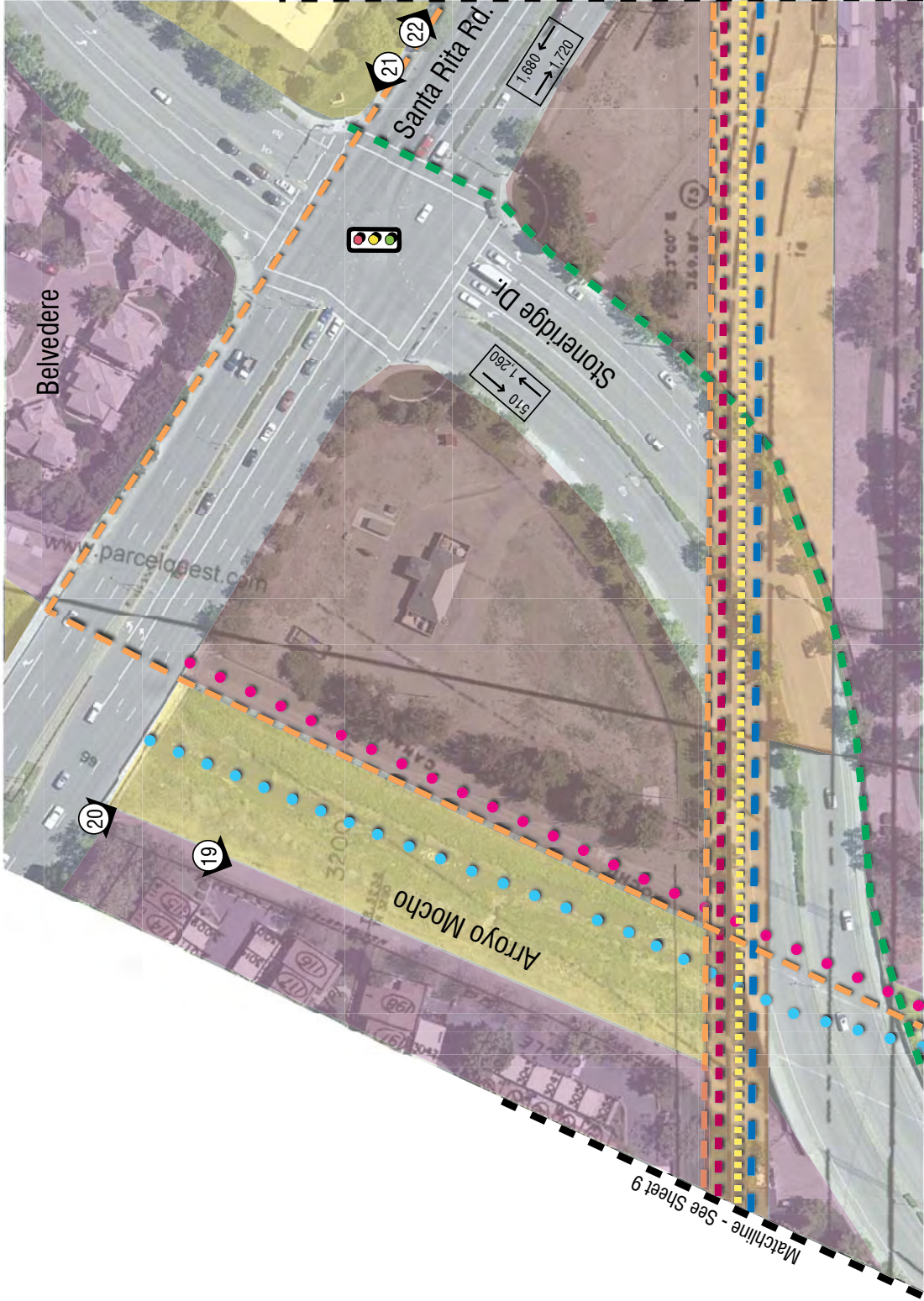
Opportunities & Constraints Plan



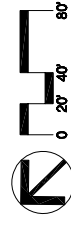
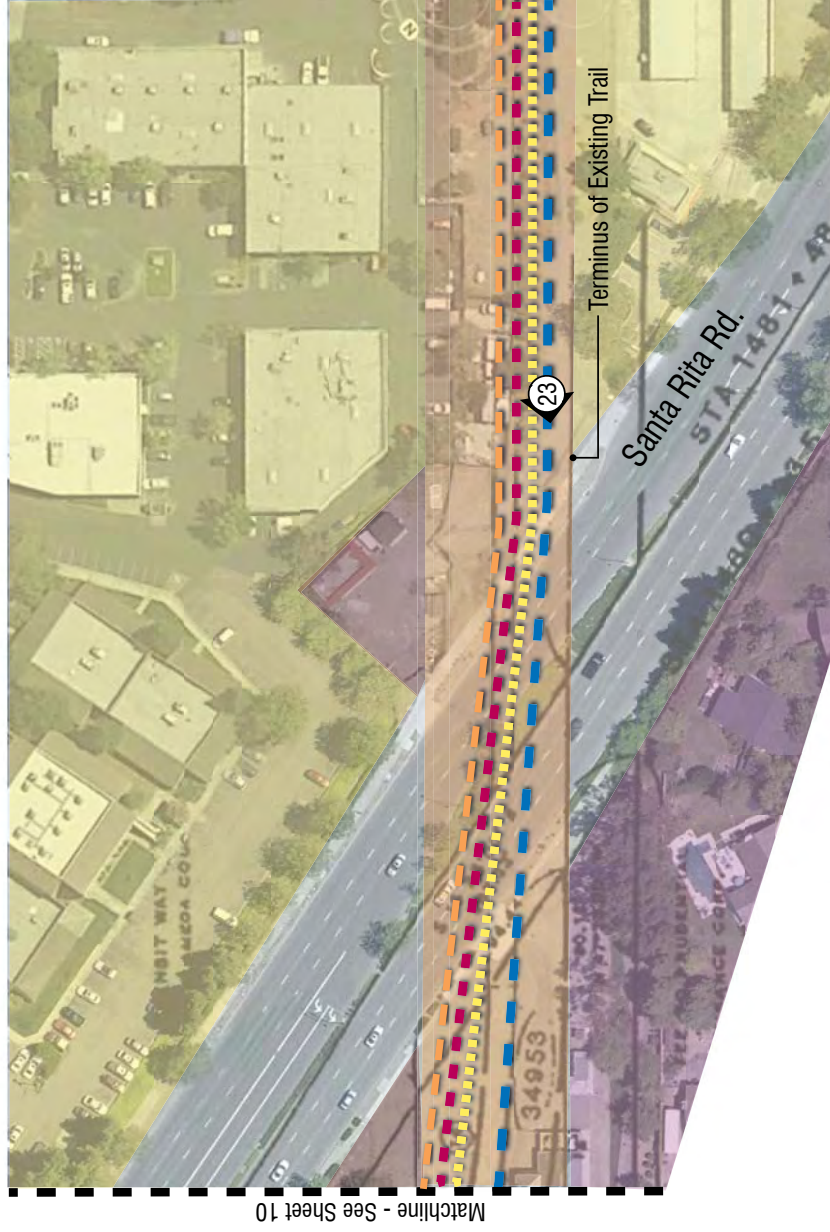
Opportunities & Constraints Plan



Opportunities & Constraints Plan



Opportunities & Constraints Plan



Site Photos



Site Photos



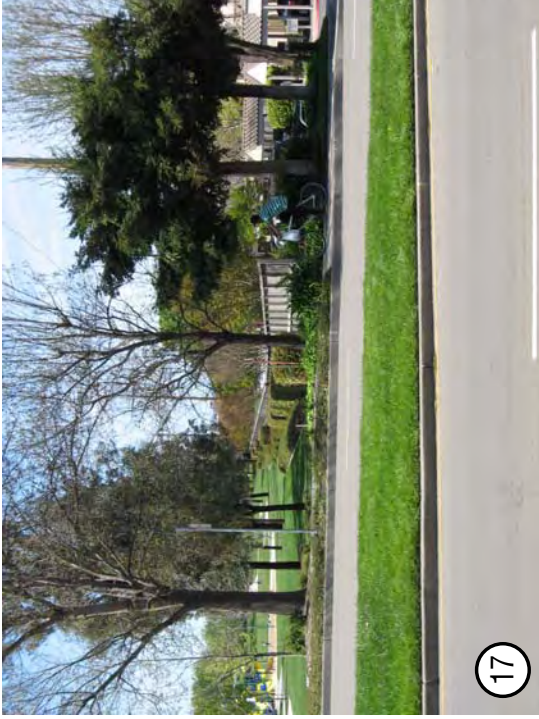
Site Photos



Site Photos



Site Photos



Site Photos



PLANNING PROCESS



Community meeting notification Figure 6

PUBLIC OUTREACH

Community involvement plays a vital role in the success of every public project and that is particularly true with a feasibility study. To begin the process of community involvement for this proposed trail section an initial public meeting was held on June 22nd. To ensure that all interested parties would be aware of the meeting, the District sent out notifications via mail to all property owners and tenants within 300 feet of the trail and provided press releases to local newspapers. The meeting was posted on the public calendars of The Weekly, The Independent, Bay Area News Group, and PleasantonPatch.com. Email notifications were also sent to the East Bay Area Trails Council, the Bicycle Trails Council of the East Bay, East Bay Bicycle Coalition, the Friends of Shadow Cliffs, ACTC, Caltrans, and BART. The meeting agendas, summaries, and materials were all posted on the City of Pleasanton's and the District's website.



Community meeting discussion Figure 7

The purpose of the 1st public meeting was to notify the public that the Park District's corridor through Pleasanton was being evaluated as an extension of the Iron Horse Trail. Utilizing the opportunities and constraints plan prepared for this meeting, the project team asked the public for input regarding the potential for a trail through this area. The feedback that was received is recorded in depth in Appendix E, but can be summarized as the following four basic topics:

1. Excitement about the opportunities the trail would provide
2. Concern about potential impacts of the trail to the neighborhood
3. A desire to maintain or replace existing site amenities and pedestrian paths, and
4. Concern regarding the significant number of street crossings and the size of those street crossings



Community meeting plan review Figure 8

Based upon the input from both the public and the project team a draft trail alignment was created and brought back to the community at a second public meeting on September 29, 2010. Once again the community was notified via mail, email, public calendars, newspaper advertisement, and on the City and District websites. There was a strong community turnout for the meeting, which included representatives from the neighborhood HOA's, the business park, the District, the City, Zone 7, and BART. The feedback from the meeting was generally positive and a summary of the comments made during the meeting can be reviewed in Appendix F.

PROJECT CONSIDERATIONS



Southern end of proposed trail and northern end of existing trail Figure 9



Trail corridor through Hacienda Business Park Figure 10



Trail corridor through the BART Station Figure 11

SITE SETTING

The proposed section of Iron Horse Trail examined for this feasibility study is located within the City of Pleasanton (population 67,543 per July 2009 census). The section of trail begins at the southern edge of Dublin and extends to the southeast, ending near the Santa Rita Road/Stoneridge Drive intersection about 2 miles north of downtown Pleasanton.

The trail would provide an alternative transportation route for many of the people that live near the proposed section of Iron Horse Trail and commute to work elsewhere via BART or work in one of the City's business parks. Pleasanton is home to an assortment of large business parks housing the headquarters of several major corporations, including Safeway and Ross. These corporations play a critical role in the success and welfare of the City and the trail transects the largest of the business parks - the Hacienda Business Park.

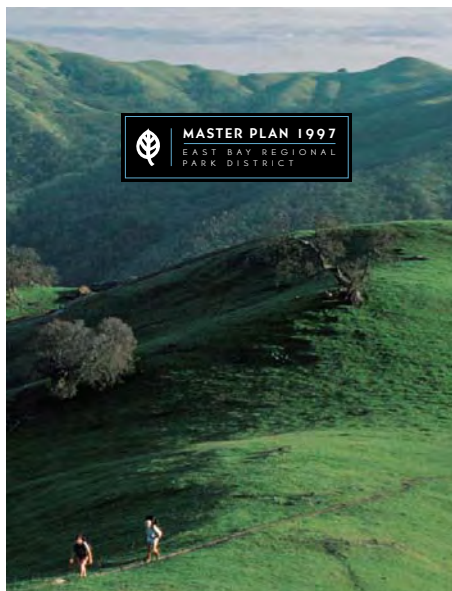
The City of Pleasanton has a 24 mile trail network and is committed to alternative transportation. With the addition of this section of trail 2 more parks are accessible via alternative transportation (Owens Plaza and Creekside), the community would be connected to the BART station and retail developments to the north, and Iron Horse Trail would be connected with the Arroyo Mocho Trail and the City's network of trails.



Proposed and existing trail system in and around Pleasanton

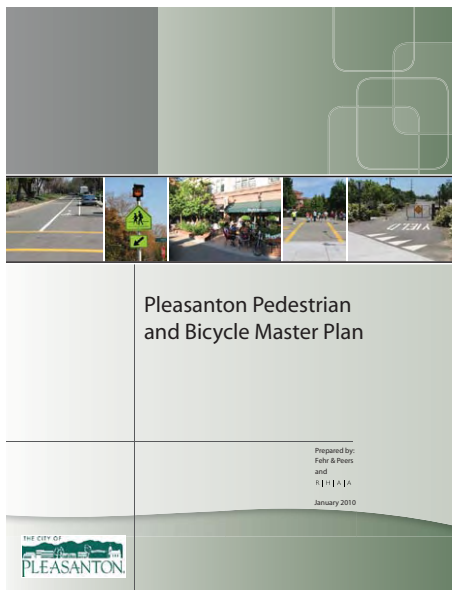
Figure 12

PROJECT CONSIDERATIONS



EBRPD Master Plan

Figure 13



Pleasanton Pedestrian and Bicycle Master Plan

Figure 14

TRAFFIC ANALYSIS

A traffic analysis for the proposed section of trail was conducted by Fehr and Peers and reviewed 4 major components of the proposed trail alignment:

1. consistency with existing planning and design documents
2. trail use estimates
3. BART station area alignment
4. street crossings

Following is a summary of the traffic analysis for the 4 components. For the complete analysis refer to Appendix H.

Consistency with Existing Planning and Design Documents

The primary documents reviewed for consistency of the proposed trail alignment with existing planning documents were the East Bay Regional Park District (District) Master Plan (1997) and the Pleasanton Pedestrian and Bicycle Master Plan (2009). The Hacienda Task Force documents were also reviewed.

East Bay Regional Park District Master Plan

The trail section for this feasibility study is consistent with the District Master Plan because it is within the District's corridor, connects parklands and major population centers, links the regional trail system, and connects with other trails. Following is an excerpt from the Master Plan demonstrating the consistencies:

"The District will continue to plan for and expand the system of paved, multi- use regional trails connecting parklands and major population centers...[t]he District encourages the creation of local trail networks that provide additional access points to the regional parklands and trails, that help to provide loop trail experiences, and that connect the regional system to the community. The District will support other agencies in completing local trail networks that complement the Regional Trail system and will coordinate with local agencies to incorporate local trail connections into District brochures. Regional Trails may be part of a national, state, or Bay Area regional trail system. The District will cooperate with other agencies and organizations to implement these multi-jurisdictional efforts."

Pleasanton Pedestrian and Bicycle Master Plan

The proposed trail alignment in this feasibility study is consistent with the Pleasanton Pedestrian and Bicycle Master Plan because the plan specifically calls for a study to determine the feasibility of a trail within the Iron Horse trail corridor between the Dublin/Pleasanton BART station and Santa Rita Road as indicated by the following quote:

PROJECT CONSIDERATIONS

“The opportunities for a trail connection between the Dublin/Pleasanton BART Station and West Las Positas Boulevard are constrained by existing landscaping and infrastructure development along this right-of-way. However, this corridor is recommended for special study as it provides a critical link between existing trail segments...[t]his project should be coordinated with the East Bay Regional Parks District.”

The proposed trail alignment in this feasibility study addresses the deficiencies of the existing temporary bike route as indicated by the following quote:

“Between the Dublin/Pleasanton BART station and Santa Rita Road, the trail is signed as a temporary route along the streets and sidewalks of Owens Drive, West Las Positas Boulevard and Stoneridge Drive. This route is not ideal, as it requires bicyclists to navigate wide, higher-speed arterial roads and cross through large intersections.”

The proposed trail alignment addresses the inhospitable conditions of the BART station area to the extent deemed feasible by BART. The Master Plan notes conditions for bicyclists in this area as:

“Current conditions in and around the Pleasanton BART station create an inhospitable environment for bicyclists. Owens Drive provides the main access point to the station and currently lacks any on-street bicycle facilities. Upon entering the station area, signage indicates that bicyclists must dismount their bikes. Way-finding signage and connectivity to the Pleasanton bicycle network should be prioritized.”

The proposed street crossings for the trail are consistent with the Master Plans guidance regarding roadway crossings:

“Where trails intersect with roadways, careful design of the intersection is necessary to ensure that the crossing is safe and convenient for all road and trail users. The specific improvements needed at a particular intersection will depend on site conditions such as topography, sight lines, road width, speed of travel, traffic volume, and trail usage. Where trails intersect roadways near a road intersection, the trail may cross at an existing roadway crosswalk. Where trails intersect with roadways mid-block, the trail crossing may occur at the same grade as the existing roadway or the trail may pass over or under the roadway.”

Lastly, the intersection of Santa Rita Road and Stoneridge Drive was identified as an intersection in need of improved pedestrian crossings by the Pleasanton Master Plan.

Trail Use Estimates

This feasibility study utilized trail use counts from the District infrared counter at the southern-most terminus of the IHT just north of the Dublin/Pleasanton BART station parking lots. The counter was installed April 20, 2009, and the data used went up to March 31, 2010. Over

PROJECT CONSIDERATIONS



Existing conditions of the trail corridor at the BART station area Figure 15

this time, an overall average of 65 users per day utilized the trail: on weekdays there were approximately 70 users per day, and on weekends there were roughly 53 trail users per day. The maximum counts recorded were 164 users on Monday, September 21, 2009, and 155 users on Saturday, March 20, 2010. On average, there were between five and six trail users on the trail during both the AM and PM peak hours, constituting roughly 9.0% of daily trail users. For the purposes of evaluating the potential trail crossings, the maximum daily count (165 users) and a peak hour count of 15 users were utilized (9.0% of maximum daily count).

BART Station Area Alignment

A number of options were evaluated for the trail alignment through the BART station area, but were ultimately rejected due to the confined space in front of the station. On the north side of the station area, the trail will be upgraded to a Class I trail until reaching Interstate 580 and the station area, at which point the existing facility will be used. Bicyclists will continue to be required to walk their bicycles through the station area. On the south side of the station area, a new path will be created to usher trail users to Owens Drive, where they will cross at a signalized crossing and continue on the trail. Please refer to the BART Station Alignment Plan for the proposed trail alignment through the BART station area.

Street Crossings

Since there is high vehicular volume on the adjacent roads, signalized crossings at Owens Drive, Hacienda Drive, and West Las Positas Boulevard are needed. These signals would use either traditional traffic and pedestrian signal heads and push buttons or, if the Hawk traffic signal is approved by the state prior to the construction document phase, possibly a Hawk traffic signal head and push buttons. Each street crossing would have medians to serve as temporary refuge areas, which would limit impacts to the roadway. These streets would receive the same treatment, as indicated in the Typical Street Crossing Plan on sheet 45.

Owens Drive

This road is a six-lane arterial with a speed limit of 45 miles per hour and a curb-to-curb distance of approximately 95 feet, part of which is a raised median. The City's traffic count database indicates the section of roadway near the proposed trail crossing serves almost 1,400 vehicles during the PM peak hour. Queuing from the closest intersections did not appear to be an issue. At this crossing the trail would most logically cross to the east of the Kaiser driveway so that vehicles leaving from Kaiser are more aware of the trail crossing.



Existing conditions at Owens Drive Figure 16

PROJECT CONSIDERATIONS



Existing conditions at Hacienda Drive

Figure 17

Hacienda Drive

This road is a six-lane arterial with a speed limit of 40 miles per hour and a curb-to-curb distance of approximately 105 feet, part of which is a raised median. The City's traffic count database indicates the section of roadway near the proposed trail crossing serves more than 1,500 vehicles during the PM peak hour. During the PM peak hour there will be some eastbound queuing issues and there are some eastbound sightline issues because of the curvature of the road. The crossing should be signalized to the vehicular volumes, speed, and distance to cross and the design issues will need to be carefully considered at this crossing.



Existing conditions at West Las Positas Blvd.

Figure 18

West Las Positas Boulevard

This road is a six-lane arterial with a speed limit of 40 miles per hour and a curb-to-curb distance of approximately 95 feet, part of which is a raised median. The City's traffic count database indicates the section of roadway near the proposed trail crossing serves more than 1,300 vehicles during the PM peak hour. There appears to be minimal queuing in the areas around this crossing, but with Creekside Park located on the north side of the street the crossing could potentially see higher use. Also, due to the right-in right-out driveways on both sides of the street (to a residential development and Creekside Park) the same considerations given to the driveway on Owens Drive should be applied here.

The trail alignment determined to be most feasible at the Santa Rita Road/ Stoneridge Drive intersection is indicated in the Santa Rita Road/ Stoneridge Drive Plan on Sheet 46.



Existing conditions at the Santa Rita Rd./Stoneridge Dr. intersection

Figure 19

Santa Rita Road

This road is a six-lane arterial with a speed limit of 45 miles per hour with a curb-to-curb distance of approximately 125 feet. The City's traffic count database indicates the section of roadway near the proposed trail crossing serves almost 1,700 vehicles approaching Stoneridge Drive from the south and more than 1,700 approaching from the north during the PM peak hour.

Stoneridge Drive

This road is a four-lane arterial with a speed limit of 40 miles per hour with a curb-to-curb distance of approximately 130 feet. The City's traffic count database indicates the section of roadway near the proposed trail crossing serves almost 1,300 vehicles approaching Santa Rita Road from the west and more than 500 approaching from the east during the PM peak hour.

PROJECT CONSIDERATIONS



Existing bridge at the proposed Arroyo Mocho trail crossing Figure 20



Existing bridge to be utilized to cross Tassajara Creek Figure 21

ENVIRONMENTAL ANALYSIS

An initial study and environmental analysis were conducted for this project to review the impacts of the proposed trail to the environment. Biotic Resources Group (BRG), the environmental consultant, walked the site and reviewed applicable environmental documents to determine what impacts the project would have and what mitigation, if any, would be required. The recommendation based on BRG's findings are that a Mitigated Negative Declaration, for CEQA, and a Categorical Exclusion, for NEPA, will be required prior to the construction of the project. For a further analysis refer to the following summary and the Initial Study Checklist and Environmental Analysis in Appendix I.

Site Setting

The project site is located on previously disturbed and developed land within a former railroad corridor. It is relatively flat and offers views of the surrounding hills. There are no known major constraints in constructing a trail through the corridor on this site, although there are some mitigation measures that may be required.

Best management Practices (BMP's)

BMP's, such as dust control, will need to be employed during construction – especially around Arroyo Mocho and Tassajara Creeks.

