

EXHIBIT A-1

DRAFT CONDITIONS OF APPROVAL PUD-102 3192 SANTA RITA ROAD

SPECIAL CONDITIONS OF APPROVAL

Planning

1. The subject site is rezoned from Neighborhood Commercial (C-N) District to Planned Unit Development – Commercial (PUD-C) District. The development standards of the subject site shall follow those of the C-N (Neighborhood Commercial) District of the Pleasanton Municipal Code. The permitted and conditionally permitted uses for the subject property shall be those of the C-N (Neighborhood Commercial) District of the Pleasanton Municipal Code with the following additions:
 - Convenience Market, with or without the sales of alcoholic beverages, in conjunction with a gas station – conditionally permitted; and
 - Drive-through carwash in conjunction with a gas station – conditionally permitted.
2. The construction plans submitted for issuance of a building permit shall clearly state that: 1) an AeroDry Systems quiet dryer system or equivalent will be installed in the drive-through carwash, and 2) IVS Power Vacuum System or equivalent will be used for the two vacuum units near parking spaces 6 and 7. Said plans shall be subject to review and approval by the Director of Community Development. For any proposed changes to the approved systems, the applicant shall provide a letter from the project acoustic consultant confirming that the proposed system(s) conforms to the City's Noise Ordinance. Changes to the approved systems shall be subject to review and approval by the Director of Community Development. At the discretion of the Director of Community Development, a third party review may be required at the applicant's expense.
3. The proposed sound attenuating fence shall be revised to a sound attenuating stucco and stone wall. The colors and materials of the wall shall match the colors and materials of the convenience market/carwash building and shall be shown on the plans submitted to the Building and Safety Division for plan check and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance. Prior to issuance of a building permit, the applicant's noise consultant shall certify in writing to the Director of Community Development that the construction drawings comply with the Noise Assessment report dated July 15, 2014, on file with the Planning Division.

4. Prior to operation of the car wash, the applicant shall submit to the Planning Division written certification by the project acoustic consultant indicating that the drive-through carwash facility is in compliance with the application submitted, all conditions imposed, and all provisions of Chapter 9.04 of the Pleasanton Municipal Code (Noise Ordinance).
5. The proposed “shoe box” style building-mounted lights are not approved and the applicant shall install decorative lights that are complementary to the convenience market/carwash building. Prior to the issuance of a building permit, the applicant shall provide manufacturer’s specification sheets for the building-mounted lights to the Director of Community Department for review and approval.
6. The tile roof of the proposed convenience market/carwash building shall match the color, shape, and style of the tiles on the existing gas station canopy. Prior to issuance of a building permit, the applicant shall provide a sample to the Director of Community Development for review and approval.
7. Prior to issuance of a building permit, the applicant shall provide detail of the two vacuums located next to the parking spaces, including design, noise levels, hours of operations, etc. to the Director of Community Development for review and approval.
8. Water conservation devices shall be installed as part of the project. The water conservation devices shall be stated on the plans submitted for the issuance of a Building Permit.
9. Energy efficient lighting shall be installed within the convenience store. The energy efficient lighting shall be shown on the plans submitted for the issuance of a building permit.
10. The construction plan sets submitted for issuance of a building permit shall show that a minimum of one trash receptacle and one recycling receptacle will be placed in the front of the store. The design and location of the receptacles are subject to review and approval by the Director of Community Development.
11. No temporary or permanent signage is approved as part of this application. Any signage shall be subject to separate City Sign Design Review approval.
12. All exterior lighting including landscape lighting shall be directed downward and designed or shielded so as to not cause glare or shine onto neighboring properties. The project/building developer shall submit a final lighting plan with the plans submitted to the Building and Safety Division for permits, including drawings and/or manufacturer’s specification sheets showing the intensity, size, design, and types of light fixtures proposed for the exterior of the buildings and, if applicable, for the site.

13. All trash and refuse shall be contained completely within the trash enclosure. Trash containers shall be stored within the trash enclosure at all times except when being unloaded. The trash enclosure shall be sized to accommodate trash, recycling, and green waste containers. The construction plan set submitted for issuance of a building permit shall include a floor plan for the proposed trash enclosure which shows that the enclosure has been adequately sized to accommodate the trash and recycling containers.
14. All mechanical equipment shall be constructed in such a manner that noise emanating from it will not be perceptible beyond the property plane of the subject property in a normal environment for that use.
15. All roof-mounted equipment such as blowers, condensing units or HVAC units shall be completely screened by the roof parapet.
16. The construction plan set submitted for issuance of a building permit shall correctly indicate the square footage of the carwash facility.
17. The construction plans submitted for issuance of a building permit shall include a revised landscape plan that accurately shows the location of proposed groundcover and any modifications to the existing landscaping, subject to the review and approval by the Director of Community Development. A final landscape plan and irrigation plan shall be submitted to and approved by the Director of Community Development as part of the plan check plans prior to issuance of a building permit. Said landscape plan shall be consistent with the approved landscape plan plus any conditions of approval, shall be accurately drawn and depict all proposed species and species to remain, and shall be detailed in terms of species, location, size, quantities, and spacing. Plant species shall be drought tolerant and the irrigation system shall maximize water conservation throughout the development (e.g. drip system).
18. The applicant shall mitigate the heritage tree removal by making a payment to the Urban Forestry Fund based on the appraised value of the two heritage-sized trees (\$5,090), or an amount as determined by the Director of Community Development. The required payment shall be paid in full prior to issuance of a building permit.
19. The location and design of the planters in the front of the convenience market shall be shown on the construction plan sets submitted for issuance of a building permit and is subject to review and approval by the Director of Community Development. The placement of the planters shall not block the walkway and/or drive aisle.
20. The project shall comply with the State of California's Model Water Efficient Landscape Ordinance and shall implement Bay Friendly Basics. A licensed landscape architect shall verify the project's compliance with the ordinance: 1)

prior to the issuance of a building permit; and 2) prior to final inspection. The verification shall be provided to the Planning Division.

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

Building

22. The building(s) covered by this approval shall be designed and constructed to the Title 24 Building Standards, including Building, Electrical, Mechanical, Plumbing, Energy, Fire, Green Building and both State and Federal accessibility requirements in effect and as amended by the City of Pleasanton at the time of Building Permit submittal.
23. All Building and Fire permit plans, including demolition, on-site, building shell and tenant improvements shall be submitted to the Building and Safety Division for review and approval.

Traffic Engineering

24. The applicant or responsible party shall pay any traffic impact fees for the subject use as determined by the City Traffic Engineer. This includes both the Pleasanton Traffic Impact Fee and the Tri-Valley Transportation Fee. These fees shall be paid prior to issuance of a building permit.
25. All new parking spaces shall conform to the City standard parking dimensions. Plans submitted to the Building Division for permits shall have the dimensions clearly noted on the plans.
26. The developer shall submit a comprehensive traffic control plan prior to issuance of a Building Permit for review by the City Traffic Engineer. The plan shall include scheduling of major truck trips and deliveries, to avoid peak travel hours, lane closure procedures such as flagger stations, signage, cones, and other warning devices that will be implemented during construction.

Engineering

27. All utility lines shall be installed in conduit. Only PG&E switch enclosures or capacity banks can be installed above ground provided the units are screened with landscaping to the satisfaction of the Director of Community Development.

Building

28. In accordance with the Fats, Oils and Grease (FOG) Program, all sinks and wash basins in the convenience store (excluding those located inside the restrooms) shall be plumbed to a grease trap. The grease trap(s) shall be installed in an

above ground orientation with sufficient clearance above the grease trap(s) for routine maintenance and constructed out of a plastic material for corrosion resistance and ease of replacement.

STANDARD CONDITIONS OF APPROVAL

Community Development Department

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

Planning

34. The PUD development plan approval shall lapse two years from the effective date of this ordinance unless a building permit is issued and construction has commenced and is diligently pursued, or the City has approved a time extension.
35. The proposed development shall conform substantially to the project narrative, the project plans, Exhibit B, dated "Received, July 15, 2014," Arborist Report by Arbor Resources, dated "Received July 26, 2013," and Noise Assessment report by Illingworth & Rodkin, Inc. dated "Received July 15, 2014," on file with the Planning Division, except as modified by the conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance to the approved exhibits.
36. The approved building materials and colors shall be stated on the project plans submitted for issuance of building permits.
37. Prior to issuance of a building permit, the developer shall pay the required commercial development school impact fee as prescribed by State law and as adopted by the Pleasanton Unified School District.
38. All conditions of approval shall be attached to all permit plan sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet.
39. All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. No construction shall be allowed on State or Federal Holidays, Saturdays, or Sundays. The Director of Community Development may allow earlier "start-times" or later "stop-times" for specific construction activities (e.g., concrete pouring, interior construction, etc.), if it can be demonstrated to the satisfaction of the Director of Community Development that the construction noise and construction traffic noise will not affect nearby residents or businesses. All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices. Prior to construction, the applicant shall post on the site the allowable hours of construction activity.
40. To the extent permitted by law, the project applicant shall defend (with counsel reasonable acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees), action, or proceeding brought by a third party against the indemnified parties and the applicant to

attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

41. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$5,000 for each tree required to be preserved, up to a maximum of \$25,000. This cash bond or security shall be retained for one year following completion of construction and shall be forfeited if the trees are destroyed or substantially damaged. No trees shall be removed other than those specifically designated for removal on the approved plans or tree report.
42. The project developer shall comply with the recommendations of the tree report prepared by Arbor Resources, dated "Received July 26, 2014." No tree trimming or pruning other than that specified in the tree report shall occur. The project developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of City permits to ensure that all recommendations have been properly implemented. The consultant shall verify in writing that such recommendations have been followed.

Landscaping

43. The project developer shall enter into an agreement with the City, approved by the City Attorney, which guarantees that all landscaping included in this project will be maintained at all times in a manner consistent with the approved landscape plan for this development. Said agreement shall run with the land for the duration of the existence of the structures located on the subject property.
44. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.
45. All trees used in landscaping shall be a minimum of 15-gallons in size and all shrubs a minimum of five-gallons, unless otherwise shown on the approved landscape plan.
46. The following statements shall be included within the site, grading, and landscape plans where applicable to the satisfaction of the Director of Community Development prior to issuance of a building permit:
 - a) No existing tree to be saved may be trimmed or pruned without prior approval by the Community Development Director.
 - b) No equipment may be stored within or beneath the driplines of the existing trees to be saved.

- c) No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees to be saved or in drainage channels, swales, or areas that may lead to the dripline.
 - d) No stockpiling/storage of fill, etc., shall take place underneath or within five feet of the dripline of the existing trees to be saved.
47. Prior to issuance of a grading or building permit, the project developer shall install a temporary six foot tall chain-link fence (or other fence type acceptable to the Director of Community Development) outside of the existing tree drip lines, unless otherwise approved by the Director of Community Development. The fencing shall remain in place until final landscape inspection of the Community Development Department. Removal of such fencing prior to that time may result in a “stop work order.”

Building

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

Engineering

50. A “Conditions of Approval” checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
51. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of a permit.
52. All dry utilities (electric power distribution, gas distribution, communication service, Cable television, street lights and any required alarm systems) required to serve existing or new development shall be installed in conduit, underground

in a joint utility trench unless otherwise specifically approved by the City Engineer.

53. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer.
54. This approval does not guarantee the availability of sufficient water and/or sewer capacity to serve the project.
55. There shall be no direct roof leaders connected to the street gutter or storm drain system, unless otherwise approved by the City Engineer.
56. The project developer and/or the project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
57. Storm drainage swales, gutters, inlets, outfalls, and channels not within the area of a dedicated public street shall be privately maintained by the property owners.
58. All retaining walls along the street shall be placed behind the Public Service Easement (PSE), unless otherwise approved by the City Engineer.
59. A detailed grading and drainage plan prepared by a licensed Civil Engineer including all supporting information and design criteria (including but not limited to any peer review comments), storm drain treatment calculations, hydromodification worksheets, etc., shall be submitted as part of the building permit plans.

Fire

60. Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12" high by 1" stroke. If building is located greater than 50 feet from street frontage, character size shall be 16" high by 1 ½" stroke minimum. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.
61. The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
62. Prior to any construction framing, the project developer shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow

in conformance to the City's Fire Department Standards able to suppress a major fire.

63. Fire Department plan check includes specifications, monitoring certificate(s), installation certificate and alarm company U.L. certificate. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.
64. A Hazardous Materials Declaration shall be provided for this tenant and/or use. The form shall be signed by the owner/manager of the company occupying the suite/space/building. No building permit will be issued until the Hazardous Materials Declaration is provided. The form is available through the permit center or from the LPPD Fire Prevention Bureau.
65. Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the LPPD prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.
66. The proposed building(s) may have additional Fire Department requirements that can only be addressed by knowing the details of occupancy. These occupancy details shall be submitted to the Fire Department prior to submittal of construction plans to the Building Department. Details shall include but not be limited to the following:
 - a. Type of storage
 - b. Height of storage
 - c. Aisle spacing
 - d. Rack of bulk storage
 - e. Palletized storage
 - f. Type of occupancies within areas of the building(s)

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

67. Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.

CODE REQUIREMENTS

Building

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

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

Fire

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

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

70. A fire alarm system shall be provided and installed in accordance with the California Fire Code currently in effect, the City of Pleasanton Ordinance 2015 and 2002 NFPA 72 - National Fire Alarm Code. Notification appliances and manual fire alarm boxes shall be provided in all areas consistent with the definition of a notification zone (notification zones coincide with the smoke and fire zones of a building). Shop drawings shall be submitted for permit issuance in compliance with the CFC currently in effect.

71. City of Pleasanton Ordinance 2015 requires that all new and existing occupancies be provided with an approved key box from the Knox Company as specified by the Fire Department. The applicant is responsible for obtaining approval for location and the number of boxes from the Fire Prevention Bureau. Information and application for Knox is available through their website or the Fire Prevention Bureau. Occupant shall be responsible for providing tenant space building access keys for insertion into the Knox Box prior to final inspection by the Fire Department. Keys shall have permanent marked tags identifying address and/or specific doors/areas accessible with said key.

72. Portable fire extinguisher(s) shall be provided and installed in accordance with the California Fire Code currently in effect and Fire Code Standard #10-1. Minimum approved size for all portable fire extinguishers shall be 2A 10B:C.

73. All buildings undergoing construction, alteration or demolition shall comply with Chapter 14 (California Fire Code currently in effect) pertaining to the use of any hazardous materials, flame-producing devices, asphalt/tar kettles, etc.

URBAN STORMWATER CONDITIONS OF APPROVAL

74. The proposed development shall conform to applicable C3 stormwater requirements.

[end]

EXHIBIT A-2

DRAFT CONDITIONS OF APPROVAL P14-0014 (CONDITIONAL USE PERMIT) 3192 SANTA RITA ROAD

PROJECT SPECIFIC CONDITIONS OF APPROVAL

Planning Division

1. The approval of this conditional use permit is contingent upon the City Council's approval of PUD-102.
2. If additional hours of operation, number of employees, or activities beyond what is stated in the applicant's written narrative dated, "Received July 15, 2014," on file in the Planning Division, are desired, prior City review and approval is required. The Director of Community Development may approve the modification or refer the matter to the Planning Commission if judged to be substantial.
3. If operation of the convenience market and the drive-through carwash results in conflicts pertaining to parking, noise, traffic, crime or drunken behavior, or other impacts, at the discretion of the Director of Community Development, this conditional use permit may be referred to the Planning Commission for subsequent review at a public hearing. If necessary, the Planning Commission may modify or add conditions of approval to mitigate such impacts, or may revoke said conditional use permit.
4. The hours of operation for the convenience store, the sales of alcoholic beverages from the convenience store, the drive-through carwash, and gas station shall be as follows:
 - a. Convenience Store: 5:00 a.m. – 1:00 a.m.
(exception: employees may work inside the store between 1:00 a.m.-5:00 a.m.)
 - b. Sale of Alcoholic Beverages: 6:00 a.m. – 11:00 p.m.
 - c. Drive-Through Carwash: 7:00 a.m. – 10:00 p.m.
 - d. Gas Station: 5:00 a.m. – 1:00 a.m.
5. The following requirements shall apply to the sale of beer and wine from the convenience store covered by this conditional use permit:
 - a. Alcohol sales are limited to beer and wine only;
 - c. Beer and wine cannot be displayed within five feet of the cash register or front door unless they are stored in a permanently located cooler;

- d. No advertisements of alcoholic beverages may be displayed at the fuel islands;
 - e. Beer and wine may not be displayed from an open ice-tub;
 - f. No self-illuminating advertising of beer and wine is allowed on windows or doors at any time;
 - h. The applicants shall maintain a clear line-of-sight from the cash registers to the shelves storing the beer and wine products; and
 - i. The applicants shall provide on-going training programs to the convenience market operators on identifying and then dealing with inebriated drivers wanting to purchase beer and wine from the convenience store.
6. All delivery and unloading of merchandise and fuel shall take place on the subject property. At no time shall delivery vehicles be parked on public streets or adjacent properties for purposes of unloading merchandise or delivering fuel.
 7. Deliveries for the convenience store shall take place between 6:00 a.m. and 10:00 p.m. The business operator/responsible party shall ensure that deliveries occur during off-peak hours and delivery vehicles are parked in parking stalls, to the extent possible, and do not block driveways or circulation around the site. Delivery vehicles shall be turned off and shall not idle while making deliveries.
 8. All merchandise shall be kept entirely within the convenience store. At no time shall any merchandise or displays be located outside of the building, either in front of the store or within the pump area. The storage of shopping carts or baskets outside of the building is prohibited.
 9. No outdoor music is permitted.
 10. The applicant/operator shall post signage around the store which prohibits loitering on the site. Said signage shall be subject to the review and approval by the Director of Community Development prior to installation.
 11. At no time shall balloons, banners, pennants, or other attention-getting devices be utilized on the site except as allowed by Section 18.96.060K of the Zoning Ordinance for grand openings or by Section 18.116.040 of the Zoning Ordinance if approved as part of a temporary conditional use permit. At no time shall spot lighting be used in conjunction with such grand openings and/or promotional events.

12. The applicant/operator shall maintain the service station/convenience market/car wash in a clean and orderly manner at all times.
13. The business operator/responsible party shall ensure that the site is regularly checked for litter and all litter and debris is removed from the site on a continual basis. The operator/responsible party shall regularly empty all trash receptacles in front of the store.

STANDARD CONDITIONS OF APPROVAL

Community Development Department

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

Planning

15. The proposed use shall be in substantial conformance to Exhibit B, dated "Received July 15, 2014," on file with the Planning Division, except as modified by these conditions. Minor changes to the plans or operation may be allowed subject to the approval of the Director of Community Development.
16. This conditional use permit shall lapse and shall become void one year following the date on which the use permit became effective, unless prior to the expiration of one year a building permit is issued and construction is commenced and diligently pursued toward completion on the site which was the subject of the use permit application, or a certificate of occupancy is issued for the structure which was the subject of the use permit application, or the site is occupied if no building permit or certificate of occupancy is required, or the applicant or his or her successor has filed a request for extension with the zoning administrator pursuant to the provisions of Section 18.12.030.

[end]

**7-ELEVEN STORE & CARWASH ADDITIONS
NOISE ASSESSMENT
PLEASANTON, CALIFORNIA**

July 11, 2014



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Job No.: 13-215

EXHIBIT C

PUD-102/P14-0014

3192 Santa Rita Road

Dated "Received July 15, 2014"

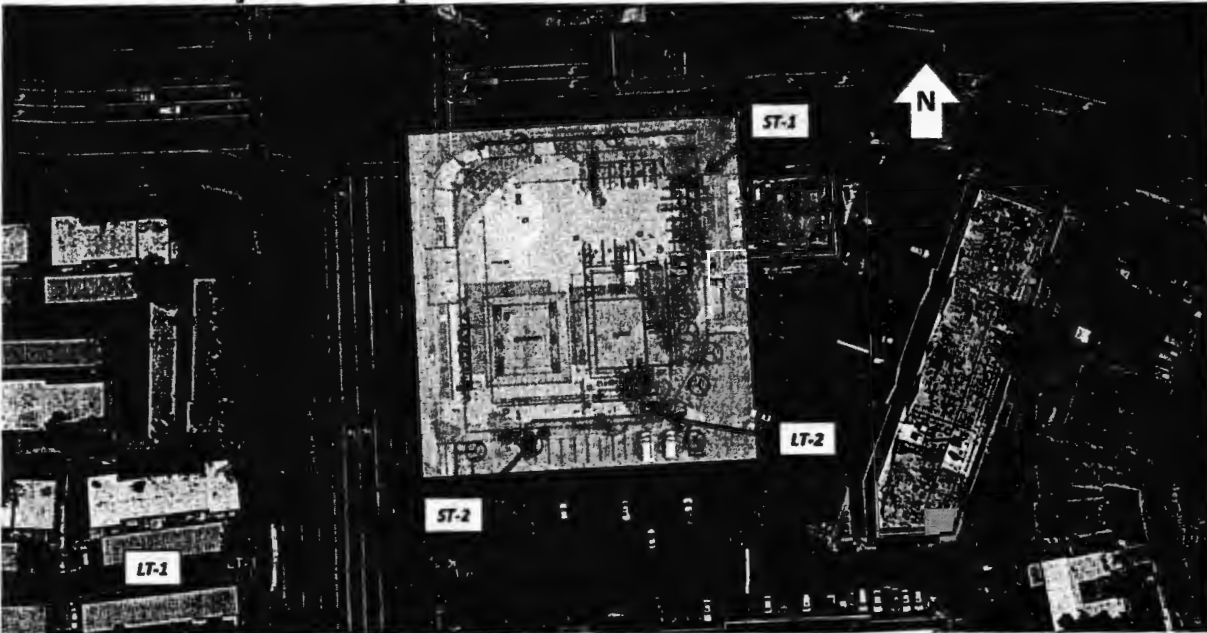
INTRODUCTION

This report presents the results of a noise assessment of the 7-Eleven Store and Carwash Additions project proposed at 3192 Santa Rita Road in Pleasanton, California. This report evaluates the project's potential to result in significant noise impacts with respect to applicable guidelines established by the City of Pleasanton's Noise Ordinance and General Plan Noise Element. The report provides a brief description of the fundamentals of environmental noise and vibration and summarizes applicable regulatory criteria. A recent ambient noise monitoring survey was conducted at the project site to document existing noise conditions, and the results of this survey are presented in this report. Additionally, based on provided project information, this assessment calculates and evaluates the future noise levels resulting from the proposed carwash operations. The impact to the noise environment at each of the surrounding land uses is discussed, and mitigation measures, where necessary, are recommended to achieve a compatible project in relation to adjacent noise sources and land uses.

PROJECT DESCRIPTION AND LOCATION

Currently, there is a Valero gas station, a small market, and an automotive service shop at this location. For the proposed project, the gas station canopy would remain, but the existing building containing the small market and automotive service shop would be demolished. In its place, a new 7-Eleven convenience store would be constructed with an attached carwash. The convenience store would be approximately 2,467 square feet. The total carwash area would be approximately 882 square feet. Additionally, a new parking area would provide approximately 17 parking spots. Figure 1 shows the project site, with the proposed project plans overlaid onto the existing geometry.

FIGURE 1 Project Site Map with Noise Measurement Locations



The project site is located in the southeast corner of the Santa Rita Road/West Las Positas Boulevard intersection. Santa Rita Road is a major six-lane roadway that runs north and south,

with a landscaped-median dividing the directions of travel. In the northbound direction, there are two left turn lanes and one right turn lane. West Las Positas Boulevard runs east and west with two through lanes in each direction separated by a concrete median. There are also two left turn lanes along West Las Positas Boulevard in the westbound direction.

The Las Positas Gardens Townhomes complex is located west of the project site opposite Santa Rita Road. This multi-family residential development has several two-story buildings with separate covered car ports. Though a six-foot fence shields the parking area from roadway traffic, the residential facades are unshielded, and fully exposed to roadway traffic and future project-generated noise. The nearest townhome structure is approximately 140 feet from the western property line of the project site and approximately 290 feet from the proposed carwash exit. A fire station is directly north, and another townhome complex is northeast of the project site opposite West Las Positas Blvd. The townhomes in this complex are also two-stories. The nearest townhome building is approximately 115 feet from the property line of the project site and approximately 220 feet from the entrance of the proposed carwash. The fire station is approximately 100 feet from the project site boundary, and due to the placements of the fire station and the proposed carwash buildings, it would be approximately 225 feet northwest from the entrance of the proposed carwash.

A restaurant and commercial/retail uses surrounded by public parking areas are adjacent to the project site to the east and south. The restaurant is approximately 50 feet from the proposed carwash entrance. The commercial retail has direct line-of-sight to the exit of the proposed carwash and is at distances of 160 to 185 feet from the exit. Single-family residences are located to the east of the commercial/retail uses. The commercial/retail uses are expected to provide noise shielding from the project-generated noise at these residences. However, some private-use areas in the backyards of the residences could have some exposure to the proposed carwash exit. These noise-sensitive areas would be approximately 350 feet from the exit.

Additionally, the Valley Care Medical Center is located to the northwest of the project site (approximately 600 feet from the project site) and the Fairlands Elementary School to the northeast (approximately 680 feet from the project site). Due to the distance from the project site, the proposed carwash would have minimal impact on these land uses.

FUNDAMENTALS OF ENVIRONMENTAL NOISE

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels

are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

TABLE 1 Definitions of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

There are several methods of characterizing sound. The most common method in California is the *A-weighted sound level or dBA*. This scale gives greater weight to the frequencies of sound to

which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2.

TABLE 2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), Caltrans, November 2009.

Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq} . The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level, CNEL*, is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level, L_{dn}*, is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

REGULATORY CRITERIA

The proposed project would be subject to noise-related regulations, plans, and policies established within documents prepared by the City of Pleasanton. These documents are implemented during the environmental review process to limit noise exposure at existing and proposed noise-sensitive land uses. Applicable planning documents include: (1) the City of Pleasanton General Plan: Noise Element, and (2) the City of Pleasanton Noise Ordinance. Regulations, plans, and policies presented within these documents form the basis of the significance criteria used to assess project impacts.

City of Pleasanton General Plan Noise Element

The City of Pleasanton's General Plan Noise Element sets forth Noise and Land Use Compatibility standards for residential developments. Policies in this Element, which affect the residential land uses adjacent to the project site are:

- A 60 dBA L_{dn} goal is to be applied for single-family residences and a 65 dBA L_{dn} goal for multi-family residences where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). For new residential developments, use the "normally acceptable" designation and text description contained in Table 11-5.
- People in front yards can generally tolerate up to 65 dBA L_{dn}; if the front yard noise level is greater than this, however, interior noise levels would become a concern.
- Indoor noise levels shall not exceed 45 dBA L_{dn} in multi-family dwellings or single-family residences.
- An exterior increase of more than 4 dBA is considered significant.