Biological Resources

The potential for plant species of concern is low because the site doesn't contain any suitable habitat for plants classified as sensitive or rare plant species on either the California Native Plant Society (CNPS) or California Natural Diversity Database (CNDDDB) inventories. And, though the CNDDDB identifies the presence of western pond turtle (*Emys (=Clemmys) marmorata pallida*) and California red-legged frog (*Rana aurora draytonii*) within Tassajara Creek; there are no significant impacts expected to them because no new bridges are expected to be constructed or altered for this trail alignment. If at a later date the District determines that trail use numbers call for a new or wider bridge at these locations the impact would have to be revisited. Construction would need to occur between August 1st and March 1st to avoid migratory bird nesting season. For further information refer to the mitigation measures for bridge construction and nesting birds located in Appendix I - Initial Study Checklist and Environmental Analysis.

Cultural Resources

Cultural resources could be of concern because the Hacienda Business Park is an area of relatively high archaeological sensitivity due to its occupation by Native Americans, but because the site was previously occupied by the railroad right-of-way and has been developed it is unlikely.

PROJECT CONSIDERATIONS

Geology and Soils

The site is located within 3 miles of both the Mt. Diablo and Calaveras faults, therefore the soils are subject to liquefaction. The areas around both Arroyo Mocho and Tassajara Creeks are also subject to landslide and the site is located in a 500 year flood plain – the Del Valle Dam inundation area. These are not expected to be major issues due to the nature of the construction – no major structures.

Environmental Documentation/Permits

The construction of this section of Iron Horse Trail will require environmental documentation and permits including:

1. mitigated negative declaration
2. building permit
3. encroachment permit from Caltrans
4. BART plan review

TRAIL ALIGNMENT

PRELIMINARY CORRIDOR CONCEPT PLAN

One of the major goals of this study was to have a Class 1 trail whenever possible for the length of the 1.6 miles. The proposed alignment will be able to achieve a class 1 trail in all but a few constrained locations. The locations where a Class 1 trail cannot be achieved are at and near the BART station entrance and at the bridges over Arroyo Mocho and Tassajara Creek. At a future date, based on trail usage, pedestrian bridges may be installed at the Arroyo Mocho Canal and Tassajara Creek to accommodate a Class 1 trail at the creek crossings.

The proposed trail section, as is the case with the majority of the Iron Horse Trail sections, follows the alignment that is most feasible, from both a user and cost standpoint. The trail alignment takes into account the existing amenities and minimizes the impacts to the existing improvements. Where the trail does impact existing improvements, such as the tennis court, the District and City will work together with the public to relocate the improvements in close proximity to their current location. The construction of the trail will create a net gain of open space for the adjacent neighbors and community to enjoy.

Preliminary Corridor Concept Plan

Iron Horse Trail Feasibility Study

September 29, 2010

Legend

-  Class 1 Trail (8'-10' Wide with 2' Shoulders)
-  Pedestrian Path
-  Trail on Bridge (8'-0" Wide)

Sheet Index

- 27 Cover Sheet
- 28-33 Preliminary Corridor Concept Plan

Location Map



N.T.S.

Consultant Team

Callander Associates. trail greenway planners
 311 7th Ave. San Mateo, CA 94401
 (650) 375-1313

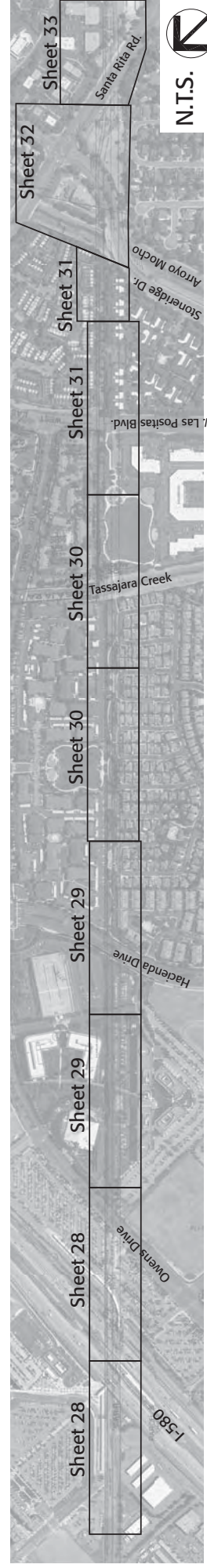
Biotic Resources Group, biologists
 2551 S. Rodeo Gulch Rd, Ste 12
 Soquel, CA 95073
 (831) 476-4803

Fehr & Peers, transportation planning
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 (925) 930-7100

Client

East Bay Regional Park District
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 Oakland, CA 94605
 (510) 544-2602

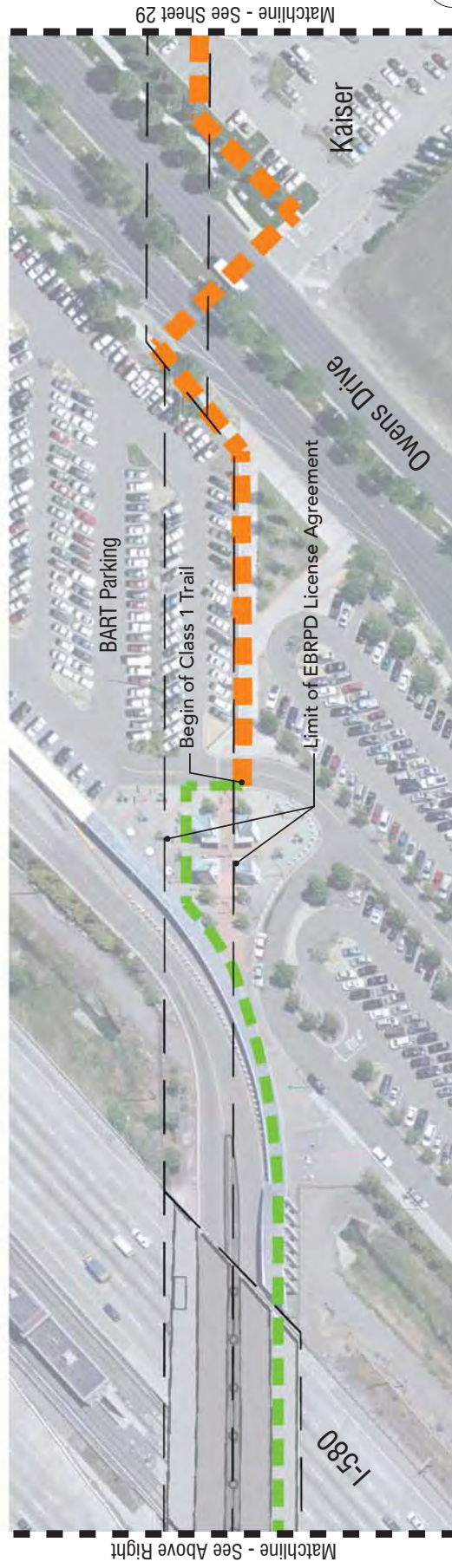
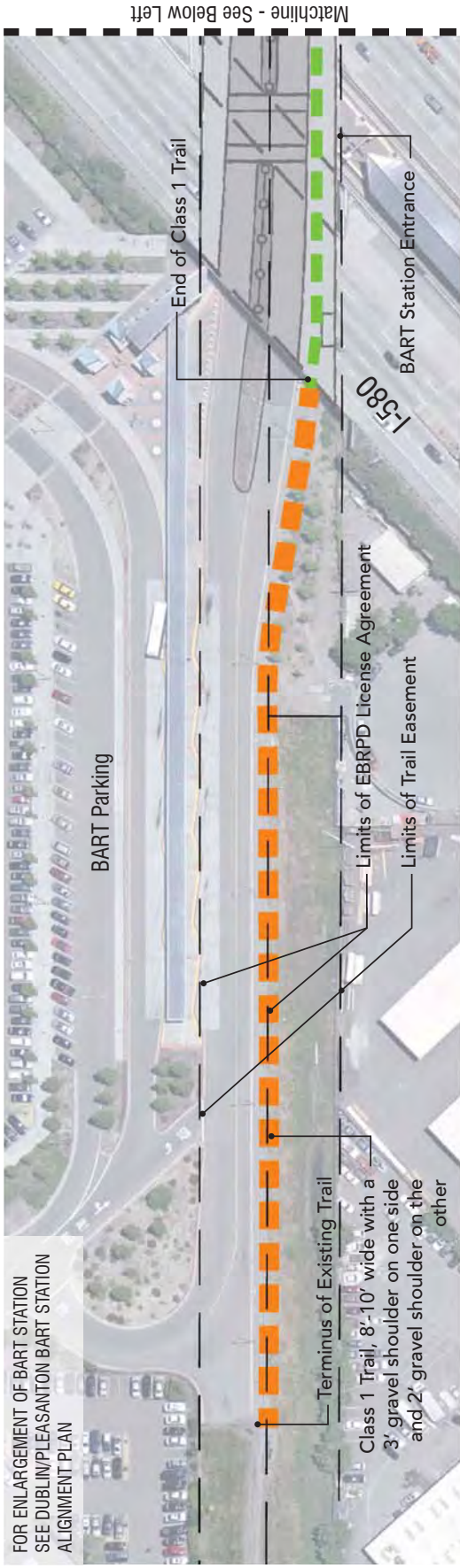
Keymap



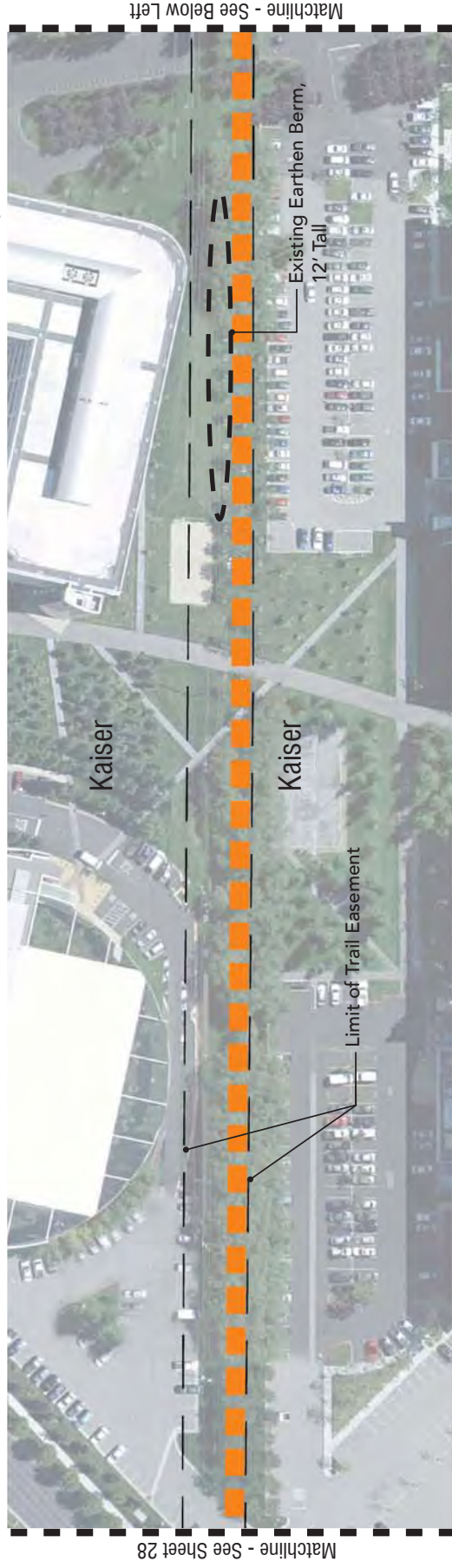
September 29, 2010

10016 Concept Plan Package 2010 9-29.indd
 © copyright 2010

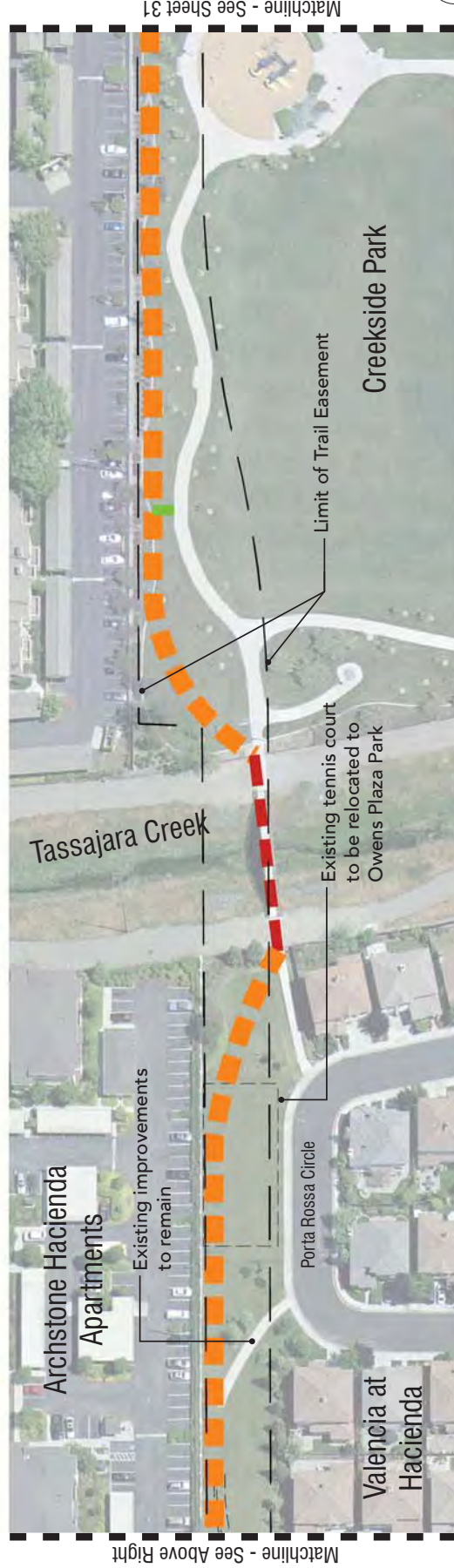
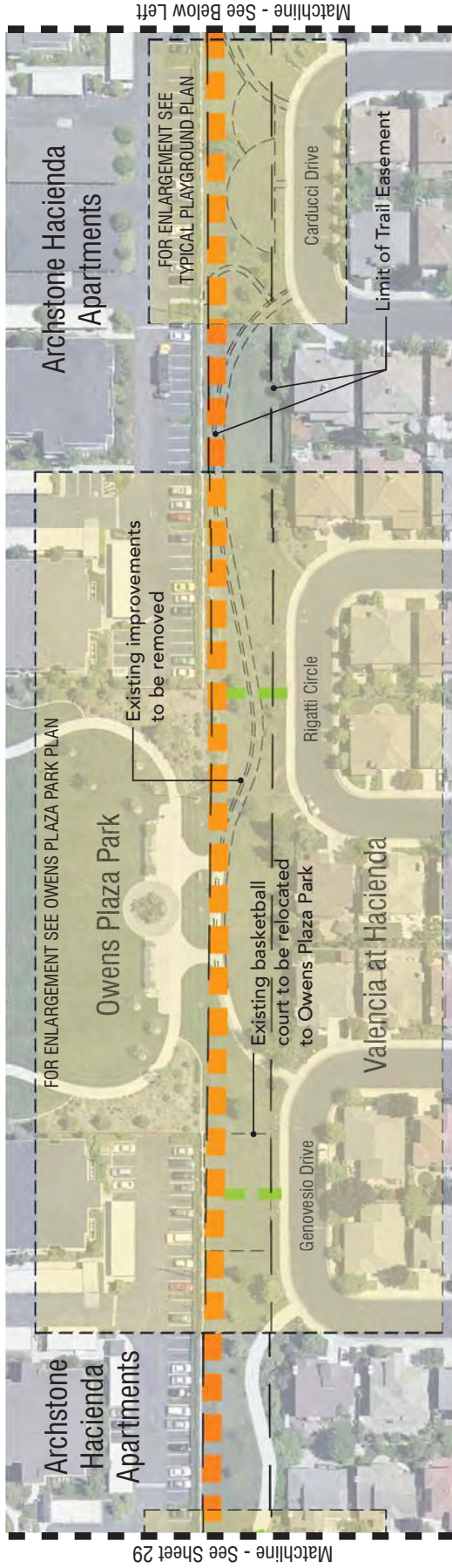
Preliminary Corridor Concept Plan



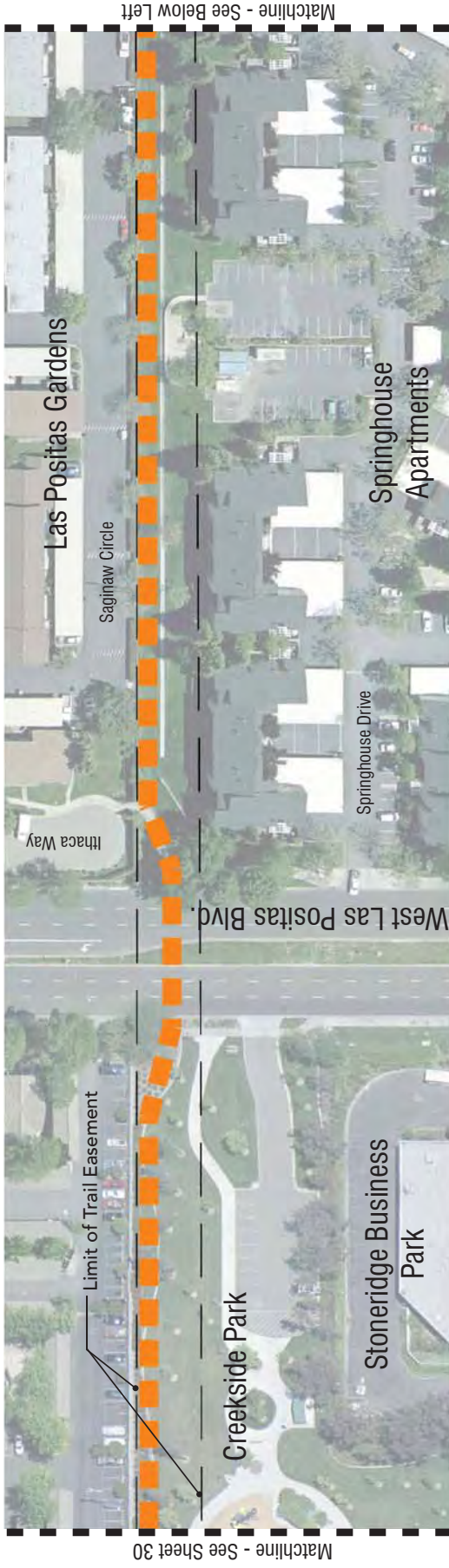
Preliminary Corridor Concept Plan



Preliminary Corridor Concept Plan



Preliminary Corridor Concept Plan



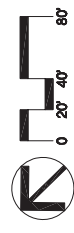
Preliminary Corridor Concept Plan



FOR ENLARGEMENT SEE SANTA RITA RD/
STONERIDGE DRIVE PLAN CONCEPT

Matchline - See Sheet 33

Matchline - See Sheet 31



Preliminary Corridor Concept Plan



TRAIL ALIGNMENT



Owens Plaza Park

Figure 22

PARK CONNECTIONS

Owens Plaza Park

This 3 acre neighborhood park is located just north of the proposed trail alignment and is situated between the Archstone at Hacienda Apartments and the Valencia at Hacienda homes. The park was built in the 1990's to address the City's General Plan requirement of having at least one neighborhood park within a ½ mile of all housing. The park primarily serves as a gathering space, has a significantly graded turf area, and a walking path looping along the perimeter of the park. Due to the design of the park, it is not utilized by the City for any scheduled community events or organized activities.

The sloped turf area and the parks close proximity to the Hacienda Linear Park make it an ideal place to relocate some of the site amenities that the trail would displace – specifically the tennis and basketball courts. Refer to the Owens Plaza Park Plan on sheet 37.



Creekside Park

Figure 23

Creekside Park

This 7 acre neighborhood park is located in and to the south of the transit corridor. Like Owens Plaza Park, Creekside Park was built in the 1990's to address the City's General Plan requirement of one neighborhood park within a ½ mile of all housing. It is a very popular park with the community and the use of the park reflects that. The park consists of a playground, a large relatively flat turf area, a picnic area, a basketball court and ball wall, a sand volleyball court, a public restroom, and a pathway looping along the perimeter of the park. Although the City doesn't schedule any organized sporting events here, the turf area is often used as a youth practice facility for sports such as soccer.



Hacienda Business Park
Master Plan

Figure 24



Hacienda Business Park

Figure 25

TRAIL ALIGNMENT

The effect of the proposed trail alignment on Creekside Park would be fairly minimal. The goal of the trail alignment in this location is to minimize impacts to the existing structures and hardscape at the park. The trail would hug the northern edge of the park, which is currently a landscaped area. Refer to the Corridor Concept Plan, sheets 30-31 for trail alignment through the park.



Existing conditions at Hacienda Linear Park

Figure 26

Hacienda Linear Park

This 3 acre linear park is located within the corridor in the location proposed for the trail alignment. The park was constructed at the same time as the Valencia at Hacienda housing development as a temporary solution to utilize the corridor until the Iron Horse Trail was constructed. The linear park consists of a pedestrian path for the length of the park, a tennis court, a basketball court, two picnic and play areas, and landscaping. As mentioned in the Owens Plaza Park section, the tennis and basketball courts would need to be relocated to Owens Plaza Park as they lie directly in the path of the trail. The two picnic/playground areas would be updated and revised so that the trail, playground, and picnic area all can be accommodated within the space allotted for them. Refer to the Typical Playground Plan at Valencia at Hacienda on sheet 36 for the relationship of the trail to the playground to the picnic area. This proposed trail would be constructed to minimize the impacts to the existing pedestrian paths and new paths would be added to provide better connections from the trail to the communities.



Existing conditions at Hacienda Business Park

Figure 27

Hacienda Business Park

Hacienda Business Park is the largest business park in Pleasanton, consisting of about 875 acres. The trail transects the north-eastern portion of the business park and would primarily only affect existing landscaping. There are 3 locations where the trail would cross a parking lane and at least 3 locations where the trail alignment would cross a pedestrian path. These locations would require additional striping and signage and the pedestrian paths would need to be modified to accommodate the trail.

Hacienda Transit Oriented Development (TOD)

A future expansion of the Hacienda Business Park to provide a TOD and transit oriented improvements is currently under review. A Hacienda Task Force was established to guide the City of Pleasanton and the HBPOA through the process of updating the existing improvements and construction of new improvements. The goal of the Task Force is to strengthen the connection of the business park to alternative forms of transportation, such as the Iron Horse Trail and the BART station. Coordination between the trail alignment plans and the Hacienda TOD plans will need to occur as both plans continue to develop.