TABLE 11-5: NOISE AND LAND USE COMPATIBILITY GUIDELINES

Land Use Category	Exterior Noise Exposure (L _{dn})					
	55	60	65 ^b	70	75	80
Single-Family Residential *						
Multi-Family Residential, Hotels, and Motels *						
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business, Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

- a In noise environments resulting primarily from railroad trains, exterior noise levels up to 70 dBA Ldn are normally acceptable recognizing that day-night average noise levels are controlled by intermittent, loud events.
- b <65 dBA outdoors = < 45 dBA indoors



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements



CONDITIONALLY ACCEPTABLE

Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.



UNACCEPTABLE

New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: City of Pleasanton General Plan: Noise Element, 2005.

City of Pleasanton Noise Ordinance.

Sections of Title 9, Health and Safety, of the City of Pleasanton’s Municipal Code which are relevant to this noise assessment are as follows:

9.04.035 Noise Limits – Commercial or Industrial Use Adjacent to Residential Zone: Any business establishment which is located within 300 feet from any residential zone and which remains open for business at any time between the hours of 10:00 p.m. and 6:00 a.m. shall adhere to the following standards of performance:

- The noise level produced on the business premises between the hours of 10:00 p.m. and 6:00 a.m. shall not exceed the residential noise standard at the property plane between the residential zoning district and the commercial zoning district.
- No trash shall be dumped outside of the enclosed building area between the hours of 10:00 p.m. and 6:00 a.m. In the alternative, a business which finds it necessary or convenient to dump trash between 10:00 p.m. and 6:00 a.m. may demonstrate pursuant to section 9.04.110 of this chapter that sound levels from dumping trash are insignificant or have been adequately mitigated. This subsection does not prohibit regularly scheduled pick up of trash by commercial garbage companies.

9.04.040 Noise Limits – Commercial Property: No person shall produce or allow to be produced by any machine, animal, device, or any combination of the same, on commercial property, a noise level in excess of 70 dBA at any point outside of the property plane, unless otherwise provided in this chapter.

9.04.070 Daytime Exceptions: Any noise which does not produce a noise level exceeding seventy (70) dBA at a distance of twenty five feet (25') under its most noisy condition of use shall be exempt from the provisions of sections 9.04.030, 9.04.040, and subsection 9.04.060A of this chapter between the hours of eight o'clock (8:00) A.M. and eight o'clock (8:00) P.M. daily, except Sundays and holidays, when the exemption herein shall apply between ten o'clock (10:00) A.M. and six o'clock (6:00) P.M.

EXISTING NOISE ENVIRONMENT

The project site is located in the southeast corner of the intersection at Santa Rita Road and West Las Positas Boulevard. A field investigation was conducted to identify land uses that could be significantly impacted by project-generated noise, which includes carwash operations. Multi-family residences are located west (across Santa Rita Road) and northeast (across West Las Positas Boulevard) of the project site. There are single-family residences to the east of the project site, but these noise-sensitive residences would receive shielding from existing commercial/retail land uses and a restaurant adjacent to the project site. The commercial/retail land uses surround the project site to the south and southeast. To the north and across West Las Positas Boulevard is a fire station. Figure 1 shows the project site with the surrounding land uses.

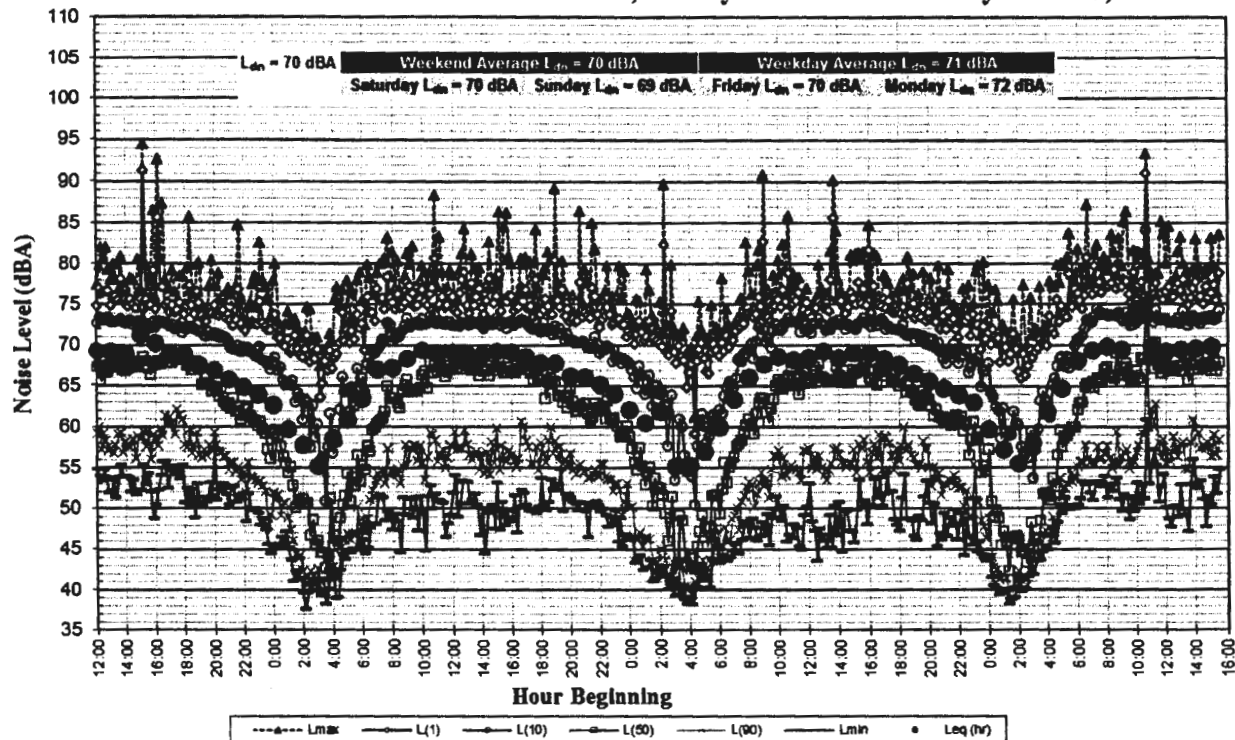
The main source of noise in the area is currently traffic from Santa Rita Road and West Las Positas Boulevard. Parking lot traffic from the gas station, automotive service shop, and retail plaza also affect the noise environment at noise-sensitive receptors surrounding the project site on a short, intermittent basis. For this noise assessment, measurements were conducted with Larson Davis Laboratories (LDL) Type I Model 820 Sound Level Meters equipped with ½-inch pre-polarized condenser microphones and windscreens. The meters were calibrated with a Larson Davis Model CA250 precision acoustic calibrator prior to and following the measurement survey.

Two long-term noise measurements and two short-term noise measurements were made between Friday, November 22, 2013 to Monday, November 25, 2013 to quantify the existing noise environment on the project site and the surrounding area. The noise measurement locations were selected to represent the noise exposure of the nearest multi-family residences and the adjacent commercial land uses. These locations are also shown in Figure 1.

Long-term noise measurement LT-1 was made, on the eastern property line of the Las Positas Gardens Townhomes, which was approximately 325 feet from the exit of the proposed carwash and approximately 30 feet from the centerline of the farthest right lane along Santa Rita Road southbound. The daily trend in noise levels at this long-term noise measurement site is summarized in Figure 2. The weekday hourly average noise levels for LT-1 typically ranged from 66 to 74 dBA L_{eq} during the day and from 56 to 68 dBA L_{eq} at night, with a weekday day-night average noise level of 71 dBA L_{dn} . On the weekend, the hourly average noise levels typically ranged from 63 to 69 dBA L_{eq} during the day and from 55 to 65 dBA L_{eq} at night, with

a weekend day-night average of 70 dBA L_{dn} . The weekday and weekend averages for each measurement for LT-1 are shown in Table 2.

FIGURE 2 Noise Levels Measured at LT-1, Friday Nov. 22 to Monday Nov. 25, 2013



Long-term noise measurement LT-2 was made at the southeastern corner of the project site, approximately 35 feet from the exit of the proposed carwash. The measurement was located to the east of existing convenience store parking spaces, to the west of the existing dumpster, and north and west of existing parking spaces for the retail plaza. The daily trend in noise levels at LT-2 is summarized in Figure 3. Hourly average noise levels for this long-term measurement site during the weekday typically ranged from 57 to 67 dBA L_{eq} during daytime hours and from 48 to 61 dBA L_{eq} during nighttime hours. The day-night average noise level at LT-2 during the weekday was 63 dBA L_{dn} . On the weekend, the hourly average noise levels ranged from 54 to 64 dBA L_{eq} during the daytime and from 47 to 57 dBA L_{eq} during the nighttime. The weekend day-night average level was 61 dBA L_{dn} . Table 2 also summarizes the LT-2 averages.

FIGURE 3 Noise Levels Measured at LT-2, Friday Nov. 22 to Monday Nov. 25, 2013

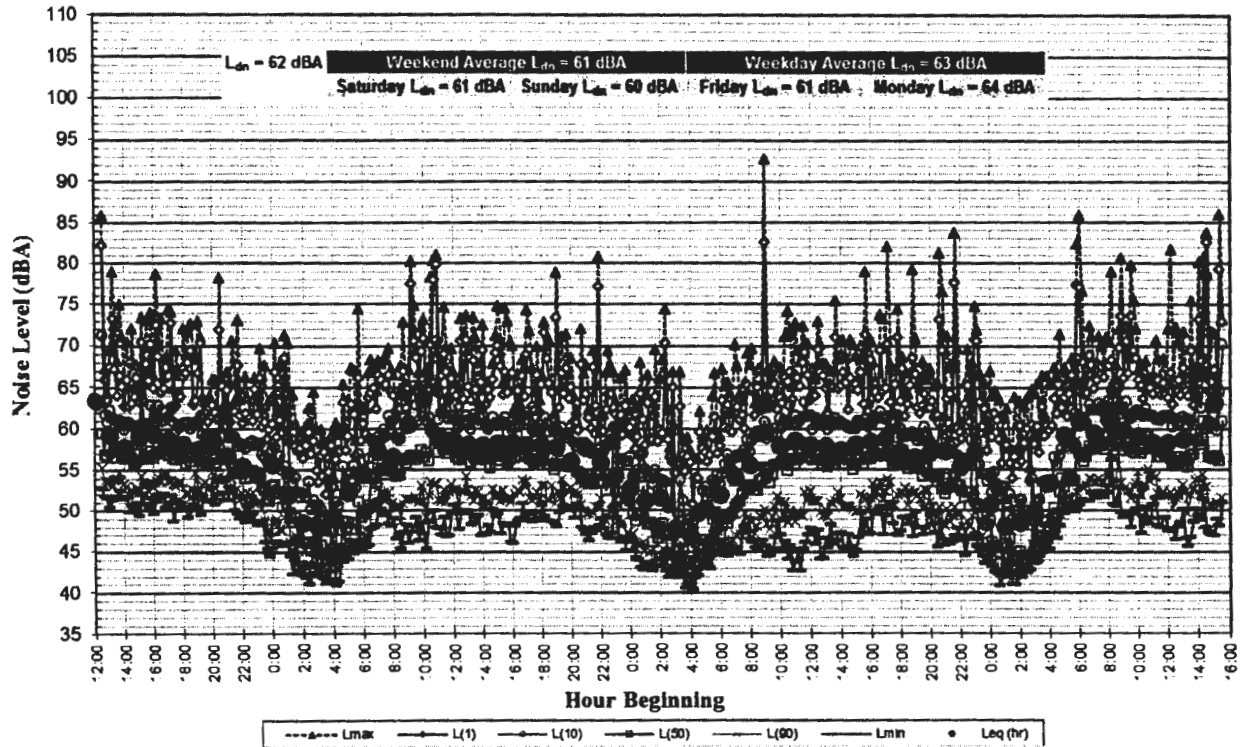


TABLE 2 Summary of Long-Term Noise Measurements

Noise Measurement Location	Weekday/Weekend	Long-Term Noise Measurements, dBA								
		Day	70	82	53	78	73	67	59	
LT-1: Eastern property line of Las Positas Gardens Townhomes, ~325 feet from the exit of the proposed carwash	Weekday	Day	70	82	53	78	73	67	59	71
		Night	63	78	48	73	67	58	51	
	Weekend	Day	68	80	50	76	72	65	56	70
		Night	61	76	45	72	65	56	49	
LT-2: Southeastern corner of the project site, ~35 feet from the exit of the proposed carwash	Weekday	Day	60	74	51	70	64	57	53	63
		Night	56	72	48	66	58	53	49	
	Weekend	Day	59	74	48	68	61	56	51	61
		Night	53	66	45	62	56	51	47	

The two short-term, ten-minute, noise measurements were made on Monday, November 25, 2013. Measurement site for ST-1 was in the northeast corner of the project site on the eastern property line, approximately 85 feet from the entrance of the proposed carwash and approximately 53 feet from the centerline of eastbound West Las Positas Boulevard. ST-2 was located on the southern property line of the project site, approximately 100 feet southwest of the exit to the proposed carwash and approximately 95 feet east of the centerline of the nearest through lane of Santa Rita Road northbound. Table 3 summarizes the results of both short-term measurements.

TABLE 3 Summary of Short-Term Noise Measurements

Noise Measurement Location	Short-Term Noise Measurements, dBA							
	L _{eq}	L _{max}	L _{min}	L ₀₁	L ₁₀	L ₅₀	L ₉₀	L ₉₅
ST-1: Northeastern corner of the project site, ~85 feet from the entrance of the proposed carwash (11/25/2013, 2:50-3:00 p.m.)	61	72	47	70	64	58	52	59
ST-2: Southwestern corner of the project site, ~100 feet from the exit of the proposed carwash (11/25/2013, 3:10-3:20 p.m.)	61	71	49	68	64	59	54	58

FUTURE PREDICTED NOISE ENVIRONMENT

For the proposed project, the existing convenience store and attached automotive service shop would be demolished. The proposed 7-Eleven store will be constructed in its place. Along with the store, a proposed carwash would be constructed adjacent to the store on the east side. Based on the orientation of the proposed carwash, vehicles would enter from the northern side of the property, adjacent to West Las Positas Boulevard. Noise-sensitive receptors to the north and northeast of the project site would be exposed to noise propagating from the carwash entrance. However, there is a proposed addition to the store, located on the north side of the building that would acoustically shield noise-sensitive receptors located to the northwest and west of the property site from noise emanating from the carwash entrance. The proposed carwash would be approximately 40 feet in length, and the vehicles would exit on the southeastern corner of the property. No doors are included in the building plans for the carwash, and no shielding from the noise at the exit is included in the plans. Figure 1 shows the proposed project superimposed onto the existing project site.

A speaker box located at the entrance of the carwash would create minimal noise, which would be directed towards the driver’s window of the car to be washed. The proposed carwash design does not include a conveyor belt. So, the main source of operational noise would come from water pump and spray noise during the wash cycle inside the carwash building and the blowers and vacuum used during the drying process after the washing cycle is complete. The blowers and vacuums would be located at the exit of the carwash. Since the pumps are located in the building interior and the water spray noise would occur in the wash tunnel and be largely shielded from any noise-sensitive receptors in the vicinity, the noise that could have the greatest impact on noise-sensitive receptors in the area would be the blower and vacuum systems. An AeroDry Systems, LLC, dryer system is proposed for use at the carwash. This system consists of two blowers with single motors and a third blower with two motors. A summary of the blower sound level measurements conducted by D.L. Adams Associates in 2002 was provided for this analysis. Results of that study showed overall A-weighted levels to be approximately 82.5 dBA at 5 feet and 79.4 dBA at 20 feet from the exit end of the tunnel. Based on previous car wash studies, levels at various distances can be extrapolated from this information; Table 4 presents the approximate noise levels for the AeroDry System at various distances from the blower. To reduce noise levels, AeroDry has also suggested their quiet dryer systems, which includes four 60-horsepower towers of the dryer installed inside the bay. Installing variable frequency drives (VFDs) would allow for decreased fan rotation, which would reduce noise levels by

approximately 5 dBA. To compensate for the lower air flow, the timing for a car to be dried would increase from 60 seconds to 90 seconds. Table 4 also reflects the calculated noise levels for the quiet dryers at various distances.

The chosen vacuum system for the 7-Eleven Car Wash Project was the IVS Power Vacuums, which is manufactured by Industrial Vacuum Systems, Inc. Measured noise level data were provided by the manufacturer at various distances and are also shown in Table 4. For the noise data of the vacuum system, ambient noise levels from street traffic, etc., were approximately 65 dBA with the vacuum unit not running. In addition to the blower and vacuum noise data provided us by the manufacturers, Table 4 shows the combined noise levels at various distances. Using the data from Table 4 and carwash blower directivity information supplied by other manufacturers, maximum (L_{max}) levels for the AeroDry Systems blowers and the IVS Power Vacuums combined systems were calculated at 30 feet in the various directions towards the identified noise-sensitive receptors.

TABLE 4 Noise Levels for the AeroDry Systems, LLC, Blower, the IVS Power Vacuums & the Combined Noise Levels

Distance	Noise Level, dB				
	AeroDry Systems Blower		IVS Power Vacuum	Combined Noise	
	Standard Deviation	100 ft. Direct		Standard Deviation	100 ft. Direct
5 feet	82.5	77.5	--	--	--
10 feet	81.5	76.5	75.0	82.4	78.8
20 feet	79.4	74.4	72.0	80.1	76.4
30 feet	75.9	70.9	67.0	76.4	72.4
40 feet	73.4	68.4	65.0	74.0	70.0
50 feet	71.4	66.4	65.0	72.3	68.8

To determine the more distant blower noise levels at the receptors, the rate of sound propagation between the operations at 30 feet and the noise sensitive receptor locations was established. For simple, single sources, such as fixed equipment, the divergence of the sound wave would be hemispherical in nature, producing a reduction of 6 dB with each doubling of the distance. Other effects can modify these fall-off rates, such as partial shielding from buildings or topography, atmospheric attenuation of sound, ground absorption, and meteorological effects. These effects almost always reduce the noise, in addition to that due to sound divergence. As most of these effects would vary with time due to changing environmental conditions, the most conservative approach would be to assume only attenuation due to divergence for outdoor activities. From these propagation calculations, the maximum noise levels (L_{max}) for the combined blower and vacuum systems were estimated at each noise-sensitive receptor in the vicinity of the project site. Table 5 summarizes these levels.

The hours of operation for the carwash would be limited to daytime hours (i.e., 7:00 a.m. to 10:00 p.m.). A conservative estimation for the number of vehicles to be washed in a day would be approximately 30 to 75 vehicles, with 80 vehicles in a day being considered a very successful day of business. Each vehicle would take approximately 1 to 2 minutes per wash/dry cycle. Considering these usage characteristics and the L_{max} noise levels shown in Table 4, the resulting

L_{dn} levels at the noise-sensitive receptors in the vicinity of the project can be determined. For this project, the AeroDry quiet dryer system was chosen. Following this analysis, Table 5 also shows the measured and calculated levels at the surrounding noise-sensitive receptors, assuming the AeroDry Systems quiet dryer system and the IVS Power Vacuums system are used. The predicted L_{dn} levels for the proposed carwash were calculated assuming the maximum of 80 carwashes per day and 1 minute per car for total drying time. A comparison of these operational L_{dn} levels to the measured L_{dn} at the same locations is useful in assessing the impact of the proposed project versus the noise exposure level limits established in the City's General Plan.

TABLE 5 L_{max} & L_{dn} Levels Calculated for the Quiet Dryer System at Noise-Sensitive Receptors in the Vicinity of the Carwash

Noise-Sensitive Receptor	Existing Measured Level (dB)		Calculated Level of Carwash (dB)		Noise Limit (dB)
	Day	Night	Day	Night	
Las Positas Gardens Townhomes: ~325 feet southwest of carwash exit	82	71	45	33	65
Townhomes on West Las Positas Boulevard: ~220 feet northeast of carwash entrance	72	59	44	31	65
Fire Station: ~225 feet northwest of carwash entrance	72	59	42	30	70
Commercial Restaurant: ~50 feet east of carwash entrance	77	64	52	39	70
Commercial Retail: ~185 feet south of carwash exit	74	63	57	45	70
Commercial Retail: ~160 feet southeast of carwash exit	74	63	56	44	70

NOISE IMPACTS AND MITIGATION MEASURES

Since the carwash operations will be limited to daytime only hours (i.e., 7:00 a.m. to 10:00 p.m.), the noise limits established by Section 9.04.035, *Noise Limits-Commercial or Industrial Use Adjacent to Residential Zone*, in the City of Pleasanton's Municipal Code Noise Ordinance do not apply to this impact study. However, Section 9.04.040, *Noise Limits – Commercial Property*, does apply to this impact study. Therefore, the impact criteria used in this study will focus on Section 9.04.040 of the municipal code, as well as the noise and land use compatibility and noise level increase criteria found in the City's General Plan Noise Element.

City of Pleasanton General Plan Noise Element

The noise levels at Las Positas Gardens Townhomes were predicted at the LT-1 location, which is southwest of the carwash exit. Predicted levels calculated at locations directly west of the proposed carwash would result in lower levels than those calculated in the southwest direction due to building and directionality shielding. Therefore, the results shown in Table 5 represent the worst-case scenario for the Las Positas Gardens Townhomes. As shown in Table 5, the calculated L_{max} and L_{dn} levels predicted at Las Positas Gardens Townhomes for the carwash operations would be lower than the existing measured levels. This indicates that the proposed

carwash would not significantly increase the noise environment for these noise-sensitive receptors, and therefore, the impact would be less-than-significant.

The townhomes to the northeast of the project site, which is based on calculations derived from the measurement results at location ST-1, are exposed to an existing L_{dn} level of 51 dBA. Unlike Las Positas Gardens Townhomes, these existing levels are below the 65 dBA L_{dn} , falling in the 'normally acceptable' limits for multi-family residential uses per the Noise Element noise and land use criterion. Operations of the proposed carwash are calculated to be approximately 31 dBA L_{dn} at these townhomes. This indicates that the operation of the proposed carwash would not impact the existing noise environment at these townhomes. The noise would not result in a significant impact on the townhomes to the northeast of the project site.

Similar existing levels were estimated for the fire station. At the time of measurement, activity at the fire station was minimal, so similar levels would be expected. Directly north of the proposed carwash is the eastern property line of the fire station and the parking area. Any outdoor areas surrounding the fire station where people would be exposed to the noise from the carwash would be located in the northwest direction of the entrance to the carwash. As stated earlier, this area of exposure is partially shielded from the 7-Eleven convenience store, but calculations were made assuming minimal to no shielding, which would reflect the worst-case scenario. The predicted levels at the fire station for the carwash operations would be approximately 42 dBA, L_{max} , and 30 dBA, L_{dn} , which is lower than the 70 dBA L_{dn} requirement established in the City's General Plan. This would be a less-than-significant impact.

The restaurant located on the northeast corner of the project site is not currently occupied. In the future, however, occupancy is expected. The estimation of the existing noise environment at this location may increase once there is consistent activity at the building. There would not, however, be a public, outdoor use area. The restaurant is approximately 50 feet east of the proposed carwash entrance and under existing conditions, the L_{dn} at the restaurant was approximately 64 dBA. Most of the existing sources of noise would be parking lot traffic for the surrounding commercial/retail land uses, the existing gas station and roadway traffic, and the existing automotive service shop. Based on perpendicular propagation of the proposed carwash noise levels from the entrance to the restaurant's front porch, the L_{max} would be considerably lower than the L_{max} measured under existing conditions. Likewise, the calculated L_{dn} is expected to be significantly below the existing L_{dn} levels. Therefore, the future environmental noise levels, as measured from the restaurant, would be expected to meet the exterior noise criterion in the General Plan. This would be a less-than-significant impact.

Two locations south and southeast of the project site were selected to represent the surrounding commercial/retail land uses. Based on the noise propagation patterns used in the analysis, the receptors located south of the source would receive the loudest noise levels from the carwash, and the receptors in the southeast direction would have the next loudest noise levels. For this reason, commercial/retail land uses approximately 185 feet south and 160 feet southeast of the proposed carwash exit were selected for evaluation. The existing measured values were approximated based on the LT-2 measurements. While the highest L_{max} noise level for these retail receptors were approximately 60 and 61 dBA, respectively, the L_{dn} noise levels were approximately 49 and 50 dBA, respectively. The calculated noise levels for the carwash operations, as measured at each of the retail receptors, would be 56 to 57 dBA, L_{max} , and 44 to 45

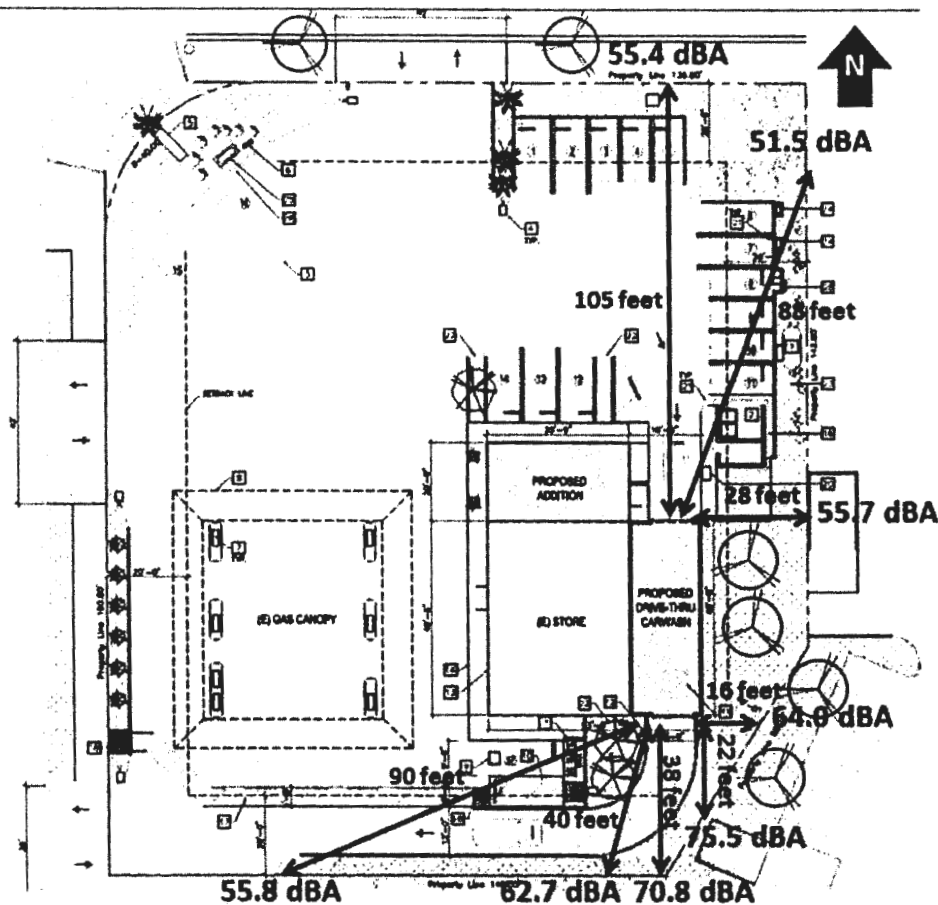
dBA, L_{dn} , which are approximately equivalent to the existing measured levels. These levels would meet the 70 dBA, L_{dn} , criterion for commercial receptors, as established in the City's General Plan. The impact at the commercial/retail land uses is less-than-significant.

Calculations were not made at the single-family residences located to the east of the commercial/retail land uses. The noise levels predicted for the commercial/retail land uses would meet the commercial and residential criteria established in the City's General Plan, and considering the shielding effects that these commercial/retail buildings have on the residential land uses behind them, the impact expected at the single-family residences to the east of the commercial/retail property would be less-than-significant.

City of Pleasanton Municipal Code Noise Ordinance

According to the Noise Ordinance established in the Municipal Code for the City of Pleasanton, if noise measured along the property plane of a commercial property exceeds 70 dBA, a significant impact has occurred. An exception can be made if any noise does not exceed 70 dBA at 25 feet under its noisiest conditions. Under this guideline, maximum noise levels at the property line of the 7-Eleven carwash project site must not exceed 70 dBA. In Figure 4, the proposed carwash site plans are labeled with noise levels calculated along the property line at various distances from the carwash entrance and exit, assuming the AeroDry quiet dryer system is used. These calculated levels were approximated based on the same estimation method used above in the Noise Element impact discussion. Note, noise levels along the western border of the property were not calculated due to the distance from the noise source and the shielding provided by the 7-Eleven convenient store; the levels measured along the western property line would be less-than-significant. As shown in Figure 4, levels along the northern and eastern property lines are expected to be below 70 dBA, L_{max} , and therefore, the impact at these locations would be less-than-significant. However, the noise levels calculated directly south of the carwash exit would exceed the 70 dBA L_{max} limit. The southern property line would range from 22 to 38 feet south of the carwash exit, with calculated levels ranging from 71 to 76 dBA L_{max} . This would be a significant impact. Once the propagating noise shifts from directly south to southwest, however, the noise levels drop below 70 dBA L_{max} , which would not be considered a significant impact at this location.

FIGURE 4 Noise Levels Calculated at Various Distances Along the Property Line



Mitigation Measure: Construction of a fence structure capable of reducing noise levels at the southern property line by 5 to 6 dBA. The height of this fence would be approximately 8 to 10 feet tall and would be located in the strip of lawn outside the boundary of the exit driveway.

While this project does not meet the conditions for the exception established in the Municipal Code for commercial property along the property plane, special circumstances for the 7-Eleven carwash project could be considered. The south and southeast property lines where the levels exceed the noise regulation are adjacent to parking spaces used for other commercial/retail use. Parking lots are not considered noise-sensitive. Furthermore, the noise generated from vehicles driving, stopping, and starting in a parking lot would be a source of noise. In fact, LT-2 was located along the southeastern border of the proposed carwash property, and during the daytime hours on weekdays and weekends, the existing noise environment resulted in L_{max} levels that were 74 dBA, which exceed the 70 dBA limit. If the existing noise environment already exceeds the limit and there are no expected changes to the surrounding land use, the City could write a special case exception for the proposed carwash.

If an exception is not feasible, noise mitigation measures would be required to reduce the noise 22 feet away by approximately 5 to 6 dBA. The only practical option would be a sound wall or a specially-designed wooden fence structure capable of reducing noise levels by 5 to 6 dBA. Based on the proposed plans for the 7-Eleven carwash, the clearance at the exit would have a height of eight feet; therefore, the minimum height for the proposed noise barrier would also need to be eight feet. The proposed noise barrier would start at the wall of the exit and extend slightly east, just outside the exit driveway of the carwash. Positioning the wall a few feet away from the edge of the exit driveway is recommended for the benefit of the carwash customers. The total length of the proposed noise barrier, which is shown in Figure 5, would be approximately 55 to 60 feet. The southernmost section of the proposed barrier extends beyond point of required mitigation due to the corner effects of noise barriers. This extension is recommended to ensure effectiveness of the sound mitigation measure.

The proposed noise barrier design consists of a fence with two solid wood layers rigidly connected. There should be no holes or gaps anywhere along either layer of wood. Furthermore, there should not be any gap where the fence touches the ground. All joints between the wooden boards or sheets of wood should be supported by structural elements or caulked. Additionally, a layer of sound-absorptive material could be applied between the two parallel wooden fence layers. An alternative design could include a sound wall of the same dimensions made out of stucco or blocks. Similar to the wooden fence design, sound walls made of these materials would also need to be solid, with no holes or gaps on the wall or at the base of the wall where it meets the ground. The total noise reduction that could be expected from both the proposed fence and the sound wall designs would be at least 5 to 6 dBA. Figure 5 shows the predicted noise levels just inside the proposed noise barrier and the distance at which these levels were calculated. Figure 6 shows the predicted noise levels at the south and southeast locations of the property line, assuming the 8- to 10-foot noise barrier was constructed as shown. A noise expert should be consulted during the final design phase of the project to confirm final design and dimensions.

FIGURE 5 Suggested Location for Proposed Noise Barrier and Predicted Noise Levels Calculated Just Inside the Noise Barrier

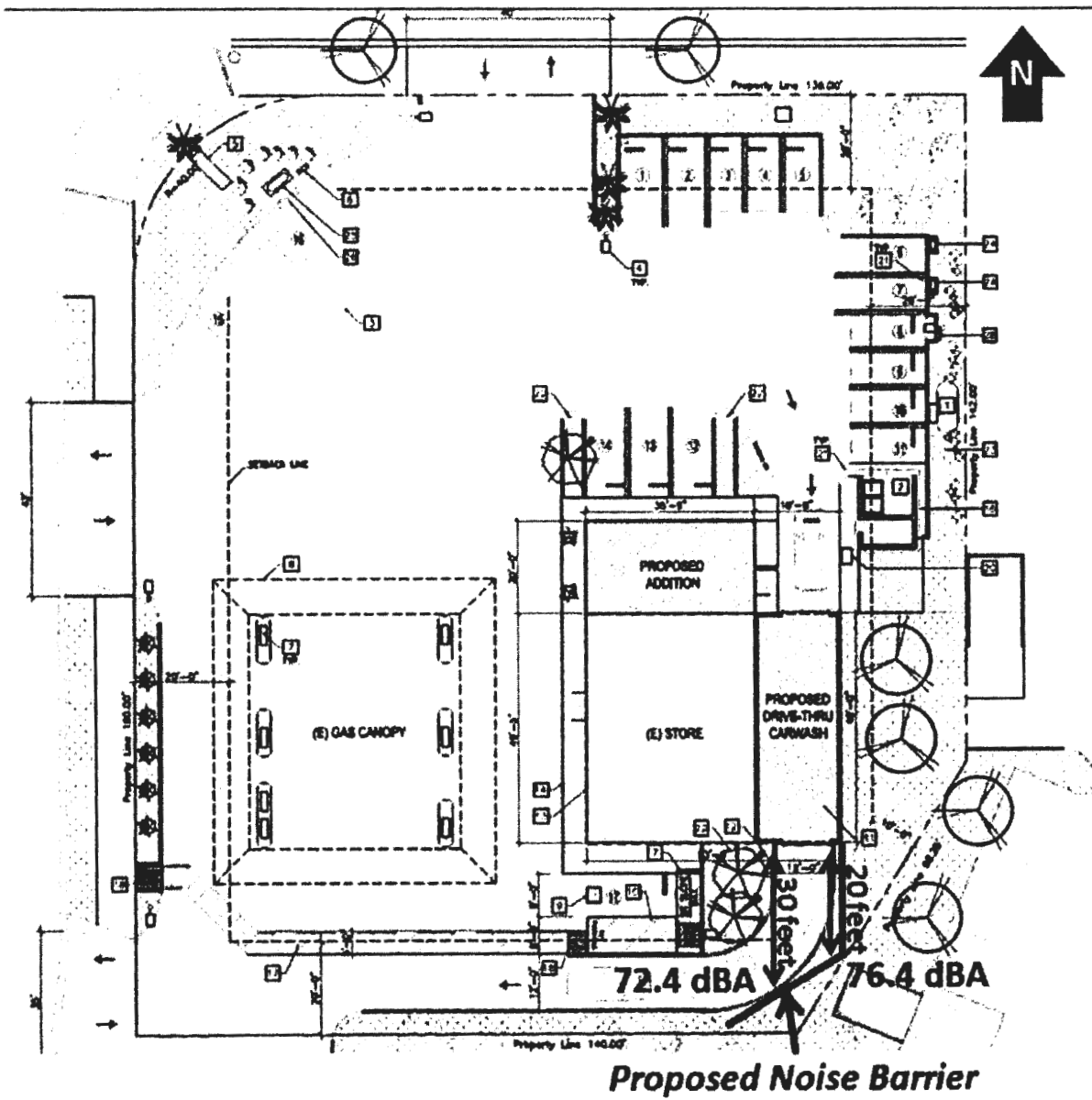
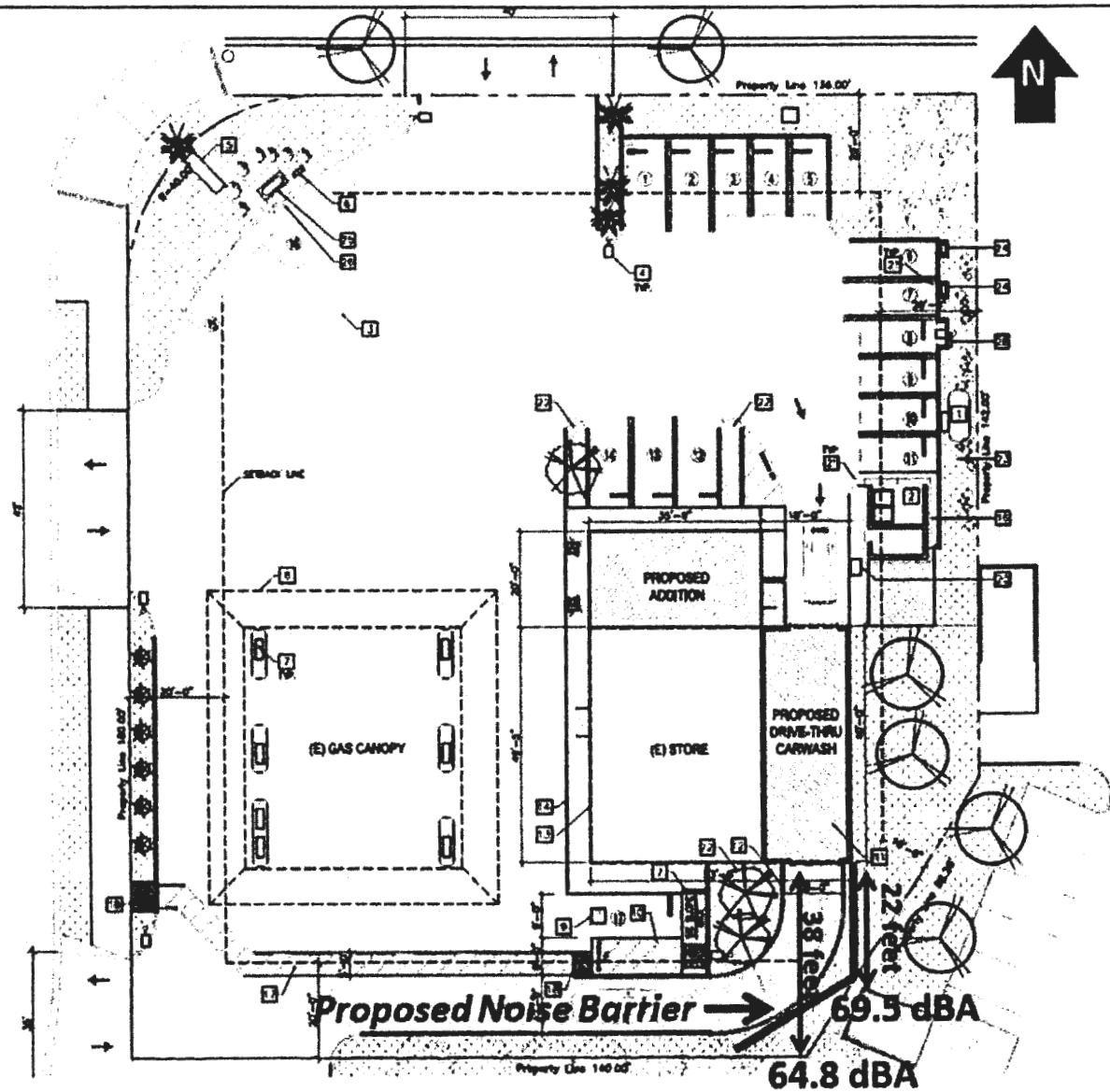


FIGURE 6 Suggested Location for Proposed Noise Barrier and Predicted Noise Levels Calculated at the Property Line





ARBOR RESOURCES

professional consulting arborists and tree care

ARBORIST REPORT

3192 SANTA RITA ROAD

PLEASANTON, CALIFORNIA

Submitted to:

Mr. Joe Nguyen
ASI Consulting
4307 Valley Avenue, Suite 3
Pleasanton, CA 94566

Prepared by:

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

EXHIBIT D

EXHIBIT D
PUD-102/P14-0014
3192 Santa Rita Road
Dated "Received July 26, 2013"

July 8, 2013

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EXHIBITS

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

1.0 INTRODUCTION

I have been retained by Mr. Joe Nguyen of ASI Consulting to prepare this *Arborist Report* in connection with the future site improvements at **3192 Santa Rita Road**, Pleasanton (located at the southeast corner of West Las Positas Boulevard and Santa Rita Road).

Specific tasks assigned to perform are as follows:

- Visit the site on July 8, 2013.
- Identify the species of 15 trees that have trunk diameters \geq six inches at 54 inches above grade, and are located either on the subject site, along street frontages, or have canopies overhanging the site or project area from a neighboring property.
- Measure each tree's trunk diameter at 54 inches above grade, or for appraisal purposes, where necessary to obtain the most representative sample of trunk size. All diameters are rounded to the nearest tenth of an inch. Trees listed with more than one diameter are formed by multiple trunks.
- Identify tree height and canopy spread (rounded to the nearest fifth).
- Ascertain each tree's health and structural integrity, and assign an overall condition rating (e.g. good, fair, poor or dead).
- Obtain photographs; see Exhibit C.
- Identify trees defined as "heritage" pursuant to Section 17.16.006(A) of the Pleasanton Municipal Code.
- Assign a number to each tree, and plot them on a copy of an aerial photo presented in Exhibit B (derived from *Google Earth*); the numbers are approximately shown on top of the canopies.
- Affix metal tags with corresponding numbers to each trunk or major limb (the tags are round aluminum with engraved numbers).
- Appraise each tree's monetary value.
- Review the site plan (Sheet SP.1) to identify potential impacts.
- Provide measures to mitigate or avoid impacts to retained trees.
- Prepare a written report that presents the aforementioned information, and submit via email as a PDF document.

2.0 TREE COUNT AND COMPOSITION

Fifteen (15) trees of seven various species were inventoried for this report. They are sequentially numbered as **1 thru 15**, and the table below identifies their names, assigned numbers, counts and overall percentages.

NAME	TREE NUMBER(S)	COUNT	% OF TOTAL
Raywood ash	1	1	7%
London plane	2	1	7%
American sweetgum	3	1	7%
tulip	4, 8, 11, 14, 15	5	33%
coast redwood	5, 6, 7, 9, 10	5	33%
flowering plum	12	1	7%
camphor	13	1	7%
Total		15	100%

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

Trees #1 and 2 are situated within the public right-of-way along West Las Positas Boulevard and regarded as **street trees**; their trunks are within rectangular-shaped planters along the sidewalk.

The following **seven trees** have trunks situated entirely on **neighboring properties** to the south and east: **#3, 4, 8, 12, 13, 14 and 15**. The trunk of **tree #9** (at its base) appears to **span** the shared property line adjacent to the neighboring trash enclosure.

5.0 REVIEW OF POTENTIAL IMPACTS

My review of Sheet SP.1 reveals that by implementation of the proposed design, **tree #11** will require **removal**, and **#9 and 10** would be **severely impacted**.

Tree #11 is a small, non-heritage tulip tree that has a dying top (nearly half of the tree), and its removal is appropriate regardless of the proposed project.

Trees #9 and 10 are coast redwoods and considered "heritage trees," #9 for its trunk diameter and height, and #10 only for its height. The proposed drive aisle for the future car wash would excavate into their root zones, and potentially within only a few feet of the trunks when considering overexcavation to form and pour the new drive. If this impact was to occur, the trees would become exposed to premature decline and possible uprooting (due to the loss of numerous buttress roots serving to anchor the trees into the ground).

Should **#9 and/or 10** be retained with a reasonable degree of assurance for their survival and stability, I recommend the drive aisle is setback by *at least* **nine feet** from the base of their trunks, and overexcavation beyond the proposed drive aisle edge is reduced to **12 inches**. Any additional distance from the trunks would only decrease the risk of potential impacts.

Additional measures are presented in Section 6.0 of this report, and should be carefully followed to achieve adequate protection of trees to be retained.

6.0 TREE PROTECTION MEASURES

Recommendations presented within this section are intended to serve as measures to help mitigate or avoid impacts to retained trees. I should be consulted in the event any cannot be followed or implemented in their entirety.

1. **Recommendations** presented in **Section 5.0** of this report should be followed and considered part of this section.
2. A **note** should be placed on all site-related plans to instruct contractor personnel to adhere to recommendations presented in this report.
3. For this project, the **Tree Protection Zone (hereinafter "TPZ")** should be the ground area away from existing foundations, and to a distance from their trunks (center at base) of six to ten times the diameters; where a tree consists of multiple trunks, the largest trunk would only be considered. The TPZ is where all demolition, grading, overexcavation, subexcavation, soil scraping, trenching and compaction shall be avoided except where otherwise approved. In areas where these setbacks are not feasible, I can be consulted to consider mitigation for an alternative TPZ.
4. The project design should consider that **soil disturbance** (e.g. overexcavation, subexcavation, grading, compaction or trenching) beyond a feature to be built should be **reduced** to the maximum extent possible in the direction of a tree's trunk.
5. **Swales, biowales and biofiltration areas** should be established beyond TPZs.
6. To restrict spoils and runoff from traveling into root zones, the future **erosion control design** should establish any silt fence and/or straw rolls as close to the canopy edge as possible (and not against a trunk). Additionally, any material installed within a TPZ should require a maximum vertical soil cut of two inches for its embedment.
7. All **utilities and services** (e.g. storm drain, electrical, water, sewer, fiber optic, gas, etc.) should be routed beyond TPZs. In the event this is not feasible, the location and

proximity to a tree's trunk would dictate which of the following installation methods can offer sufficient mitigation: mechanically excavating, hand-digging, a pneumatic air device (such as an Air-Spade[®]), or directional boring.

8. The proposed **landscape design** should conform to the following additional guidelines:
 - a. Plant material installed beneath tree canopies should be at least 36 inches or more from their trunks.
 - b. Irrigation should not be sprayed within 12 inches from the trees' trunks.
 - c. Irrigation and lighting (including wiring and controllers) installed within a TPZ shall be in a radial direction to a tree's trunk. If this is not possible, the work may need to be performed using a pneumatic air device (such as an Air-Spade[®]) to avoid unnecessary root damage. Any Netafim tubing used should be placed on grade, and header lines installed in a radial direction to a trunk.
 - d. Valve boxes should be established beyond TPZs.
 - e. Ground cover beneath canopies should be comprised of a three- to four-inch layer of coarse wood chips or other high-quality mulch (gorilla hair, bark or rock, stone, gravel, black plastic or other synthetic ground cover should be avoided). Mulch should not be placed against the trees' trunks.
 - f. Tilling, ripping, compaction and fine grading within TPZs should be avoided.
 - g. Bender board or other edging material proposed beneath the canopies should be established on top of existing soil grade (such as by using vertical stakes).

9. **Tree protective fencing** shall be installed prior to any demolition and construction for the purpose of restricting access inside the TPZs of trees being retained around the existing building. A few weeks prior to demolition, I (hereinafter the "**project arborist**") should be retained to meet with the contractor to identify those locations. The fencing should consist of five- to six-foot high chain link mounted on eight-foot tall, 1 and 7/8-inch diameter galvanized steel posts that are driven into the ground 24 inches deep, and reasonably spaced apart to provide support. It should be established no farther than 12 inches from a curb, pathway and existing/proposed driveway edges, and remain intact and maintained throughout construction.

10. All construction activities must be **conducted beyond TPZs**, to include, but not necessarily limited to, the following: grading, subexcavation, stripping of topsoil, trenching, equipment cleaning, stockpiling or dumping materials, and equipment/vehicle operation and parking.
11. **Existing, unused lines, conduit or pipes** within a TPZ should be **abandoned** and cut off at existing soil grade (rather than being dug up and causing subsequent root damage).
12. Prior to construction, a four- to six-inch layer of coarse **wood chips** should be manually spread within all exposed ground areas of the retained redwoods. The chips should be obtained from a state-licensed tree-service company, remain in place throughout construction, and not be piled against the trunks.
13. **Great care** must be taken during demolition of the **existing hardscape** to avoid excavating into roots and existing grade. The same should be applied during demolition of any walls, light posts, etc. to avoid damaging canopies.
14. The **light post footing** at trees #9 and 10 should be carefully removed to avoid inadvertently damaging the trees' roots.
15. The **staging area(s) and routes of access** should be established beyond TPZs.
16. **Spoils** created during digging shall not be piled or spread on unpaved ground within a TPZ; if necessary, they should be temporarily piled on plywood or a tarp.
17. **Tree trunks** shall not be used as winch supports for moving or lifting heavy loads.
18. Any approved **digging or trenching** within a **TPZ** shall be **manually performed** without heavy equipment or tractors operating on unpaved ground beneath canopies.
19. Prior to excavation for the car wash drive aisle, a **one-foot wide trench** should be **manually dug** along the perimeter of where soil excavation will occur closest to the

trees' trunks. The trench should be dug to the required subgrade depth (including for base materials) to a distance of five to ten feet beyond a TPZ, and any roots encountered with diameters of one-inch and greater shall be cleanly severed by hand (at 90° to the direction of root growth) against the tree side of the trench. All soil beyond the trench (i.e. away from the tree) can then be mechanically excavated using heavy equipment. Alternatively, the use of a **stump grinder** could be utilized precisely where a curb/gutter and any overcut (12" max) will be established.

20. Except where mentioned in the prior recommendation, **trenching** and **excavation** should not damage, scrape or gouge **roots two inches and greater in diameter**. In the event these roots are encountered, the project arborist should be notified, and the root(s) should either be covered with soil or wrapped in moistened burlap within a few hours of exposure. If burlap is used, it should remain continually moist until the trench is backfilled.
21. During **trenching**, roots encountered that have **diameters less than two inches** and require removal can be cleanly severed at a 90-degree angle to the direction of root growth. In doing so, sharp cutting tools (e.g. loppers or handsaw) shall be used, and the cut should occur against the tree side of the trench.
22. Digging any **holes for piers** shall be manually performed, and in the event a root or two inches and greater in diameter is encountered during the process, the hole should be shifted over by 12 inches and the process repeated. Before doing so, the root and hole should be reviewed by the project arborist.
23. **Supplemental water** should be supplied to the coast redwoods during the dry months of the year (e.g. March thru November) at approximate rates of ten gallons per inch of trunk diameter every three to four weeks. For this site, I suggest the water is applied either through flooding the inside of a 12-inch tall berm formed around the canopy perimeter (or as close as possible to the canopy edge), or through deep-root injection. Water for all other trees should continue being applied to their root areas throughout construction.

24. **Removal** of any vegetation or plants within a TPZ should be manually performed versus being excavated. Additionally, any **stumps** removed within a TPZ should be ground versus excavated.

25. Great care must be taken by **equipment operators** to position their equipment to avoid the trees' trunks and branches, including placing any exhaust pipes beneath or near canopies, and consequently, scorching foliage.

26. Tree **pruning** should occur prior to demolition and construction, particularly to clear encroaching branches away from the existing building. It shall be performed in accordance with ANSI A300-2001 standards, and by a California state-licensed tree service company (D-49 classification) that has an ISA certified arborist in a supervisory role, carries General Liability and Worker's Compensation insurance, and abides by ANSI Z133.1-2006 (Safety Operations).

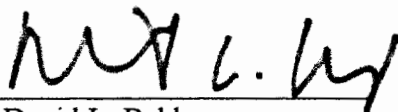
27. The **disposal** of harmful products (such as cement, paint, chemicals, oil and gasoline) is prohibited beneath canopies or anywhere on site that allows drainage beneath or near TPZs. **Herbicides** should not be used with a TPZ; where used on site, they should be labeled for safe use near trees.

28. **Fertilization**, if properly applied, may benefit the tree's health, vigor and appearance. Prior to doing so, however, soil samples should first be obtained to identify the pH levels and nutrient levels so a proper fertilization program can be established. I further recommend any fertilization is performed in accordance with ANSI A300 (Part 2) – 2004 Fertilization standards.

7.0 ASSUMPTIONS AND LIMITING CONDITIONS

- All information presented herein reflects my observations and measurements obtained from the project site on July 8, 2013.
- Condition ratings of dormant trees are subject to change once they can be observed following the growth of new leaves.
- My observations were performed visually without probing, coring, dissecting or excavating. I cannot, in any way, assume responsibility for any defects that could only have been discovered by performing the mentioned services in the specific area(s) where a defect was located.
- The assignment pertains solely to trees listed in Exhibit A. I hold no opinion towards other trees on or surrounding the project area.
- I cannot provide a guarantee or warranty, expressed or implied, that deficiencies or problems of any trees or property in question may not arise in the future.
- No assurance can be offered that if all my recommendations and precautionary measures (verbal or in writing) are accepted and followed, that the desired results may be achieved.
- I cannot guarantee or be responsible for the accuracy of information provided by others.
- I assume no responsibility for the means and methods used by any person or company implementing the recommendations provided in this report.
- The information provided herein represents my opinion. Accordingly, my fee is in no way contingent upon the reporting of a specified finding, conclusion or value.
- The tree numbers shown on the aerial map in Exhibit B are intended to only roughly approximate a tree's location.
- This report is proprietary to me and may not be copied or reproduced in whole or part without prior written consent. It has been prepared for the sole and exclusive use of the parties to who submitted for the purpose of contracting services provided by David L. Babby.
- If any part of this report or copy thereof be lost or altered, the entire evaluation shall be invalid.