Typical Playground Plan at Valencia at Hacienda



Owens Plaza Park Plan



- Relocated tennis court
- Relocated pathway
- Existing landscape to remain
- Evergreen trees with groundcover and shrubs beneath
- Relocate basketball court to Owens Plaza Park

- Benches for courts
- Relocated basketball court
- Evergreen trees with groundcover and shrubs
- Existing plaza to remain
- Class 1 trail (10' AC path with 2' gravel shoulders)



TRAIL ALIGNMENT



Hacienda Linear Park picnic area Figure 28



Archstone at Hacienda housing development Figure 29



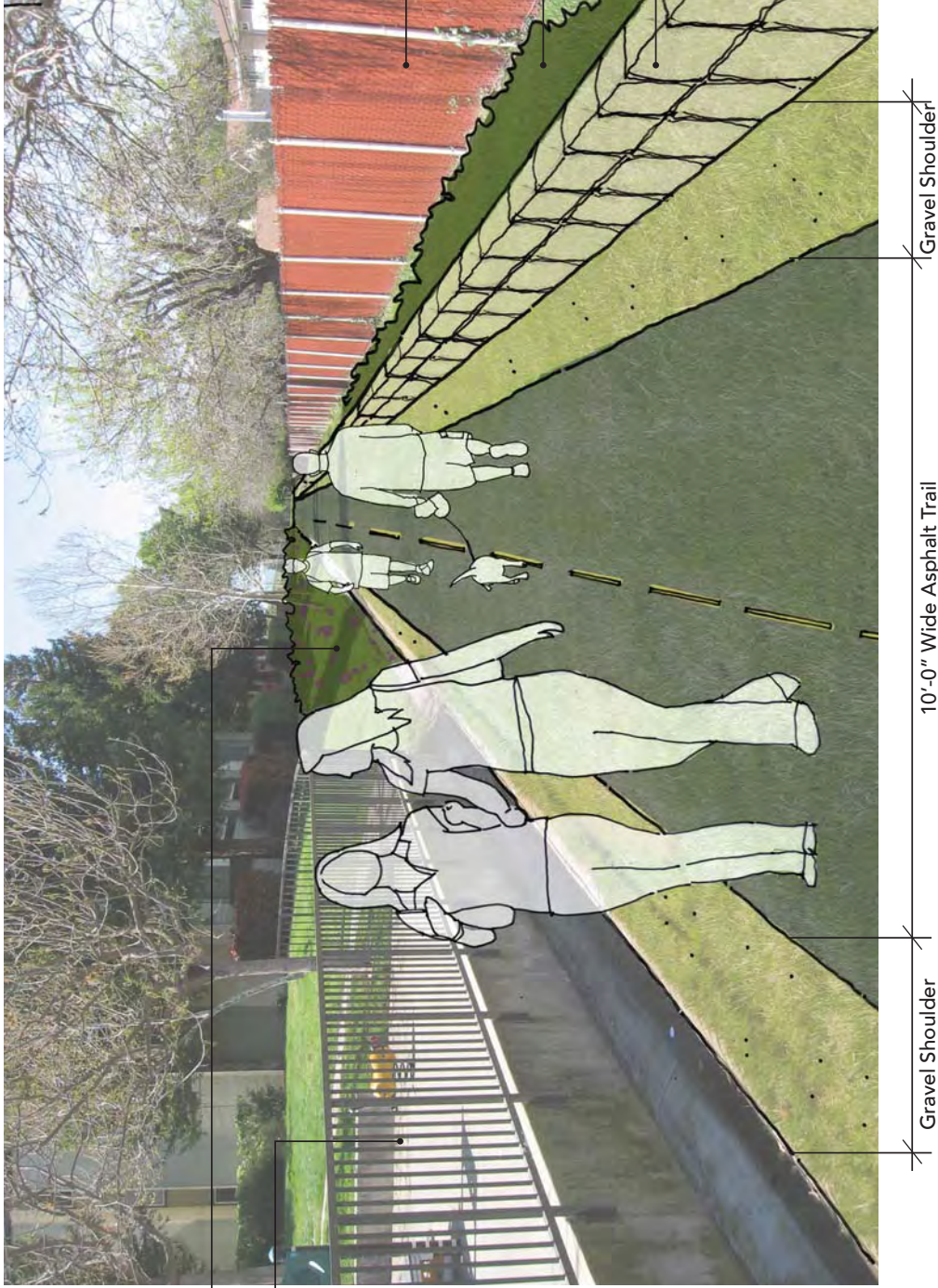
Springhouse apartment complex Figure 30

NEIGHBORHOOD TRAIL ALIGNMENT

The trail alignment passes through or by several housing developments including Sienna at Hacienda, Valencia at Hacienda, Archstone at Hacienda, and the Springhouse Apartments. To limit the impact of the trail to the existing residential developments, the trail alignment runs along the northern portion of the transit corridor as indicated in the Preliminary Corridor Concept Plan. As shown in the Stoneridge Apartments Perspective on sheet 39 the construction of the trail would also include plant buffers to alleviate privacy concerns between the trail users and the residents.

Each development should have a pathway linking the residential areas to the trail so that all residences have access to the Iron Horse Trail.

Springhouse Apartments Perspective



Evergreen hedge

Existing playground to remain

Existing chainlink fence to remain

Evergreen groundcover

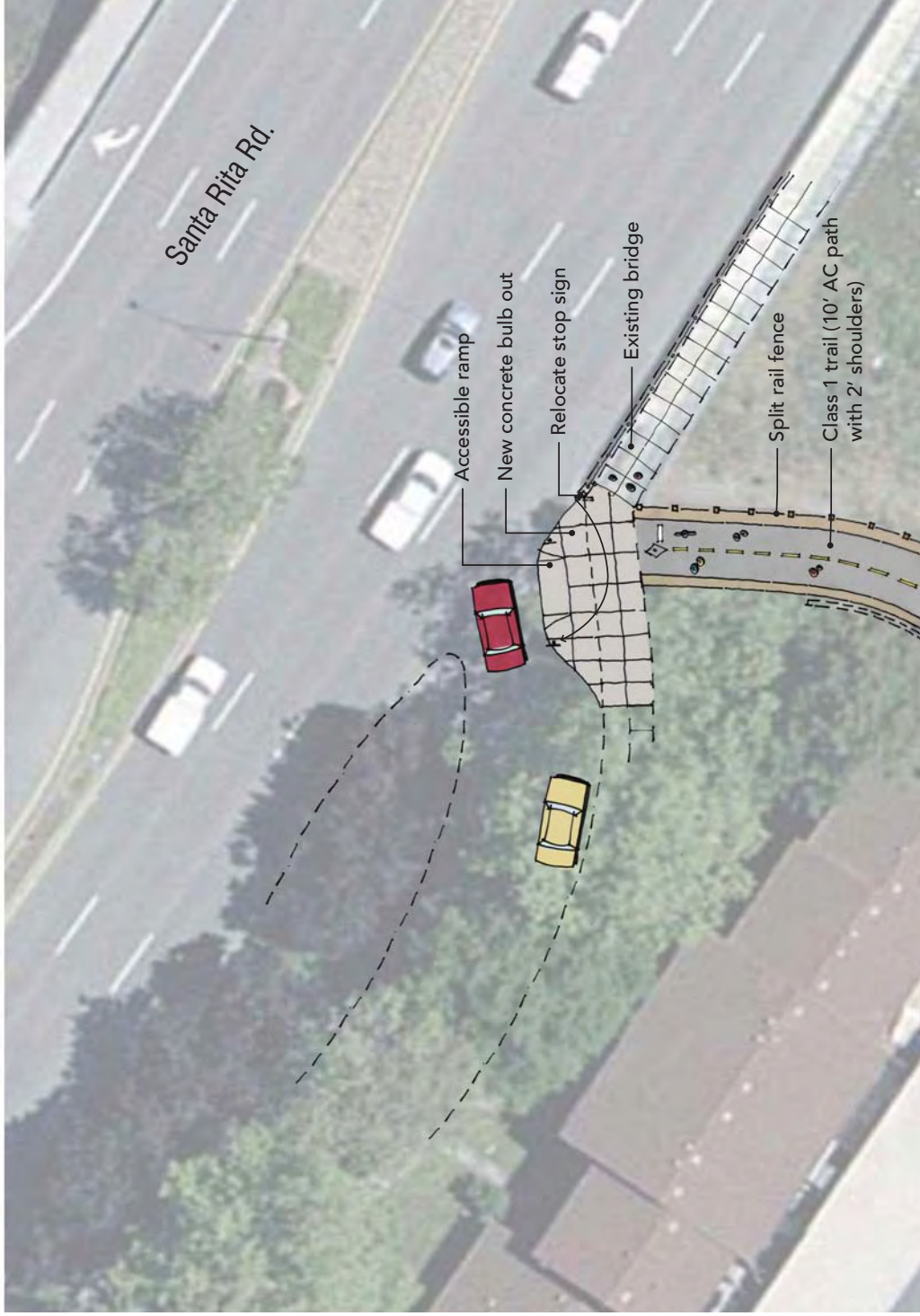
Block retaining wall, 1'-0" to 1'-6" height

Gravel Shoulder

10'-0" Wide Asphalt Trail

Gravel Shoulder

Arroyo Mocho/Santa Rita Road Enlargement



TRAIL ALIGNMENT



View from south towards BART station entrance Figure 31



View from food kiosks looking south Figure 32



View from underneath I-580 overpass looking north Figure 33

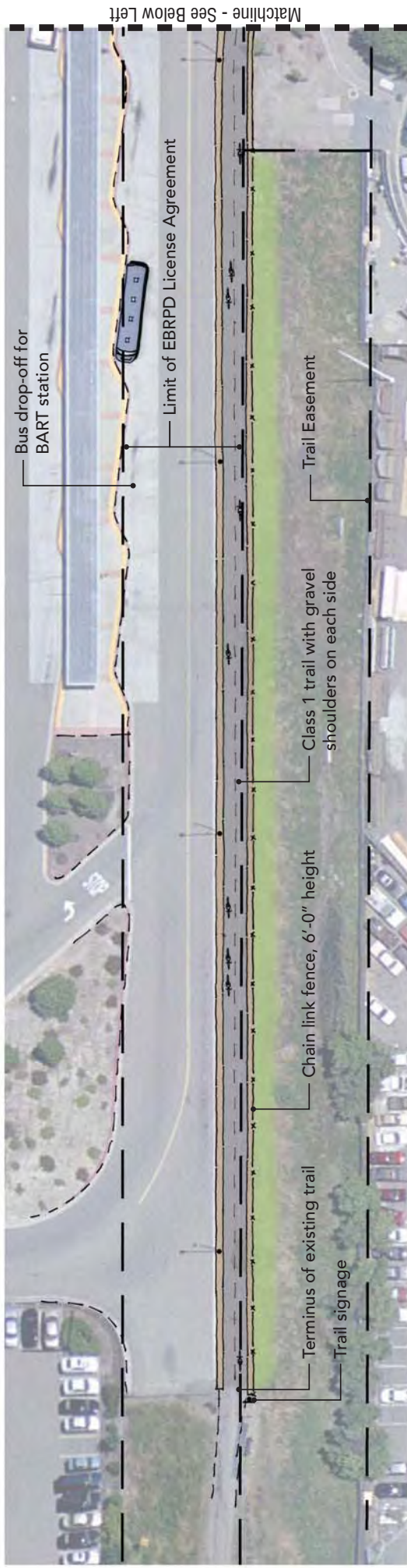
BART STATION ALIGNMENT

Providing a better link to the BART station from both the southern and northern portions of the trail is a critical component of the project. From the Dublin (northern) side a Class 1 trail can be constructed adjacent to the road on an existing path. The path would need to be widened and the chain link fence at the back of the path would need to be adjusted to accommodate the widening. The next phase of plan development for the trail alignment will need to determine the exact extents of the property owned by BART and who the adjacent property owner is. Based on this information the fence will be relocated or the plans will be modified so that the fence remains in its current location. The Class 1 trail would continue until the I-580 overpass, at which point it would become a pedestrian only path and bicyclists would need to dismount their bikes.

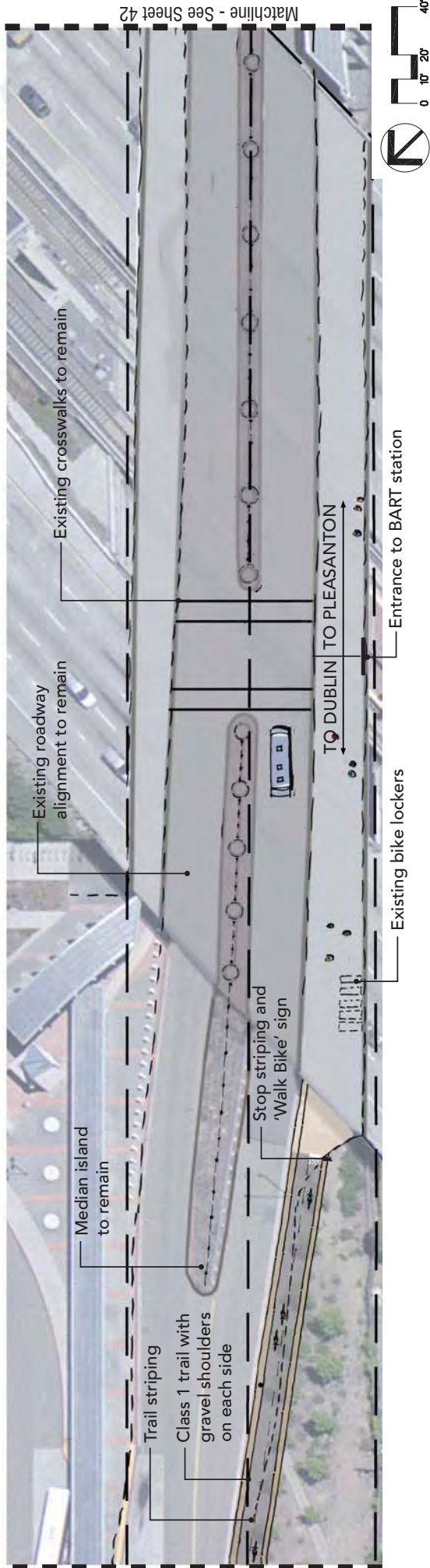
A few different options were considered to extend a Class 1, Class 2, or Class 3 trail underneath the overpass. The options included re-aligning the road to provide a separation of uses (vehicles, bicycles, pedestrians) and modifying the road, but because of the confined nature of the space and the large amount of pedestrian traffic at the station entrance BART ultimately decided to keep the configuration as is. Bicycle users will continue to be required to dismount for the length of the 580 overpass.

To the south of the overpass, bicyclists would continue to walk their bike through the area to the east of the kiosks and re-mount their bikes at the crosswalk to the south of the kiosks. At this point, the existing pathway would be utilized until reaching Owens Drive where the sidewalk would be widened as necessary to provide a Class 1 trail leading to the new Owens Drive crosswalk. Refer to the BART Station Alignment Plan on sheets 42-43 and the Typical Street Crossing Plan on sheet 46.

Dublin/Pleasanton BART Station Alignment Plan



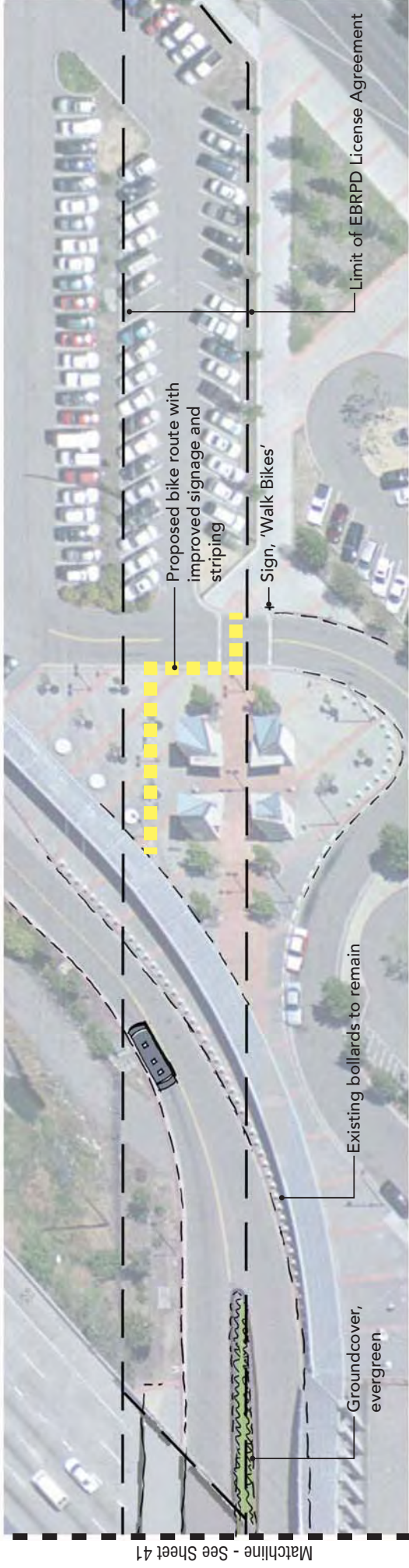
Matchline - See Below Left



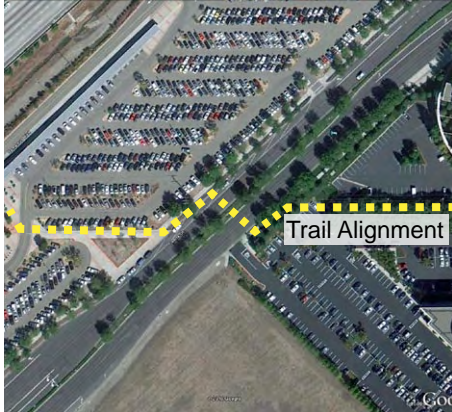
Matchline - See Sheet 42



Dublin/Pleasanton BART Station Alignment Plan



TRAIL ALIGNMENT



Owens Drive aerial

Figure 34

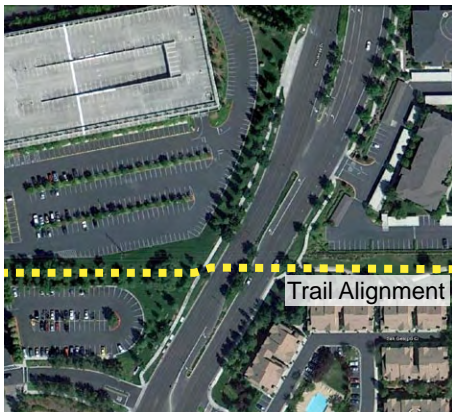
STREET CROSSINGS

Owens Drive

The proposed at-grade street crossing at Owens Drive serves as an important link from the BART station to the Hacienda Business Park. The crossing is a much needed safety improvement to a location where pedestrians have a natural tendency to cross, regardless of the dangers of the crossing. Refer to the Typical Street Crossing Plan on sheet 46 for a graphic of the crossing. The location of the street crossing at Owens Drive will need to continue to be coordinated with the study currently underway by the Hacienda Transit Oriented Development Plan Task Force.

Hacienda Drive

The proposed at-grade street crossing at Hacienda Drive links the Kaiser property portion of the Hacienda Business Park to a residential neighborhood and 3 parks. The safety improvements at this location will serve commuters and families alike. Refer to the Typical Street Crossing Plan on sheet 46 and the Preliminary Corridor Concept Plan on sheet 29.



Hacienda Drive aerial

Figure 35

West Last Positas Boulevard

The trail alignment at West Las Positas Blvd. serves to connect high density residential developments to a very popular park – Creekside Park. The at-grade street crossing at this location would serve to ameliorate the safety concerns and potential hazards of pedestrians who currently cross here because of the distance to the nearest crosswalk. The crossing formalizes and provides safety to an area that people previously would jaywalk. Refer to the Typical Street Crossing Plan on sheet 31 and the Preliminary Corridor Concept Plan on sheet 46.



West Las Positas Blvd. aerial

Figure 36

Santa Rita Road/Stoneridge Drive

The alignment of the trail through the Santa Rita Road/Stoneridge Drive intersection, as shown on sheet 47 in this report, was deemed to be the most feasible. This study analyzed a number of options for the Santa Rita Road/Stoneridge Drive trail alignment. Figures 37, 38, and 39 show three of the alignments analyzed. Figure 37 is the alignment that was determined to be most feasible from a construction and cost standpoint. The other two options shown, alternative alignment 1 (figure 38) and alternative alignment 2 (figure 39) were ultimately rejected because the proposed bridge and ramps required directly conflict with the Zone 7 water mainline and other Zone 7 improvements. They would also cause the removal of the existing mature eucalyptus trees that provide a visual screen between the adjacent neighborhood and the demineralization plant.

TRAIL ALIGNMENT



Santa Rita Rd/Stoneridge
Alignment 3

Figure 37



Santa Rita Rd/Stoneridge
Alternative Alignment 1

Figure 38



Santa Rita Rd/Stoneridge
Alternative Alignment 2

Figure 39

Once the trail has been constructed and, based upon trail use, it is determined that the Santa Rita Road/Stoneridge Drive trail alignment requires a more substantial solution, then a study for the appropriate solution could be done as a phase 2 improvement.

The proposed crossing at the Santa Rita Road/Stoneridge Drive intersection would utilize the existing intersection, with modifications to improve safety and decrease the distance of the crossing. Signage and striping will need to be improved at the intersection to instruct pedestrians and bicyclists to cross the desired approaches, aiding both their safety and vehicular operations at the intersection. Shortening the radii of the street corners would also need to occur to decrease the speed of all right-turning vehicles at the intersection. This would make the intersection safer for trail users while also decreasing the distance trail users have to travel to cross the intersection. Refer to the Santa Rita Road/ Stoneridge Drive Plan on Sheet 47.

To improve the safety of the trail along Santa Rita Road and provide a Class 1 trail where feasible, the existing sidewalks to the northwest and southeast of the intersection would be widened with a shoulder between the trail and the road. Refer to the Santa Rita Rd. (Westside) Perspective on Sheet 48 and the Santa Rita Rd. (Eastside) Perspective on Sheet 49.

Additionally, this report recommends constructing a small plaza with safety improvements where the trail first meets Santa Rita Road, to the north of Arroyo Mocho. Not only will this provide a visual notification to vehicles that there is a trail at this location, but the bollards, striping, and signage would also help improve safety for all trail users. Refer to the Arroyo Mocho/Santa Rita Road Enlargement on sheet 40.