Prepared By:



David L. Babby

Registered Consulting Arborist® #399

Board-Certified Master Arborist® #WE-4001B

Date: July 8, 2013



EXHIBIT A:

TREE INVENTORY TABLE

(three sheets)



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	TREE SIZE			TREE CONDITION			"Heritage Tree"	Appraised Value
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		
1	Raywood ash (<i>Fraxinus o. 'Raywood'</i>)	17.6	35	35	70%	40%	Fair	X	\$2,500

Comments: Street tree. Trunk within a rectangular-, nearly square-shaped planter. Sidewalk raised and repaired in past. Current damage includes a section of walk (road side) being raised and the adjacent curb being slightly damaged. Main trunk divides into codominant leaders at nine feet high and forms a weak attachment. Deadwood in canopy from ash blight. Has a large, pronounced girdling root surfaced around the trunk's base along the sidewalk side.

2	London plane tree (<i>Platanus acerifolia</i>)	21.8	45	65	70%	60%	Fair	X	\$4,010
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Comments: Street tree. Trunk within a rectangular-, nearly square-shaped planter. A girdling root was partially cut sometime ago. On road side, the sidewalk is raised and curb somewhat damaged.

3	American sweetgum (<i>Liquidambar styraciflua</i>)	12.6	40	35	70%	30%	Fair	X	\$1,300
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Comments: Trunk is situated on adjacent property, and canopy overhangs site by a few feet. Has an asymmetrical canopy that has been significantly raised. Formed by a main trunk that divides into multiple leaders.

4	tulip tree (<i>Liriodendron tulipifera</i>)	12.2	35	25	60%	40%	Fair	X	\$730
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Comments: Trunk is situated on adjacent property, and canopy overhangs site by five or more feet. Canopy has been significantly raised. Has a pronounced buttress root that surfaces and is directed towards the project site. Decay visible at trunk's base, and possibly has a girdling root along the opposite side.



TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	TREE SIZE			TREE CONDITION			"Heritage Tree"	Appraised Value
		Trunk Diameter (in.)	Tree Height (ft.)	Canopy Spread (ft.)	Health Condition (100%=Best, 0%=Worst)	Structural Integrity (100%=Best, 0%=Worst)	Overall Condition (Good/Fair/Poor/Dead)		
5	coast redwood (<i>Sequoia sempervirens</i>)	18.6	40	25	70%	70%	Good	X	\$2,950
Comments: Has a contiguous canopy with #6. Adjacent to PG&E underground vault.									
6	coast redwood (<i>Sequoia sempervirens</i>)	21.9	50	25	80%	70%	Good	X	\$4,370
Comments: Has a contiguous canopy with #5. Adjacent to PG&E underground vault.									
7	coast redwood (<i>Sequoia sempervirens</i>)	18.2	45	25	60%	70%	Fair	X	\$2,630
Comments:									
8	tulip tree (<i>Liriodendron tulipifera</i>)	10.3	35	30	80%	70%	Good	X	\$840
Comments: Is situated on adjacent property. Small girdling roots are developing.									
9	coast redwood (<i>Sequoia sempervirens</i>)	21.0	50	25	50%	70%	Fair	X	\$3,040
Comments: Has a contiguous canopy with #10. Prominent buttress root in direction of proposed drive aisle. Base of trunk is two feet from existing trash enclosure wall. Some of the canopy's outer foliage is scorched (appears to be from excessive heat). Also appears to be drought-stressed (due to sparse canopy). Has small girdling roots developing. Trunk appears to span shared property line.									
10	coast redwood (<i>Sequoia sempervirens</i>)	17.2	40	20	50%	70%	Fair	X	\$2,050
Comments: Has a contiguous canopy with #9. Base of trunk is 6.5 feet from trash enclosure wall. Has a sparse canopy likely due to the tree being drought-stressed.									



TREE INVENTORY TABLE

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

11	tulip tree (<i>Liriodendron tulipifera</i>)	6.7	25	15	40%	30%	Poor		\$130
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Comments: Top eight feet is dead, and has numerous dead branches in lower canopy.

12	flowering plum (<i>Prunus cerasifera</i>)	9.9	20	20	30%	30%	Poor		\$260
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Comments: Sparse and one-sided canopy. Large stem wound along lower trunk, and substantial wounds (with decay) along all leaders. Is situated on adjacent property.

13	camphor (<i>Cinnamomum camphora</i>)	4, 3, 3, 3	15	20	70%	40%	Fair		\$560
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Comments: Multi-trunk tree. Umbrella-shaped canopy. Is situated on adjacent property.

14	tulip tree (<i>Liriodendron tulipifera</i>)	11.6	35	30	40%	40%	Poor	X	\$560
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Comments: Has deadwood throughout canopy. Small girdling roots developing. Main trunk divides into codominant leaders at nine feet high. Within a narrow planter and canopy has been significantly raised. Is situated on adjacent property.

15	tulip tree (<i>Liriodendron tulipifera</i>)	12.1	40	25	40%	50%	Poor	X	\$690
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Comments: Within a narrow planter and has girdling roots. Canopy is sparse and has been significantly raised. Is situated on adjacent property.

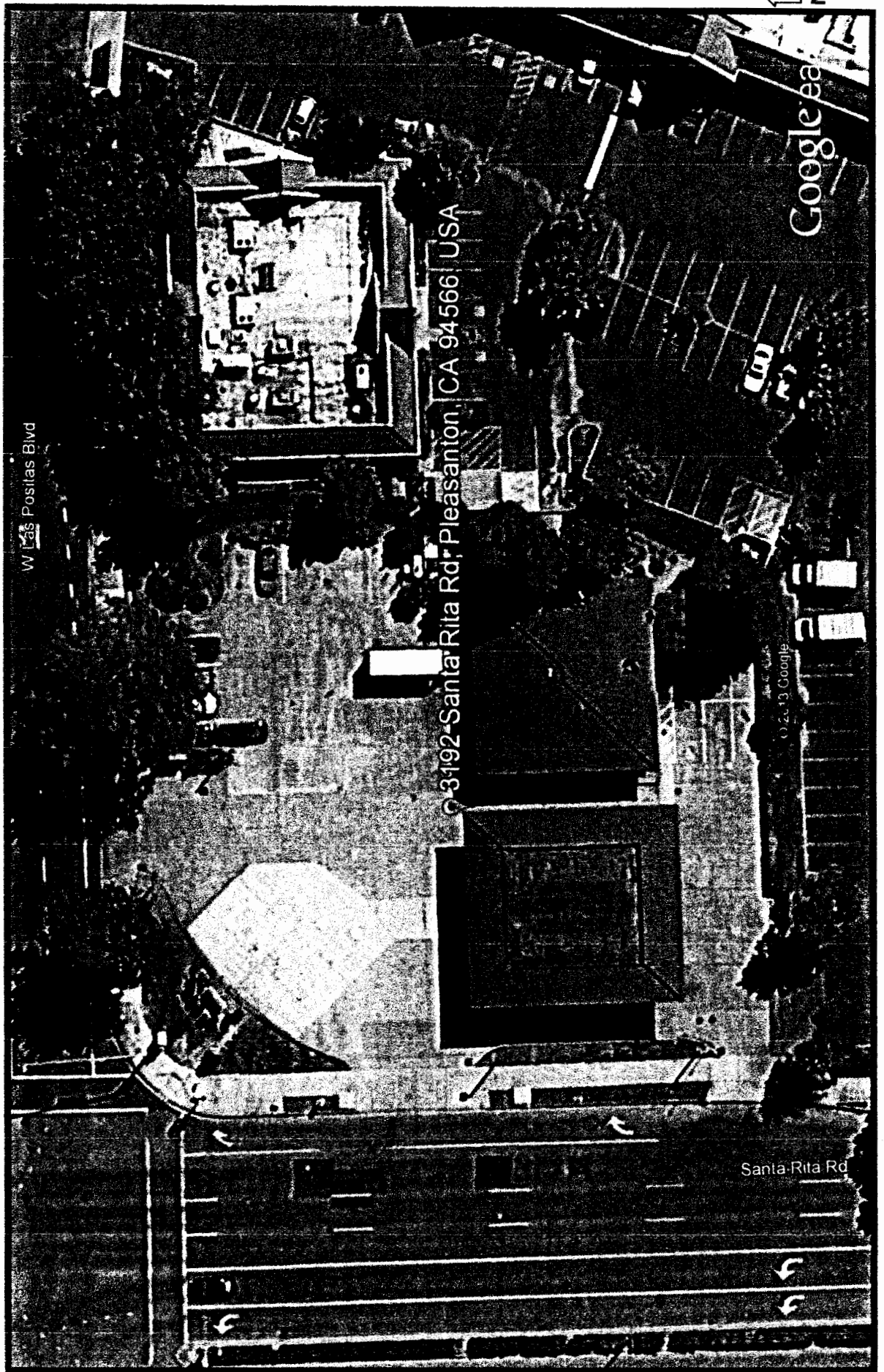
EXHIBIT B:

AERIAL MAP

(one sheet)

3192 SANTA RITA ROAD

Pleasanton, California



W 138 Positas Blvd

3192 Santa Rita Rd, Pleasanton, CA 94566 USA

© 2013 Google

Google Earth

Santa Rita Rd

EXHIBIT C:
PHOTOGRAPHS
(four sheets)

Photo Index

Page C-1: Trees #1 and 2

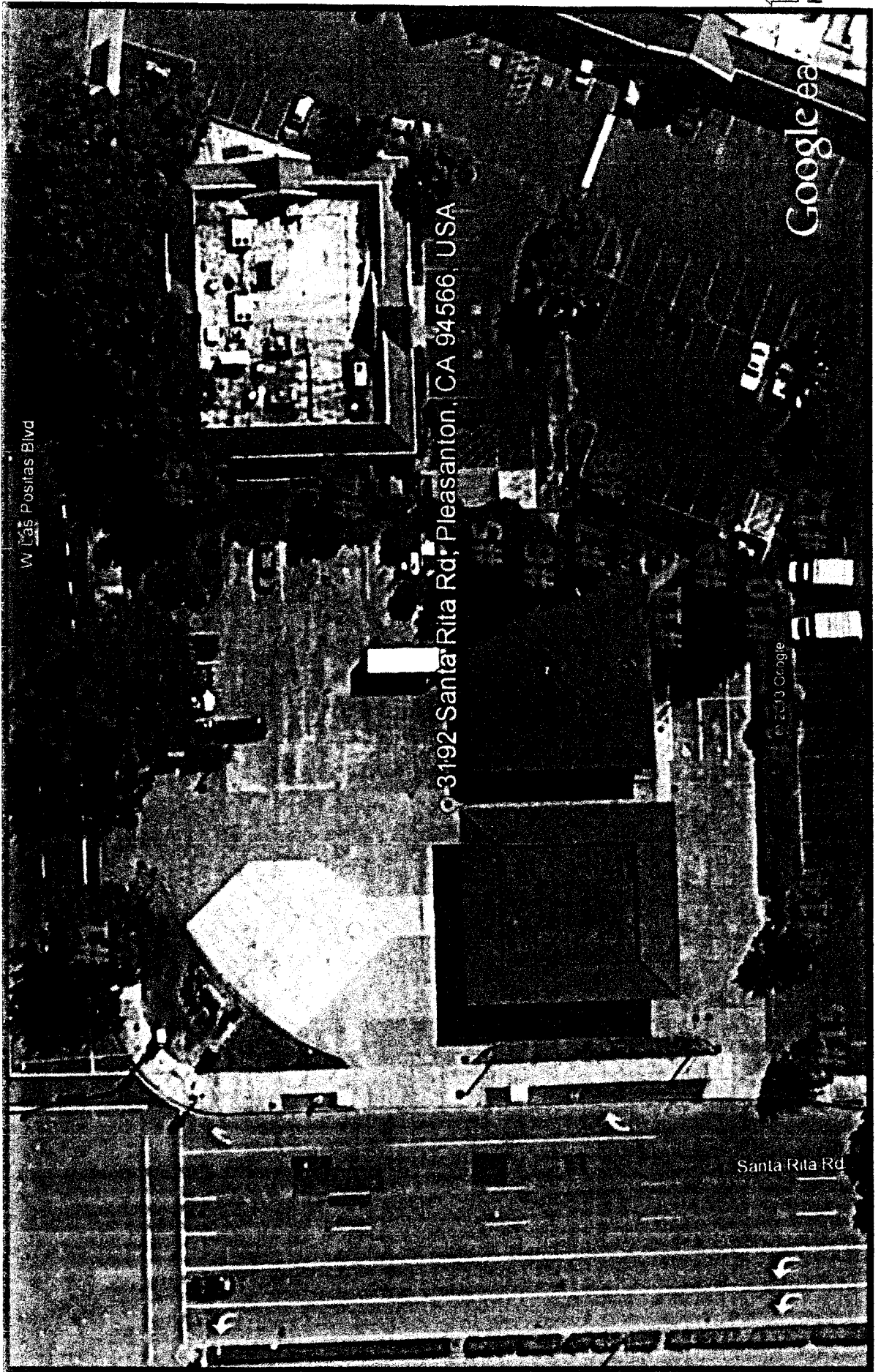
Page C-2: Trees #3 thru 7

Page C-3: Trees #5 thru 10

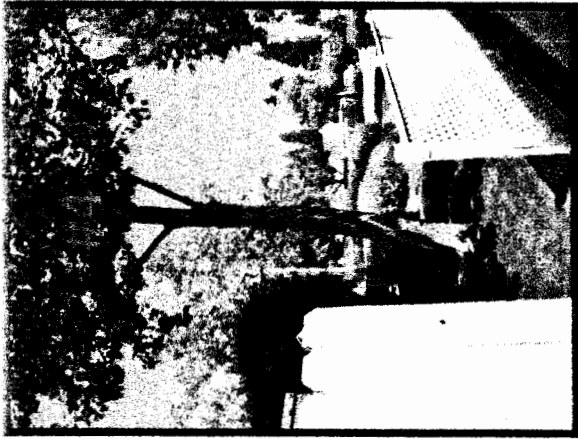
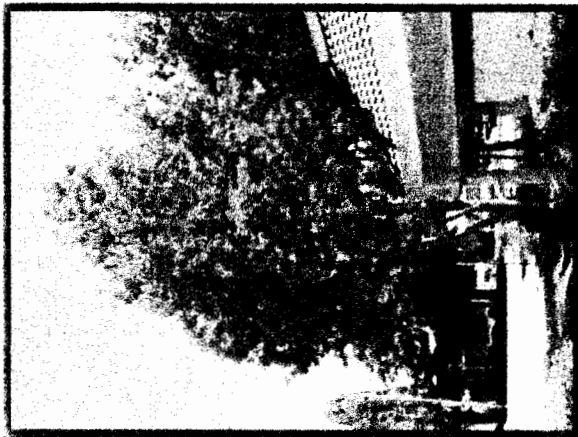
Page C-4: Trees #11 thru 15

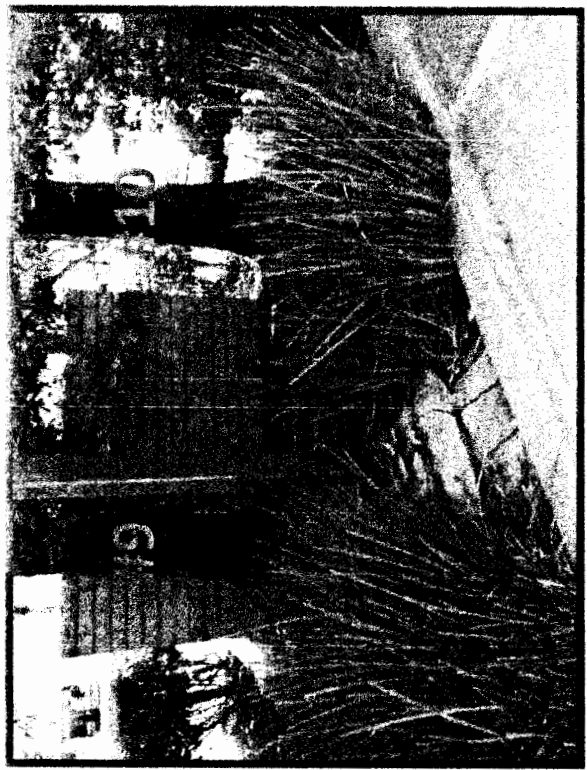
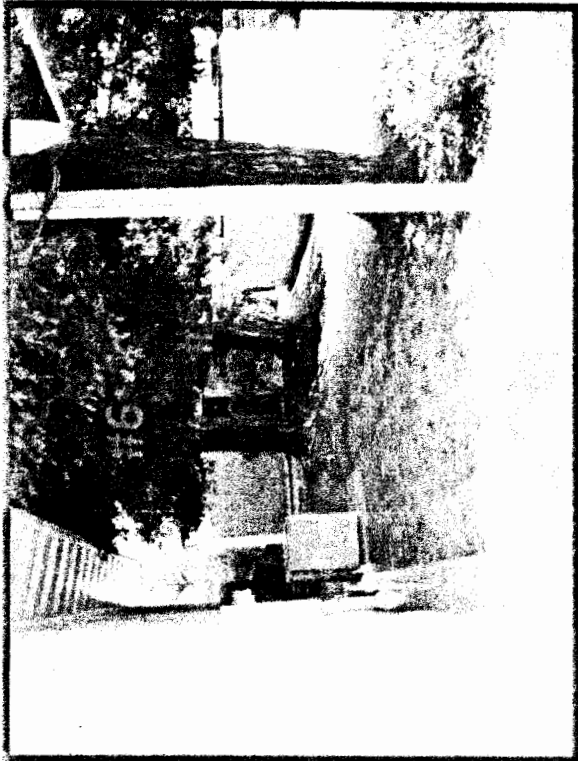
3192 SANTA RITA ROAD

Pleasanton, California











THE CITY OF



PLEASANTON.

MEMORANDUM

Date: August 7, 2014
To: Jenney Soo, Associate Planner
From: Lieutenant Jeff Bretzing
Subject: Project Proposal – 3192 Santa Rita Road

I have reviewed statistical data for Pleasanton's two existing 7-11 stores. The data covered all calls for service, including "business contacts" and also traffic and pedestrian stops within the general area around both stores. The time frame for which the data was provided was 2010 through July, 2014.

The data reveals no significant issues or concerns related to the presence of the two existing 7-11 stores. Furthermore, based on the data, I find no reason to believe the presence of a new 7-11 store to be located at 3192 Santa Rita Road will produce any significantly different results. I believe the calls for service at the Santa Rita Road location will more closely mirror that of the current store on Hopyard Road rather than the Valley Avenue store. This is due to the characteristics of Santa Rita Road relative to Hopyard Road. An unknown factor in this equation is that the Santa Rita Road location will include a gas station and neither of our current 7-11 stores sells gasoline.

**CALLS FOR SERVICE FOR 3192 SANTA RITA ROAD &
SURROUNDING AREA**

CALLS FOR SERVICE	2010	2011	2012	IAN - AUG 2013
20002 VC- HIT AND RUN	1	1	1	
211 PC- ROBBERY	1	2	1	1
23152 VC- DUI	1	2		1
242 PC- BATTERY	2			2
415 PC- DISTURBANCE	4	2	3	1
459 PC- BURGLARY	1		2	1
484 PC- PETTY THEFT	3		4	2
487 PC- GRAND THEFT	1		1	
503 PC- EMBEZZLEMENT		1		1
530 PC- IDENTITY THEFT		1		
594 PC- VANDALISM	1			2
602(L) PC- TRESPASSING		1		
647(F) PC- DRUNK/DRUGS		2		
911 CALL			1	4
ABANDONED VEH.				1
ADMIN DETAIL				1
ADVICE			2	
ALARM	29	13	4	7
ANIMAL CONTROL	2	3	6	4
BIKE STOP	3	2	2	2
CITIZEN ASSIST		1		
CIVIL STANDBY	1		1	
FIELD INTERROGATION	1		1	
FIRE CALL	2		1	
FOLLOW-UP	2		2	2
FOUND PROPERTY			4	1
GRAFFITI	2	1		1
HAZARD	1	1	4	
HEALTH & SAFETY VIOLATION	3	2	2	
ILLEGAL PARK	2		2	4
INCIDENT	9	9	12	16
IN-CUSTODY	1			1
JUVENILE PROBLEM	2	3	4	2
LOST PROPERTY			1	
MEDICAL ASSISTANCE	1	3	2	3
MISC. PUBLIC SERVICE	2	3	2	2
PATROL CHECK	8	12	9	4
PEDESTRIAN STOP	9	7	4	1
PENAL CODE VIOLATION		1	2	
PMC VIOLATION	1	1		2
SPECIAL ENFORCEMENT				7
STOLEN VEHICLE			1	
SUSPICIOUS CIRCUMSTANCE	1			
SUSPICIOUS PERSON	5	9	6	3
SUSPICIOUS VEH.	8	17	15	4
TRAFFIC COLLISION	7	4	2	5
TRAFFIC STOP	164	172	108	81
TRO VIOLATION			1	
VEHICLE CODE VIOLATION	2		7	2
Grand Total	283	276	220	171

CALLS FOR SERVICE FOR 3192 SANTA RITA ROAD

CALLS FOR SERVICE	2013	2014 (Jan to Jul)
20001 VEHICLE CODE VIOLATION- INJURY HIT & RUN		1
20002 VEHICLE CODE VIOLATION- HIT AND RUN	1	1
211 PC- ROBBERY	2	
23152 VEHICLE CODE VIOLATION- DUI	3	4
242 PC- BATTERY	2	1
415 PC- DISTURBANCE	5	4
459 PC- BURGLARY	1	
484 PC- PETTY THEFT	5	7
503 PC- EMBEZZLEMENT	1	
594 PC- VANDALISM	2	3
602(L) PC- TRESPASSING		1
647(F) PC- DRUNK/DRUGS	2	1
653(M) PC- THREAT CALLS		1
911 CALL	4	2
ABANDONDED VEH.	1	
ADMIN DETAIL	1	
ALARM	10	3
ANIMAL CONTROL	7	5
BIKE STOP	6	2
FIRE CALL	1	
FOLLOW-UP	2	4
FOUND PROPERTY	1	1
GRAFFITI	1	
HAZARD	1	1
HEALTH & SAFETY VIOLATION	1	
ILLEGAL PARKING	6	3
INCIDENT	26	19
IN-CUSTODY	1	2
JUVENILE PROBLEM	3	
LOST PROPERTY		1
MEDICAL ASSISTANCE	5	1
MISC. PUBLIC SERVICE	13	5
NEIGHBOR CONTACT		1
PATROL CHECK	8	7
PEDESTRIAN STOP	10	9
PMC VIOLATION	5	2
SHOPPING CART		1
SHOTS FIRED	2	
SPECIAL ENFORCEMENT	7	4
SUSPICIOUS PERSON	7	4
SUSPICIOUS VEH.	7	3
TRAFFIC COLLISION	17	6
TRAFFIC STOP	210	136
VEHICLE CODE VIOLATION	2	6
Grand Total	389	252

7-ELEVEN CALLS FOR SERVICE IN PLEASANTON

CALLS FOR SERVICE	2010		2011		2012	
	3760 HOPYARD RD, PLS	4307 VALLEY AV, PLS	3760 HOPYARD RD, PLS	4307 VALLEY AV, PLS	3760 HOPYARD RD, PLS	4307 VALLEY AV, PLS
5150	1					
20002 VC- HIT AND RUN	1		1			
23152 VC- DUI	1					
242 PC- BATTERY	2		1		1	
415 PC- DISTURBANCE	2		2	2		1
459 PC- BURGLARY	1					
470 PC- FORGERY						1
484 PC- PETTY THEFT	4	2	4		1	1
594 PC- VANDALISM	1	1				
647(F) PC- DRUNK/DRUGS			1			
911 CALL		1				1
ANIMAL CONTROL		1				
BIKE STOP			2		1	
CITIZEN ASSIST	1					
FIELD INVESTIGATIONS	1		3		1	
FOLLOW-UP	2		1			1
GRAFFITI			2	1		
HEALTH & SAFETY VIOLATION		1	4		2	
INCIDENT	7	2	9	2	8	4
JUVENILE PROBLEM	4		7	1	2	
LOST PROPERTY	1	1				1
MEDICAL ASSISTANCE		2	1		1	
PATROL CHECK	3		3		3	2
PEDESTRIAN STOP	9	2	16		15	
SUSPICIOUS CIRCUMSTANCE	1					
SUSPICIOUS PERSON	4		2		3	1
SUSPICIOUS VEH.	5		22	1	12	
TRAFFIC COLLISION	1		1	1		
TRAFFIC STOP	29	2	24		20	1
VEHICLE CODE VIOLATION	1					
WARRANT - SUBPOENA SERVICE			1			
Grand Total	82	15	107	9	70	14

7 - ELEVEN STORES IN PLEASANTON

CALLS FOR SERVICE	2013		2014 (Jan to Jul)	
	3760 HOPYARD RD, PLS	4307 VALLEY AV, PLS	3760 HOPYARD RD, PLS	4307 VALLEY AV, PLS
211 PC- ROBBERY		1		
23152 VC- DUI			2	
415 PC- DISTURBANCE	2		1	
484 PC- PETTY THEFT	1	1	2	1
647(F) PC- DRUNK/DRUGS	1			
ANIMAL CONTROL	1			
BIKE STOP	2			
BUSINESS CONTACT			18	
FOUND PROPERTY			1	
GRAFFITI			1	
INCIDENT	4	1	3	1
LOST PROPERTY		1		
PATROL CHECK	7	1		2
SPECIAL ENFORCEMENT	4	1	1	1
STOLEN VEHICLE				1
SUSPICIOUS CIRCUMSTANCE	1		1	
SUSPICIOUS PERSON	2			
SUSPICIOUS VEH.	3	2	2	
TRAFFIC COLLISION	1			
TRAFFIC STOP	15	1	13	1
PEDESTRIAN STOP	2		2	
PENAL CODE VIOLATION			1	
PMC VIOLATION	1	1		
VEH CODE VIOLATION	1			
Grand Total	48	10	48	7

P13-0336, Michael Roseberry

Work Session to review and receive comments on a Preliminary Review application to: (1) replace the existing auto service use with a 24-hour 7-Eleven convenience market and a drive-through carwash; (2) add approximately 700-square feet to the existing building; and (3) modify the existing site improvements at the existing Valero service station located at 3192 Santa Rita Road. Zoning for the property is C-N (Neighborhood Commercial) District.

Jenny Soo presented the staff report and briefly described the scope, layout, and key elements of the proposal.

Ms. Soo informed the Commission that staff is striking out Discussion Point No. 3 regarding on-site parking. She explained that the California Fire Code states that a self-serve gas station that meets the parking requirements is not required to have any attendants on-site. She noted that the proposed application meets the required parking, and, therefore, no parking spaces would be required for the gas station.

Commissioner Ritter asked for typical examples of other commercial buildings in a C-N (Neighborhood Commercial) Zoning District in Pleasanton that might be a gas station or car repair shop.

Ms. Soo replied that gas stations are allowed in a C-N District. She added that it would also be typical to see a restaurant or a retail business that fits into a residential neighborhood, such as a stationary store, a hair salon, a music instrument shop, or a dry cleaner. She noted that these stores would not be open for 24 hours.

Ms. Stern asked Commissioner Ritter to clarify if what he is asking is whether there were other gas stations in C-N Districts in the City.

Commissioner Ritter said yes and inquired if the Shell Service Station on West Las Positas Boulevard and Hopyard Road is located in a C-N District.

Ms. Soo stated that the gas station on Santa Rita Road and Valley Avenue by Safeway might be in a C-N District.

Ms. Stern agreed and indicated that staff can provide additional information on the matter.

Commissioner O'Connor inquired if there are other Neighborhood Commercial sites that have actually been rezoned for a similar use, such as a carwash or a 24-hour convenience market or alcoholic beverage sales.

Ms. Stern replied that she does not remember that happening within the last several years.

Commissioner Posson requested verification from staff that there are no other service stations in the City with convenience stores that sell alcohol.

Ms. Soo replied that there are existing service stations that sell alcohol but they are pretty much in the PUD zoning district. She added that the Zoning Code does not allow the sale of alcoholic beverage in conjunction with a service station in a straight-zoned district.

Commissioner Posson inquired if there are similar establishments in Pleasanton.

Ms. Soo said yes.

Commissioner Allen stated that her understanding of the definition of the C-N District is not only that it should serve the local residents but also that anything that is developed needs to have a minimal impact on that neighborhood. She asked staff to verify that she understood it correctly.

Ms. Soo replied that was correct. She noted that the staff report includes a table on page 9 which lists the purposes of the various zoning districts.

THE PUBLIC HEARING WAS OPENED.

Brad Hirst, representing Mike Roseberry, Applicant, stated as a point of clarification that they had submitted to staff a survey of the gasoline/24-hour/ parking/convenience stores, and there are nine other service stations with various zonings. He added that they did not check to see if any or all of them are in the C-N District but that he is sure the ones on Hopyard Road and Valley Avenue and on Bernal Avenue near Stanley Boulevard are in the C-N District.

Mr. Hirst stated that the project has been an existing gasoline and automotive service facility for 41 years and that the existing station was rebuilt in 1989. He indicated that Mike Roseberry is the dealer and has been in business, running the automotive service, for 13 years and the gasoline and snack shop operation for the last eight years. He noted that the proposed business will have the same property owner, the same dealer, and the same businessman who has proven to be established and has operated a successful business at that location for a number of years.

Mr. Hirst stated that Mr. Roseberry will be the convenience store operator. He indicated that it is kind of popular to beat up on 7-Eleven or any other corporation, and he wanted to make it clear that this is not a 7-Eleven corporate store; that Mr. Roseberry is the owner and operator and 7-Eleven is the supplier; and Mr. Roseberry does have a supply agreement with 7-Eleven. Mr. Hirst explained that the purpose of his modernization and upgrade is to increase the sales to each customer. He noted that in this day and age, automotive service has become more and more technical; it is becoming difficult to hire qualified people, and remuneration that he can afford is no longer profitable. He added that by converting to a convenience store and carwash, Mr. Roseberry's goal is to increase the sales, increase the ticket size to each of the existing customers. He indicated that they are expecting only a three- to five-percent increase in the number of customers coming into the station. He explained that it is sort of a defensive maneuver where Mr. Roseberry will be offering two services: a 24-hour convenience store and carwash that do not now exist at a

major intersection. He noted that the intersection has 42,000 cars going through it daily and that it is more than just a neighborhood.

Mr. Hirst stated that they have done quite a bit of outreach over the last several months. He noted that they have started a support petition on-site, and the 125 to 135 customers who have signed it are now asking when this is going to happen. He stated that he asked Mr. Roseberry why they got only 125 to 130 people, and the answer was that at this point, most people buy their gasoline with their credit card outside and do not come into the store. He indicated that they are trying to get them into the store. He noted that most of those who come into the store are those who come in the early mornings between 5:00 a.m. and 8:00 a.m., such as construction workers who buy things in the convenience store.

Mr. Hirst stated that he has talked to every single merchant in the two adjoining shopping centers, and not one has objected; in fact, most of them liked it because they know that this store will have better coffee than they get. He indicated that he has knocked on about 200 doors in the immediate neighborhood and that they had supplied them with a letter, a site plan, and a simulation of the interior of the store. He added that he has given Ms. Soo a copy of the letter and a map of the doors. He noted that of the 200, they found about 100 people at home, two of whom asked about the 24-hour operation. He indicated that they now have more people who have commented since.

With respect to parking, Mr. Hirst stated that they have 17 parking stalls on site. He indicated that staff initially was not going to give them credit for the 12 spaces at the pump island, but the survey that they submitted shows that of the 13 stores in Pleasanton in a similar operation, only three have more parking than is proposed for this property; and if the 12 at the pump island are allowed, only two exceed that. He stated that he does not believe parking is going to be an issue in any way.

Mr. Hirst stated that the carwash hours will be from 7:00 a.m. to 10:00 p.m. He indicated that he knows they could open earlier and do more commercial business, but they are trying to be respectful of the neighbors on West Las Positas Blvd. that are located 250 feet north of the carwash. He indicated that the noise emitted will be minimal at the entrance to the carwash on the north side and will be louder on the south end where the blower to dry the cars is located. He noted that the sound study that they submitted shows that the decibel level at the residence, both at West Las Positas Blvd. and Santa Rita Road, is below that allowed by the City ordinance. He indicated that it exceeds it a little bit to the south, but the people at Pacific Dental Care are all for the increased business, the carwash, and the longer hours.

Mr. Hirst stated that they are gradually and consistently reducing their energy consumption over the last several years. He noted that the new facility will have LED lights and that Mr. Roseberry is trying to finalize a solar program for all four stations.

Mr. Hirst stated that they can certainly understand and empathize with anyone's concern over security, loss prevention, and crime, as they are directly impacted even more than anybody living there. He noted that in addition to the inconvenience caused by crime, they

are concerned with employee safety, with loss of inventory, and loss of cash. He indicated that the cash register will never have more than \$50 at a time in it; every ten minutes, there will be a drop of \$20 bills into a safe that cannot be opened by an employee. He added that there will be a minimum of two people on duty throughout the night at all times, and there will be at least three and sometimes as many as six people during the day. He pointed out that the recent robbery at Wells Fargo Bank and other robberies all happened in broad daylight. He noted that nobody wants crime; it can happen anywhere at any time, and he thinks anybody would be hard pressed to believe that this operation is going to attract any crime. He further noted that there was a recent burglary, the first one in eight years, and the culprits were caught on camera, both in the exterior before they put on their masks, and the interior when they did have the mask; the police do have that film and are proceeding with the case.

Mr. Hirst stated that the beer doors will be locked at 11:00 p.m., a security measure to prevent "grab and go's." He noted that if anyone wanted to buy a beer between 11:00 p.m. and 2:00 a.m., an employee will have to unlock the refrigerator door and then lock it again. He added that signs and decals will be firmly displayed indicating cameras. He stated that there are currently nine cameras functioning on-site and that after the conversion, there will be 18 to 20 cameras functioning on-site, both interior and exterior. He indicated that no alcohol sales to anyone under 21 years will be allowed obviously, and decals will be posted.

Mr. Hirst stated that there have been zero robberies at the property since 2009, there has been one burglary that happened last week that he mentioned earlier, and there have been zero grand thefts. He indicated that they have submitted police reports to the staff which show that at the Valero Station on Santa Rita Road and Valley Avenue, which Mr. Roseberry also owns, there have been zero burglaries since 2009 except for the one last week, and zero grand thefts. He continued that the 7-Eleven store on Hopyard Road near West Las Positas Blvd. had one burglary in 2010 and zero grand thefts; the 7-Eleven on Valley Avenue near Santa Rita Road had one robbery last week, the first since before 2009, and one grand theft in 2011; the 24-hour Chevron station on Santa Rita Road and Valley Avenue had zero burglaries and one grand theft in 2012; the Chevron station on Valley Avenue and Bernal Avenue had one burglary in 2011 and zero grand thefts; and the Shell station on I-580 and Hopyard Road had one burglary in 2010 and zero grand thefts. He stated that he thinks the Pleasanton Police Department is not only doing a good job but their official reports indicate that crime is really not an issue at these types of businesses.

Mr. Hirst stated that Fire Station 3 reports that 15 percent of its total service calls are between 10:00 p.m. and 5:00 a.m., a total of 170 in the past years. He noted that Valley Care Emergency Room reports that in a year, it has had 5,824 service visits between the hours of 10:00 p.m. and 5:00 a.m.; 511, or 17 per night, in June. He commented that this location is a 24-hour corner, the police route to Interstate 580.

Commissioner O'Connor noted Mr. Hirst's comment that it is important to be open at 5:00 a.m. as this is a big selling claim in the morning for that great coffee they have there.

He further noted the neighbors' letters expressing concerned for the 24-hour operation. He asked Mr. Hirst to comment on the late night, between 11:00 p.m. and 5:00 a.m.

Mr. Hirst replied that they are projecting ten percent of the total volume, which is expected to be between \$1.3 million and \$1.6 million per year. He noted that this is not a tiny, tiny operation, and at \$1.5 million, that amounts to \$150,000 per year between 10:00 p.m. and 5:00 a.m. He explained that one of the things that happens is when those construction workers come in the early morning, and there can be anywhere from three to six people in a vehicle, they buy not only coffee, but also the five-hour energy drinks and the Redbull. He noted that this is a big factor, in addition to the tons of coffee that they sell.

Commissioner Ritter inquired if there is anything the applicant is doing to give back to the community, such as supporting the neighborhoods or the schools with any of this PUD.

Mr. Hirst replied that he has done some support, although it has not been a major thing, but it can be done.

Referring to Mr. Hirst's statement that only two people of the neighbors' doors they knocked on mentioned the 24-hour operation, Chair Pearce asked Mr. Hirst if that might be due to the fact that there was no mention of the proposal for a 24-hour operation in their letter.

Mr. Hirst replied that it could have been but that 24 hours is really not a big deal. He noted that H&R Block is open 24 hours during the tax season, and Macy's and the big department stores are now open 24 hours during Thanksgiving. He added that there was a 24-hour convenience market and gasoline station in Farmington.

Sharon Piekarski stated that she has a number of objections but will limit her comments to traffic issues that she sees could happen here. She indicated that she finds it hard to believe there will not be a significant increase in traffic. She noted that when they are trying to sell coffee and \$2 slurpees, there should be a lot of foot traffic through there in order to cover their costs and have a profit. She indicated that as was mentioned earlier, there are only three driveways to this property: on Santa Rita Road and one on West Las Positas Blvd. She noted that people entering from the north going southbound through the pumps and through the carwash would logically be exiting from the south end. She continued that exiting from there onto a very busy Santa Rita Road, with 42,000 cars going through this intersection a day, and continuing north to the freeway, vehicles will have to go across three lanes of traffic and get into a left-hand turn lane. She indicated that this is the least of her concerns and that it is doable and similar to other intersections in town.

Ms. Piekarski stated that those coming in from the south driveway and going north through the pumps, or those parked for the convenience store, would logically exit on the northern one on Santa Rita Road and the West Las Positas Blvd. exit. She indicated that she measured the northern Santa Rita Road exit, and it is 32 feet from the crosswalk, which is about two car lengths. She noted that there are either traffic going at least 45 miles per hour through a green light or people backed up at the stoplight. She stated that she has observed that people pull out onto the right-hand turn lane, thus blocking the lane for those

trying to get into the traffic going north on Santa Rita Road. She indicated that it is her opinion that this exit should be blocked and that cars should exit on West Las Positas Blvd.

Ms. Piekarski stated that she is most concerned about those exiting from the Valero station onto West Las Positas Blvd., which is a divided street; cars will have to turn right and make a U-Turn at Fairlands Drive, approximately 300 feet from Santa Rita Road. She noted that this is a very short distance, with two lanes of traffic moving eastbound across Santa Rita Road on West Las Positas Blvd., two left-hand turn lanes on southbound Santa Rita Road going east on West Las Positas Blvd. where cars must start to merge into a single lane immediately after they clear that intersection. She noted that one of the merge arrows is directly in front of the exit of the Valero station. She continued that in addition to the people exiting the Valero station and the possible future 7-Eleven, there will be people leaving the shopping area. She indicated that she observed for ten minutes a couple of days ago and saw 18 cars leave that driveway, 72 percent of which made a left turn. She added that there is also traffic coming from the neighborhood, a large neighborhood, where West Las Positas Blvd. is a major way to get to other parts of the City. She further added that Fairlands Drive right there is the main exit for all the people living along Fairlands and Churchill Drives and all the cul-de-sacs that enter into those streets, and there are no traffic signals there; the only traffic control is the stop sign at Fairlands Drive. She noted that she avoids this intersection during busy times of the day, and it will become even busier than it already is.

Ms. Piekarski stated that one other issue is Fairlands Elementary School, which is only about a block to the east. She indicated that this school serves residents in the townhomes and the apartments on the west side of Santa Rita Road, and many of those elementary students walk to and from school. She noted that they cannot walk on the north side of West Las Positas Blvd. and cross Santa Rita Road because there is no crosswalk there in order to facilitate traffic leaving Hacienda Business Park. She stated that what these children typically do is cross West Las Positas Blvd. where there is a stop sign and crossing guards, then walk on the south side of West Las Positas Blvd. toward Santa Rita Road. She noted that they will have to cross two residential streets, this exit from the shopping center, and the exit at this proposed 7-Eleven before they can get to Santa Rita Road and cross the street. She stated that she believes a significant increase in traffic causes a danger to these young children as well as to the residents who live in the area. She indicated that she strongly opposes this proposal and hopes that the Commission will reject the proposed 7-Eleven.

Tiffany Driscoll stated that she has lived in the neighborhood directly behind the shopping center and the gas station since 1975 and is very aware of the original property agreement for that premises. She indicated that she knew there was a rebuild to the gas station in 1989 and that she believes they either wanted to sell liquor or go 24 hours at that time, but were not allowed to do either. She stated that it seems to her that Roseberry is a corporation and not a mom-and-pop store that the gas station used to be that represented their neighborhood of Pleasanton Meadows. She added that it seems that Mr. Hirst is only an investor and does not take the interest of Pleasanton residents into consideration. She noted that it was mentioned that the notice that was passed out to the neighborhood went

to 200 residences. She indicated that she received the notice, but people she talked to around the neighborhood did not receive notices or there were sporadic notices. She added that the notices failed to notify the neighborhood that they intended to put in a 24-hour store, which would be an amendment to the original agreement.

Ms. Driscoll stated that having a 7-eleven store at the entrance to a neighborhood is rather tacky and that she does not think that is the image that Pleasanton is trying to portray. She noted that there was a 7-Eleven also proposed for a gas station on First Street, and that proposal was turned down. She indicated that she was sure that had everything to do with property values of the Heritage neighborhood that was very close to there. She added that if that was rejected in the Heritage neighborhood, she believes it should be the same all the way across the board in Pleasanton and not just where the older Heritage homes are.

Ms. Driscoll stated that entering into Pleasanton off of I-580 coming in on Santa Rita Road has no welcome to Pleasanton; there is no quaint little Main Street image that everyone loves so much. She noted that they are the actual first neighborhood that is encountered coming into Pleasanton from that side, and they just do not feel that having a 7-Eleven at the entrance to their neighborhood is a very appealing way for visitors of the wine country hoping to get to Pleasanton Main Street. She stated that they are a quiet neighborhood, full of small children and a lot of homes with seniors and people who have lived there since the 1970's who have chosen to retire there; and these people do not want a 7-Eleven.

Ms. Driscoll stated that carwashes are loud and that Mr. Hirst mentioned they want to start the carwash at 7:00 a.m. She stated that there is a noise ordinance in this City that she thinks does not allow loud noises until 8:30 in the morning, Monday through Friday, or 9:00 a.m. on weekends. She noted that they are a nice, quiet neighborhood, and the carwash is not something they want to hear at 7:00 in the morning, especially on a weekend.

Ms. Driscoll stated that it was mentioned that the 7-Eleven on Valley Avenue and Santa Rita Road was robbed recently for the first time since before 2012. She indicated that that is twice in 17 months and that the robbery did take place at 3:00 a.m. in the morning. She noted that on numerous occasions, the Pleasanton Meadows Shopping Center has encountered burglars during business hours, and twice she has personally chased burglars down her street, on the phone to the police, because they have robbed either the Chinese restaurant or the cleaners or one of the pizza places behind her house.

Ms. Driscoll stated that they have had a lot of experience from living in the area from the 1970's. She indicated that back in the day for about 30 years, anybody who got out of Santa Rita Jail would walk towards Downtown Pleasanton because they were looking for a bus stop. She noted that they still have people that come from Santa Rita Jail towards the center of Pleasanton where they will likely find a bus stop. She added that they would not a 24-hour location where people are dropping off or picking up people that may have just stumbled out of Santa Rita Jail.

Lastly, Ms. Driscoll stated that there is an elementary school very, very close to this location. She noted that the traffic coming from two lanes down to one coming down West Las Positas Blvd. is already a nightmare. She indicated that it will not work if that is going to be the main exit.

Maurice Turner stated that he has lived in the area for a number of years. He indicated that he takes an early morning walk around the area most days and sees all these children going to school, a lot of them with parents but some without parents. He indicated that the Santa Rita Road and West Las Positas Blvd. intersection is really busy with traffic every day, with people coming out of Pleasanton Meadows and people coming along Santa Rita Road for all sorts of reasons, some cutting off the big bend on I-680 and I-580. He stated that this is one of his concerns and endorsed everything that the two previous speakers have.

Mr. Turner stated that he remembers a few years ago when the gasoline station was cut in at the Pimlico Drive and Santa Rita Road, the people wanted to sell alcohol, and there was a big furor about no alcohol sales near the freeway and there are enough accidents on the freeway. He recalled that someone came up and said that Long's Drugs was selling alcohol; however, Long's Drugs closes at 9:00 p.m. and does not sell it really late at night. He indicated that most accidents that happen are because people are buying alcohol late at night, and this is not good for anyone, neither for those who buy them or for those on the road, walking or driving.

Mr. Hirst expressed his appreciation for the people who came down and added that starting next week, he will reach out individually to all those who spoke, who sent in emails, and who called Ms. Soo.

Mr. Hirst stated that most of the objections that were stated by the three speakers are for conditions that already exist. He indicated that the children walk to school now; they do not walk on the north side of West Las Positas Blvd. because there is no crosswalk on the north side of the intersection. He noted that the children walk on the south side of Las Positas because there is a crosswalk. He pointed out that some of those children are customers of this business because this business sells candy and children buy candy. He noted that children buy candy across from Hap's off of Main Street, particularly on Friday afternoons, and that does not seem to be a major problem.

Mr. Hirst stated that the ingress and egress traffic issues that were alluded to have been the ingress and egress for 41 years. He added that the stop signs have been there; maybe a couple of ones on West Las Positas Blvd. have not been there for 41 years, but they have been there for as long as he could remember.

With respect to the traffic accidents in that vicinity, Mr. Hirst stated that the record speaks for itself, and he asked the Commission to inquire of the City's Police Department if those are traffic accidents. He agreed that Fairlands School is within a short distance, a long block, and stated that he went to the Principal's Office at Fairlands Elementary twice, left a letter with the Principal and received no comment from the Principal at all. He noted that

he did reach out to the neighborhood behind the service station, and he stated unequivocally that he left a letter or spoke to every single resident there. He also stated unequivocally that he is more than a little offended that somebody would say that he does not have the interest of this community, noting that that what he has been doing for 45 years speaks for itself and that he does not intend to even acknowledge that any further.

Mr. Hirst acknowledged that there was a 7-Eleven application on First Street which was withdrawn, and another convenience store operation has been approved at that location. He noted that there is alcohol being sold near the freeway now; the Shell Station at Hopyard Road and I-580 sells beer and wine. He noted that it is pretty easy to buy beer anywhere and get on the freeway and that beer sales and freeway access is no big deal. He stated that he happened to walk through the new Walmart store one day just to look. and he saw some young people loading up all their beer. He stated that he asked what they were doing, and they said they were going camping at Yosemite. He noted that at his count, they had eighteen 30-packs of beer, and they were getting on the freeway to drive to Yosemite.

Commissioner Posson disclosed that he met with Mr. Hirst, who briefed him on the project. He noted that he heard a number of comments from the community objecting to the proposal and asked Mr. Hirst why he feels this is good for the community.

Mr. Hirst replied that first of all, as he has mentioned, this is a defensive business maneuver because the automobile service business is no longer profitable, and they are projecting that this is going to be profitable. He noted that it is going to be good for the community because it will offer some services in that neighborhood that do not yet exist, such as the convenience store and the carwash. He added that it will provide services for an intersection that now has 42,000 cars a day going through it every day.

THE PUBLIC HEARING WAS CLOSED.

Commissioner Allen noted that Mr. Hirst mentioned a noise study, but none is included in the staff report. She indicated that understanding noise is certainly a prerequisite to a carwash proposal and inquired what the status of that study is.

Ms. Soo replied that a noise study was prepared but it does not conform to the noise ordinance requirement. She indicated that it needs to be revised, and the final noise study will be included in the staff report when the item comes back to the Commission as an official application.

Commissioner Allen confirmed with staff that the Commission will not know the noise impact tonight.

Commissioner O'Connor noted that the list of police call outs states that it is for 3192 Santa Rita Road and surrounding area. He inquired how far out this goes.

Ms. Stern replied that it was for the two shopping centers: Santa Rita Square, the shopping center immediately surrounding the gas station, and Pleasanton Meadows Shopping Center, the shopping center where the new WalMart Neighborhood Market is located.

Commissioner O'Connor confirmed with staff that it would not include any call outs to any of the residential areas behind or across the street from the project site.

Ms. Stern replied that that was correct; it would not include those areas.

Commissioner Posson noted that there are a lot of data on the report regarding the police response, but he did not see that pulled together with any statement or conclusion being reached. He indicated that when the application comes back, it would be helpful to have either the applicant or staff pull the data together and indicate what the conclusions are.

Commissioner Ritter noted that WalMart closes at 11:00 p.m. and inquired if there are many places in Pleasanton that sell alcohol after 11:00 p.m. and if any of the convenience stores operate and sell alcohol after 11:00 p.m.

Ms. Stern replied that Exhibit B of the staff report includes a list of places that sell beer and wine and if they are open 24 hours, which assumes that those places also sell alcohol during those hours and that they can do so up to 2:00 a.m. and after 6:00 a.m.

Commissioner Ritter inquired if beer and wine would include hard liquor as well.

Ms. Stern replied that she does not know what every license allows but that staff can get that information for the Commission.

Chair Pearce reminded the audience that this is a Work Session to provide feedback to staff and the applicant, and the Commission will not be making a decision on this project tonight. She then indicated that the Commission will now go through the Discussion Points.

Discussion Points No. 1 and No. 2 were considered together.

- 1. Would it be appropriate to rezone the site from the current C-N District to a PUD-C (Planned Unit Development – Commercial) District in order to allow a 24-hour convenience market with the sale of alcoholic beverages and a drive-through carwash in conjunction with the existing gas station?**
- 2. Would a 24-hour operation for the convenience market and a 7:00 a.m. – 10:00 p.m. operation for the drive-through carwash be appropriate for this location?**

Commissioner Ritter stated that when he looks at the existing building, he sees that something has to change with it. He indicated that he is not sure what it is, and that is the reason why he was asking what other uses are for a C-N District. He noted that this is a prime location, and a convenience market is all about convenience nowadays and it

makes good sense. He indicated that his concern is more with alcohol being sold after 11:00 p.m. and agreed that nothing good comes from somebody buying alcohol after 11:00 p.m. With regard to the carwash, he noted that the applicant is thinking of having the dryer on the south side with the nearest neighbor being 200 feet away. He agreed with the comments that the dryer is pretty loud and it might be of concern as long as it is on the residential side.

Ms. Stern stated that she was not sure if the nearest neighbor on the south side was 200 feet away. She indicated that she believes the applicant was saying that they were looking at Weymouth Court, but she does not know if it is closer across the other side of the street. She stated that staff can certainly calculate that.

Commissioner O'Connor disclosed that he also met with Mr. Hirst and went over the property. He stated that when he first looked at the property, located at a major commercial intersection with as many cars as go through there today, his first take was that he really did think this was appropriate. He indicated that he did not expect to see so much opposition in the way of letters and showing up here tonight. He added that he was not aware at the time that he visited the site that there was actually residential close to the site. He noted that he realized there is a little bit in the back and then it opens up beyond the school; and on the opposite side of the street were apartment buildings and maybe condominiums and townhomes.

Commissioner O'Connor indicated that he, too, is more concerned with alcohol being sold until 2:00 a.m. He stated that he reads the police blotter every week and it seems like there is a lot of activity that happens between midnight and 2:30 a.m. He noted that there are neighborhoods here that have been here for a long time. He further noted that this gas station needs an update: it is looking old and tired and needs a facelift. He added that there is currently a convenience store located inside as small as it is, and the number of sales he got from Mr. Hirst is pretty high for such a small space. He stated that he can see the desire to make this bigger, and he knows it would be profitable. He added, however, that he is having second thoughts about the 24-hour operations and is questioning how much can be gained by staying open beyond 11:00 p.m. until the 5:00 a.m. rush for coffee.

Commissioner Posson stated that as far as the rezoning, he thinks that if the Commission does find this to be an acceptable proposal, then moving to a PUD seems consistent with the adjacent shopping center. With respect to the 24-hour convenience store, he noted that there are other operations within the City that are very similar to this 24-hour operation; however, there would be more discussion about the hours of the sale of alcohol. Regarding the drive-through carwash, he stated that he would be interested in the hours of operation for Pleasanton Carwash located right up on Pimlico Drive, as there are residences in that same area right across the street, so that would provide the Commission with good information. He added that the noise study would also give the Commission more information on what impacts the carwash might have.

Commissioner Allen noted that the goal of the current C-N zoning is to serve the local community and do it in a way that minimizes any adverse impacts on the local community. She further noted that she was also surprised about how residential this area really was. She indicated that she actually walked on three of the streets and talked to 15 residents who were in the park, by the school, and on the streets. She noted that it really is a residential neighborhood, quiet, low key, and a lot of children around. She stated that she heard the same thing of the 15 residents she talked to: 14 of them were absolutely opposed to this project; several did not know it was a 24-hour operation; a couple of them said that what they thought when they first got the applicant's letter was that "7-Eleven" meant it was open from 7:00 a.m. to 11:00 p.m.