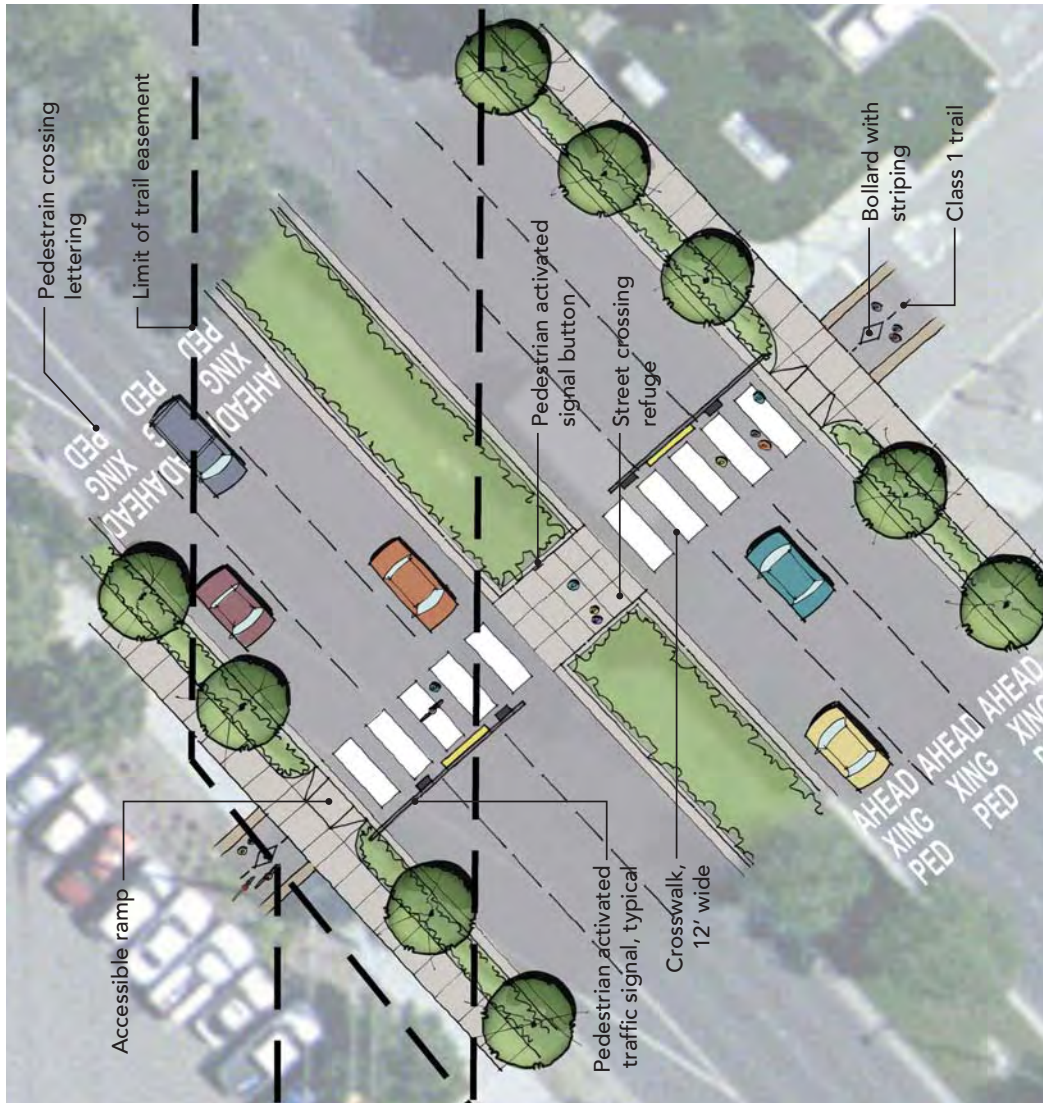
Typical Street Crossing Plan



Pedestrian Activated Traffic Signal



Crosswalk Striping



Santa Rita Road/Stoneridge Drive Plan



FOR ENLARGEMENT SEE
SANTA RITA RD./ARROYO
MOCHO ENLARGEMENT

Class 1 trail
(8' AC path with
gravel shoulders)

Class 1 trail (8' AC path
with gravel shoulders)

Class 1 trail (10' AC path
with 2' gravel shoulders)
Split rail fence

Zone 7
Water District

Arroyo Mocho Canal
Arroyo Mocho Trail

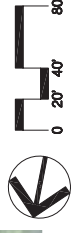
Santa Rita Rd.

Extended median nose, typical
both sides of Santa Rita Rd.

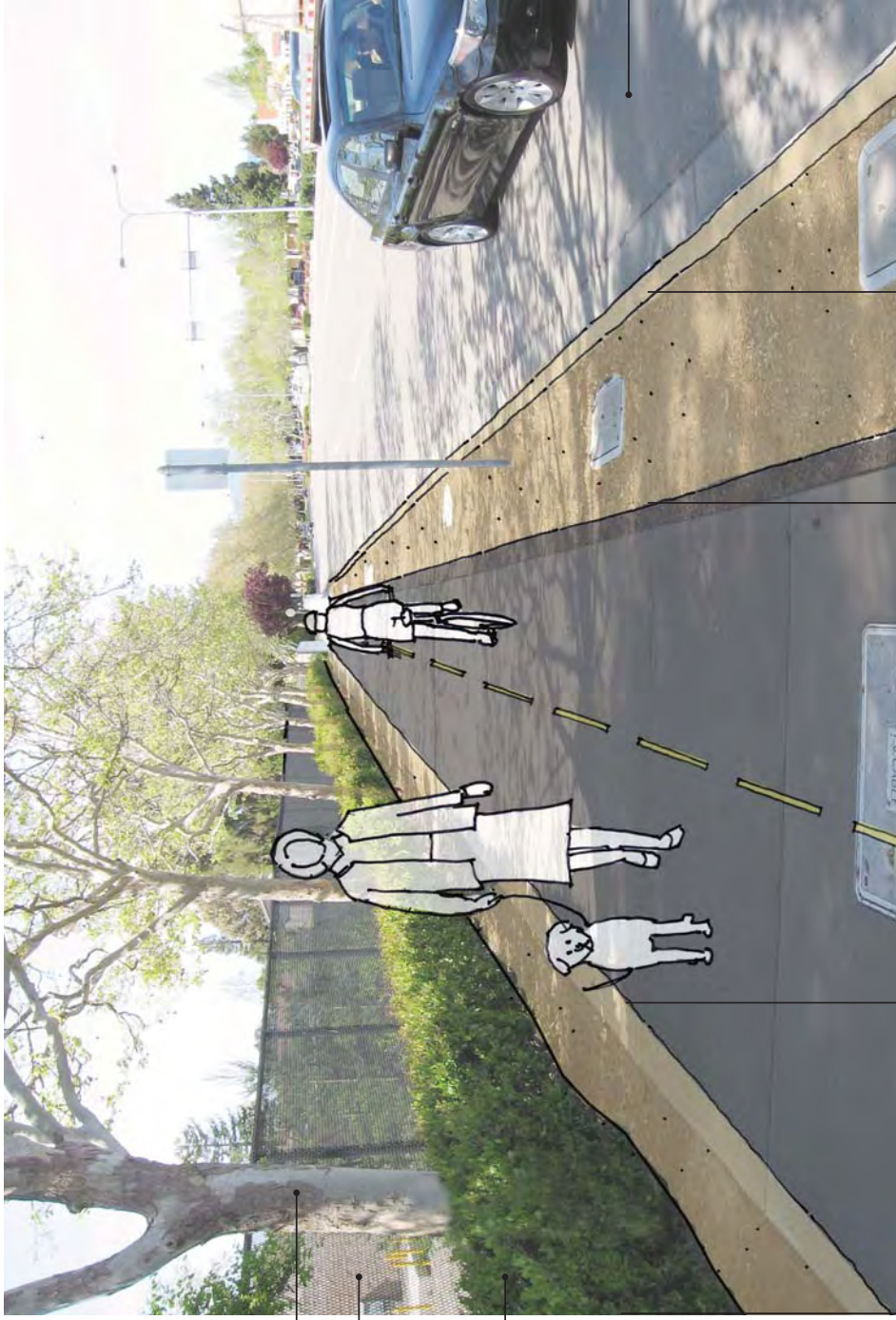
Re-stripped crosswalk, typ.

Modified street corners: Shortened vehicle
turn radius to limit crossing distance and
slow vehicles while turning

Limit of Trail Easement



Santa Rita Rd. (Westside) Perspective



Existing trees to remain

Existing fence to remain

Existing shrubs to remain

Santa Rita Road - southbound

Gravel Shoulder

8'-0" Wide Asphalt Trail

Gravel Shoulder and Planting Area

Santa Rita Rd. (Eastside) Perspective



IMPLEMENTATION

PROJECT COSTS

A cost estimate on an order-of-magnitude basis was developed to reflect the proposed trail alignment as envisioned in this feasibility study. The design and construction of this 1.6 mile section of Iron Horse Trail will likely cost somewhere in the range of \$3.5 to \$3.75 million. A number of factors, specifically the 4 street crossings, increase the costs of constructing a trail through this area. For a breakdown of the costs of the trail refer to Appendix J - the Preliminary Estimate of Project Costs.

FUNDING

Potential sources to fund this project are:

- TIGER II grant
- Measure WW bonds
- Surface Transportation Program (STP)
- Safe Routes to School Program
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Recreational Trail Program (RTP) funds
- Transportation for Livable Communities (TLC) funds
- Alameda County Transportation Commission (ACTC)
- Metropolitan Transportation Committee Regional Transportation Improvement Program (MTC RTIP)

NEXT STEPS

The feasibility study serves as one of the first steps to bring the construction of this project closer to a reality. After the completion of this study, the District will be working with the City of Pleasanton to determine funding sources and refine allocations of funds. Once the funding has been secured, the environmental approvals will need to be prepared and certified, followed by the design development and construction document phases. Upon completion of the construction documents the project will need to go out for public bid and, once awarded, will be constructed.

IMPLEMENTATION

ACKNOWLEDGEMENTS

East Bay Regional Park District

Jim Townsend, *Trails Development Program Manager, Lands Division*
Sean Dougan, *Resource Analyst, Planning & Land Acquisition Division*

City of Pleasanton

Susan Andrade-Wax, *Director of Parks and Community Services*
Janice Stern, *Planning Manager*
Mike Fulford, *City Landscape Architect*
Janis Stephen, *Assistant Engineer II*

Alameda County Transportation Commission (ACTC)

Rochelle Wheeler, *Countywide Bicycle and Pedestrian Coordinator*

Alameda County

Rory MacNeil, *Right-of-Way Services*

Bay Area Rapid Transit (BART)

John McPartland, *Director – District No. 5*
John H. Rennels Jr, *Principal Property Development Officer*
Les Freligh, *District Real Estate Surveyor*

Caltrans

Keith Wayne, *Associate Transportation Planner*

Hacienda Business Park Owners Association

James Paxson, *General Manager*

Zone 7 Water District

Steven Ellis, *Associate Civil Engineer*
Joe Seto, *Flood Control*

Consultant Team

Mark Slichter, *Callander Associates, Principal-in-Charge*
Matt Gruber, *Callander Associates, Project Manager*
Colleen Salvesson, *Callander Associates, Assistant*
Ellen Poling, *Fehr and Peers, Senior Associate*
Dan Hennessey, *Fehr and Peers, Transportation Engineer*
Kathy Lyons, *Biotic Resources Group, Principal/Plant Ecologist*

APPENDIX

DOCUMENT

Team Meeting #1 Summary (4/2/10)	A
Team Meeting #2 Summary (5/26/10)	B
Team Meeting #3 Summary (7/21/10)	C
Team Meeting #4 Summary (12/7/10)	D
Public Meeting #1 Summary (6/30/10)	E
Public Meeting #2 Summary (10/6/10)	F
BART Meeting Summary (9/7/10)	G
Iron Horse Regional Trail Feasibility Study – Trail Alignment and Crossings (10/18/10)	H
Initial Study Checklist and Environmental Analysis (11/4/10)	I
Preliminary Estimate of Project Costs (XX/XX/XX)	J

APPENDIX A



Via E-mail Only

April 2, 2010

Meeting Summary

Start-up Meeting / Team Meeting #1

RE: Iron Horse Trail (Dublin/Pleasanton BART station to Santa Rita Rd.) Feasibility Study

Location of Meeting: East Bay Regional Park District Offices, 4th Floor

Date of Meeting: Tuesday, March 30, 2010

Page 1

Attendees: *East Bay Regional Park District (EBRPD):*

Sean Dougan (SD), Resource Analyst, sdougan@ebparks.org

Jim Townsend (JT), Trails Development Program Manager, jtownsend@ebparks.org

Callander Associates:

Mark Slichter (CA), Principal, mslichter@callanderassociates.com

Matt Gruber (CA), Project Manager, mgruber@callanderassociates.com

The EBRPD and Callander Associates met to discuss the start-up of the Iron Horse Trail (Dublin/Pleasanton BART station to Santa Rita Rd.) Feasibility Study along with the critical elements and next steps for the study. The following information was discussed and/or decided upon in our meeting:

<i>Item</i>	<i>Person and date to follow up</i>
1. Neighborhood, Community and Agency involvement and outreach are critical components of the feasibility study.	CA and EBRPD to involve community during public meetings and key players in team meetings.
2. The agencies and groups that are/should be involved in this trail study include, but are not limited to: EBRPD, the City of Pleasanton, Alameda County, ACTIA, the Hacienda Business Park, BART, Caltrans, the Zone 7 Water Agency, and the East Bay Bicycle Coalition.	SD to provide CA contact info for the person of contact for each agency/group by 4/7. CA to contact groups to advise them study has begun.
3. The location and solution to the street crossings need to be taken under careful consideration, especially in relationship to the neighbors in the immediate vicinity.	CA to investigate options.

Meeting Summary

Start-up Meeting / Team Meeting #1

RE: Iron Horse Trail (Dublin/Pleasanton BART station to Santa Rita Rd.) Feasibility Study

Location of Meeting: East Bay Regional Park District Offices, 4th Floor

Date of Meeting: Tuesday, March 30, 2010

Page 2

- | | |
|--|--|
| 4. EBRPD hasn't yet had any contact with trail neighbors and HOA's besides the Hacienda Business Park. | CA and EBPRD to involve groups in public meetings. |
| 5. James Paxson, the representative for the Hacienda Business Park, looks forward to the trail and tying it in with the future TOD planned for the Park. | Comment noted. |
| 6. The 1.6 mile section of the Iron Horse Trail (IHT) between the Dublin/Pleasanton BART station and Santa Rita Rd. was previously a rail corridor. The corridor was purchased by Alameda County and EBRPD has licensed with the County to maintain and manage the corridor. | Comment noted. |
| 7. The Pleasanton City Council and Planning Commission are in support of the proposed feasibility study and trail through Pleasanton. | Comment noted. |
| 8. ACTIA will be a key player in making this section of the IHT become a reality as they were involved in the section of IHT between Bush and Santa Rita. For that section they provided approx. \$450,000 in funding. | Comment noted. |
| 9. Rochelle Wheeler will be our point of contact for ACTIA and was involved in the early discussions of the feasibility of this section of trail. She will be a good person to talk to about at-grade crossing techniques for the street crossings. | CA to contact Rochelle by 4/14. |
| 10. City engineers will be consulted in regards to at-grade street crossings. | CA to contact City while working on study. |
| 11. Jim Kelcourse is a good contact for the City of Pleasanton as he was the engineer that worked on the Bush to Santa Rita trail section. | Comment noted. |
| 12. There are 2 creek crossings for this section of trail, Rio Mocho and Tassajara Creek. Each waterway either currently has a trail or there is a proposed adjacent trail. These trails are not part of the EBRPD master trail plan. | CA to factor in crossings, although they are not a primary focus of the EBRPD. |
| 13. Northern trail limit may cross City limits. | CA to verify actual City limit and involve City of Dublin as necessary. |

Meeting Summary

Start-up Meeting / Team Meeting #1

RE: Iron Horse Trail (Dublin/Pleasanton BART station to Santa Rita Rd.) Feasibility Study

Location of Meeting: East Bay Regional Park District Offices, 4th Floor

Date of Meeting: Tuesday, March 30, 2010

Page 3

- | | |
|--|---|
| 14. The base map for the feasibility study will consist of aerial photos, parcel map info, utility information, and field notations. | CA to contact utility companies, compile base map, and provide a sample of map to SD by 5/5. |
| 15. The phasing of the trail may not be a major component of the feasibility study as the EBRPD is looking to get this trail section constructed all at once. | CA to break down cost estimate in logical phases and keep the section on phasing to a few key points. |
| 16. Format is up to CA's discretion and JT suggested something similar to the Over Crossing Study done for San Ramon. | CA to format study per CA standard format. |
| 17. JT is making a presentation in junction with ACTIA on April 15 in part about the proposed IHT feasibility study. | CA to provide SD with a CD with photos of the trail section by 4/7. |
| 18. Noticing should have a fairly broad reach. Broader noticing may engage more Trail proponents. The City will want to be involved in the noticing. | CA and EBRPD to consult with the City once we reach that point. |
| 19. The preferred location for the Public Meetings would be somewhere in the vicinity of the trail, preferably in the Hacienda Business Park. The meeting would likely occur on weeknights that don't conflict with City Council Meetings. | Comment noted. |
| 20. SD should be in the loop in all communication between CA and stakeholders/project team members | CA to cc: SD on emails correspondence and give him regular updates via phone of communication. |

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Matt Gruber
Callander Associates

APPENDIX B



Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

May 24, 2010

**Meeting Summary
Team Meeting #2**

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: East Bay Regional Park District Offices, 2nd Floor

Date of Meeting: Wednesday, May 19, 2010

Page 1

Attendees: *East Bay Regional Park District (EBRPD):*

Sean Dougan (SD), Resource Analyst, sdougan@ebparks.org

Jim Townsend (JT), Trails Development Program Manager, jtownsend@ebparks.org

City of Pleasanton:

Janice Stern (JS), Planning Manager, js Stern@ci.pleasanton.ca.us

Hacienda Business Park Owners Association (HBPOA):

James Paxson (JP), General Manager, james@hacienda.org

Callander Associates:

Mark Slichter (CA), Principal, mslichter@callanderassociates.com

Matt Gruber (CA), Project Manager, mgruber@callanderassociates.com

The EBRPD, the City of Pleasanton, the Hacienda Business Park Owner's Association and Callander Associates met to discuss the Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study and identify tasks to be completed in preparation for the public meeting to be held on June 22nd. The following information was discussed and/or decided upon in our meeting:

<i>Item</i>	<i>Person and date to follow up</i>
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Public Meeting

- | | |
|--|--------|
| 1. The 1 st public meeting will occur at the Veterans Memorial Building in Pleasanton on June 22 nd from 6:00-8:00pm. A meet and greet will take place until approx. 6:30pm at which time the presentation will begin. | Noted. |
|--|--------|

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Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

Meeting Summary

Team Meeting #2

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: East Bay Regional Park District Offices, 2nd Floor

Date of Meeting: Wednesday, May 19, 2010

Page 2

- | | |
|--|--|
| 2. JT will provide the pre-amble and introductions at the public meeting. | Noted. |
| 3. Public meeting notification flyer to include language specifying that it is the 1 st of 3 public meetings. | CA to email draft notification flyer to EBRPD by 5/24. |
| 4. EBRPD to provide refreshments at the public meeting. | CA to note in meeting notification. EBRPD to acquire refreshments prior to meeting. |
| 5. Notification should go out to all addressees within 500 feet of the trail for the Hacienda Business Park (HBP), the homeowners for Valencia, Sienna, and Archstone, trail advocates, stakeholders, and BART. | CA to assist EBRPD in putting together a list of invitees. EBRPD to work with City to develop mailing list, distribute flyer and advertise meeting on blog sites and/or newspaper. |
| 6. During the meeting, residents will need to be made aware that certain amenities within the trail easement will be modified with the installation of the trail. | Team to carefully state the potential modifications due to the trail in discussions with the public. |
| 7. Provide an opportunity for public to rank the existing amenities within the trail easement at the public meeting. | CA to incorporate way to rank ex. amenities at meeting. |
| 8. Provide map of the entire IHT with the section being studied (between the Dublin/Pleasanton BART station and Santa Rita Road) highlighted to put into context the importance of this section to the overall trail and emphasize that this is a key gap closure. | CA to create map showing entire IHT with section under study highlighted. |
| 9. Utility information on the opportunities and constraints plan is likely not pertinent to the discussion with the public and should be removed from plans presented at the public meeting. | CA to remove utility info from plan to be presented at the public meeting. |

Meeting Summary

Team Meeting #2

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: East Bay Regional Park District Offices, 2nd Floor

Date of Meeting: Wednesday, May 19, 2010

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| 10. The team suggested providing photos of completed sections of Iron Horse Trail (IHT) and other trails to show successful treatments of the trail in specific situations (i.e. when the trail is immediately adjacent to homes). | CA to coordinate with EBRPD to provide photos of ex. trail and other trail sections pertinent to conditions encountered at this trail section. |
| 11. Be prepared to address crime and property values of neighborhoods adjacent to trails at public meeting. | CA to provide stats on crime & property values of properties/neighborhoods adjacent to trails. |
| 12. The Powerpoint presentation will begin at the south, beginning with discussions regarding the surrounding neighborhoods, and travel north to the BART station. | CA to order Powerpoint presentation accordingly. |
| 13. The public meeting will require a meeting agenda. | CA to provide meeting agenda. |
| 14. The City Council should be aware of the public meeting and the project as the trail is an important aspect of Pleasanton. | JS to notify the City Council that the meeting will occur. |
|
Crossings (Street and Creek) | |
| 15. The HBPOA is concerned with the mid-block crossings for the trail, especially the Owens Street crossing, and believes there should be a methodology for addressing street crossings. | CA provided HBPOA with traffic study at meeting. |
| 16. Where possible the street crossings should be brought down to a pedestrian scale, especially at Owens. | Noted. |
| 17. The City and HBPOA are looking to neck down the crossing at Owens and have done some conceptual level studies of what that would look like. | City/HBPOA to discuss ideas at 5/27 meeting at Pleasanton library at 7pm. CA to attend and coordinate study with City/HBPOA. |
| 18. City/HBPOA are currently considering a Transit oriented Development (TOD), two-sided retail or mixed-use, at Owens which would require necking down Owens. City/HBPOA are under discussions with BART for acquiring BART property. | JP to notify CA of outcome. CA to include received information in final report (Est. completion 12/10). |

Meeting Summary

Team Meeting #2

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: East Bay Regional Park District Offices, 2nd Floor

Date of Meeting: Wednesday, May 19, 2010

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- | | |
|---|--|
| 19. Necking down Owens will likely shift traffic over to other streets including Hacienda and West Las Positas | Noted. |
| 20. The City/HBPOA have done some studies of traffic impacts at Owens between BART/HBP if the TOD is approved. | JP to share studies with CA by 6/1. |
| 21. Feasibility study should include traffic counts at full build out, as available from City. | Fehr & Peers to obtain projected traffic counts and incorporate into report. |
| 22. The mid-block crossing at West Las Positas should take into account the settling problems that have occurred. | Noted. |
| 23. The City is planning to install truncated domes at the Santa Rita Road and Stoneridge Boulevard intersection. | Noted. |
| 24. The most efficient and cost effective solution for crossing Arroyo Mocho is utilizing the service road on the north side of the canal and the existing bridge at Santa Rita Road. | Noted. |
| 25. An alternative solution to crossing Arroyo Mocho would be to bring trail users across the canal on Stoneridge, locate a ramp down to the Arroyo Mocho trail on the Zone 7 property, and then come back up the ex. ramp on the east side of Santa Rita Road. | Noted. |

BART

- | | |
|---|----------------------------|
| 26. BART owns a large portion of property at the Dublin/Pleasanton BART station and has expressed a willingness to sell/lease their property to the HBPOA. The HBPOA believes that BART would be open to modifying the layout of their facilities to accommodate the TOD and potentially the IHT. | CA to contact BART by 6/1. |
| 27. The City/HBPOA contacts for BART have been John Reynolds, Tim Chan, and Val Menotti. | Noted. |
| 28. The HBPOA would like to see the transit connections at BART improved. | Noted. |

Meeting Summary

Team Meeting #2

RE: **Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study**

Location of Meeting: East Bay Regional Park District Offices, 2nd Floor

Date of Meeting: Wednesday, May 19, 2010

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Hacienda Business Park

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|---|---|
| 29. A Hacienda Task Force was created to brain storm, analyze, review and evaluate the proposed TOD at the Hacienda Business Park. The task force includes the school district, the City, the HBPOA, HBP property owners, and BART, among others. | CA to work with HBPOA to attain task force ideas, proposals, and documents. |
| 30. The main goal for the TOD is to develop residential property close to business and transportation. | Noted. |
| 31. The trail easement through the HBP is 50'. | Noted. |
| 32. The HBPOA stated that the large mound at the HBP adjacent to the trail easement was designed by Peter Walker Partners as a way to utilize fill from the project and removal would not present any significant problems. | CA to incorporate information into final study. |
| 33. There is currently a 20% vacancy rate at the HBP. | Noted. |

Neighborhoods and Amenities

- | | |
|---|---|
| 34. The fiber optic cable is reputed to be buried about 2 feet deep. | Noted. |
| 35. The Valencia Homeowners own the title to the linear park through their development. | Noted. |
| 36. The HBPOA website has the development names of all developments within the Hacienda area. | CA to review names on website and change opportunities and constraints plan prior to public meeting. |
| 37. The HBPOA expressed that there might be some opportunities to relocate certain amenities to Owens Plaza Park, especially playgrounds. | Noted. |
| 38. Many of the opportunities and constraints of this section of IHT were encountered during the design and construction of Ponderosa. | CA to speak with Jim Kelcourse at the City about his experiences with the Ponderosa section of trail. |
| 39. IHT is a millennium trail. | Noted. |

Meeting Summary

Team Meeting #2

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: East Bay Regional Park District Offices, 2nd Floor

Date of Meeting: Wednesday, May 19, 2010

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Funding

- | | |
|---|--|
| 40. The date the trail will be completed is unknown and dependent on funding and feasibility. | CA and EBRPD to advise public that trail completion date is unknown. |
| 41. Potential funding for the trail includes measure WW money, the federal transportation bill, ACTIA, TLC, and CMAQ funds. | CA to incorporate into feasibility study. |

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Matt Gruber
Callander Associates

APPENDIX C



Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

July 21, 2010

**Meeting Summary
Team Meeting #3**

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: Pleasanton City Hall, 200 Old Bernal Avenue, Pleasanton, CA

Date of Meeting: Thursday, July 15, 2010

Page 1

Attendees: *East Bay Regional Park District (EBRPD):*

Sean Dougan, Resource Analyst, sdougan@ebparks.org

City of Pleasanton:

Janice Stern, Planning Manager, jstern@ci.pleasanton.ca.us

Janis Stephen, City Engineer, jstephen@ci.pleasanton.ca.us

Mike Fulford, City Landscape Architect, mfulford@ci.pleasanton.ca.us

Susan Andrade-Wax, Director of Parks and Community Service,
sandrade-wax@ci.pleasanton.ca.us

Hacienda Business Park Owners Association (HBPOA):

James Paxson, General Manager, james@hacienda.org

Callander Associates (CA):

Mark Slichter, Principal, mslichter@callanderassociates.com

Matt Gruber, Project Manager, mgruber@callanderassociates.com

Fehr and Peers (FP):

Ellen Poling, Senior Associate, e.poling@fehrandpeers.com

Dan Hennessey, Transportation Engineer, d.hennessey@fehrandpeers.com

The EBRPD, City of Pleasanton, Hacienda Business Park Owner's Association, Callander Associates, and Fehr and Peers met to discuss the Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study concept plans, project costs, and upcoming public meeting. The following information was discussed and/or decided upon in our meeting:

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Meeting Summary

Team Meeting #3

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: Pleasanton City Hall, 200 Old Bernal Avenue, Pleasanton, CA

Date of Meeting: Thursday, July 15, 2010

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<i>Item</i>	<i>Person and date to follow up</i>
Public Meeting	
1. The 2 nd public meeting will occur at the Veterans Memorial Building in Pleasanton on August 18 from 6:00-8:00pm. The meeting will follow the same format as the 1 st public meeting.	Noted.
2. HBPOA suggested that we work from the south to the north end of the proposed trail in the public meeting.	Noted.
Preliminary Corridor Concept Plan	
3. Due to the concerns of the neighbors it was suggested that the existing pedestrian path remain where feasible and be reconstructed/relocated where the proposed class 1 trail conflicts with it.	CA to modify concept plan and estimate to show existing pedestrian path through Valencia at Hacienda to remain or be relocated prior to 8/18 .
4. The team suggested pushing the proposed trail to the north at Creekside Park after crossing the bridge from Valencia at Hacienda slightly quicker so that the existing pedestrian path can remain where feasible.	CA to modify concept plan accordingly prior to 8/18 .
5. The City believes it is better to have pedestrian only paths at the park and at the Valencia at Hacienda linear park (in addition to the proposed class 1 trail) so that users are not losing amenities and that there is a separation of uses (high speed vs. low speed travel).	Noted, see above response.
6. The City mentioned that it would be okay if a new pedestrian path encroached into the grass area at Creekside Park as the area is not used for games, but for practice only.	Noted.
7. There is a significant grade change from Creekside Park up to W. Las Positas that would require modifications to the existing drainage and fill to make up for the grade difference.	Noted.
8. The HBPOA stated that the condominium complex to the north of the Springhouse Apartments is Las Positas Gardens.	Noted.

Meeting Summary

Team Meeting #3

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: Pleasanton City Hall, 200 Old Bernal Avenue, Pleasanton, CA

Date of Meeting: Thursday, July 15, 2010

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BART Station Alignment Plan

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|---|---|
| 9. CA will need to share the proposed re-alignment at the BART station with BART to get their input prior to sharing the concept with the public. | CA to speak with BART about potential re-alignment of road by 7/30. |
| 10. The team is in favor of improving the circulation and transportation hierarchy at the BART station per the proposed re-alignment. | Noted. |
| 11. The HBPOA stated that BART is potentially looking at altering/improving the bus drop off at the BART station and that some busses will drop people off directly in front of the station entrance. | CA to mention when discussing re-alignment of road with BART. |
| 12. To accommodate busses dropping people off in front of the station it was suggested that another 6' of the pathway to the northeast side of the road is taken to accommodate a 6' path on the northeast side of the median for bus drop-offs. This widened path would occur approx. 80-100' on both the north and south ends of the existing crosswalks. | CA to mention when discussing re-alignment of road with BART. |
| 13. Don't show cars in the busses only lanes in front of the BART station. | CA to remove cars from concept. |
| 14. The HBPOA said that BART is potentially looking to locate a bike storage facility near the existing kiosks that would operate out of one of the kiosks. The proposed alignment would likely still be consistent with these plans. | Noted. |
| 15. The team supported removing 2 of the existing kiosks to the southeast of the station entrance as long as BART is on board with the removal. | CA to discuss removal of 2 of the kiosks with BART. |

Santa Rita Rd./Stoneridge Dr. Plan

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|---|--------------|
| 16. The City is planning to replace the southernmost of the 2 right turn lanes from Stoneridge Dr. eastbound with a bike lane. A pork chop island would also be located at this location to improve safety. | Noted. |
| 17. Santa Rita Rd./Stoneridge Dr. - Concept 1 will require signage at the intersection so that trail users know which way to cross for the IHT. | Noted. |
| 18. The Class 1 trail along Santa Rita Rd. will either require | CA to modify |

Meeting Summary

Team Meeting #3

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: Pleasanton City Hall, 200 Old Bernal Avenue, Pleasanton, CA

Date of Meeting: Thursday, July 15, 2010

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| 5' of clearance from the edge of the asphalt trail to the street or 2' of clearance plus a guardrail. | plans/estimate as necessary. |
| 19. The City has 3 primary concerns for this proposed section of Iron Horse Trail and in order they are 1) Safety, 2) Alignment, and 3) Cost. | Noted. |
| 20. The Suttergate path proposed for the IHT alignment in concept 2 is currently a part of the City's bike master plan. | Noted. |
| 21. The mid-block crossing at Santa Rita Rd. proposed in concept 2 cannot move further south because private property extends all the way to the existing sidewalk here and would be getting too close to Suttergate Rd. | Noted. |
| 22. The staggered mid-block crossing proposed in concept 2 can stagger even further south to prevent people from shooting straight across Santa Rita Rd. It can extend all the way down the median and shoot straight across to the existing trail. | CA to be prepared to discuss this in the public meeting on 8/18 . |
| 23. Janis Stephen suggested a 3 rd concept for the Santa Rita Rd/Stoneridge Dr. intersection - use the proposed bridge from concept 2, ramp down east to the Arroyo Mocho trail, cross underneath Santa Rita, use the existing ramp back up to Santa Rita Rd, follow along the east side of Santa Rita, cross Stoneridge, then head out to the existing trail. | CA to prepare quick line drawings based on a few options with categories (such as cost, safety, etc.) ranking each option. CA to share with District by 8/11 . 2 options with the highest ranking will be presented to the public on 8/18 . |
| 24. The team feels that the public should not be presented with too many Santa Rita Rd./Stoneridge Dr. options. | Noted, see above. |

Street Crossings

- | | |
|---|---|
| 25. The City would like to replace the HAWK traffic signal with a standard pedestrian activated signal because they feel the HAWK signal is too confusing and doesn't present any benefits over a standard pedestrian activated signal. | CA to replace the HAWK traffic signal with a standard pedestrian activated signal. |
| 26. The HBPOA suggested providing bulb-outs at the mid-block crossings to make them more pedestrian friendly. | Bulb-outs primarily only occur at crossings where there is on-street parking. FP to review by 7/30 . |

Meeting Summary

Team Meeting #3

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: Pleasanton City Hall, 200 Old Bernal Avenue, Pleasanton, CA

Date of Meeting: Thursday, July 15, 2010

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Parks and Playgrounds

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|--|---|
| 27. The team liked the design of the proposed playgrounds to replace the existing playgrounds at the Hacienda Linear Park. | Noted. |
| 28. The team liked the idea of maintaining all the amenities that were in the linear park and felt that relocating the tennis court and basket ball court to Owens Plaza Park was a good solution as it's a neighborhood park primarily used only by the surrounding neighborhood. | Noted. |
| 29. The City suggested rotating the basketball and tennis court to be ideally oriented to the sun. Taking more of the turf area of Owens Plaza Park is not an issue. | Noted. |
| 30. The City would like to see more of the area surrounding Owens Plaza Park to show the relationship of the surrounding homes and apartments to the proposed improvements. | CA to expand window in exhibit to show more of the area surrounding Owens Plaza Park by 8/18. |
| 31. The City (as opposed to the HOA) will be paying for maintenance and upkeep of the tennis and basketball courts if they are moved to Owens Plaza Park. | Noted. |

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Matt Gruber
Callander Associates

APPENDIX D



Via E-mail Only

December 8, 2010

**Meeting Summary
Team Meeting #4**

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: City Hall, 200 Old Bernal, Pleasanton, CA

Date of Meeting: Tuesday, December 7, 2010

Page 1

Attendees: *East Bay Regional Park District (EBRPD):*

Jim Townsend (JT), Trails Development Program Manager, jtownsend@ebparks.org

Sean Dougan (SD), Resource Analyst, sdougan@ebparks.org

City of Pleasanton:

Janice Stern (JSP), Planning Manager, jsstern@ci.pleasanton.ca.us

Janis Stephen (JSE), City Engineer, jstephen@ci.pleasanton.ca.us

Mike Fulford (MF), City Landscape Architect, mfulford@ci.pleasanton.ca.us

Susan Andrade-Wax (SAW), Director of Parks and Community Service,

sandrade-wax@ci.pleasanton.ca.us

Hacienda Business Park Owners Association (HBPOA):

James Paxson (JP), General Manager, james@hacienda.org

Bay Area Rapid Transit (BART):

Les Freligh (LF), District Real Estate Surveyor, Real Estate Department,

lfreligh@bart.gov

Callander Associates (CA):

Mark Slichter, Principal, mslichter@callanderassociates.com

Matt Gruber, Project Manager, mgruber@callanderassociates.com

The project team met to review comments on the Iron Horse Trail Draft Feasibility Study – Santa Rita Road to the Dublin/Pleasanton BART Station. The following information was discussed and/or decided upon in our meeting:

<i>Item</i>	<i>Person and date to follow up</i>
1. The Pleasanton City Council typically only signs off on Master Plans so the Iron Horse Trail Feasibility Study should be renamed the "Iron Trail Feasibility Study and Master Plan".	Noted.

Meeting Summary

Team Meeting #4

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: City Hall, 200 Old Bernal, Pleasanton, CA

Date of Meeting: Tuesday, December 7, 2010

Page 2

2. The team thought the IHT Feasibility Study was well organized and easy to understand. Noted.
3. The team would like a better explanation of the Santa Rita Rd/Stoneridge Dr. trail alignments that were considered, but ultimately rejected. CA to update the feasibility study accordingly.
4. Further study of an alternative trail alignment at the Santa Rita Rd/Stoneridge Dr. intersection should be referenced as a Phase 2 improvement, depending on trail usage. Phase 2 will be a separate study not included under the Iron Horse Trail - Santa Rita Road to the Dublin/Pleasanton BART Station - Feasibility Study. CA to update the feasibility study accordingly.
5. The City mentioned that during the design phase, the City encourages that the relocated courts be oriented on a north/south axis. Noted.
6. City staff believes that District funded relocation of the tennis and basketball courts in the Hacienda Linear Park to a public park outweigh the drawbacks of added maintenance and upkeep costs that the City will be responsible for. Noted.
7. The "Valencia Linear Park" should be changed to "Hacienda Linear Park". CA to update the feasibility study accordingly.
8. The Feasibility Study should reference the Hacienda Task Force. CA to update the feasibility study accordingly.
9. The Hacienda Business Park gross acreage is 875 acres and needs to be changed accordingly in the study. Noted
10. The City expressed concern that the trail may be on Kaiser's property at Owens Drive, outside of the Districts maintenance agreement easement. JP stated that the first 33 feet from back of curb is a public service easement and that as long as the trail is within 33 feet of the street there are no issues. Noted.
11. The Feasibility Study needs to reference that the property to the west of the BART property, on the very northern portion of the trail, is not owned by BART. During the design process, the design team will need to confirm whether or not that property can be used and that the ex chain link fence can be pushed back a few feet to accommodate a wider trail. CA to update the feasibility study accordingly.
12. The District has had some preliminary discussions with Kaiser regarding the Iron Horse Trail and impact of it to the Kaiser property. Noted.
13. City engineering would like to mention Hawk traffic signals as a potential solution for the street crossings if they get approved by the state next year. CA to update the feasibility study accordingly.
14. All comments regarding the Feasibility Study should be emailed to CA by Friday, 12/10. Project Team to submit all comments to CA by 12/10.

Meeting Summary

Team Meeting #4

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: City Hall, 200 Old Bernal, Pleasanton, CA

Date of Meeting: Tuesday, December 7, 2010

Page 3

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Matt Gruber

Callander Associates

APPENDIX E



Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

June 30, 2010

**Meeting Summary
Public Meeting #1**

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: Veterans Hall, Pleasanton, CA

Date of Meeting: Tuesday, June 22, 2010

Page 1

Attendees: *Members of the Public*
Refer to sign in, attached

East Bay Regional Park District (EBRPD):

Sean Dougan (SD), Resource Analyst, sdougan@ebparks.org

Jim Townsend (JT), Trails Development Program Manager, jtownsend@ebparks.org

Callander Associates (CA):

Mark Slichter (CA), Principal, mslichter@callanderassociates.com

Matt Gruber (CA), Project Manager, mgruber@callanderassociates.com

The East Bay Regional Park District, City of Pleasanton and Callander Associates hosted the first of three public meetings for the Iron Horse Trail Feasibility Study. The purpose of the meeting was to introduce the public to the project and solicit input on ways to best utilize the dedicated corridor for purposes of accommodating a Class 1 trail extending from the Pleasanton BART station to Santa Rita Road, the 'gap' in the trail. The following comments were provided in the meeting.

Item

Iron Horse Trail Background Information

1. Contra Costa and Alameda counties purchased the Southern Pacific Railroad (SPRR) corridor in the mid 70's with the intent to use the land as a transportation corridor.
2. Iron Horse Trail (IHT) was first established in 1986.
3. IHT currently consists of about 30 miles of trail, starting in Concord and extending down to Pleasanton. The eventual plan is that IHT covers 55 miles of trail, extending from Suisun Bay down to Livermore.

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Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

Meeting Summary - Public Meeting #1

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: Veterans Hall, Pleasanton, CA

Date of Meeting: Tuesday, June 22, 2010

Page 2

Public Comments

4. Make the Powerpoint presentation available online. - *The City will have the Powerpoint presentation available on their website.*
5. Concern was expressed about losing some of the amenities in the linear park adjacent to the Valencia at Hacienda neighborhood such as the playgrounds, basketball court, and tennis court.
6. The linear park at Valencia is highly utilized by children and is where neighbors gather to talk.
7. The impact that the trail would have on the safety of the neighborhood was of concern, primarily with respect to children playing in the linear park adjacent to the Valencia homes.
8. The linear park at Valencia at Hacienda was constructed by the developers at Archstone as a requirement of the HOA.
9. The maintenance costs for the linear park are shared by the Hacienda Business Park, Archstone Apts, and the Valencia HOA.
10. The existing amenities in the linear park could potentially be relocated to the two adjacent neighborhood parks – Creekside and Owens Plaza. - *Design team to discuss possibilities with City.*
11. A member of the public suggested an alternative to the proposed 1.6 mile section within the SPRR corridor that would reroute IHT 12.5 miles along existing unpaved trails and wouldn't connect to BART.
12. An audience member stated that the IHT generally runs in a straight line between Concord and Pleasanton and creating a separate alignment outside of the old rail corridor could cause confusion and would require good signage to notify trail users of the direction they need to go.
13. A member of the bicycle coalition reminded the audience that the 12.5 mile alternative alignment and the 1.6 mile section in the SPRR corridor are different topics/projects.
14. One neighbor adjacent to the corridor expressed concern that property values will decline with the extension of the IHT through their neighborhood.
15. Another attendee noted that studies have shown that trails are good selling points and that historically they have raised property values.
16. A member of the public questioned how we were going to address the safety issues associated with the street crossings. - *Item will be addressed during trail alignment phase of study.*

Meeting Summary - Public Meeting #1

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

Location of Meeting: Veterans Hall, Pleasanton, CA

Date of Meeting: Tuesday, June 22, 2010

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17. A member of the audience felt that the street crossings will add too much commute time to the trail for it to be useful to commuters.
18. The street crossings will impede both vehicular and bicycle traffic – a balance must be struck between both modes to achieve the greater good for the general public
19. One individual asked that the design team consider privacy when proposing the trail alignment. - *Question will be addressed during trail alignment phase of study.*
20. Concern was expressed that an expensive pedestrian bridge would be required at Santa Rita Road similar to what Walnut Creek did at Treat Blvd.
21. A trailhead parking lot was suggested for trail users that don't live in the immediate vicinity.
22. The 1.6 mile section of trail proposed for this corridor has been on a number of Master Plans for years including the EBRPD Master Plan and the Pleasanton Pedestrian and Bicycle Master Plan.
23. Extending the IHT through the old rail corridor would be a good use of space for the public at large.
24. A Bart officer in attendance at the meeting notified all that BART supports the construction of this 1.6 mile section of trail and looks forward to connecting together the south side of Pleasanton to the Dublin/Pleasanton BART station.
25. An individual expressed concern about trail implementation costs and the possibility of the public incurring these costs.
26. Regardless of when this 1.6 mile section of trail is constructed the SPRR corridor should be preserved and protected by the EBRPD for future use.
27. Some of the audience was confused about why there are existing amenities in the corridor and how they got there despite the fact that this corridor was intended to be set aside for future use as a trail.
28. A few members of the audience that live along the corridor stated that they would use the trail if constructed.
29. With the ultimate construction of this section of IHT, commuters will be able to take BART into Pleasanton and then travel to southern destinations (trails, parks, etc.).
30. Closing this gap of IHT is an amenity the entire community could enjoy and would give cyclists a better way to travel (as opposed to riding on potentially dangerous roads).
31. Members of the community would like to see options on how the trail crosses Stoneridge and Santa Rita Road and would like substantiation on which alternative is

Meeting Summary - Public Meeting #1

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the best.

32. One suggested route at the Santa Rita/Stoneridge intersection is a bridge parallel to Stoneridge crossing Arroyo Mocho to connect with the existing Arroyo Mocho trail, heading south along the Arroyo Mocho trail, then following the SPRR alignment up to Santa Rita Road and crossing Santa Rita near where the ex. Iron Horse trail section ends.
33. The EBRPD Director suggested meeting out at the site to discuss how to best address the challenge of getting across Stoneridge and Santa Rita. - *EBRPD to coordinate meeting.*
34. A member of the audience suggested utilizing a portion of the cul-de-sac like streets at Valencia at Hacienda as a portion of the bike path.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Matt Gruber, Callander Associates

APPENDIX F



Callander Associates
Landscape Architecture, Inc.

Via E-mail Only

October 6, 2010

**Meeting Summary
Public Meeting #2**

**RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road)
Feasibility Study**

Location of Meeting: Veterans Hall, Pleasanton, CA

Date of Meeting: Wednesday, September 29, 2010

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Attendees: *Members of the Public*
Refer to sign in sheets, attached five pages

East Bay Regional Park District (EBRPD):

Sean Dougan (SD), Resource Analyst, sdougan@ebparks.org

Jim Townsend (JT), Trails Development Program Manager, jtownsend@ebparks.org

Ayn Weiskamp (AW), Board Member, aweiskam@ebparks.org

Beverly Lane (BL), Board Member, blane@ebparks.org

Callander Associates (CA):

Mark Slichter (CA), Principal, mslichter@callanderassociates.com

Matt Gruber (CA), Project Manager, mgruber@callanderassociates.com

The East Bay Regional Park District, City of Pleasanton and Callander Associates hosted the second public meeting for the Iron Horse Trail Feasibility Study. Concepts for the development of the Iron Horse trail were presented. The concepts had been developed subsequent to the first public meeting held on June 22nd and were intended to respond to the input received at that first meeting. The purpose of this second public meeting was to report back to the public, present the proposed concepts and solicit additional input. The following comments were provided.

Item

Neighborhoods and Parks

1. Some attendees expressed concerns over safety due to the potential conflicts between cyclists and pedestrians. The consultant pointed out that provisions for safety, including physical barriers separating play areas from the trail were incorporated into the plans, but additions of fencing were deliberately limited to maximize the connectivity of the trail to the communities it would serve.