Commissioner Allen stated that she was concerned about alcohol sales, the hours of operation, and a little bit of the loitering aspect that can happen. She noted that she cannot even comment on the carwash until she sees a noise study. She indicated that she did go to Pleasanton Carwash on Pimlico Drive a couple days ago, drove her car through it, and listened to other cars drive through it. She stated that she went on both sides of the blowers, the front and the back sides, and she was about 200 feet, almost on the street side in one case, and was at the end of the shopping center by some of the stores in the other case. She noted that she could clearly hear the blower from both sides and was surprised that there was not that much of a difference. She stated that maybe new technology has blowers that are not nearly as loud, and she would be interested in what the noise study says.

Commissioner Allen stated that the next question she had was whether these fears are really justified. She noted that crime is crime but questioned if they are justified. She added that she looked at the OSHA report that actually has a list of highest risk establishments, and it lists gas stations, liquor stores, and convenience stores as three of the top five high-risk establishments, actually, twice as risky as late night bars. She noted that those are national statistics and that they would certainly be better in Pleasanton.

Finally, Commissioner Allen stated that she looked at what benefit the City is getting from this business. She noted that the applicant had shared that there is not a big tax impact because food is not taxed. She continued that she then looked at the survey that was in the staff report that was discussed earlier and had all the different locations and the crime reports. She indicated that she looked at the crime incidents a little differently than the applicant did, looking for total incidents that were occurring at these operations that were cited as somewhat comparable. She stated that she took the total incidents and averaged them, including the applicant's location, and it averaged around eight incidents per month, which is close to 100 per year. She indicated that she does not know what 100 incidents per year for the Police Department costs, but if it is, say, \$1,000, which amount could be way off, that would be \$ 100,000 per year in City costs. She indicated that this concerns her too.

In summary, Commissioner Allen stated that she does not feel like this is the right fit for this neighborhood. She indicated, however, that it does leave the question of what

should be done to make this more vital. She emphasized that she does think other things need to be looked at and that she is concerned about this for this neighborhood.

Chair Pearce stated that she agrees in part with what Commissioner Allen said. She indicated that she looked at the zoning, and it talks about minimizing adverse impacts on adjoining residential uses; and given the concern of the neighborhood, it raises some red flags for her. She noted that the Planning Commission has dealt with this a number of different ways: there have been 24-hour requests that the Commission has denied, and there have been requests that the Commission has modified. She added that she wants to be sensitive to the neighbors and their concerns because this is a big jump, but she also wants to know if there is a way to have less hours and not go 24-hours right away; have more hours than they have if there is a concern, but pare it down to serve alcohol at earlier times. She indicated that she does not want to say all the way yes, and she does not want to say all the way no either. She stated that there may be a way, in conversations that Mr. Hirst is going to have with the neighbors, to find a middle ground where everyone is a little bit happy and try it for a while. She noted that there have been some situations in the past where the Commission has allowed a business to do something for a while, and then, if the Commission's concern was crime, ask for Police Reports to come back in a year or six months, see what this looks like and what the neighbors' concerns are.

Chair Pearce also agreed with Commission Allen that she would like to see a noise study on the carwash. She stated that a carwash would obviously have to comply with the Noise Ordinance and the Municipal Code, but she is interested in seeing what the decibels are for something like that, especially since the proposal is to start at 7:00 a.m. and to go until 10:00 p.m. She noted the concern with the 7:00 a.m. start time, but she is concerned with the 10:00 p.m., given that this is a neighborhood full of children.

Chair Pearce concluded that she understood the desire to upgrade this facility, and she would love to see if there is a way to do that while taking into account the neighborhood concerns.

3. *Would it be acceptable to provide a total of 17 on-site parking spaces where a total of 18 on-site parking spaces would be required based on PMC?*

Chair Pearce noted that Discussion Point No. 3 does not need to be considered.

Discussion Points No. 4 and No. 5 were considered together.

4. *Are the proposed site plan, circulation, and parking layout acceptable?*

5. *Is the proposed building design acceptable?*

Commissioner Allen stated that she thinks traffic is challenging here not matter how it is dealt with, and she does not have any idea for improving circulation. She indicated that the parking layout seemed fine to her. She noted that the biggest question she has in

relation to the carwash is whether it is better to place it at the front of the building close to the residents who are right across West Las Positas Blvd., or in the back. She stated that she does not know about carwashes, what the design is and where the interior cleaning is placed, where the money is put in and cleaning the inside of the car. She added that what she is really looking for when this comes back to the Commission is some real expert design guidance specific to carwashes and noise and how to maximize it while minimizing the noise. She noted that in reading through and googling about carwashes and the issues that come up in communities, it sounds like there are certain types of blowers that are much better than others in terms of noise and that some carwashes actually had to get insulated and have wood barriers around them.

Regarding the building design, Commissioner Allen noted that one of the letters received by staff mentioned that the building design did not really fit the character of that shopping center. She stated that when she looks at that shopping center, she comes away with the question of whether it does have a character. She indicated that it is hard to nail, but she thinks that to the degree that there is a character, the orange and the higher building height in one area did not seem to fit there; however, she does not know if there is a way to make it better. She added that she would like the building design to be looked at a little more to see if it could complement the shopping center a little more.

Commissioner Posson stated that he is generally fine with the site plan. Regarding circulation, he indicated that he frankly does not know how much can be done with that intersection. He noted that he understands what the residents were saying about the egress from that area, but he does not know how much of the traffic is contributed from the shopping center and how much from the gas station. He stated that Mr. Hirst had mentioned that it would be a three- to four-percent increase in volume and inquired what that really means in relation to that intersection.

As it relates to the building design, Commissioner Posson stated that he would like to see a little bit more from the applicant on what they are doing in the area of energy efficiency. He noted that there were some residents who were talking about building heights in relation to other buildings in the area. He added that he would like to see what types of heights are being dealt with and would like to see a comparison with the heights of the fire station, the apartment buildings, and the shopping center to get a sense of that intersection.

Commissioner O'Connor stated that he did not really look that closely at the color scheme of the new WalMart Neighborhood Market, but thinks that because this is such a small area, anything that is done here will improve the teal that is there now. He indicated that he thinks it would be good if this small piece on the corner would blend with the larger shopping center next door. He noted that the biggest concern here is going to be circulation, and if it is really only a three-, four-, or five-percent increase in traffic volume, he does not see it as a much larger impact than what is already there. He further noted that this is a very busy intersection, and it has been there for a long time. He indicated that he would like to improve it, but he does not know if that is within the Commission's purview.

Commissioner O'Connor stated that, assuming the carwash does actually meet the sound study and the City's Code, he thinks the way it has been proposed is going in the right direction because exiting on the south side of the building brings the traffic closer to that southernmost driveway, and that is the easiest driveway to go out for multiple options such as making a left on West Las Positas Blvd. or going north on Santa Rita Road. He agreed that the sound study is needed before any decision can be made.

Commissioner Ritter noted that everyone said pretty much everything. He stated that one thing he does like is the trees that they have around the carwash that might be helping with the noise factor. As far as the circulation and flow, he stated that it is going to be way better than the gas station at Bernal Avenue and I-680. He noted that this really beautify that corner as it needs an upgrade of some sort, without the teal, as others have said. He indicated that one thing he would caution on the entrance and exits is to make sure that the shrubbery that is installed does not block the view of oncoming traffic so there is not any obstruction especially along the sidewalk area where children will be walking.

Chair Pearce stated that she would agree with most of what has been said. She noted that the neighborhood has concerns about traffic, but it sounds like the City Traffic Engineer is comfortable with the circulation on-site. She indicated that she has driven in and out of that shopping center a lot, and making that flip around after taking a right out of the shopping center is challenging at best. She agreed with what has been said that she does not know if this is the time or place to have that conversation but maybe that is a conversation the Commission can have at another time.

Chair Pearce stated that she is comfortable with the architecture, and she would like to see it blend in, although this is a stand-alone structure so it does not have to exactly match the shopping center. She noted that it looks nice and is an improvement. She added that if Phil Blank were around, he would say that the tower looks like Pleasanton, so she will say that for him.

Chair Pearce then asked staff if they have the information they need for the project.

Ms. Stern said yes.

Commissioner Posson stated that he had one other comment. He noted that there seems to be a difference of opinion about the amount and effectiveness of the communication between the applicant and the community. He strongly suggested that the applicant meet with the public, not just with those who have responded tonight but with the neighborhood as a whole, because there is a sense that the outreach initially was not as thorough as it should be. He added that having discussions between the residents and the applicant would be very helpful in getting the concerns out and coming back with a refined proposal.

Chair Pearce agreed. She indicated that the Planning Commission has certainly had many applications come through successfully when the applicant has made significant outreach. She gave an example of an application that came before the Commission recently, which had a lot of neighborhood concern at first, and then when it finally came to the actual application, there was only one resident who came, and he spoke in support of the project. She noted that this is always nice for the Commission to see.

No action was taken.

I oppose altering the existing zoning (currently Commercial Neighborhood) for the Mike Roseberry property (Valero) on West Las Positas/Santa Rita

	First	Last	signature	Street Address	email
1	EMMARIE	DIZON	<i>E. Dizon</i>	4246 Churchill Dr.	
2	Carolyn	ALLEN	<i>Carolyn Allen</i>	4243 Churchill Dr.	
3	Karen	Weir-Brown	<i>Karen Weir-Brown</i>	4258 Churchill Dr.	
4	Brian	Guerrero	<i>B. Guerrero</i>	4270 Churchill Dr.	
5	Nate	Sulaver	<i>Nate Sulaver</i>	4276 Churchill Dr.	
6	Kelly	Aguilar	<i>Kelly Aguilar</i>	4282 Churchill Dr.	
7	Chris	Courtemanche	<i>Chris Courtemanche</i>	3534 Churchill Dr.	
8	Shirley	RICE	<i>Shirley Rice</i>	3541 Churchill Ct.	
9	Sandra	Mihler	<i>Sandra Mihler</i>	4343 Fairlands Dr.	
10	Alex	SHARP	<i>Alex Sharp</i>	4327 FAIRLANDS DR	
11	DIVINA	NIAN	<i>Divina Nian</i>	4359 FAIRLANDS DR #1	
12	ANDREW	GIN	<i>Andrew Gin</i>	4375 FAIRLANDS DR	
13	Brian	Skender	<i>Brian Skender</i>	4391 Fairlands Dr	
14	Laura	Rodriguez	<i>Laura Rodriguez</i>	4421 Fairlands Dr #1	
15	Yunjin	Cha	<i>Yunjin Cha</i>	4292 W. Las Positas Blvd	
16	Tiffany	Driscoll	<i>Tiffany Driscoll</i>	3120 Weymouth Ct	
17	Scott	Gaman	<i>Scott Gaman</i>	3149 Weymouth Ct	
18	Vicki	Salinas	<i>Vicki Salinas</i>	312 Weymouth Ct	
19	DEE CARTER	CARTER	<i>Dee P. Carter</i>	3127 Weymouth Ct	
20	BIJU	Srinivasan	<i>Biju Srinivasan</i>	3148 Weymouth Ct.	

Exhibit G

PUD-102/P14-0014
3192 Santa Rita Road

	first	last	Signature ^{Sheet 1}	Street	email
21	PETER	ZBORIL	<i>[Signature]</i>	3163 Weymouth Ct	
22	Mike	Kumpf	<i>[Signature]</i>	4237 Churchill Dr	
23	Daniel	Hinkle	<i>[Signature]</i>	4219 Churchill DR	
24	Maurice	Warner	<i>[Signature]</i>	4222 Churchill Dr	
25	Allan	Neoh	<i>[Signature]</i>	4161 Churchill Pr	
26	Susana	Taylor	<i>[Signature]</i>	4153 Churchill	
27	Cathie	Corsaro	<i>[Signature]</i>	3496 Byron Ct.	
28	PAUL	WELWITZ	<i>[Signature]</i>	4472 Comanote Way	
29	BARBARA	Kowalskie	<i>[Signature]</i>	3474 Bepan Ct.	
30	HELMUTH	MEISSNR	<i>[Signature]</i>	3430 Byron Ct	
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Jenny Soo

From:
Sent: Thursday, August 21, 2014 8:10 AM
To: Jenny Soo
Subject: PUD102/P14-0014

I am a homeowner in the Pleasanton Meadows subdivision and strongly oppose the construction of a convenience store, especially a 7/11 on what is presently a Valero gas station. The increased traffic flow into and out of the location, especially on the W.Las Positas entrance, will pose a danger to the hundreds of elementary students who pass that entrance twice every school day. This is especially concerning since the store will be selling liquor. In addition, the long hours the store would be open will draw traffic and noise to the entrance of our subdivision. Please consider these objections when assessing this plan.

Henry Bailey
3182 Montpelier Ct.
Pleasanton, CA 94588

Click [here](#) to report this email as spam.

Jenny Soo

From: Vicki Rose
Sent: Wednesday, August 20, 2014 6:38 PM
To: Jenny Soo; Vicki Rose
Subject: Proposed 7/11 at Santa Rita and W. Las Positas

I oppose the Roseberry project to turn the neighborhood gas station into a 24 hour convenience store with a car wash that is open until 10 PM.

There is already enough noise, loud trucks, drinking and cars racing all hours of the day and night in the area behind this location. We don't need to add to this by allowing more noise and disturbance.

There is no need to have a 24 hour convenience store in this neighborhood that sales alcohol until 2 AM and has a car wash running until 10 PM.

The location has a school/park within 200 ft. of it. Houses back up to the park which already has enough noise and debris left behind by people finding the dark location a great place to hang out, drinking underage or not. Most people out drinking at 2 AM are usually not going to pick up their bottle and cans when they finish or be quiet.

We have multiple car washes within a 1 mile radius that do not have neighbors immediately adjacent to them, or if they do, they are not open until 10 PM. I certainly don't want to hear the fans and noise of people getting their cars washed that late at night.

There are two Safeway's which have the necessary zoning that are open 24 hours, less than a mile to the proposed sight where customers can buy alcohol until 2AM. One on Santa Rita and Valley and the other right over the over pass in Dublin on Tassahara and Dublin Blvd.

I urge and respectfully ask that the City Council declines this application and does not change the zoning to this area to allow the 24 hour convenience store or a car wash that is open until 10:00 PM.

Respectfully,

Vicki Salinas
Weymouth Court

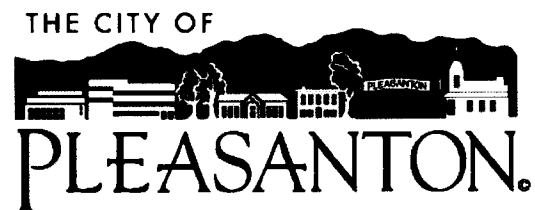
Click [here](#) to report this email as spam.

INITIAL STUDY AND NEGATIVE DECLARATION FOR PUD-102 (PUD REZONING AND DEVELOPMENT PLAN), MD ROESBERY, INC.

AUGUST 11, 2014

PREPARED BY:

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



An Initial Study has been prepared by the City of Pleasanton Planning Division evaluating the potential environmental effects of applications submitted by MD Roesbery, Inc., for Planned Unit Development (PUD) rezoning and a development plan to: 1) convert approximately 1,752 square feet of an existing approximately 2,634 square foot auto service building to a convenience store and the remaining floor area of the building to a drive-through carwash; 2) construct an approximately 715 square foot addition to the proposed convenience store; 3) construct a new trash enclosure and carwash equipment room; and 4) undertake related site improvements in conjunction with the existing Valero service station operation at 3192 Santa Rita Road (at the southeast corner of Santa Rita Road and W. Las Positas Boulevard).

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

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1. BACKGROUND

1. **Project Title:** PUD-102 (PUD Rezoning and Development Plan)
2. **Lead Agency:** City of Pleasanton
Planning Division
Community Development Department
200 Old Bernal Avenue
Pleasanton, California 94566
3. **Contact Person:** Jenny Soo
Phone: (925) 931-5615
Fax: (925) 931-5483
Email: jsoo@cityofpleasantonca.gov
4. **Project Location:** 3192 Santa Rita Road
Pleasanton, CA
5. **Project Sponsor Names(s) and Addresses:** MD Roesbery, Inc.
3192 Santa Rita Road
Pleasanton, CA 94588
6. **General Plan Designation :** Retail/Highway/Service Commercial;
Business and Professional Offices
7. **Zoning:** Neighborhood Commercial (C-N)
District
8. **Description of Project:** See the "Project Description" section of the Initial Study
9. **Surrounding Land Uses and Settings:** See the "Project Description" section of the Initial Study
10. **Other public agencies whose approval is required:** No approvals are needed from other public agencies

2. PROJECT DESCRIPTION

2.1 INTRODUCTION

This Initial Study (IS) and Negative Declaration (ND) provide the environmental analysis required by the California Environmental Quality Act (CEQA) for PUD-102, Planned Unit Development (PUD) rezoning and development plan, which would: 1) convert approximately 1,752 square feet of an existing approximately 2,634 square foot auto service building to a convenience store and the remaining floor area of the building to a drive-through carwash; 2) construct an approximately 715 square foot addition to the proposed convenience store; 3) construct a new trash enclosure and carwash equipment room; and 4) undertake related site improvements in conjunction with the existing Valero service station operation at 3192 Santa Rita Road (at the southeast corner of Santa Rita Road and W. Las Positas Boulevard).

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

2.2 ENVIRONMENTAL ANALYSIS

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

2.3 PROJECT LOCATION

The proposed project is located on an approximately 0.77-acre site located at 3192 Santa Rita Road. The project site has been occupied by a gas station with an automobile service building since 1989. The site is generally flat. Vehicular access to the site is currently provided from three existing driveways: two on Santa Rita Road and one on W. Las Positas Boulevard.

Figure 1. Aerial Photo of the Project Site (in circle) and Surroundings.



2.3.1 Surrounding Land Uses, Area, and Setting

The project site is located on the southeast quadrant of Santa Rita Road and W. Las Positas Boulevard. It is bordered on the west by Santa Rita Road and residential uses west of Santa Rita Road, on the north by W. Las Positas Boulevard, and Livermore-Pleasanton Fire Station and residential uses, on the east by commercial uses (Santa Rita Square) and residential uses, on the south by commercial uses (Meadow Plaza), and on the northwest by Valley Medical Center.

2.4 PLEASANTON GENERAL PLAN

The project site has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits commercial uses. Therefore, the project would be consistent with the General Plan Land Use Designation.

2.5 ZONING

The current zoning of the project site, Neighborhood Commercial (C-N), does not allow a convenience store and carwash in conjunction with a gas station. Therefore, the applicant is requesting to rezone the property from the current C-N District to a Planned Unit Development – Commercial (PUD-C) District.

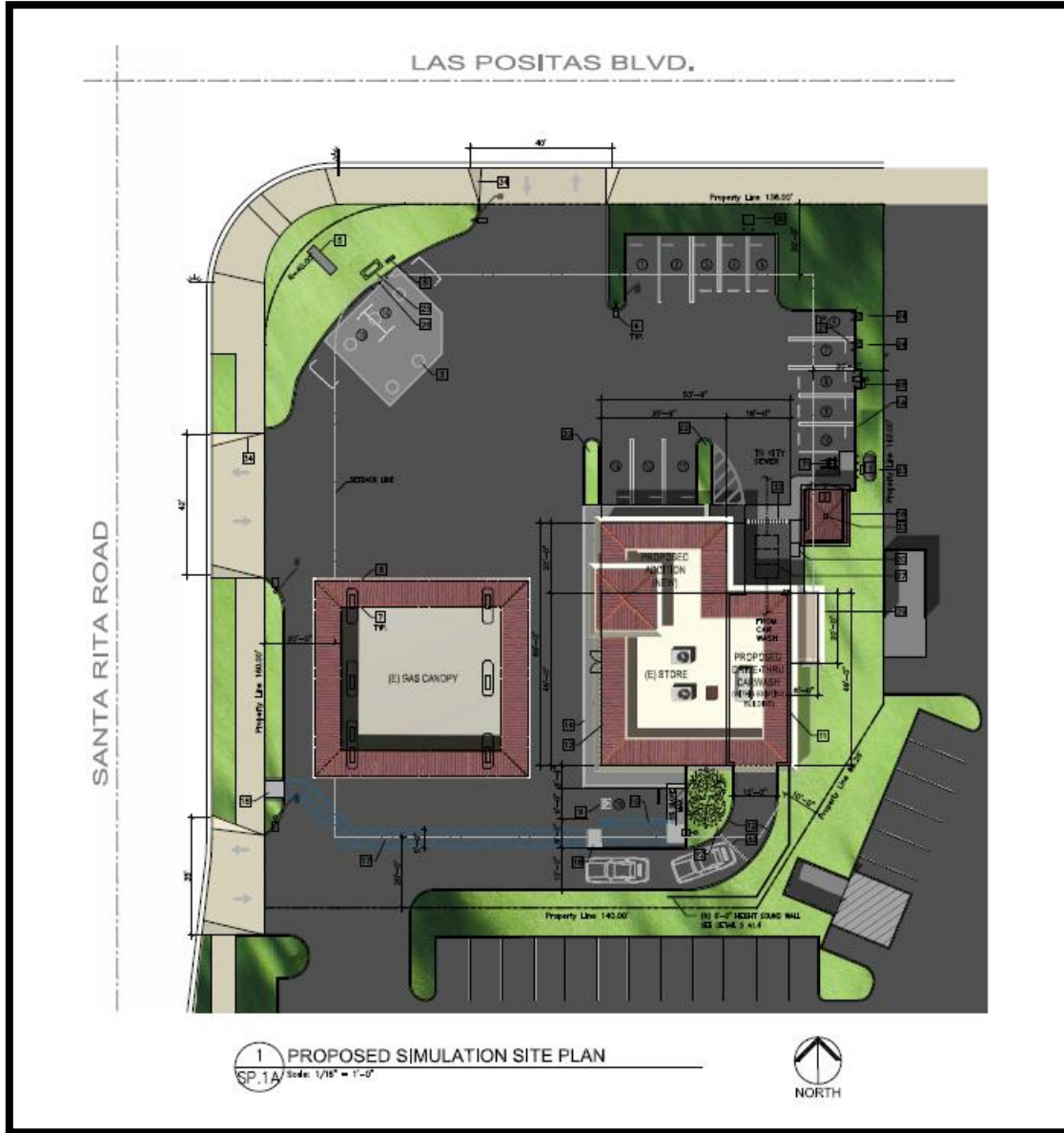
2.6 PROJECT DESCRIPTION

The proposed project consists of the following:

- (1) Rezone the existing approximately 0.77-acre (33,812 square foot) site located at 3192 Santa Rita Road from the C-N (Commercial Neighborhood) District to PUD-C (Planning Unit Development – Commercial) District;
- (2) Convert approximately 1,752 square feet of an existing approximately 2,634 square foot auto service building to a convenience store and the remaining floor area of the building to a drive-through carwash;
- (3) Construct an approximately 715 square foot addition to the proposed convenience store;
- (4) Construct a new carwash equipment room and a covered trash enclosure;
- (5) Construct an eight-foot tall fence near the southeasterly property line; and
- (6) Install related site improvements, remove two trees, and install new paving and landscaped areas.

Figures 2, 3, and 4 on the following pages illustrate the proposed site plan, floor plan, and elevations, respectively.

Figure 2: Site Plan







3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

4. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Jenny Soo
Jenny Soo

8.11.14
Date

5. ENVIRONMENTAL CHECKLIST

The following section contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project specific mitigations, which have been incorporated into the project design as a part of the proposed project.

For this project, the following designations are used:

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

5.1. AESTHETICS

ENVIRONMENTAL SETTING

The existing site is currently occupied by a service station and an auto service building. The site is highly visible from Santa Rita Road and W. Las Positas Blvd, but views of the site from the east are partially obstructed by existing buildings. In general, the aesthetics of the site are characterized by low-slung buildings and a surface parking lot. The site has a visual quality that is typical of commercial uses located along Santa Rita Road.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

- a. The project site is not located within a scenic vista. Therefore, this would be *no impact*.
- b. No rock outcroppings or historic buildings exist on the site. Two existing redwood trees would be removed due to the construction of a fence to serve as a noise barrier. The applicant would be required to mitigate the loss of existing trees by planting new trees elsewhere or by making a payment to the City's Urban Forestry Fund. This would be a *less-than-significant impact*.
- c. The design of the proposed convenience store includes detailing and articulation, that would create architectural interest and reduce the perception of mass. The height of the convenience store would be comparable to the existing service station canopy located on the same site, and buildings in the adjacent shopping centers. New landscaping and a trellis would be installed to enhance the visual quality of the site surroundings. Therefore, this would be a *less-than-significant impact*.
- d. Conditions for the project will require that all exterior lighting be directed downwards and/or contain shields to minimize light pollution and glare. Therefore, this would be a *less-than-significant impact*.

5.2. AGRICULTURAL AND FORESTRY RESOURCES

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <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"/> |

DISCUSSION

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

5.3. AIR QUALITY

ENVIRONMENTAL SETTING

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

In May of 2011, the BAAQMD published an update to its 1999 CEQA Air Quality Guidelines³. These guidelines establish screening criteria with which to provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the screening criteria are met by the proposed project, then no additional air quality analysis is necessary. The screening criteria are organized into operational-related impacts (criteria air pollutants and precursors and greenhouse gases), community risk and hazard impacts, carbon monoxide impacts, odor impacts, and construction-related impacts. If the project emissions would exceed the screening criteria, then an air quality analysis is required to determine if the project's air quality impacts are below BAAQMD's significance thresholds (roughly equivalent to the CEQA thresholds of significance used to ascertain whether an impact would be significant). If the impacts are above the significance thresholds, then mitigation measures would need to be incorporated into a project to reduce air quality impacts to a less than significant level. If such mitigation measures are deemed infeasible, an EIR would be required.

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

STANDARDS OF SIGNIFICANCE

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

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

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

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

DISCUSSION

a.-c. An air quality plan is intended to bring a region's air quality into compliance with State and Federal requirements. The BAAQMD, in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), has developed the 2010 Clean Air Plan (adopted in September of 2010) and the 2005 Ozone Strategy (adopted in January of 2006). The assumptions and growth projections used in these documents rely on the General Plans of communities. Projects that are found to be consistent with the General Plan (as is the case with the proposed project) are considered to be consistent with applicable air quality plans. Therefore, this would be a *less-than-significant-impact*. The BAAQMD published the CEQA Air Quality Guidelines in May of 2011. These guidelines establish screening criteria with which to provide a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the screening criteria are met by the proposed project, then no additional air quality analysis is necessary. The

screening criteria are organized into operational-related impacts (criteria air pollutants and precursors and greenhouse gases), community risk and hazard impacts, carbon monoxide impacts, odor impacts, and construction-related impacts.