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Land Planning
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Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

Meeting Summary

Public Meeting #2

RE: **Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study**

Location of Meeting: Veterans Hall, Pleasanton, CA

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2. A member of the public suggested that the linear park adjacent to the Valencia at Hacienda homes remain untouched and that the EBRPD instead continue to utilize the IHT temporary connector route along Owens Drive, West Las Positas Boulevard, and Stoneridge Drive. In response, the consultant noted that the proposed alignment is consistent in character with other sections of the trail, is the only area that the EBRPD has the right to develop, and that the EBRPD had shown extraordinary willingness to partner with these neighborhoods in replacing the improvements that have encroached on the corridor.
3. One of the neighbors expressed gratitude that the design team was addressing the neighbors concerns, but felt that more refinement and further discussion was warranted. It was noted by the consultant that the plans presented this evening were intended to establish the feasibility of a trail alignment through the corridor, and that the District felt that this goal had been accomplished. Subsequent planning efforts will include refinements to the plans as further input is provided and opportunities identified.
4. The audience appreciated that the playgrounds, barbeque areas, tennis courts, and basketball courts would be replaced in kind.
5. A member of the audience stated that they were wary of losing so much of the open space within Owens Plaza Park to the relocated tennis and basketball courts. The concern revolved around the shortage of athletic fields to accommodate the demands in Pleasanton for facilities of this type. An evaluation of the field deficiencies in Pleasanton is beyond the scope of this study, however, existing documentation of the issue will be sought to assess this impact.
6. The public liked the idea of retaining the existing pedestrian pathways through the neighborhoods and parks. Pedestrian trails within the corridor (separate from the IHT) will be maintained and provided where it is feasible to do so.
7. One of the audience stated that Iron Horse Trail isn't just for bicyclists, but also for walkers, strollers, rollerskaters, etc. As most of the concerns revolved around potential conflicts between commuting cyclists and neighborhood uses, it was worth noting that, to a significant degree, use of the trail would be by the neighbors living in the immediate community, and was expected to be as much or more of an asset to this group as to 'through' cyclists.
8. The Iron Horse Trail has been successfully implemented in other neighborhoods throughout Alameda and Contra Costa counties and is looked upon by the neighbors as an attribute.
9. The HOA's would like to have a meeting with the EBRPD once the project gets further along to discuss the particulars of the trail and what is most important to the HOA's.

Meeting Summary

Public Meeting #2

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Road) Feasibility Study

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10. An HOA member expressed interest in knowing who would be responsible for maintenance once the trail is constructed. *The EBRPD response was that the EBRPD would maintain the trail and new improvements, but otherwise the existing maintenance agreement would remain unchanged.*
11. A member of the audience suggested that other audience members visit the Marilyn Kane trail in Pleasanton to view how it is being used and what the people that live in that neighborhood think about the trail. This section of trail was cited as a positive example of how a trail benefits, and successfully coexists with the trails neighbors.
12. Future design efforts need to recognize the fact that many children from the adjacent neighborhood use the bridge over Arroyo Mocho that is proposed for use as the IHT at Santa Rita Road.

Street Crossings

13. Much interest was expressed with respect to the alignment of the trail through the Santa Rita Road/Stoneridge Drive intersection.
14. The public inquired what challenges the Santa Rita Road/Stoneridge Drive alternatives 1 and 2 faced with the Zone 7 property. A Zone 7 representative reported that Zone 7 has a pipeline running along the slope where the bridge landing would be located and where the ramp would be located. In addition there are several large trees that are screening the demineralization plant from the northerly neighbors that would need to be removed and some vaults where the bridge landing would be.
15. Several alternative routes for Santa Rita Road/Stoneridge Drive were suggested at the meeting. The design team noted that multiple alignments had been evaluated prior to the identification of the 3 alignments presented that evening, and that because the other alignments were even more constrained than the concepts show, they were not brought forward.
16. It was suggested that the team consider a 'scramble' crossing at the Santa Rita Road/Stoneridge Drive intersection where traffic in all direction ceases to permit pedestrians to cross to any corner. This would be the equivalent of eliminating one crossing through this area, making transiting the trail easier. The consultant will confer with the City traffic engineer to evaluate the potential of this idea.
17. An audience member suggested that the preferred trail alignment at Santa Rita Road/Stoneridge Drive would be unattractive to commuters because trail users would be required to cross two intersections.
18. The radii of the Santa Rita Road/Stoneridge Drive corners would be decreased to reduce both the speed of vehicles making right turns and the distance that one would have to travel to cross the streets.

Meeting Summary

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19. An attendee noted that at the Hacienda Transit Oriented Development (TOD) Task Force meetings the representatives of the HOA's have repeatedly referred to this project as a key to the TOD and that the trail would help connect people locally and regionally.
20. The proposed street crossings at Owens Drive, Hacienda Boulevard, and West Las Positas Boulevard would make use of the corridor safer for neighbors and the community as a whole.

Connections

21. The audience asked whether the design team had considered utilizing the existing street underneath I-580 in front of the BART station as a class 2 trail for bikes. The consultant reported that many options were discussed with BART including the audience members idea, but were ultimately rejected by BART as unworkable within the constrained space at the station entry.
22. A BART rider in the audience asked how BART would be enforcing the no bike riding policy underneath the I-580 overpass and though the food court. More signage and striping would be added to notify bike riders that they must walk their bikes through the food court area and underneath the I-580 overpass, otherwise the enforcement would remain the same as it is now. Commuters would not be precluded from riding on the road, and likely this would continue for many.

Overall Plans

23. The audience expressed a preference for a class 1 bike trail wherever feasible.

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Matt Gruber, Callander Associates

APPENDIX G



Via E-mail Only

September 7, 2010

**Meeting Summary
BART Meeting**

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: Dublin/Pleasanton BART Station

Date of Meeting: Tuesday, September 7, 2010

Page 1

Attendees: *East Bay Regional Park District (EBRPD):*
Sean Dougan, Resource Analyst, sdougan@ebparks.org

BART:
John H. Rennels, Principal Property Development Officer Property Development, jrennel@bart.gov
Kevin Hagerty, Manager, Customer Access Department, khagert@bart.gov
Les Freligh, District Real Estate Surveyor, Real Estate Department, lfrelig@bart.gov
Steve Beroldo, Manager of Access Programs/Bicycle Task Force, Customer Access Department, sberold@bart.gov

Callander Associates (CA):
Matt Gruber, Project Manager, mgruber@callanderassociates.com

BART, the District, and Callander Associates met to discuss the Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) BART Station Alignment Concepts. The following information was discussed and/or decided upon in our meeting:

<i>Item</i>	<i>Person and date to follow up</i>
BART Station Alignment Plan	
1. The Dublin/Pleasanton BART Station Alignment Plan – Option 1, dated August 24, 2010 is not a feasible option because BART determined that the area underneath the overpass is too confined and congested to include a dedicated Class One trail through it.	Noted.
2. The Dublin/Pleasanton BART Station Alignment Plan – Option 2, dated August 24, 2010 will be presented to the public with the following changes:	Changes to be made prior to public meeting on 9/29.

Meeting Summary

BART Meeting

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: Dublin/Pleasanton BART station

Date of Meeting: Tuesday, September 7, 2010

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- a. the only alterations to the existing conditions of the Pleasanton side of the BART property would be to add more significant signage telling people to walk their bikes and to add striping letting people know they need to walk their bikes. BART also recommends adding warning striping/signage to let people know they need to walk their bikes ahead
 - b. the "walk your bike" locations would remain the same (once you cross the parking lane to get to the kiosks on the Pleasanton side and right before you hit the overpass on the Dublin side).
 - c. the kiosks will remain where they are as they are all being rented by one vendor, are a money generator for BART, would be costly to remove, were a fairly significant financial cost to install, and help to dictate the beginning of where BART would like people to walk their bike
3. BART supports utilizing the existing sidewalk along the north side of Owens Drive and the existing path running through the parking lot for the class one trail (the class one trail would end where bikers currently are required to dismount their bike as listed above). Noted.
4. There are no foreseeable future changes that will be taking place at the Dublin/Pleasanton BART station with the exception that Caltrans may be adding more columns to extend the width of the overpass for future HOV lanes. Noted.
5. The existing bike lockers can be relocated and will likely either be replaced or updated in the next 5-10 years. Noted.
6. On the Dublin side BART owns the property up to the fence on the west side of Demarcus and believes either the County or Union Pacific owns the property on the other side of the fence. CA to review property ownership information prior to 9/29.
7. BART supports providing a Class One Trail up to the existing "walk bikes" sign on the Dublin side of the station. Noted.
8. Les is unaware of an easement running through the BART property on the Dublin side and would like an electronic version of what was used to determine where the easement (license agreement between the District and the County) is located. It was noted that the easement for the transportation corridor is consistent with the utility easement (high pressure gas line, high voltage power lines, fiber optic cable, etc.). The data used to determine where the easement lines are shown was compiled from info supplied by the County, Kinder Morgan, and PG&E. The County info is attached.
9. The District will send a notice to BART officially inviting them to the next public meeting on 9/29. BART will also be notified and invited to the remaining team meetings. Notice to be sent by District by 9/15.

Meeting Summary

BART Meeting

RE: Iron Horse Trail (Dublin/Pleasanton BART Station to Santa Rita Rd.) Feasibility Study

Location of Meeting: Dublin/Pleasanton BART station

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The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:

Matt Gruber

Callander Associates

APPENDIX H



MEMORANDUM

Date: October 18, 2010

To: Matt Gruber and Mark Slichter, Callander Associates

Cc: Sean Dougan and Jim Townsend, East Bay Regional Park District
Jim Kelcourse and Janis Stephen, City of Pleasanton

From: Dan Hennessey and Ellen Poling, Fehr & Peers

Subject: *Iron Horse Regional Trail Feasibility Study – Trail Alignment and Crossings*

WC10-2711

Fehr & Peers is working with Callander Associates on four primary components of the Iron Horse Regional Trail feasibility study: review of applicable planning documents and resolution of conflicting or unclear guidance; development of trail use estimates; development of the BART station area alignment and design concept; and evaluation of crossing options at the four major arterial crossings in the trail segment (Owens Drive, Hacienda Drive, Las Positas Boulevard, and Stoneridge Drive / Santa Rita Road). The project study area is shown in Figure 1, and the results of our evaluations to date are presented below.

Planning and Design Document Review

Fehr & Peers reviewed both the East Bay Regional Park District (EBRPD) Master Plan (1997) and the Pleasanton Pedestrian and Bicycle Master Plan (2009). The purpose of this review was to examine the extent to which the documents provided guidance on key trail elements (such as roadway crossing treatments and horizontal and vertical alignment) and to ensure they were consistent in their recommendations.

The EBRPD Master Plan comments generally about the actual facilities within the system; in fact, its stated purpose is to provide:

“...policies and guidelines for achieving the highest standards of service in resource conservation, management, interpretation, public access, and recreation. These policies seek to guide the stewardship and development of the parks in such a way as to maintain a careful balance between the need to protect and conserve resources and the recreational use of parklands for all to enjoy now and in the future.”

The first half of the document details the policies for conserving natural resources and guiding acquisition, protection, and development of regional parks. The constraints (both human and financial) are then detailed, along with a vision for the Park District for the next decade. Within the document there are some specific policies and guidelines that apply to this study.

One important point is that this feasibility study is consistent with the EBRPD Master Plan:

“The District will continue to plan for and expand the system of paved, multi- use regional trails connecting parklands and major population centers...[t]he District encourages the creation of local trail networks that provide additional access points to the regional

parklands and trails, that help to provide loop trail experiences, and that connect the regional system to the community. The District will support other agencies in completing local trail networks that complement the Regional Trail system and will coordinate with local agencies to incorporate local trail connections into District brochures. Regional Trails may be part of a national, state, or Bay Area regional trail system. The District will cooperate with other agencies and organizations to implement these multi-jurisdictional efforts.”

The Park District also had identified the Iron Horse Regional Trail as a future regional trail. With regard to the specifics of any Park District project, the Master Plan only has the following information:

“Where trail alignment is not predetermined by a relationship to established corridors such as roads, railroad rights-of-way, canals, utility corridors, or similar facilities, the District will prepare a study or a plan for the trail, taking into account any factors it deems relevant to alignment and feasibility. After determining a feasible trail alignment, the District will seek to acquire the necessary land tenure and develop the trail for public use. The District may acquire a wider corridor for a proposed trail to provide an enhanced environment for the trail before determining the final alignment for the trail.”

The Pleasanton Pedestrian and Bicycle Master Plan (Pleasanton Plan) called for this connection specifically as a proposed improvement to the existing pedestrian and bicycle networks:

“The opportunities for a trail connection between the Dublin/Pleasanton BART Station and West Las Positas Boulevard are constrained by existing landscaping and infrastructure development along this right-of-way. However, this corridor is recommended for special study as it provides a critical link between existing trail segments...[t]his project should be coordinated with the East Bay Regional Parks District.”

The Pleasanton Plan also states the following:

“Between the Dublin/Pleasanton BART station and Santa Rita Road, the trail is signed as a temporary route along the streets and sidewalks of Owens Drive, West Las Positas Boulevard and Stoneridge Drive. This route is not ideal, as it requires bicyclists to navigate wide, higher-speed arterial roads and cross through large intersections.”

Within the BART station area, the Pleasanton Plan also notes conditions for bicyclists:

“Current conditions in and around the Pleasanton BART station create an inhospitable environment for bicyclists. Owens Drive provides the main access point to the station and currently lacks any on-street bicycle facilities. Upon entering the station area, signage indicates that bicyclists must dismount their bikes. Way-finding signage and connectivity to the Pleasanton bicycle network should be prioritized.”

The Master Plan does have some specific guidance with respect to roadway crossings:

“Where trails intersect with roadways, careful design of the intersection is necessary to ensure that the crossing is safe and convenient for all road and trail users. The specific improvements needed at a particular intersection will depend on site conditions such as topography, sight lines, road width, speed of travel, traffic volume, and trail usage. Where trails intersect roadways near a road intersection, the trail may cross at an existing roadway crosswalk. Where trails intersect with roadways mid-block, the trail crossing

may occur at the same grade as the existing roadway or the trail may pass over or under the roadway.”

Lastly, the intersection of Santa Rita Road and Stoneridge Drive was identified as an intersection in need of improved pedestrian crossings by the Pleasanton Master Plan; this will be examined as part of the crossing options at Santa Rita Road.

Trail Use Estimates

The EBRPD has an infrared counter located at the southern-most terminus of the Iron Horse Regional Trail, near where it meets the Dublin/Pleasanton BART parking lot. It is located just north of the I-580 overpass. The counter was installed April 20, 2009, and the data were available up to March 31, 2010.

Over this time, 65 users per day utilize the trail on average: on weekdays, there are approximately 70 users per day, and on weekends roughly 53 users are on the trail per day. The maximum counts recorded were 164 users on Monday, September 21, 2009, and 155 users on Saturday, March 20, 2010. On average, there are between five and six trail users on the trail during both the AM and PM peak hours, constituting roughly 9.0% of daily trail users. Table 1 summarizes the data collected.

TABLE 1 TRAIL USE DATA			
Count Period	Average	Maximum	Minimum
All Days	65	165	14
Weekdays	70	164	15
Weekends	53	155	14
Monday	72	164	24
Tuesday	70	127	15
Wednesday	71	153	16
Thursday	73	136	21
Friday	62	111	29
Saturday	59	155	22
Sunday	47	112	14
8:00 – 9:00 AM	6	n/a	n/a
9:00 – 10:00 AM	5	n/a	n/a
5:00 – 6:00 PM	5	n/a	n/a
6:00 – 7:00 PM	5	n/a	n/a

Source: East Bay Regional Park District, April 2010.

For the purposes of evaluating the potential trail crossings, we will use the maximum daily count (165 users) and a peak hour count of 15 users (9.0% of maximum daily count).

Development of BART Station Area Alignment

At the terminus of the northern section of the existing trail, the trail dead-ends into a sidewalk that is adjacent to a driveway that accommodates buses and emergency vehicles only. The sidewalk continues on the west side of the street through the BART station walkway; at this point, it is perpendicular to the flow of patrons entering and exiting the BART station. It emerges on the south side of the station where there is a loading zone for bus riders. The photographs below (Exhibits 1-4) illustrate the pedestrian route through the station, from north to south. A number of options were evaluated for the trail alignment through the BART station area, but were ultimately rejected due the confined nature of the space in front of the station. On the north side of the station area, the trail will be upgraded to a Class I trail until it meets the station area, at which point the existing facility will be used. Bicyclists will continue to have to walk their bicycles through the station area. On the south side of the station area, a new path will be created to usher trail users to Owens Drive, where they will cross the street and continue on the trail. Please refer to the BART Station Alignment Plan for the proposed trail alignment through the BART station area.



Exhibit 1 - From Northern Terminus to BART Station



Exhibit 2 - BART Station Walkway (Northern Section)



Exhibit 3 - BART Station Walkway (Southern Section)



Exhibit 4 - BART Station Bus Loading Zone

Through the BART station area, bicyclists currently must dismount and walk their bikes. This restriction is necessary given the amount of pedestrian cross-traffic through the area, particularly during the peak hours. Pedestrians emerging from the BART station also have inadequate sight distance with respect to approaching bicyclists, should they enter the restricted area. If the trail connection through this area is to accommodate bicyclists as well as pedestrians, some level of physical separation or an alternate route around the immediate BART station entrance, would be needed.

For pedestrians using the trail, the main constraint is the parking lots on the south side of the station. Adequate crossing treatments, signing, and striping, as well as possible removal of parking stalls, would be necessary to ensure safe travel through the area.

Crossing Options at Major Arterials

The proposed trail connection would cross four major arterials: Owens Drive, Hacienda Drive, West Las Positas Boulevard, and Stoneridge Drive / Santa Rita Road. These roads are all four to six lanes wide with medians and relatively high speeds, accentuating the need to determine what types of pedestrian and bicycle crossings are required.

Owens Drive is a six-lane arterial through the study area with a speed limit of 45 miles per hour; it begins at its western end at Johnson Drive and terminates in the east at West Las Positas Boulevard. From the City of Pleasanton's traffic count database, updated in 2009, the section of roadway near the proposed trail crossing serves almost 1,400 vehicles during the PM peak hour. The curb-to-curb distance at the trail corridor crossing is approximately 95 feet, part of which is a raised median. This location is illustrated in Figure 2.

There is a taxi stand for the BART station on the south side of the street (as shown in Exhibit 5), which limits sight distance for potential trail users crossing southbound. The trail crossing would be 550 to 750 feet from the nearest signalized intersections, and queuing from those intersections did not appear to be an issue during the field visit (Thursday, April 29, 2010 from 3:30 PM to 6:00 PM). Another issue is the right-in, right-out driveway on the south side of Owens Drive, which provides access to the Kaiser Permanente facility (Exhibit 6). The trail would most logically cross to the east of the driveway; we propose bringing the trail as close to the driveway as possible before crossing. This would make drivers exiting the driveway more aware of the trail users, particularly those crossing northbound. Having the trail crossing farther down Owens Drive would conflict with accelerating vehicles leaving the Kaiser driveway.

Given the vehicular volume on the road, as well as the speed at which the vehicles travel and the other issues, there is a need here for a signalized crossing. One alternative is a traffic signal with a phase for the east-west Owens Drive traffic and a phase for trail users to cross Owens Drive. The signal would use traditional traffic and pedestrian signal heads and push buttons. With respect to this location, the median could be used as a temporary refuge area; this allows for the possibility that vehicular traffic need only be stopped in one direction at a time. Given that the crossing would be almost 100 feet wide, this would minimize the impact to the roadway.

Currently, most crossings at major arterials along the Iron Horse Regional Trail are diverted to the nearest intersections and made to cross in the crosswalks. Examples of this type of crossing include Sycamore Valley Road and Alcosta Boulevard. Other crossings are given their own signal: this occurs at Amador Valley Boulevard, Crow Canyon Road, and San Ramon Valley Boulevard, among others. There is an example of this type of crossing already in place within Pleasanton, at Amador Valley High School. Lastly, there are many crossings that are unsignalized but have crosswalks with some combination of advanced limit lines, flashing yellow lights, and advanced signage. This is undesirable in the study area because of the high speeds, occasionally short sight distances, and long crossing distances.



Exhibit 5 – Owens Drive Westbound from Median



Exhibit 6 – Owens Drive Eastbound from Median (Kaiser Driveway)

Hacienda Drive is a six-lane arterial through the study area and has a speed limit of 40 miles per hour; it begins at its southern end at West Las Positas Boulevard and terminates to the north in Dublin at Gleason Drive. From the City of Pleasanton's traffic count database, the section of roadway near the proposed trail crossing serves than 1,500 vehicles during the PM peak hour. The curb-to-curb distance at the trail corridor crossing is approximately 105 feet, part of which is a raised median. This location is illustrated in Figure 3.

During the PM peak hour, vehicles from eastbound approach on Hacienda Drive at the intersection with Owens Drive queued back to the proposed crossing location, which creates several issues. If the queue extends back to the crossing, any signalization would extend queuing closer to the Gibraltar Drive / Hacienda Drive intersection. Also, queues that extend across a trail crossing would create unsafe conditions for trail users. The distance to the Owens Drive / Hacienda Drive intersection is nearly 700 feet, and there is approximately 850 feet before the queuing would reach the Gibraltar Drive / Hacienda Drive intersection; however, another issue is that sight distance in the eastbound direction is diminished due to the horizontal curvature of the road. The crossing itself should be signalized to the vehicular volumes, speed, and distance to cross, but there are several design issues that need to be carefully considered at this crossing.



Exhibit 7 – Eastbound Queuing from Owens Drive Intersection



Exhibit 8 – Eastbound Approach Sight Distance Issue

West Las Positas Boulevard is a six-lane arterial through the study area and has a speed limit of 40 miles per hour; it begins at its western end at Foothill Road west of Interstate 680 and terminates in the east at Pimlico Drive near Meadows Park. From the City of Pleasanton's traffic count database, the section of roadway near the proposed trail crossing serves more than 1,300 vehicles during the PM peak hour. The curb-to-curb distance at the trail corridor crossing is approximately 95 feet, part of which is a raised median. This location is illustrated in Figure 4.

There is approximately 1,300 feet between the signalized intersections at Owens Drive and Stoneridge Drive on West Las Positas Boulevard, but there appeared to be minimal queuing in the area. The proposed trail crossing would be only 350 feet from Owens Drive, making it the more critical intersection in the analysis, but queues did not extend back to the proposed trail crossing location. With Creekside Park located on the north side of the street, this crossing could potentially see higher use. There are also right-in, right-out driveways on both sides of the street, with access to a residential development and Creekside Park. The same considerations given to the driveway on Owens Drive should be applied here. As seen in Exhibits 9 and 10, there are minimal sight distance issues along the roadway. Given the vehicular volume on the road, as well as the speed at which the vehicles travel and the low usage projected for the trail, a signalized crossing should be installed at this location.