Stationary sources of pollution which would trigger review by BAAQMD are not proposed on site. Of the land uses listed in the screening section of the CEQA Air Quality Guidelines, the proposed project most closely resembles a convenience market with gas pumps. The screening thresholds for a convenience market with gas pumps is 4,000 square feet. The approximately 2,476 square foot convenience store with an 882-square-foot drive-through carwash facility does not exceed this threshold and would thus not be expected to generate a considerable net increase in related criteria pollutant emissions.

The City of Pleasanton has adopted a Climate Action Plan (CAP)⁵. At the time the CAP was developed, the City contained approximately 9.2 million square feet of commercial space and a total of 9.8 million square feet was assumed for development within the Hacienda Business Park. The resulting residual from these values includes additional square footage that may be constructed without exceeding the growth assumed in the CAP. Further, the project would be developed on an infill site, in close proximity to existing transportation infrastructure, and would incorporate bicycle racks for employees and customers. A Wheels bus stop is located approximately 1,200 feet south of the project site on the same streetside. These features of the project would also be consistent with the CAP and would reduce the criteria pollutants generated by the project.

Carbon monoxide impacts are measured by a project's consistency with a local congestion management plan and traffic volumes. The Circulation Element of the General Plan requires a level-of-service "D" or better at intersections with the exception of the Downtown Area and at gateway intersections. The project is not expected to increase traffic volumes to the affected intersection and is not located near tunnels, underpasses, canyons, or below-grade roadways where carbon monoxide would concentrate. In addition, the project would not be expected to generate a substantial number of new vehicle trips that would generate a considerable net increase of criteria air pollutants or violate an air quality standard.

Demolition of the existing building and construction of the proposed project is expected to generate short-term impacts related to construction activities (e.g., clearing/grubbing, site grading, etc.). Construction activity on the site would be required to incorporate dust control measures (e.g., periodic

watering of the site, cover all trucks hauling soil, sand, and other loose material, etc.) to control airborne particulates. All construction equipment is required to meet all current exhaust standards for emissions. These requirements will be made conditions of project approval.

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

- d. Project impacts related to increased health risk can occur either by introducing a new sensitive receptor, such as residences or a hospital, in proximity to an existing source of toxic air contaminants (TACs) or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity. The BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk for siting a new sensitive receptor or a new source of TACs. The proposed project includes converting the existing automobile service building to a convenience store and a drive-through carwash and constructing an addition to the proposed convenience store. The existing gas station would remain in approximately its existing condition. The proposed convenience store and drive-through carwash would not introduce new sensitive receptors (residences, hospital, etc.) to the project site. Occupants of residences are located within 1,000 feet of the project site. Typical operations of the convenience store and the drive-through carwash would not expose sensitive receptors in the vicinity to TACs. However, construction activities would temporarily generate TACs (e.g., construction equipment fueled by diesel which emits diesel particulate matter) that could affect sensitive receptors in the project vicinity. However, such emissions would be reduced to less than significant levels with the implementation of standard best practice construction management measures that would be required as conditions of project approval. As a result, the project would have a *less-than-significant* impact related to the exposure of sensitive receptors to air pollutants.
- e. Diesel exhaust fumes would be generated by equipment during demolition and construction. Diesel fumes would result in odors that may be perceptible to residents and tenants in the immediate vicinity of the project site. However, diesel odors would dissipate within a short distance from the project site. Therefore, diesel odor would not be expected to adversely impact the surrounding residents and tenants. Operations of the proposed project would not generate objectionable odors, because the project does not include any food preparation or processes, or other high odor-generating activities. The proposed convenience store would have

perishable items, such as pastries, and the disposal of expired or spoiled perishable items could generate odors on or off site. The proposed project includes the construction of a trash enclosure with covered trash bins for food disposal which would mitigate such food odors to a less-than-significant-impact. The proposed carwash would not generate objectionable odors. Therefore, the project would result in a *less-than-significant-impact*.

5.4. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

The site is urbanized and contains ornamental and weedy plant species with little habitat value. No wetlands or creeks occur on the project site. The site contains six trees, two of which would be removed due to the proposed project.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

DISCUSSION

a-d. There are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there is no existing stream, river, lake, drainage channel, or other water body/course on the subject property.

The project site is developed and is surrounded by urban development. Therefore, these would be *no-impacts*.

- e. The applicant is proposing to remove two existing trees. Both trees are considered heritage trees according to the Pleasanton Municipal Code. However, removal of the trees would be conducted in accordance with the applicable provisions of the Municipal Code. Therefore, the proposed project would not substantially conflict with local policies or ordinances related to biological resources. Therefore, this would be a *less than significant impact*.
- f. No Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans apply to the project site and, thus, this issue is not applicable to this project. Therefore, this would be *no-impact*.

5.5. CULTURAL RESOURCES

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique Paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a. The existing building on the site was constructed in 1989 and is not a significant historical resource and the site is not listed on the California Register of Historic Resources. Therefore, this would be *no impact*.

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

5.6. GEOLOGY AND SOILS

ENVIRONMENTAL SETTING

The site is generally flat and does not contain any significant slopes or changes in grade. Project specific grading for the proposed project would be limited to that required for preparation of the building and garage foundations, surface parking lots, and drive aisles.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

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

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

— — — —

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

DISCUSSION

- a. The project site not located within an Alquist-Priolo Earthquake Fault Zone as identified by the California Geological Survey⁵. Also, the project will be required to meet the requirements of the California Building Code and conditions of approval for the project will require that the project meet or exceed seismic requirements. The site has generally flat terrain and there are no known landslides on the property. Therefore, these would be either *less-than-significant impacts* or *no-impact*.
- b-d. The topography of the site is generally flat. The project is not expected to result in substantial soil erosion or loss of topsoil. Conditions of approval will require that the project comply with stormwater runoff requirements and other applicable erosion-control measures. A site specific soils analysis would be required in conjunction with the building permit review. Therefore, these would be *less-than-significant impacts*.
- e. The project scope does not entail the use of septic tanks and will utilize existing or proposed new infrastructure to connect to existing water and sewer lines. Therefore, this would be *no-impact*.

5.7. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

- Be inconsistent with a qualified GHG Reduction Strategy.

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

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a-b. The proposed project is designed to meet the City's Climate Action Plan (CAP). Specifically, it would incorporate a landscape plan that is required to meet the State of California's Model Water Efficient Landscape Ordinance and Bay Friendly Basics requirements for water-saving, drought-resistant planting. The proposed project also provides bike parking.

The City's Traffic Engineer has reviewed the proposed project and concluded that the car wash is not expected to generate vehicle trips over and above the trips generated by the fueling stations. Additional trips, approximately 165 trips in the a.m. peak hours 129 trips in the p.m. peak hours, are expected to be generated by the convenience store. However, approximately 50% of these additional trips would be passby trips, i.e. trips associated with motorists who are already on the road and making a stop on their way to another destination. As such, the increase in traffic trips and associated GHGs would be minimal. In addition, several Strategies and Supporting Actions related to water and energy conservation from the CAP are incorporated into the proposed project or will be required as conditions of approval. Therefore, these would be *less-than-significant impacts*.

5.8. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

The project site is currently occupied by a gas station and an automobile service building. To date, there is no known soil or groundwater contamination on the site. In addition, the site is not on the Cortese List

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

- a-b. The drive-through carwash would be equipped with an automated carwash tunnel. The project would not transport, use, or dispose of significant amounts of hazardous material requiring special control measures. The soaps used for car washing would not be hazardous in the volumes used on the site. The small amount of oils and other substances used for maintenance of equipment would not be substantially hazardous and would be used in accordance with their labeling; thus, the proposed project would not create a significant hazard to the public or the environment thorough routine transport, use, or disposal of hazardous materials. In addition, the proposed project would not produce large quantities of hazardous wastes; therefore there is no potential for a hazardous release that could significantly impact the public. Therefore, these would be *less-than-significant impacts*.
- c. The project site is located within one-eighth mile of an existing school (the closest school is Fairland Elementary School, approximately 0.12-mile away). The proposed convenience store is not associated with substantial use, storage, or transportation of hazardous materials. The soaps used for car washing purposes are not hazardous in the volumes anticipated. Therefore, it would be a *less-than-significant impact*.
- d. The site contains an existing gas station which has underground storage tanks. However, the proposed project would not alter the location and/or the operation of the existing gas station, including underground storage tanks. In addition, per the Department of Toxic Substances Control, the project site is not included on the list of hazardous materials sites compiled pursuant to

Government Code 65962.5 (Cortese List). Therefore, it would be a *less-than-significant impact*.

e-f. The project site is located approximately 3.7 miles from the nearest airport runway at the Livermore Municipal Airport and is not located within the Airport Influence Area (AIA) indicated in the Livermore Municipal Airport's Airport Land Use Compatibility Plan or within the vicinity of a private airstrip. Therefore, these would be *no-impact*.

g-h. The project site is located in an urbanized area and modifications to the property would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No roadways in the vicinity of the site would be modified as part of the project. Wildlands do not exist within or adjacent to the subject site. Therefore, these would be *less-than-significant impacts*.

5.9. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

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

Hydrology and Water Quality*Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a-f. No streams, rivers, drainage channels, etc. run through the site and, therefore, the project would not alter the course of any body of water. The site is generally flat, and the proposed drawings for the project indicate that drainage would be accommodated within the existing drainage system. The project would be required to incorporate best management practices (BMP's) during construction to minimize erosion and stormwater pollution. The project would be required to comply with all applicable stormwater runoff requirements. The project would not use a well to pump ground water for this project. The proposed carwash would recycle water to reduce stormwater runoff. Therefore, these would be *less-than-significant impacts* or *no-impact*.
- g-j. The project site is not located within the 100-year flood zone⁶ and the proposed project does not include any housing units. The project would not impede or redirect flood flows or expose people or structures to a significant risk of flooding. The project site is not in a location where the project would be subject to a seiche, tsunami, or mudflow. Therefore, these would be *no-impact*.

5.10. LAND USE PLANNING

ENVIRONMENTAL SETTING

The project site is currently occupied by a gas station with an automobile service building. It is located on the southeast quadrant of Santa Rita Road and W. Las Positas Boulevard. It is bordered on the west by Santa Rita Road and residential uses west of Santa Rita Road, on the north by W. Las Positas Boulevard and Livermore-Pleasanton Fire Station and residential uses; on the east by commercial uses (Santa Rita Square) and residential uses; on the south by commercial uses (Meadow Plaza); and on the northwest by Valley Medical Center, which is located on the northwest corner of Santa Rita Road and W. Las Positas Boulevard.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

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

The project site has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits commercial and service uses. The current zoning of the project site, C-N District, does not allow the proposed convenience store and carwash uses in conjunction with a gas station. The site would be rezoned to Planned Unit Development – Commercial to allow these uses. The proposed convenience store would have a floor area of 2,471 square feet, lower than the maximum allowable square footage for a convenience store of 2,500 square feet located on the same site as a gas station. The proposed project conforms to the following General Plan policies and programs:

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

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

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

Program 14.1: Locate appropriately-scaled commercial centers with reasonable access to the residential neighborhoods they serve.

In addition, the proposed project with a Floor Area Ratio (FAR) of 9.5% is below the maximum 60% FAR allowed for commercial uses by the General Plan. Therefore, this would be a *less-than-significant impact*.

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

5.11. MINERAL RESOURCES

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

- Result in the depletion of a mineral resource.

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

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

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

5.12. NOISE

ENVIRONMENTAL SETTING

External noise sources that could affect the site include traffic noise from adjacent City streets and adjacent land uses (a fire station and a medical center). In addition, project-related noise (associated with the carwash and vehicle traffic) could increase ambient noise levels.

A Noise Assessment report was prepared by Illingworth & Rodkin⁷, Inc. for the proposed project. The report states that the main source of noise in the project area is currently from traffic on Santa Rita Road and W. Las Positas Boulevard. Noise measurements were taken at the project site and its vicinity between November 22, 2013, and November 25, 2013. The noise measurements taken at approximately 35 feet from the exit of the proposed carwash had a day-and-night average of 63 A-weighted decibels (dBA) on weekdays and 61 dBA on weekends.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a. The project site is located within the future (2025) 70 dBA L_{dn} noise contour along Santa Rita Road, and the 65 dBA L_{dn} noise contour along W. Las Positas Boulevard as indicated in the 2005 – 2025 Pleasanton General Plan. This noise level is considered to be “Normally Acceptable” for “Office Buildings, Business Commercial, and Professional” land uses according to the Pleasanton General Plan. With respect to potential noise impacts generated by the proposed project, the City’s Noise Ordinance (Chapter 9.04 of Pleasanton Municipal Code) does not allow any person to produce any noise or allow any noise to be produced by any machine, animal, device, or any combination of the same, on commercial property, in excess of 70 dBA at any point outside of the property plane. A Noise Assessment report was prepared by Illingworth & Rodkin, Inc. for the proposed drive-through carwash

component of the project. Noise measurements were taken at the project site and its vicinity between November 22, 2013, and November 25, 2013. The noise measurements taken at approximately 35 feet from the exit of the proposed carwash had a day-and-night average of 63 dBA on weekdays and 61 dBA on weekends. With the proposed carwash, the anticipated noise level approximately 22 feet from the carwash exit would be 75.5 dBA, exceeding the noise limits established by the Noise Ordinance. The report indicated that to meet the City's Noise Ordinance, the proposed drive-through carwash should include either: 1) an AeroDry Systems quiet dryer system or equivalent, and 2) IVS Power Vacuum System or equivalent. In addition, a noise barrier approximately eight feet in height and 55-60 feet in length, in the form of a wall or a fence with two solid wood layers rigidly connected, should be constructed to reduce the noise level and bring the proposed project into compliance with the requirements of the Noise Ordinance. The applicant would incorporate these noise reduction features into the project design, as required by conditions of approval. Therefore, this would be a *less-than-significant impact*.

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

The construction phase of the project may entail activities that result in ground-borne vibrations. The nearest residential uses are located approximately 145 feet to the west of the project site on the west side of Santa Rita Road. The hours of construction would be limited to minimize any impact to surrounding land uses. Construction equipment would be required to meet Department of Motor Vehicle (DMV) noise standards and be equipped with muffling devices. Once constructed, the operation of the proposed uses would be required to meet the City's Noise Ordinance, which stipulates that businesses not be allowed to produce a noise level in excess of 70 dBA at any point outside of the property plane. Therefore, these would be *less-than-significant impacts*. As noted above, with implementation of noise reduction features required as conditions of approval, project-related noise would not be expected to exceed this threshold.

e-f. The project site is located approximately 3.7 miles from the nearest airport runway at the Livermore Municipal Airport and is not located within its Airport Influence Area (AIA) or General Referral Area. Therefore, the project would not expose people to excessive aircraft noise levels. Therefore, these would be *no-impact*.

5.13. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

Population and Housing

Would the project:

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

DISCUSSION

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

5.14. PUBLIC SERVICES

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a) The proposed project would result in the development of a convenience store with a drive-through carwash. The project would be compliant with the Fire Code and would not substantially increase demand for fire protection services. In ascertaining whether the proposed project would increase demand for police services, the Police Department provided crime statistics from 2010 to July 31, 2014 for two 24-hour operation convenience stores located at 3760 Hopyard Road and 4307 Valley Avenue⁹. The Police Department also provided crime statistics for the two shopping centers located to the immediate south and east of the project site for 2010 to July 31, 2014. The Police Department has reviewed the data and indicated that numbers generally reflect the location of the shopping centers at the intersection of two major streets and businesses located along major streets. The exception would be the six robberies that have occurred since 2010 at the

shopping centers and one at the business located at 4307 Valley Avenue. Based on the data, the Police Department did not find significant changes or increases in police activity in that area over time. In addition, the Police Department has reviewed the proposed development and does not believe the proposed use would generate a substantial increase in demand for police services. The small, incremental increase in demand for police services associated with project would not require the construction of new Police Department facilities. Residential development is not a part of the project; thus the project would not generate additional demand for public services related to schools or parks. Therefore, these would be categorized as *no impacts* or *less-than-significant impacts*.

5.15. RECREATION

ENVIRONMENTAL SETTING

The project site currently does not contain any neighborhood, community, or regional parks. The project site contains gasoline dispensers, an automobile service building, parking areas, and landscaping.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a-b. The proposed project involves development of a convenience store and a drive-through carwash in conjunction with an existing gas station. The proposed development would not accelerate the substantial deterioration of existing park or recreation facilities near the project site nor require the construction or expansion of recreational facilities. The proposed project does not include recreational facilities. Therefore, these would be *no impacts*.

5.16. TRANSPORTATION AND TRAFFIC

ENVIRONMENTAL SETTING

The project site is located at the southeast corner of Santa Rita Road and W. Las Positas Boulevard. Vehicular access to the site is from the two existing driveways on Santa Rita Road and one existing driveway on W. Las Positas Boulevard. No changes to the existing vehicular ingress and egress would occur as part of the project. The existing Wheels bus stop is located approximately 1,200 feet to the south on the same side of the street as the project site. Existing sidewalks along Santa Rita Road and W. Las Positas Boulevard provide pedestrian access to the project site.

STANDARDS OF SIGNIFICANCE

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

- Result in reducing the Level of Service (LOS) at a major intersection to LOS E or F, except in the Downtown and gateway intersections*.

*Gateway intersections are intersections located at the edges of the city and are specifically identified on Table 3-4 of the Circulation Element of the 2005-2025 General Plan. Per the General Plan, consideration may be given to traffic improvements at gateway intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

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

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

a. The City Traffic Engineer has reviewed the proposed project and visited the project site to observe existing traffic patterns. The City Traffic Engineer concluded that the car wash is not expected to generate vehicle trips over and above the trips generated by the existing fueling stations. The 9th Generation of the Institute of Transportation Engineers Trip Generation Handbook has the AM trip generation

rate for a convenience market at 67.03 trips per 1,000 square feet and the PM trip generation at 52.41 trips per 1,000 square feet. As such, approximately 165 trips would be generated in the a.m. peak hours and approximately 129 additional trips would be generated in the p.m. peak hours by the convenience store. The Traffic Engineer does not expect the proposed project to result in a significant increase in the a.m. peak hours.

The City's 2005-2025 General Plan Circulation Element includes existing and buildout peak-hour traffic volumes on major roadways. The following table shows the existing and anticipated a.m. and p.m. peak-hour traffic volumes on Santa Rita Road and W. Las Positas Boulevard ⁸:

	Existing A.M. Peak-Hour Volumes	Buildout Volumes	Existing P.M. Peak-Hour Volumes	Buildout Volumes
Santa Rita Rd. north of W. Las Positas Blvd.	2,290	3,400	3,330	4,400
Santa Rita Rd. south of W. Las Positas Blvd	3,010	3,400	3,340	3,900
W. Las Positas Blvd. east of Santa Rita Rd.	1,390	1,500	1,860	2,000
W. Las Positas Blvd. west of Santa Rita Rd.	2,190	3,400	2,620	3,700

The General Plan also indicates the existing Level of Service (LOS) during the p.m. peak-hour at W. Las Positas Boulevard and Santa Rita Road is LOS C. The General Plan projects the LOS at buildout of the General Plan would be LOS D.

The anticipated 119 net new trips generated by the project would not substantially change the LOS of the intersection of W. Las Positas Boulevard and Santa Rita Road in either the existing or cumulative (General Plan buildout) condition. Therefore, -no project-specific traffic study or improvements to the existing circulation system are warranted. However, the project applicant would be required to pay regional and local traffic fees to offset the increase in trips resulting from the proposed project. Staff will include this as a condition of approval of the project.

Therefore, this would be a *less-than-significant-impact*.

- b. The Alameda County Congestion Management Agency's threshold for a significant impact to County transportation facilities is the addition of 100 or

more new peak-hour trips. The project would not exceed this threshold and therefore, this would be *less than significant*.

- c. The proposed convenience store and drive-through carwash building would have a building height comparable to the existing gas station. The proposed building height of approximately 24 feet would not require air traffic to change its flight path. Therefore, this would be *no-impact*.
- d. The project would not increase hazards due to design features or incompatible uses. The project driveways and drive aisles were designed to City standards and would provide adequate sight distances and accommodate the safe turning radius of emergency and non-emergency vehicles. Emergency access to the site would not be compromised due to the proposal. Therefore, this would be *no-impact*.
- e. The proposed development would not physically alter any existing driveways, walkways or turning lanes in and out of the project site. The primary use of the site would remain as a gas station. When motorists are using the gas station service, they may stop by the convenience store and/or use the drive-through carwash afterwards. The City's Traffic Engineer has visited the project site several times, observing traffic and circulation patterns at and near the project site. The existing traffic and circulation patterns are not expected to change due to the proposed uses. Therefore, this would be a *less than significant impact*.
- f. The proposal would also not conflict with policies, plans, or programs related to public transit, bicycle or pedestrian facilities. The project would incorporate bicycle racks for employees and patrons of the convenience store. Existing and proposed public sidewalks along Santa Rita Road and W. Las Positas Boulevard would provide access to the site. ADA-compliant pedestrian pathways will be required to be shown on construction plans prior to issuance of permits. Therefore, this would be a *less than significant impact*.

5.17. UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL SETTING

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

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

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

regulations related to solid waste? — — — —

DISCUSSION

a-g. The proposed project would not exceed projected wastewater treatment requirements. The carwash operation would recycle water used for the carwash. The proposed development would not trigger a modification to the existing on-site storm water system or a requirement to construct new off-site stormwater drainage facilities. Construction of the proposed project would generate construction waste; however, at least 75 percent of the total job site construction waste (measured by weight or volume) would be required to be recycled. The remaining construction waste would not result in a substantial reduction in the capacity of a landfill. Therefore, these would be *less than significant impacts*.

5.18. MANDATORY FINDINGS OF SIGNIFICANCE

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

Would the project:

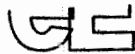
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a. The project site is an existing gas station surrounded by urban development and two public streets. There are no existing rivers, streams, lakes, or other water bodies on the subject property and there are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there are no known historical, archaeological, or paleontological sites or structures on the project site. Thus, this would be a *less-than-significant-impact*.
- b. Constructing the project would incrementally increase impacts related to certain environmental factors, but the increases would not be cumulatively considerable. The project design includes a noise barrier imposed as a condition of approval to reduce the noise level from the carwash facility, including the potential contribution to cumulative noise levels. Therefore, this would be a *less-than-significant-impact*.
- c. The project would not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Pleasanton and would incorporate conditions of approval to meet local codes and regulations. The project design and conditions of approval would reduce potential impacts to a *no impact*.

ENDNOTES

- ¹ California Department of Conservation, Map titled, Alameda County Important Farmland 2010; and pages 7-26 through 7-28 of the City of Pleasanton General Plan 2005-2025
- ² Bay Area Air Quality Standards and Attainment Status, BAAQMD Website: <http://www.baaqmd.gov/>
- ³ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011
- ⁴ Climate Action Plan, City of Pleasanton, adopted by City Council February 13, 2012
- ⁵ Figure 5-5 of the City of Pleasanton General Plan 2005-2025
- ⁶ Figure 5-7 of the City of Pleasanton General Plan 2005-2025
- ⁷ 7-Eleven Store & Carwash Additions Noise Assessment, by Illingworth & Rodkin, Inc., dated July 11, 2014
- ⁸ Tables 3-6 and 3-7 of the City of Pleasanton General Plan 2005-2025
- ⁹ Calls for Service data from the Pleasanton Police Department for the Santa Rita Square, Meadow Plaza shopping centers, and 7-Eleven stores located 3760 Hopyard Road and 4307 Valley Avenue. The data covers the years 2010-July 31, 2014.

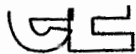


November 20, 2013

We are customers of Mike Roesberry's Valero gas and auto service station at Santa Rita Rd. and W. Las Positas in Pleasanton.

We support his proposal to convert the existing service bays to a 1,627 square foot food store, open 24 hours, and a drive thru car wash.

Name	Address	City	Zip Code
1. Kimberly Causey	3033 Yuma Way	Pleasanton	94588
2. Jessica K... Ethan Dumas	4413 ... 7144 Dublin Meadows St.	Pleasanton Dublin	94588 94568
4. Tammy Muser	4199 Rockingham Dr.	Pleasanton	94588
5. Mike Mooter	3942 Stoneridge	Pleasanton	94588
6. Cindy Keck	93350 ... 94588	Pleasanton	94588
7. Liza Simmons	6440 Stoneridge	Pleasanton	94588
8. Janie Dube	3470 Andrews Dr.	Pleasanton	94588
9. Rosewood	5540 Springhouse	PIS	94588
10. Joyce Goodman	2065 ...	Hayward	94521
11. Jaime Briseno	814 Palomero Dr.	Pleasanton	94566
12. Jeff ...	3027 Tonopah Cir	Pleasanton	94588
13. D.R.	5585 Springhouse Dr	Pleasanton	94588
14. Mack Moore		Pleasanton	94588
15. Mitch ...	4821 Smith Gate	Pleasanton	94566
16. ...	4436 ...	Pleasanton	94588
17. Bertha ...	2160 Alexander Way	Pleasanton	94588



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Name	Address	City	Zip Code
1. Kimberly Causey	3033 Yuma Way	Pleasanton	94588
2. [unclear]	4413 [unclear] Way	Pleasanton	94588
3. Ethan Dumas	7144 Dublin Meadows St.	Dublin	94568
4. Tammy Muser	4199 Rockingham Dr.	Pleasanton	94588
5. Mike Mootz	3942 Stoneridge	Pleasanton	94588
6. Cindy Keck	93350 [unclear] Ct 94588	Pleasanton	94588
7. Wiza Simmons	6440 Stoneridge Mall	Pleasanton	94588
8. Janie Dube	3470 Andrews Dr	Pleasanton	94588
9. [unclear]	5540 Springhouse Dr	Pleasanton	94588
10. Joyce Goodman	2065 Oak Creek Place	Hayward	94521
11. Jaime Briseno	814 Palomino Dr.	Pleasanton	94566
12. Jeff [unclear]	3027 Tonopah Cir	Pleasanton	94588
13. [unclear]	5585 Springhouse Dr	Pleasanton	94588
14. Mark Moore		Pleasanton	94588
15. Micht Gafwin	4821 Smith Gate	Pleasanton	94566
16. Vamiro [unclear]	4436 Seminde way	Pleasanton	94588
17. Bertha Cerna EL	2160 Alexander way	Pleasanton	94588

1761
Highway



November 20, 201

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Name	Address	City	Zip Code
1. Sarah Ross	4732 Saginaw Cui	Pleasanton	94588
2. Dennis Rutz	3160 Santa Rita Rd B1	Pleas.	94586
3. Steve Molfese	1435 VALLEY AVE	Pleasanton	94566
4. Ed Walling	4041 Rockingham	Pleasanton	94588
5. Stera Sperling	7311 Bedford Way	Dublin CA	94568
6. Ann Martin	4074 Suffolk Way	Pleasanton	94588
7. Torrance Stratten	3930 Starridge Dr.	Pleasanton	94588 94586
8. Kevin Gallagher	3628 Huff	Pleasanton	94588
9. Josh Zahr	3232 Harvey Ct	Pleasanton	94588
10. Elijah Beuster	1306 Gragg Ln	Concord	94518
11. Mafu Sognam	9801 Dublin Blvd	Dublin	94568
12. Nadia Noya	Alexander Way	Pleasanton	94588
13. BRYAN REEA	761 CARDINAL DE.	LIVERMORE	94551
14. CHAD Dumas	7144 Dublin Meadows St	Dublin	94568
15. TANYA Ludden	3628 Portsmouth Ct	Pleasanton	94588
16. Michael Seiber	3006 Yumanway	Pleasanton	94588
17.			