Exhibit 9 – Westbound Approach to Potential Trail Crossing



Exhibit 10 – Eastbound Approach to Potential Trail Crossing

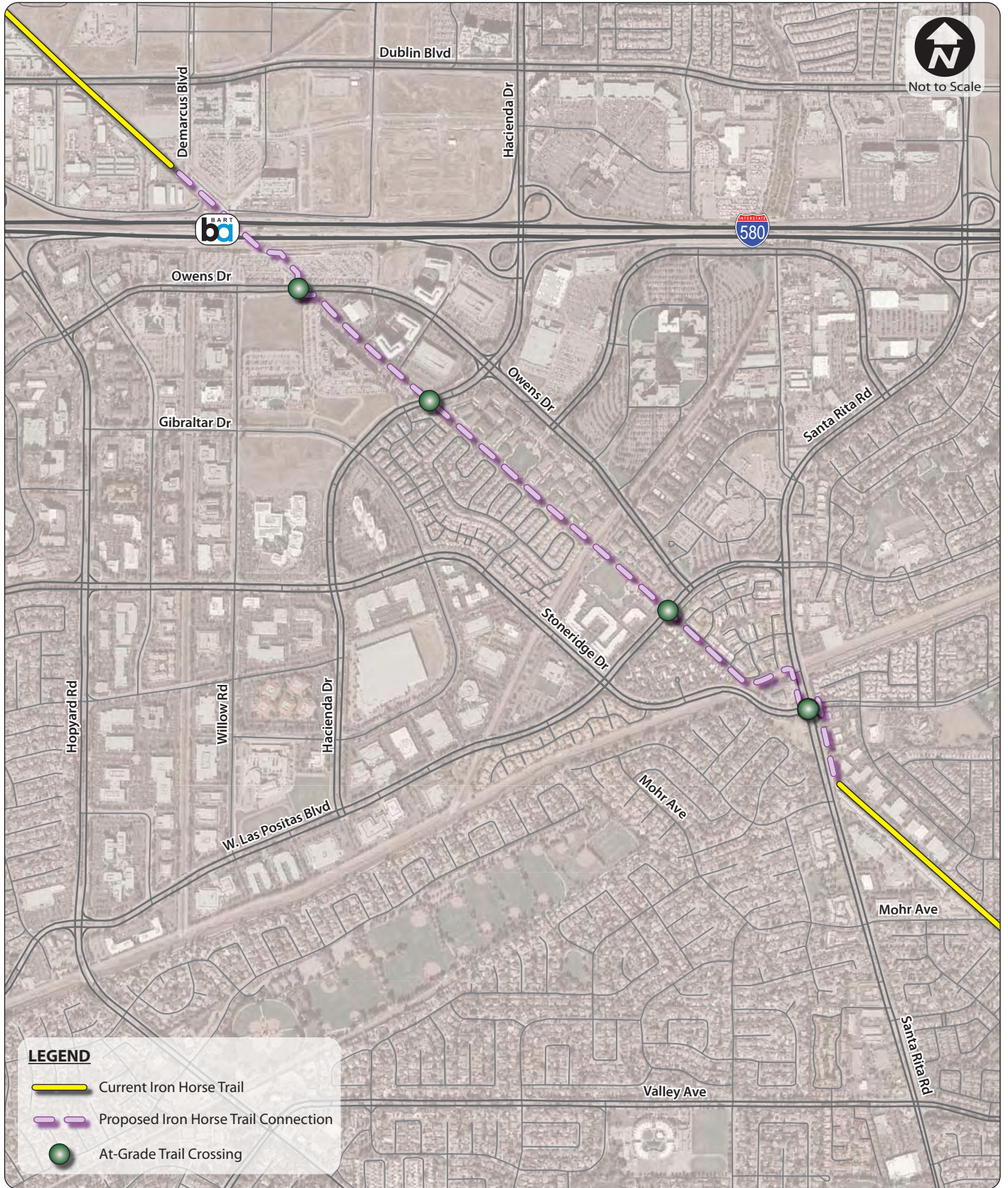
Santa Rita Road is a six-lane arterial through the study area and has a speed limit of 45 miles per hour; it begins at its southern end as Main Street through downtown Pleasanton, becomes Santa Rita Road at Stanley Boulevard, and becomes Tassajara Road at I-580, continuing through Dublin and into Danville. From the City of Pleasanton's traffic count database, the section of roadway near the proposed trail crossing serves almost 1,700 vehicles approaching Stoneridge Drive from the south and more than 1,700 approaching from the north during the PM peak hour. The curb-to-curb distance at the trail corridor crossing is approximately 125 feet. This location is illustrated in Figure 5.

Stoneridge Drive is a four-lane arterial through the study area with a speed limit of 40 miles per hour; it begins at its western end at Foothill Road west of Interstate 680 and terminates in the east at Trevor Parkway near Mohr Elementary School. From the City of Pleasanton's traffic count database, the section of roadway near the proposed trail crossing serves almost 1,300 vehicles approaching Santa Rita Road from the west and more than 500 approaching from the east during the PM peak hour. The curb-to-curb distance at the trail corridor crossing is approximately 130 feet. This location is illustrated in Figure 5.

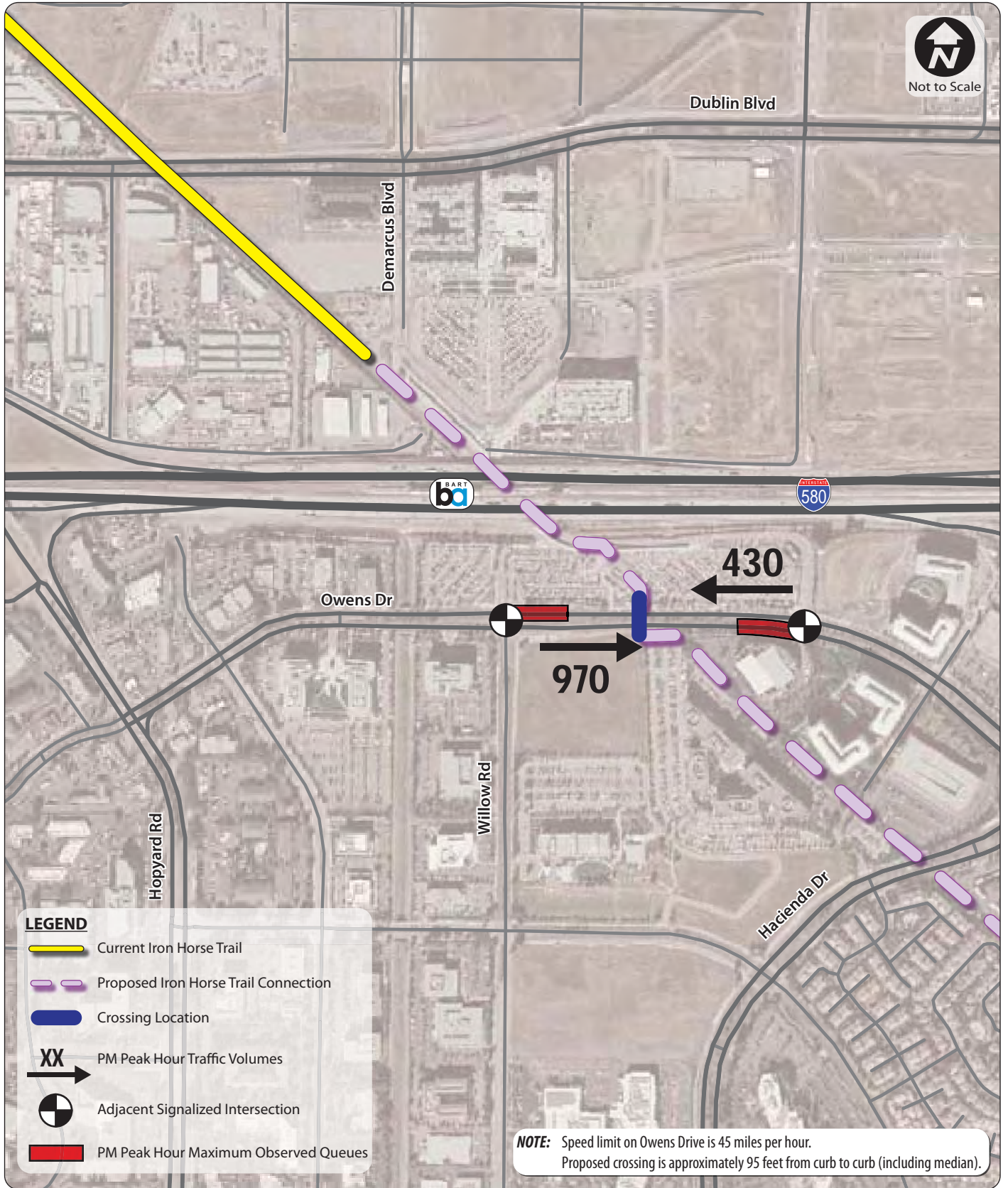
The current alignment calls for the trail to be brought along an existing path, which is currently restricted to public use, and connect to the sidewalk on the west side of Santa Rita Road. From there it will cross Arroyo Mocho and approach Stoneridge Drive. At the intersection, the designated crossings should be at the north and east approaches. The west approach has a double right-turn lane, which can be dangerous for pedestrians and bicyclists. On the east side of Santa Rita Road south of Stoneridge Drive, the trail will continue on the sidewalk for roughly 650 feet until it meets the existing Iron Horse Regional Trail. Signage should be improved at the intersection to instruct pedestrians and bicyclists to cross the desired approaches, aiding both their safety and vehicular operations at the intersection. Also, shortening the radii of the street corners would decrease the speed of all right-turning vehicles at the intersection, making the intersection safer for trail users; it would also decrease the distance trail users have to travel to cross the intersection.

This completes our preliminary feasibility assessment of the Pleasanton Iron Horse Regional Trail Connection; if you have any questions, please call Dan or Ellen at (925) 930-7100.

Attachments: Figure 1 – Project Study Area
Figure 2 – Owens Drive Crossing
Figure 3 – Hacienda Drive Crossing
Figure 4 – West Las Positas Boulevard Crossing
Figure 5 – Santa Rita Road / Stoneridge Drive Crossing



Pleasanton Iron Horse Regional Trail Feasibility Study

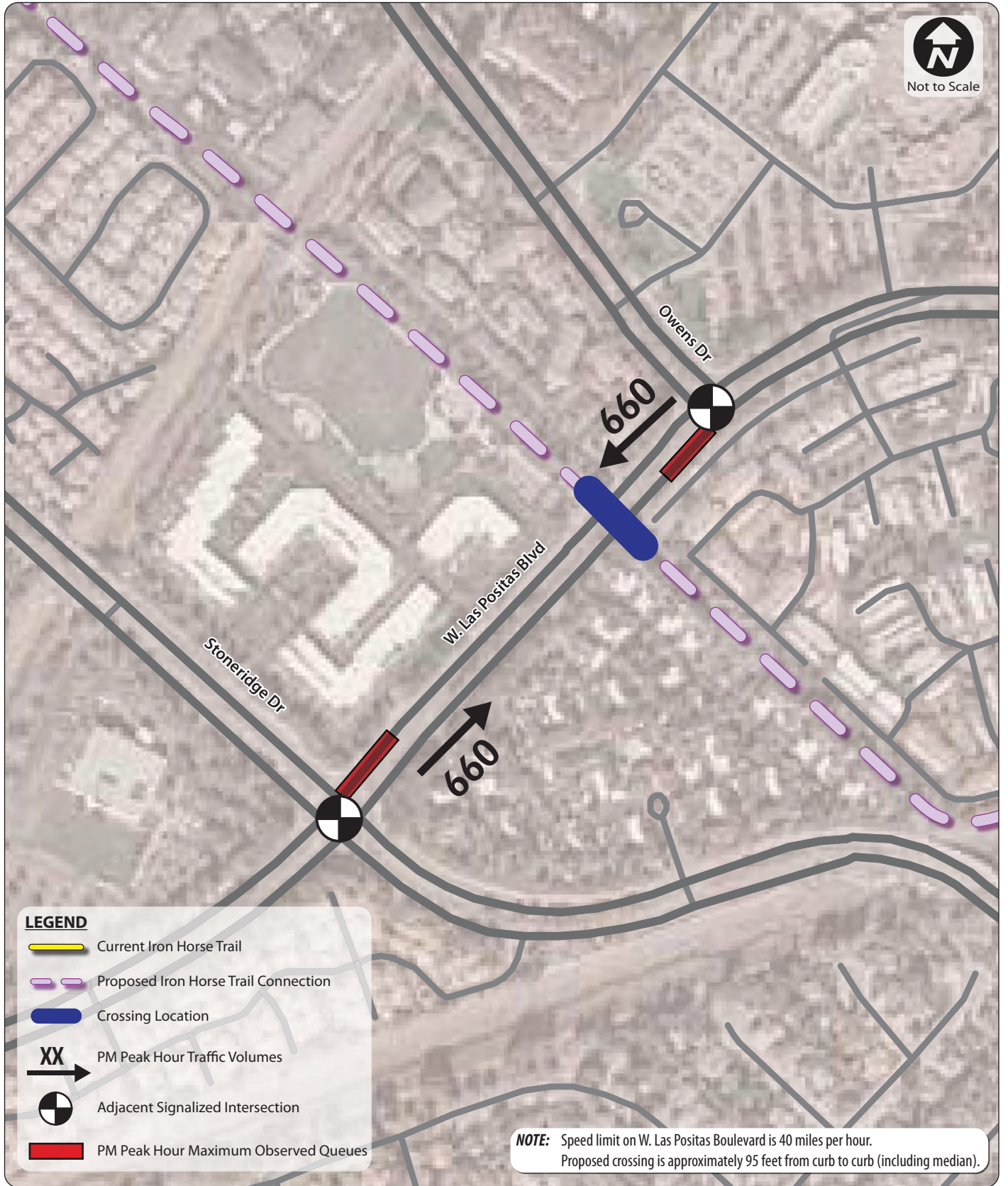


Pleasanton Iron Horse Regional Trail Feasibility Study



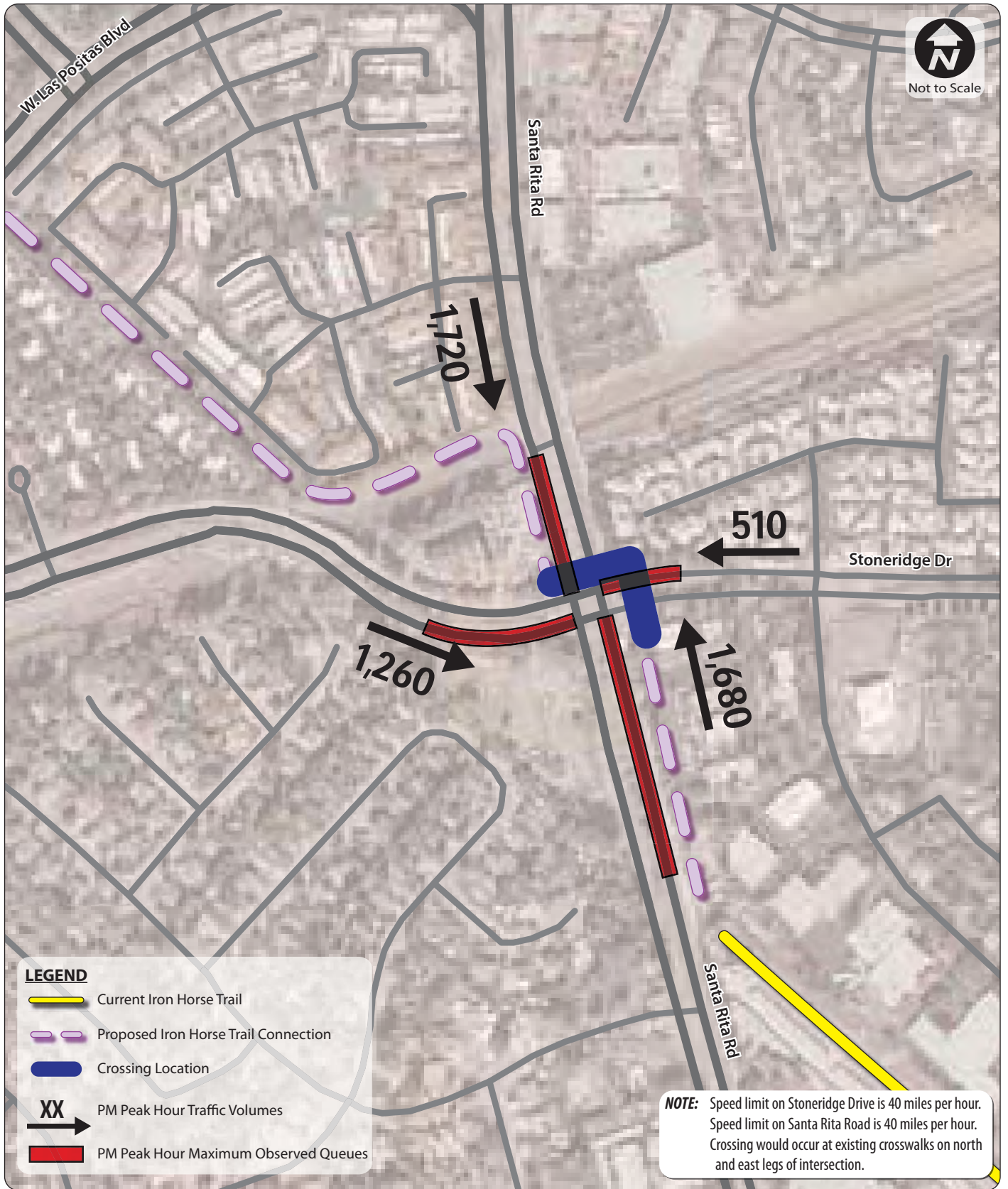
Pleasanton Iron Horse Regional Trail Feasibility Study





Pleasanton Iron Horse Regional Trail Feasibility Study





Pleasanton Iron Horse Regional Trail Feasibility Study

APPENDIX I

**IRON HORSE REGIONAL TRAIL
HACIENDA BUSINESS PARK, PLEASANTON, CA
Dublin/Pleasanton BART Station to Santa Rita Road**

Feasibility and Conceptual Engineering Study

**INITIAL STUDY CHECKLIST and ENVIRONMENTAL ANALYSIS
November 4, 2010**

PROJECT INFORMATION	
1. Project Title:	Iron Horse Regional Trail, Hacienda Business Park
2. Lead Agency Name & Address:	East Bay Regional Park District, 2950 Peralta Oaks Ct., P.O. Box 5381, Oakland, CA 94605-0381
3. Contact Person & Phone Number:	Sean Dougan, Resources Analyst (510) 544-2611 sdougan@ebparks.org
4. Project Location:	Dublin/Pleasanton BART Station to Santa Rita Road, Pleasanton, CA
5. Project Sponsor Name & Address:	East Bay Regional Park District, 2950 Peralta Oaks Ct., P.O. Box 5381, Oakland, CA 94605-0381
6. Plan Designation:	Mixed Use/Business Park
7. Zoning:	
8. Description of Project:	Construction of 1.6 miles of paved Class I multi-use trail within the former Southern Pacific Railroad right-of-way. The project will close the gap between two existing sections of the Iron Horse Trail from the Dublin/Pleasanton BART station to Santa Rita Road. The project includes up to four mid-block crossings and up to two drainage crossings. The initial construction of the project is anticipated to utilize the existing bridges over Tassajara Creek and Arroyo Mocho and at-grade street crossings. The Owens Drive, Hacienda Drive, and West Las Positas Boulevard crossings would have new traffic signals to help users cross the roadways. Each traffic signal will have a phase for the east-west roadway traffic and a phase for trail users to cross the roadway. Future phases of the project may include construction or alteration of bridges over Tassajara Creek and Arroyo Mocho and pedestrian bridges at street crossings.
9. Surrounding Land Uses & Setting:	Industrial and commercial/office uses and mixed residential (single and multi-family residences)
10. Approval Required from Other Public Agencies:	City of Pleasanton

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

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

adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared by:

Kathleen Shyons

Signature

November 4, 2010

Date

Approved by: Brian Wiese, Chief, Planning, Stewardship and GIS Services Department

Signature

Date

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

Environmental Setting: The project area is located south of Interstate 580 between the freeway and Santa Rita Road. The topography is relatively flat and there are no scenic vistas or scenic resources within the area. The trail alignment offers limited views of the surrounding hills; however, the area is surrounded by commercial buildings (northern section) and residential developments.

Discussion of Checklist Questions: The proposed project would not have a significant adverse effect on visual quality. No additional light and glare would occur as the trail would not be lighted and trail use is limited to the times between dawn and dusk. The trail would not be visible from Interstate 680, a scenic highway.

4.2 AGRICULTURE AND FOREST RESOURCES				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest				

land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The project alignment is located within the Hacienda Business Park area and is surrounded by office, commercial, light industrial and residential development. No agricultural land uses are located within the project vicinity.

Discussion of Checklist Questions: The project area (former railroad right-of-way) is not developed as farmland and is not under Williamson Act contract.

4.3 AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

of the applicable air quality plan?				
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The proposed project is located adjacent to sensitive receptors. These are single and multi-family residential developments (e.g., Valencia development and Springhouse Apartments) as well as existing parks (e.g., Creekside Park and Owens Plaza Park).

Discussion of Checklist Questions: Significance criteria established by the Bay Area Air Quality Management District (BAAQMD) are used to determine the significance of air quality impacts. A project would have a significant impacts on air quality if the project would cause air emission that are equal or greater than 80 lbs./day reactive organics, 80 lbs./day nitrogen oxides, and 80 lbs./day particulate matter (PM₁₀). As the proposed project would not involve increased vehicle emissions or impact traffic at intersections or roadways, these thresholds are not expected to be reached. The implementation of construction BMP's, such as dust control, would restrict the release of PM₁₀ to a less than significant level.

4.4 BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

and Wildlife Service?				
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The majority of the project area supports urban landscaping associated with the adjacent commercial and residential developments and two City parks. The landscaping consists of irrigated turf and a mosaic of planted trees and shrubs. The proposed trail alignment crosses, or may parallel, sections of Tassajara Creek and Arroyo Mocho. These two intermittent creeks flow in a generally northeast to south direction and empty into Arroyo de la Laguna near Interstate 680. The two creeks support limited vegetation. Along both creeks, ruderal non-native vegetation dominates the creek banks. Typical plant species include wild oat (*Avena sp.*), wild radish (*Raphanus sativa*), ripgut brome (*Bromus diandrus*), and bull thistle (*Cirsium vulgare*). In-stream wetlands were observed in the creek bed. Plant species include common horsetail (*Equisetum arvense*), watercress (*Rorripa nasturtium-aquaticum*), and nutgrass (*Cyperus sp.*).

Sensitive habitats are defined by local, State, or Federal agencies as those habitats that support special status species, provide important habitat values for wildlife, represent areas of unusual or regionally restricted habitat types, and/or provide high biological diversity. The two creeks (including their associated in-stream wetlands and open water habitats) are considered sensitive due to their importance to wildlife species and are recognized as such by City, state, and federal agencies.

Plant species of concern include those listed by either the Federal or State resource agencies as well as those identified as rare by CNPS. Based on a search of the CNPS and CNDDDB inventories for the Dublin quadrangle and surrounding quadrangles (Diablo, Tassajara, Hayward, Newark, Las Trampas Ridge, Livermore, Niles, and La Costa valley), 40 special status plant species have the potential to occur in the greater project vicinity (see list in appendix A). Only four special status plant species have been recorded from the Dublin quadrangle; these include Congdon's tarplant (*Centromadia parryi ssp. congdonii*), Diablo helianthella (*Helianthella castenea*), hairless popcorn flower (*Plagiobothrys glaber*), and Oregon

polemonium (*Polemonium carneum*). None of these species have been documented from the proposed project area and based on visual observations of the project site in April 2010, the potential for plant species of concern is considered low. This evaluation is based on the lack of suitable habitat for sensitive plant species (e.g., absence of native grassland, oak woodlands) and the previously disturbed nature of the project area.

Special status wildlife species include those listed, proposed or candidate species by the Federal or the State resource agencies as well as those identified as State species of special concern. In addition, all raptor nests are protected by Fish and Game Code, and all migratory bird nests are protected by the Federal Migratory Bird Treaty Act. Special status wildlife species were evaluated for their potential presence. The CNDDDB identifies the presence of western pond turtle (*Emys (=Clemmys) marmorata pallida*) and California red-legged frog (*Rana aurora draytonii*) within Tassajara Creek. The California tiger salamander (*Ambystoma californiense*) is known from the Tassajara Creek Regional Park. Burrowing owls are also known from grasslands in the greater project vicinity. The project site does not provide suitable habitat for the tiger salamander or burrowing owl.

Discussion of Checklist Questions:

Potential Impacts to Creeks and Aquatic Resources. The initial phase of the project does not propose altering or constructing any new bridges over Tassajara Creek or Arroyo Mocho. During this phase, no significant impacts to special status species or aquatic resources associated with Tassajara Creek and Arroyo Mocho are expected.

If, at a later phase, a bridge is constructed over Tassajara Creek or Arroyo Mocho there is the potential to affect the aquatic resources within and along the creek depending upon the type of bridge and construction practices. Tassajara Creek is known to support California red-legged frogs, although the creek section within the project area has marginal habitat for this species. Bridge construction over Tassajara Creek has the potential to cause injury or death to animals if there are present in the area during construction; however, a new bridge is not expected to have any long term effects to this species. Ground disturbing activities associated with bridge construction may result in indirect impacts to the creek habitat through inadvertent construction access into the creek corridor or sediments entering the creek during or after construction. Because bridge construction activities can loosen soils and sediments adjacent to the creek, these activities could result in the release of short-term pulses of sediment into the creek during the first series of storms after project construction. During the rainy season, a large storm may increase flow in the creek, dislodging loose soil/sediments, carrying it downstream. Increased overland runoff over loosened soil/sediment during storm events may also increase sediment input to the creek. These actions may adversely affect the quality of the creek habitat.

If bridge construction is proposed in a later phase of the project, successful implementation of Mitigation Measures 1 and 2 will reduce impacts to aquatic resources and special status species to a less-than-significant level.

Mitigation Measure 1. Implement Construction Period BMP's During Bridge Construction.

If bridge construction is proposed in a later phase of the project, measures shall be implemented to avoid direct and indirect impacts to wetland and open water habitat that occur in and along the banks of Tassajara Creek and Arroyo Mocho. Bridge construction activities shall incorporate construction Best Management Practices (BMP's) to preclude erosion or sediments from entering the creek(s) during and after construction of bridges. The following BMP's shall be implemented during all phases of bridge construction:

- Conduct construction activities during the dry season;

- Divert concentrated runoff away from channel banks;
- Minimize vegetation removal;
- Identify with construction fencing all areas that require clearing, grading revegetation or otherwise disturbed;
- Stabilize disturbed soils to minimize erosion and sediment input to the creek;
- Implement erosion control measures to prevent sediment from entering the creek channel, including the use of silt fencing or fiber rolls to trap sediments;
- Conduct erosion control seeding of all disturbed areas as soon as practicable after disturbance following construction;
- Monitor the effectiveness of the erosion control measures during the first year’s rainy season and implement remedial measures (e.g., reseeding, repair of silt fencing) if sedimentation or erosion is noted.

Mitigation Measure 2. Conduct Preconstruction Surveys for Frogs Prior to Bridge Construction (Tassajara Creek). The applicant shall hire a qualified biologist to conduct preconstruction surveys for California red-legged frogs (CRLF) no more than two days prior to commencement of work on any bridges over Tassajara Creek. If any CRLF are observed within the work area or areas immediately upstream, work shall be postponed until the applicant consults with the U. S. Fish and Wildlife Service on the possible relocation of frogs from the work site. No work shall be conducted until approval for frog relocation is obtained from the appropriate federal and state agencies.

Removal of Trees. Landscape trees occur along and adjacent to the proposed trail alignment. Construction required for the trail may cause short-term impacts to nesting birds, if they are present during construction. The noise and dust from construction may cause nesting birds to abandon eggs or chicks, resulting in their death.

Successful implementation of Mitigation Measure 3 will reduce impacts to nesting birds to a less-than-significant level.

Mitigation Measure 3. Avoid Impacts to Nesting Birds During Trail Construction. Construction shall be scheduled outside the bird nesting season for this portion of the state, (i.e., work should be scheduled to occur between August 1 and March 1 of any given year). If this schedule is not possible, the applicant shall hire a qualified biologist to conduct preconstruction surveys for nesting birds no more than 30 days prior to construction. If nesting birds are observed, the biologist shall delineate a buffer zone where no construction will occur until the biologist has determined all young from the nest have fledged.

4.5 CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the <i>CEQA Guidelines</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the <i>CEQA</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Guidelines?</i>				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting: The Hacienda Business Park region is an area of relatively high archeological sensitivity as the area was occupied by Native Americans. This sensitivity may be moderated; however, by the previously disturbed condition of the railroad right-of-way. No historic structures are known in the project area. No rock outcropping occur along the trail alignment.

Discussion of Checklist Questions: Implementation of construction BMP's and measures outlined in PRC 21083.2 requires any found archeological resources to be preserved in place or left in an undisturbed condition. Additional measures may also be identified by specialists if resources are found.

4.6 GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(1994), creating substantial risks to life or property?				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The proposed trail alignment is relatively flat. The project is located in the vicinity of the Mt. Diablo Fault (within 0.5 mile) and Calaveras Fault (within 3 miles) and will receive strong ground shaking in a significant earthquake; other faults in the greater area include the San Andreas, Hayward, Greenville and Concord faults. The project vicinity is identified as an area of potential liquefaction. Landsliding is possible along slopes of Tassajara Creek and Arroyo Mocho. No restrooms features are proposed along the trail route.

Discussion of Checklist Questions: Implementation of the California Building Code during design of the trail will result in facilities designed to withstand earthquakes; however, given the small size of the recreational trail features, no significant impact to trail users is expected if surface damage occurs. Additional measures may also be identified by specialists during preparation of construction documents and/or more detailed site design.

4.7 GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Checklist Questions: Greenhouse gas emissions will be limited to the trail construction period when vehicles will be used. Due to the small area and short duration of construction, no significant impacts will occur.

4.8 HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The proposed trail alignment is along an abandoned railroad right-of way. The alignment also contains an underground petroleum pipeline. It is not known if any assessments of the site were done during closure of the rail line or during development of adjacent residential and commercial buildings.

Discussion of Checklist Questions: The proposed project is not expected to expose people to potential health hazards. Some chemical may be used during construction of the trail; however, their use would be in compliance the state and federal guidelines for hazardous materials. If contaminated soil is encountered during site construction, the applicant will adhere to state and federal guidelines for containment and/or remediation. Construction over the existing petroleum pipeline may require additional safety measures; if

so, such measures will be identified by specialists during preparation of construction documents and/or more detailed site design.

The proposed project is located approximately three miles from the Livermore Airport so no airport-related impacts are expected. Other than the narrow natural areas along Tassajara Creek and Arroyo Mocho, the project area is an urban area and not adjacent to any wildlands. Wildland fires would not impact the project area.

Emergency response activities along this section of the Iron Horse Trail will be implemented by the City of Pleasanton following guidelines in the City’s emergency management plan.

4.9 HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The proposed trail alignment is located within a 500-year flood plain and is within the Del Valle Dam inundation area. The project will not utilize groundwater.

Discussion of Checklist Questions: Trail development activities adjacent to Tassajara Creek and Arroyo Mocho could discharge water to the land surface and into the creek; however construction BMP's and adherence to requirements of the Alameda County NPDES permit will prevent/reduce the occurrence of such discharges. The trail will increase the amount of impervious surface and storm water runoff; however, this incremental increase is not significant relative to other surfaces within the project drainage area. Bridges over the creeks could be subject to damage from flooding and would be subject to closure during a flood event.

4.10 LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The proposed trail alignment is located along a former railroad line that has been identified as a potential recreational trail route. The trail is identified in the City General Plan as an important subregional bicycle and pedestrian trail. Use of subregional trails is supported by General Plan

Program 5.4.

Discussion of Checklist Questions: The trail project is consistent with land use plans for the region. The trail will not divide or disrupt established communities. There are no habitat conservation plans for this region.

4.11 MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: An underground petroleum pipeline is located along the proposed trail route. There are no other mineral resources in the project area.

Discussion of Checklist Questions: The trail project is not expected to affect the use or maintenance of the underground pipeline. Construction of a trail over the existing petroleum pipeline may require specific maintenance access measures; if so, such measures will be identified by specialists during preparation of construction documents and/or more detailed site design.

4.12 NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The Noise Element of the General Plan has guidelines for noise. Residential development is considered a sensitive noise land use and there are limits for daytime and daytime noise levels. Existing noise levels in the project area include Highway 580, BART, and vehicles on City streets in the northern portion of project; noise in the central to southern portion is limited to vehicles on roadways. There is no significant airport noise.

Discussion of Checklist Questions: Trail construction will cause a temporary increase in noise due to construction equipment and related activities. These noises will be limited to the daytime period. The impact of the noise will be greatest on the residents of the single family and multi-family residence development in the center and southern portion of the project. Trail use may increase the ambient noise level due to an increase in the number of people travelling through the area, either on foot or bicycle. This noise will be limited to the daytime as the trail is only open from dawn to dusk. Due to the close proximity of existing recreational features to the project (i.e., existing pocket parks and City parks) and noise created by park visitors at these facilities, a slight increase in ambient noise from trail users is not considered significant.

4.13 POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The proposed trail alignment does not involve any housing components.

Discussion of Checklist Questions: No housing will be affected by the project. The project is not expected to induce additional housing and lands are already zoned for such uses. The project will not displace any housing or residents as the proposed trail alignment is in undeveloped.

4.14 PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting: The proposed trail is within a developed area currently serviced by the Livermore-Pleasanton Fire Department. The nearest fire stations are located at 6300 Stoneridge Drive and 3200 Santa Rita Road. Commercial and residential development as well as existing City parks along/adjacent to the trail alignment currently have fire hydrants. The City of Pleasanton Police Department would provide police services to the trail; they currently serve the surrounding businesses, residences and existing park facilities. The trail would be serviced and maintained by the City's Parks Department in coordination with East Bay Regional Park District. The project will not affect school resources.

Discussion of Checklist Questions: Trail development is not expected to result in significant additional burden on existing fire, police or park department resources. Trail maintenance will be conducted by City Parks personnel concurrent with maintenance of nearby park facilities (i.e., Owens Plaza Park and Creekside Park).

4.15 RECREATION	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

facility would occur or be accelerated?				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting: The City has two developed parks in the project vicinity: Owens Plaza Park and Creekside Park. These parks are immediately adjacent to the proposed trail. The trail would be serviced and maintained by the City’s Parks Department concurrent with maintenance of these nearby park facilities.

Discussion of Checklist Questions: Trail development is not expected to result in significant additional burden on City Parks department duties.

4.16 TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Environmental Setting: The proposed trail alignment is along an abandoned railroad right-of-way; it travels through the Dublin/Pleasanton BART station area and would have crossings at four major arterials (Owens Drive, Hacienda Drive, Las Positas Boulevard, and Stoneridge Drive / Santa Rita Road). Currently there are bike lanes on local roads through Pleasanton (including Santa Rita Road, Stoneridge Drive, Las Positas Boulevard, and Owens Drive) connecting the existing termini of the Iron Horse Trail at Santa Rita Road and the Dublin/Pleasanton BART station.

Discussion of Checklist Questions: Refer to Fehr & Peers memorandum dated October 18, 2010 for additional information related to the discussion below.

Existing planning and design documents were reviewed to obtain guidance on key trail elements (such as roadway crossing treatments and horizontal and vertical alignment) and to ensure that the trail would be compliant with any recommendations made in these documents. The East Bay Regional Park District (EBRPD) Master Plan and the Pleasanton Pedestrian and Bicycle Master Plan were reviewed, and the proposed trail is consistent with these documents.

Several alignments through the BART station area were proposed; these were ultimately rejected due the confined nature of the space in front of the station and the requirements of BART regarding internal circulation. The potential increase in pedestrian and bicycle travel through the BART station with the trail extension to the south will increase the number of potential conflicts with BART patrons, but bicyclists will be required to walk their bicycles through the station area, which will minimize this impact to a less than significant level.

Given the vehicular volume on the roadways, as well as the speed at which the vehicles travel and the number of potential trail users, the project includes signalization at roadway crossings. The Owens Drive, Hacienda Drive, and West Las Positas Boulevard crossings would all have new signals to help users cross the roadways. Each traffic signal will have a phase for the east-west roadway traffic and a phase for trail users to cross the roadway. This has been done on other parts of the Iron Horse Trail, including locations in Pleasanton. Existing traffic operations and queuing were examined at each of these locations, and the estimated impact on vehicle traffic flow is minimal. The vehicle-trail user conflicts that will be introduced would be mitigated with the introduction of the new traffic signals and the modification of the Santa Rita Road/Stoneridge Drive intersection. At the Santa Rita Road / Stoneridge Drive intersection, the trail will cross at existing signalized crosswalks; improved signage instructing trail users to cross desired approaches and shortening corner radii at the intersection would make the intersection safer for all trail users and other pedestrians at the intersection. The new signals at the Owens Drive, Hacienda Drive and West Las Positas Boulevard crossings, and the modifications at Santa Rita Road / Stoneridge Drive, would cause the impact on pedestrian, bicyclist and driver safety to be less than significant.

4.17 UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Water Quality Control Board?				
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: The project area has public restrooms at Creekside Park and Owens Plaza Park. No additional utilities or sanitary facilities are proposed along this section of the regional trail.

Discussion of Checklist Questions: No impacts to utilities or services systems are anticipated from the proposed project.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

APPENDIX J

prepared for the
East Bay Regional Park District

**Preliminary Estimate of Project Costs
 Iron Horse Trail Feasibility Study
 BART Station to Across Owens Drive
 Preliminary Corridor Concept Plan**

prepared on: 11/9/10
 prepared by: CS
 reviewed by: MS

Item #	Description	Qty	Unit	Cost	Item Total	Subtotal
A	Overhead Costs					
1.	Bonding, staking, mobilization, traffic control	Allow	5%	\$13,155.50	\$13,156.	
						\$13,160.
B	Site Preparation					
1.	Demolition and removals	0.27	AC	\$40,000.00	\$10,800.	
2.	Grading and drainage	0.27	AC	\$25,000.00	\$6,750.	
3.	Erosion control	0.27	AC	\$15,000.00	\$4,050.	
4.	Miscellaneous demolition, 730 lf	Allow	LS	\$7,300.00	\$7,300.	
						\$28,900.
C	Site Construction					
1.	Asphalt pavement and gravel shoulder	11,761	SF	\$4.00	\$47,044.	
2.	Trail striping and markings	1,928	LF	\$1.00	\$1,928.	
3.	Fencing	515	LF	\$40.00	\$20,600.	
4.	Signalized street crossing; mid-block	1	EA	\$150,000.00	\$150,000.	
						\$219,570.
D	Amenities					
1.	Park/trail furnishings	0.88	AC	\$10,000.00	\$8,800.	
						\$8,800.
E	Landscape Restoration					
1.	Landscape restoration	1,460	SF	\$4.00	\$5,840.	
						\$5,840.
F	Total of Construction					\$276,270.
Based on drawing entitled "Preliminary Corridor Concept Plan", dated "10/18/10"						
The above items, amounts, quantities, and related information are based on Callander Associates' judgment at this level of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.						

prepared for the
East Bay Regional Park District

**Preliminary Estimate of Project Costs
 Iron Horse Trail Feasibility Study
 Hacienda Drive to Across Tassajara Creek
 Preliminary Corridor Concept Plan**

prepared on: 11/9/10
 prepared by: MG
 reviewed by: MS

Item #	Description	Qty	Unit	Cost	Item Total	Subtotal
A	Overhead Costs					
1.	Bonding, staking, mobilization, traffic control	Allow	5%	\$39,184.50	\$39,185.	
						\$39,180.
B	Site Preparation					
1.	Demolition and removals	1.49	AC	\$40,000.00	\$59,600.	
2.	Grading and drainage	1.49	AC	\$25,000.00	\$37,250.	
3.	Erosion control	1.49	AC	\$15,000.00	\$22,350.	
4.	Miscellaneous demolition, 2,185 lf	Allow	LS	\$22,000.00	\$22,000.	
						\$141,200.
C	Site Construction					
1.	Asphalt pavement and gravel shoulder	30,575	SF	\$4.00	\$122,300.	
2.	Concrete pavement	4,000	SF	\$12.00	\$48,000.	
3.	Trail striping and markings	2,185	LF	\$1.00	\$2,185.	
						\$172,490.
D	Amenities					
1.	Tennis court	1	EA	\$100,000.00	\$100,000.	
2.	Basketball court	1	EA	\$50,000.00	\$50,000.	
3.	Playground and picnic area	2	EA	\$85,000.00	\$170,000.	
4.	Park/trail furnishings	1.0	AC	\$10,000.00	\$10,000.	
						\$330,000.
E	Landscape Restoration					
1.	Landscape restoration and irrigation modifications	35,000	SF	\$4.00	\$140,000.	
						\$140,000.
F	Total of Construction					\$822,870.
Based on drawing entitled "Preliminary Corridor Concept Plan", dated "9/29/10"						
The above items, amounts, quantities, and related information are based on Callander Associates' judgment at this level						
of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities,						
costs and related factors affecting costs, and advises the client that significant variation may occur between						
this estimate of probable construction costs and actual construction prices.						

prepared for the
East Bay Regional Park District

**Preliminary Estimate of Project Costs
 Iron Horse Trail Feasibility Study
 Tassajara Creek to Arroyo Mocho Canal
 Preliminary Corridor Concept Plan**

prepared on: 11/9/10
 prepared by: MG
 reviewed by: MS

Item #	Description	Qty	Unit	Cost	Item Total	Subtotal
A	Overhead Costs					
1.	Bonding, staking, mobilization, traffic control	Allow	5%	\$35,131.50	\$35,132.	
						\$35,130.
B	Site Preparation					
1.	Demolition and removals	1.44	AC	\$40,000.00	\$57,600.	
2.	Grading and drainage	1.44	AC	\$25,000.00	\$36,000.	
3.	Erosion control	1.44	AC	\$15,000.00	\$21,600.	
4.	Miscellaneous demolition, 1,990 lf	Allow	LS	\$20,000.00	\$20,000.	
						\$135,200.
C	Site Construction					
1.	Wall, block, 2' average	1,025	LF	\$80.00	\$82,000.	
2.	Asphalt pavement and gravel shoulder	27,860	SF	\$4.00	\$111,440.	
3.	Concrete pavement	2,500	SF	\$12.00	\$30,000.	
4.	Trail striping and markings	1,990	LF	\$1.00	\$1,990.	
5.	Signalized street crossing; mid-block	1	EA	\$150,000.00	\$150,000.	
						\$375,430.
D	Amenities					
1.	Park/trail furnishings	1.0	AC	\$10,000.00	\$10,000.	
						\$10,000.
E	Landscape Restoration					
1.	Landscape restoration and irrigation modifications	38,000	SF	\$4.00	\$152,000.	
2.	Buffer planting	10,000	SF	\$3.00	\$30,000.	
						\$182,000.
F	Total of Construction					\$737,760.
Based on drawing entitled "Preliminary Corridor Concept Plan", dated "9/29/10"						
The above items, amounts, quantities, and related information are based on Callander Associates' judgment at this level of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.						

Preliminary Estimate of Project Costs
Iron Horse Trail Feasibility Study
Across Arroyo Mocho Canal to Santa Rita Road
Preliminary Corridor Concept Plan

prepared for the
East Bay Regional Park District

prepared on: 11/9/10
 prepared by: MG
 reviewed by: MS

Item #	Description	Qty	Unit	Cost	Item Total	Subtotal
A	Overhead Costs					
1.	Bonding, staking, mobilization, traffic control	Allow	5%	\$17,898.00	\$17,898.	
						\$17,900.
B	Site Preparation					
1.	Demolition and removals	0.59	AC	\$40,000.00	\$23,600.	
2.	Grading and drainage	0.59	AC	\$25,000.00	\$14,750.	
3.	Erosion control	0.59	AC	\$15,000.00	\$8,850.	
4.	Miscellaneous demolition, 1,600 lf	Allow	LS	\$10,000.00	\$10,000.	
						\$57,200.
C	Site Construction					
1.	Asphalt pavement and gravel shoulders	20,405	SF	\$4.00	\$81,620.	
2.	Concrete pavement	3,830	SF	\$14.00	\$53,620.	
3.	Trail striping and markings	1,475	LF	\$1.00	\$1,475.	
4.	Split rail fence	530	LF	\$40.00	\$21,200.	
5.	Curb and gutter	180	LF	\$30.00	\$5,400.	
6.	Curb ramp	1	EA	\$2,500.00	\$2,500.	
7.	Street crossing at intersection	1	EA	\$100,000.00	\$100,000.	
8.	Connection to Arroyo Mocho trail	1	EA	\$10,000.00	\$10,000.	
						\$275,820.
D	Amenities					
1.	Park/trail furnishings	0.59	AC	\$10,000.00	\$5,900.	
						\$5,900.
E	Landscape Restoration					
1.	Landscape restoration and irrigation modifications	4,760	SF	\$4.00	\$19,040.	
						\$19,040.
F	Total of Construction					\$375,860.
Based on drawing entitled "Preliminary Corridor Concept Plan", dated "9/29/10"						
The above items, amounts, quantities, and related information are based on Callander Associates' judgment at this level of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.						

prepared for the
East Bay Regional Park District

**Preliminary Estimate of Project Costs
 Iron Horse Trail Feasibility Study
 Summary of All Segments
 Preliminary Corridor Concept Plan**

prepared on: 11/9/10
 prepared by: MG
 reviewed by: MS

Item #	Description	Qty	Unit	Cost	Item Total	Subtotal
A	BART Station to Across Owens Drive					\$276,270.
B	Owens Drive to Across Hacienda Drive					\$522,960.
C	Hacienda Drive to Across Tassajara Creek					\$822,870.
D	Tassajara Creek to Arroyo Mocho Canal					\$737,760.
E	Across Arroyo Mocho Canal to Santa Rita Road					\$375,860.
F	TOTAL OF CONSTRUCTION					\$2,735,720.
G	CONTINGENCY	Allow	20%	\$547,144.00	\$547,144.	
						\$547,140.
H	PROFESSIONAL SERVICES					
1.	Topographic Survey	Allow	LS	\$33,000.00	\$33,000.	
2.	Preliminary Design					
	Planning Services	Allow	LS	\$60,000.00	\$60,000.	
	Environmental Documentation (MND)	Allow	LS	\$10,000.00	\$10,000.	
3.	Design Development	Allow	4%	\$109,428.80	\$109,429.	
4.	Construction Documents	Allow	8%	\$218,857.60	\$218,858.	
						\$431,290.
I	TOTAL PROJECT COSTS SUMMARY					\$3,714,150.
Based on drawing entitled "Preliminary Corridor Concept Plan", dated "9/29/10"						
The above items, amounts, quantities, and related information are based on Callander Associates' judgment at this level of document preparation and is offered only as reference data. Callander Associates has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.						