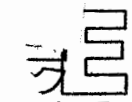
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16. Michael Seibel	3006 Yuma Way	Pleasanton	94588
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1. MARK A Moore	4150 Fairlands Dr	Pleasanton	94588
2. DANIEL Fox		TRACY	95376
3. Kyle Loneston		Concord	94521
4. Chuck Wagon		PLEASANTON	
5. Nick Simpson		Pleasanton	94588
6. Mark Henning	2843 Hopywood Rd	Pleasanton	94588
7. Evan Gomez	4216 Rosewood	Pleasanton	94588
8. Mark Goodwin	3675 Old Santa Rita Rd	Pleasanton	94588
9. Sarah Furrer	5595 Springhouse Dr #19	Pleasanton	94588
10. Dana Meola	3537 Whitehall Ct.	Pleasanton	94588
11. Kevin Hines	2895 Carmel	Livermore	94550
12. Amanda [unclear]	5610 Springhouse	Pleasanton	94588
13. Maus Brunson	Cottonwood	Pleasanton	94588
14. ALEX BOYOVICH	3447 Dennis Dr.	PLEAS.	94588
15. JASON CAIN	2929 MORENO AVE	PLEASANTON	94588
16. CHERYL A. MYER	4950 OWENS DR 837	PLEASANTON	94588
17. Bryce Miller	4423 Schween Ct	Pleasanton	



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3. Kyle Loneston		Concord	94521
4. Chuck Wagon		PLEASANTON	
5. Nick Simpson		Pleasanton	94588
6. MARIC HERRERA	2843 Hopwood Rd	Pleasanton	94588
7. Evan Gomez	4216 Rosewood	Pleasanton	94588
8. Mark Goodwin	3675 Old Santa Rita Rd	Pleasanton	94588
9. Sarah Furrer	5545 Springhouse Dr #19	Pleasanton	94588
10. Dana Meola	3537 Whitehall Ct.	Pleasanton	94588
11. Kevin Hwang	2895 Carmel	Livermore	94530
12. Amanda	5610 Springhouse Dr	Pleasanton	94588
13. Mauri Brunser	Cottonwood	Pleasanton	94588
14. ALEX BOYOVICH	3447 DENNIS DR.	PLEAS.	94588
15. JASON CAIN	2929 MORENO AVE	PLEASANTON	94588
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Equity Enterprises
Real Estate Services and Development

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We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. Marcus Tuner	2625 Esmond Ave 94804	Richmond	1/28/13
2. Mary Skipper	XXXXXXXXXXXX	Pleasanton	1/28/13
3. Tony Vest	3962 Stoneridge Dr	Ptown	1/28/13
4. David Burns	5433 Touriga Dr	Ptown	1/28/13
5. STEVE SANICKI	3675 Oldsanrafa	Ptown	1/28/12
6. Nicole Hilly	435 Faulkner A	Tracy	1/28/12
7. Richard Castro	1950 Spring St.	Fremont	1/20/11
8. Jeff Ho	2477 Santa Rita Rd	Ptown	1/28/13
9. Dennis Martinez	2477 Santa Rita Rd	Ptown	1/28/13
10. XXXXXXXXXX	XXXXXXXXXX	SAN JOSE	1/28/17
11. GREG BURKE	3541 Ballantyne Dr	PLEASANTON	1/28/13
12. Eric Pettit		Tracy	1/28/13
13. Anthony Cam		Tracy	1/28/13
14. XXXXXXXXXX	4345 Rosewood	Pleasanton	1/29/13
15. Larry Morgan	2933 Lechbridge Ct	Pleasanton	1/29/13
16. XXXXXXXXXX		Tracy	1/28/13
17. XXXXXXXXXX	3544 Ballantyne Dr	Pleasanton	1/28/13
18. XXXXXXXXXX	4318 Fairlands Dr	Pleasanton	1/28/13



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2. Mary Skipper	XXXXXXXXXXXX	Pleasanton	1/28/13
3. Tony Vest	3962 Stoneridge Dr	PTOWN	1/28/13
4. David Bunnell	5433 Touriga RR	PTOWN	1/28/13
5. STEVE SANACKI	3675 Old Santa Rita	PTOWN	1/28/13
6. Nicole Hinkley	435 Faulkner St	Tracy	1/28/12
7. Richard Caffo	1950 Spring St.	Hillery	1/27/11
8. Jeff Ho	2477 Santa Rita Rd	PTOWN	1/28/13
9. Dennis Martorez	2477 Santa Rita Rd	PTOWN	1/28/13
10. XXXXXXXXXX	XXXXXXXXXX	SAN JOSE	1/28/17
11. GREG BURKE	3541 Ballantyne Dr	PLEASANTON	1/28/13
12. Eric Pettit		Tracy	1/28/13
13. Anthony Cam		Tracy	1/28/13
14. XXXXXXXXXX	4345 Rosewood	Pleasanton	1/29/13
15. Larymorgan	2933 Lechbridge Ct	Pleasanton	1/29/13
16. XXXXXXXXXX		Tracy	1/28/13
17. XXXXXXXXXX	3544 Ballantyne Dr	Pleasanton	1/28/13
18. XXXXXXXXXX	4318 Fairlands Dr	Pleasanton	1/28/13



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Name	Address	City	Date
1. Zachary Rose	5605 Springhouse ^{Apt} DR ²²	Pleasanton	1-29-13
2. Mike Auer	3596 Latico	Pleasanton	1-29-13
3. Yefri Maldonado	3004 cherry Ave	San Jose	1-29-13
4. Tyus Beeman	40823 Blossom Rd	Fremont	1-28-13
5. Vinny	2632 Corissack	PLE	1/29/13
6. [Signature]	2048 CIVIA CT	PLE	1/29/13
7. [Signature]	4461 Comanche Way	Pleasanton	1/29/13
8. Grant Brown	3629 Kamp Drive	Pleasanton	1/29/13
9. Michael Burns	676 Gister Way	HAYWARD	1/29/13
10. Donna Schiano	2541 Glendale Ave	Pleasanton	1/29/13
11. CHAD Dumas	7144 Dublin Meadows St. APT 44	Dublin	1-29-13
12. Danielle P.	3480 Andrews Dr.	Pleasanton	1-29-13
13. Mary Sullivan	3221 Balmora Ln	Pleasanton	1-29-13
14. [Signature]	2516 Kump Ln	Pleasanton 94588	1/29/13
15. [Signature]	[Signature]	Pleasanton	1/29/13
16. [Signature]	5934 Stoneridge Dr. #1	Pleasanton	1/29/13
17. ANTHONY	790 N L St	Livermore	1/29/13
18. MITCH BERNARDINI	925-518-4542	Pleasanton	1/30/13



Equity Enterprises
Real Estate Services and Development

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2. Mike Auer	3596 Pico	Pleasanton	1-29-13
3. Yefri Maldonado	3004 cherry Ave	San Jose	1-29-13
4. Tyus Beeman	40823 Blew Rd	Fremont	1-29-13
5. Vinny	2632 Corissack	PLE	1/29/13
6. Mike	2040 CIVIA CT	PLE	1/29/13
7. Dhruva	9461 Comanche Way	Pleasanton	1/29/13
8. Grant Brown	3629 Kamp Drive	Pleasanton	1/29/13
9. Michael Barnside	676 Gister Way	HAYWARD	1/29/13
10. Donna Schiano	2541 Glendale Ave	Pleasanton	1/29/13
11. CHAD Dumas	7144 Dublin Meadows St. #114	Dublin	1-29-13
12. Danielle P.	3480 Andrews Dr.	Pleasanton	1-29-13
13. Mary Sullivan	3221 Balmora Ln	Pleasanton	1-29-13
14. Michael	3516 Kump Ln	Pleasanton 94588	1/29/13
15. Dean Curles		Pleasanton	1/29/13
16. [Signature]	5934 Stonewedge Dr. #1	Pleasanton	1/29/13
17. ANTHONY	790 N L St	Livermore	1/29/13
18. MITCH BERNARDINI	925-518-4542	Pleasanton	1/30/13



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Name	Address	City	Date
1. Melvin O'Boyle	444 Fairlane S Dr	Pleasanton	1-30-13
2. Angela Wilson	2150 Rheem Dr	Pleasanton	1-3-13
3. Shad Wilson	2150 Rheem Dr.	Pleasanton	1-3-13
4. William Burrows	2106 Eileen Dr.	Pleasanton	1-30-13
5. Bill Rosa	3515 Mendehall Ct	Pleasanton	1-30-13
6. Skyler Kilborn	3320 Rosaka	Pleasanton	1-30-13
7. Dan Arrienda	2990 Bella Dr.	Concord	1-30-13
8. MIKE PUPITACION	1528 141ST AVE.	NEWARK	1/30/13
9. Marc Lee	4700 Cone Lane	Discovery Bay	1-30-13
10. Randal Phillips	6304 Queen Vista	Newark	1-30-13
11. Amy Heron	964 Sequoia	Tracy	1-30-13
12. JASON CAIN	2929 MORENO AVE	PLEASANTON	1-31-13
13. KEVIN O'GRAM	N/A	PLEASANTON	1/31/13
14. Seren King		Dublin	1/31/13
15. Carlos Fajardo	3768 Old Santa Rita	Pk	1-31-13
16. ANTHONY CITRINO	5560 SPRINGHOUSE DR	PLEASANTON	1/31/13
17. KEN SACCHI	1867 PLEASANTON COMMON	LIVERMORE	2/3/13
18.			



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Real Estate Services and Development

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We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. Melvin D'Boyle	4445 Fairlane S Dr	Pleasanton	1-30-13
2. Angela Wilson	2150 Rheem Dr	Pleasanton	1-3-13
3. Shad Wilson	2150 Rheem Dr.	Pleasanton	1-3-13
4. William Burry	2106 Eileen Dr.	Pleasanton	1-30-13
5. Bill Ross	3515 Mendehall Ct	Pleasanton	1-30-13
6. Skyler Kilborn	3320 Rosada	Pleasanton	1-30-13
7. Dan Arrienda	2990 Bella Dr.	Concord	1-30-13
8. MIKE PUPITACION	1528 141ST AVE.	NEW SCARNS	1/30/13
9. Marc Lee	4700 Cone Lane	Discovery Bay	1-30-13
10. Randal Phillips	6304 Queen Vista	Newark	1-30-13
11. Amy Heron	964 Sequoia	Tracy	1-30-13
12. JASON CAIN	2929 MORENO AVE	PLEASANTON	1-31-13
13. KEVIN O'GRAM	N/A	PLEASANTON	1/31/13
14. Seren King		Dublin	1/31/13
15. Carlos FINEU	3768 Old Santa Rita	Pk	1-31-13
16. ANTHONY CITRINO	5560 SPRINGHOUSE DR	Pleasanton	1/31/13
17. KENY SACCHI	1807 PLEASANTON COMMON	LIVERMORE	2/31/13
18.			



Equity Enterprises
Real Estate Services and Development

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Name	Address	City	Date
1. Melvin O'Boyle	4445 Fairlane S Dr	Pleasanton	1-30-13
2. Angela Wilson	2150 Rheem Dr.	Pleasanton	1-3-13
3. Shad Wilson	2150 Rheem Dr.	Pleasanton	1-3-13
4. William Purump	2106 Eileen Dr.	Pleasanton	1-30-13
5. Bill Ross	3515 Mendehall Ct	Pleasanton	1-30-13
6. Skyler Kilborn	3320 Rosada	Pleasanton	1-30-13
7. Dan Arrienda	2990 Bella Dr.	Concord	1-30-13
8. MIKE PURIFICATION	1528 141ST AVE.	NEW SCOTLAND	1/30/13
9. Marc Lee	4700 Cone Lane	Discovery Bay	1-30-13
10. Randall Phillips	6304 Arden Vista	Newark	1-30-13
11. Amy Horn	964 Sequoia	Tracy	1-30-13
12. JASON CAIN	2929 MORENO AVE	PLEASANTON	1-31-13
13. KEVIN O'GRAN	N/A	PLEASANTON	1/31/13
14. Seren King		Dublin	1/31/13
15. Carlos Tamez	3768 Old Santa Rita	Pk	1-31-13
16. ANTHONY CATHON	5560 SPRINGHOUSE DR	PLEASANTON	1/31/13
17. WENDY SACCISI	1857 PEACHTREE COMMON	LIVERMORE	2/3/13
18.			



Equity Enterprises
Real Estate Services and Development

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We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. Zachary Rose	5605 Springhouse ^{Apt 322} DR. #2	Pleasanton	1-29-13
2. Mike Quarr	3596 P. A. Lico	Pleasanton	1-29-13
3. Yefri Maldonado	3004 cherry Ave	San Jose	1-29-13
4. Travis Becerra	40823 Blacow Rd	Fremont	1-29-13
5. Vinny	2630 Conisack	PLE	1/29/13
6. Mike	2048 CIVIA CT	PLE	1/29/13
7. Dharma	9461 Conarcho Way	Pleasanton	1/29/13
8. Grant Brown	3629 Kamp Drive	Pleasanton	1/29/13
9. Michael Burrows	676 Gister Way	HAYWARD	1/29/13
10. Donna Schiano	2541 Glenhol Ave	Pleasanton	1/29/13
11. CHAD Dumas	7144 Dublin Meadows St. #1144	Dublin	1-29-13
12. Danielle P.	3480 Andrews Dr.	Pleasanton	1-29-13
13. Mary Sullivan	3221 Balmora Ln	Pleasanton	1-29-13
14. Michael	3516 Kamp Ln	Pleasanton 94588	1/29/13
15. Dean Curles		Pleasanton	1/29/13
16. Don G... 59341	341 Stoneridge Dr. #1	Pleasanton	1/29/13
17. ANTHONY	740 N L St	Livermore	1/29/13
18. MITCH BERNARDINI	925-518-4542	Pleasanton	1/30/13



Equity Enterprises
Real Estate Services and Development

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We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. Stern Belanger	5595 Springhouse Dr Apt 32	Pleasanton	1-31-13
2. Rishi Choudhry	3457 San Gabriel Drive	Pleasanton	1-31-13
3. Nikki Field	847 Chris Commons	Livermore	1-31-13
4. Rob Frank		Walnut Creek	1-31
5. Hoder Puro		Pleasanton	1/31/13
6. Oscar Perez	2508 Owen Plaster	Pleasanton	1-31-13
7. David Jensen	P.O. Box 12452 Pleasanton	Pleasanton	1-31-13
8. Patrick Lade	1825 Sinclair Dr	Pleasanton	1-31-13
9. [Signature]	1109 Norwood Ave	Oakland	1-31-13
10. Valerie R.	3286 W. Las Positas Bl	Pleasanton	1-31-13
11. M Amy	2772 Hartley Gate	Pleasanton	1-31-13
12. [Signature]	3698 Chillingham Ct	Pleasanton	1-31-13
13. [Signature]	4320 Fairlands	Pleasanton	1/31/13
14. [Signature]	5570 Springhouse Dr	Pleasanton	1/31/13
15. Stephanie Gan	3450 Andrews Dr	Pleasanton	1/31/13
16. Kristin Leman	3954 Stoneridge Dr. #8	Pleasanton	1/31/13
17. Sarah Fyrrer	5595 Springhouse Dr #19	Pleasanton	1-31-13
18. Heidi Liehn	4359 Fairlands Dr	Pleasanton	1/31



Equity Enterprises
Real Estate Services and Development

We are customers of Mike Roesberry's Valero gas and auto service station at Santa Rita Rd. and Valley Ave. in Pleasanton.

We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. Steve Belanger	5595 Springhouse Dr Apt 32A	Pleasanton	1-31-13
2. Rishi Choudhry	3457 San Gabriel Drive	Pleasanton	1-31-13
3. Nikki Field	847 Chris Commons	Livermore	1-31-13
4. Rob Frank		Walnut Creek	1-31
5. Adde Perez		Pleasanton	1/31/13
6. Oscar Perez	2508 Owen Pleasanton	Pleasanton	1-31-13
7. David Jensen	P.O. Box 12452 Pleasanton	Pleasanton	1-31-13
8. Patrick Lade	1825 Sinclair Dr	Pleasanton	1-31-13
9. [Signature]	1109 Norwood Ave	Oakland	1-31-13
10. Valerie R.	3286 W. Las Positas Bl	Pleasanton	1-31-13
11. M Amy	2772 Hartley Gate	Pleasanton	1-31-13
12. [Signature]	3698 Chillingham Ct	Pleasanton	1-31-13
13. [Signature]	4320 Fairlands	Pleasanton	1/31/13
14. [Signature]	5570 Springhouse Dr	Pleasanton	1/31/13
15. Stephanie Gan	3150 Andrews Dr	Pleasanton	1/31/13
16. Kristin Leman	3954 Stonewedge Dr. #8	Pleasanton	1/31/13
17. Sarah Fyrer	5595 Springhouse Dr #19	Pleasanton	1-31-13
18. Heidi Liehn	4359 Fairlands Dr	Pleasanton	1-31-13



Equity Enterprises
Real Estate Services and Development

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We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. James [unclear]	5673 TEAKS BURY CT	San Ramon	1-31-13
2. Stacy Carter	Aviano Way	Dublin	1/31/13
3. [unclear]	3288 Balmoral CRT	Pleasanton	1/31/13
4. ED EVANS	4068 ROCKINGHAM	PLEASANTON	1/31/13
5. Chris Murray	3954 Stoneridge Dr. #6	Pleasanton	1/31/13
6. Virginia Yu	2679 Curry St	Pleasanton	1/31/13
7. Kelly Cailteaux	3061 DUNSMUIR CR	Pleasanton	2-1-13
8. James Ray Brown	1627 LOCUST ST.	Livermore	2-1-13
9. Brian Allen Fank	3618 WESTHASTINGS BLVD	Pleasanton	2-1-2013
10. Horacio Villegas	4622 ITHACA WAY	Pleasanton	2-1-13
11. Sarah Herrera	3014 STAPES RANCH DR	Pleasanton	2-1-13
12. Jesse Herrera	↓	↓	↓
13. Phillip Herrera	3541 Ballantyne Dr.	↓	2-1-13
14. ANTHONY W. PARRERA	995 E. ST TAM	TAMPA	2-01-13
15. Michael Robles	3351 NORTON WAY	Pleasanton	2-1-13
16. [unclear]	5122 66	DANVILLE	2/1/13
17. SOFIA SAAVEDRA	3546 DEER CREST DR.	Danville	2/2/13
18. Rutherford Ly [unclear]	3189 BONAPARTE ST	Pleasanton	2/2/13



Equity Enterprises
Real Estate Services and Development

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Name	Address	City	Date
1. James [unclear]	5673 Teak's burg ct	San Ramon	1-31-13
2. Stacy Carter	Aviano Way	Dublin	1/31/13
3. [unclear]	3288 Balmoral Cr	Pleasanton	1/31/13
4. ED EVANS	4068 ROCKINGHAM	PLEASANTON	1/31/13
5. Chris McKay	3954 Stoneridge Dr. #6	Pleasanton	1/31/13
6. Virginia Yu	2679 Curry St	Pleasanton	1/31/13
7. Kelly Cailteaux	3001 Dunsmuir Cr	Pleasanton	2-1-13
8. James Baxton	1627 Locust St.	Livermore	2-1-13
9. Brian Allen Tank	3618 Westhastings Blvd	Pleasanton	2-1-2013
10. Horacio Villegas	4622 Ithaca Way	Pleasanton	2-1-13
11. Sarah Herrera	3014 Staples Ranch Drive	Pleasanton	2-1-13
12. Jesse Herrera	↓	↓	↓
13. Phillip Herrera	3541 Ballantyne Dr.	↓	2-1-13
14. ANTONY W. PEREZ	995 E. ST TARA	TARA	2-01-13
15. Michael Robles	3351 Norton Way	Pleasanton	2-1-13
16. [unclear]	[unclear]	[unclear]	2/1/13
17. SOFIA SAAVEDRA	3546 Deer Crest Dr.	Danville	2/2/13
18. [unclear]	3189 Boardwalk St	Pleasanton	2/2/13



Equity Enterprises
Real Estate Services and Development

9

We are customers of Mike Roesberry's Valero gas and auto service station at Santa Rita Rd. and Valley Ave. in Pleasanton.

We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. DAN REDRAS	117 123 ST	TRACY	2-2-13
2. Laurel Hovander	1202 Dams place	Alamo	2/3/13
3. Robert Killian	2321 Capistrell St	Dublin	2/3/13
4. Andrew Palacio	Jagraw Cir	Pleasanton	2/3/13
5. Nelson Coats	1394 Santa Rita Rd Eden	San Jose	2/4/13
6. Edwin R. Perez	980 Palm Circle	Tracy	1-4-12
7. Tina Peterson	4681 Hume Way	Pleasanton	2-4-13
8. Abraham	9164 S	Pleasanton	2/4/13
9. Brandon Moore	Pleasanton		2/4/13
10. Warren Ramirez	2817 Cury St	Pleasanton	2/5/13
11. Kelly Galassi	5030 Tonopah	Pleasanton	2/6/13
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Equity Enterprises
Real Estate Services and Development

9

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Name	Address	City	Date
1. DAN REDRAS	117 123 ST	TRACY	2-2-13
2. Laurel Hovander	1202 Dorns place	Alamo	2/3/13
3. Robert Killian	2321 Capistrelb st	Dublin	2/3/13
4. Andrew Palacio	Jagraw Cir	Pleasanton	2/3/13
5. Nelson Coats	1394 SOMERSET ST	San Jose	2/4/13
6. Edwin R. Perez	980 Palm Circle	Tracy	1-4-12
7. Tina Peterson	4681 Hume Way	Pleasanton	2-4-13
8. Abraham	9164 S	Pleasanton	2/4/13
9. Brandon Moore	Pleasanton		2/4/13
10. Warren Ramirez	2817 Cury St	Pleasanton	2/5/13
11. Kelly Galassi	5030 Tonopah	Pleasanton	2/6/13
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Equity Enterprises
Real Estate Services and Development

7/29/13

We are customers of Mike Roesberry's Valero gas and auto service station at Santa Rita Rd. and Valley Ave. in Pleasanton.

We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. Hamid Habibi	4430 Rosewood Dr	Pleasanton	02/05/13
2. Lauren Hart	150 Monaco Ct	PLS	2/5/13
3. Gary Jet	3116 Cameron Ave	PLS	2/6/13
4. Tyler West			2/6/13
5. Robert Bixhoff	4814 Harrison St.	Pleasanton	2/6/13
6. Juan C. Fz	122 MARGUERITE LN	PATTERSON	2/6/13
7. George Winchell	732 Lelandway	Livermore	2/7/13
8. Jody Green ☺	4474 Yuma Ct	Pleasanton	2/7/13
9. Chris Wmowski		PLS	2/7/13
10. Scott Spenser		Pleasanton	2/7/13
11. JAZZ P			
12. Alberto Navas	East bay Blvd	Pleasanton	2/9/13
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Equity Enterprises
Real Estate Services and Development

7/29/13

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Name	Address	City	Date
1. Hamed Habibi	4430 Rosewood Dr	Pleasanton	02/05/13
2. Lauren Hart	150 Monaco Ct	PLS	2/5/13
3. Gory Jet	3716 Cameron Ave	PLS	2/6/13
4. Tyler West			2/6/13
5. Robert Bixhoff	4814 Harrison St.	Pleasanton	2/6/13
6. Juan Ctr	122 MARGUERITE LN	PATTERSON	2/6/13
7. George Winchell	732 Leland Way	Livermore	2/7/13
8. Jody Green ☺	4474 Yuma Ct	Pleasanton	2/7/13
9. Chris Wmmsu		PLS	2/7/13
10. Scott Spenser		Pleasanton	2/7/13
11. JAZZ PA			
12. Alberto Navas	East bay Blvd	Pleasanton	2/9/13
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Real Estate Services and Development

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We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. Andrew Galassi	3030 tonopah	Pleasanton	2/21/13
2. Shawn Davis	1509 Kolln St	Pleasanton	2/22/13
3. Tyler Wolford	750 mirado ct	Pleasanton	2/25/13
4. Patrick John	1825 Jindair Dr	Pleasanton	2/28/13
5. [Signature]	660 Tweed Ln	Denville	2/28/13
6. [Signature]	3228 Piedmont	PLEASANTON	2/28/13
7. Liz Paul	3181 Berkshire Ct	Pleasanton	2/28/13
8. JOSEPH LEAL	276 SPRING ST	PLEASANTON	03/02/13
9. Lance Sunde	257 Vasche Ave	Pleasanton	3/15/13
10. William Sedaf	4708 Del Valle Pkwy	Pleasanton	3/9/13
11. Andrew Galassi	3030 tonopah	Pleasanton	3/4/13
12. [Signature]	3334 Santa Rita Blvd	STOWN	3/5/13
13. Jessica Girts	2109 Alexander way	Pleasanton	3/6/13
14. Joe herne	4708 Del Valle Parkway	Pleasanton	3/6/13
15. [Signature]	781 6225 Pecos G	Pleasanton	3/7/13
16. Eric [Signature]	3725 Black Ln	Pleasanton	3/7/13
17. Joanne Lynan	3652 Shenandoah Ct	pleasanton	3/8/13
18. Randy Brennan	4147 Jensen	STOWN	3/9/2013

[Handwritten signature and scribbles]

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Equity Enterprises
Real Estate Services and Development

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Name	Address	City	Date
1. Andrew Galassi	3030 tonopah Cir	Pleasanton	2/21/13
2. Shawn Davis	1509 Kolln St	Pleasanton	2/22/13
3. Tyler Wolford	750 mirado ct	Pleasanton	2/25/13
4. Ketrick John	1825 Jindair Dr	Pleasanton	2/28/13
5. [Signature]	660 Tweed Ln	Denmark	2/28/13
6. [Signature]	3228 Pizzadilly	PLEASANTON	2/28/13
7. Liz Paul	3181 Berkshire Ct	Pleasanton	2/28/13
8. JOSEPH LEAL	276 SPRING ST	PLEASANTON	03/02/13
9. Lance Sunde	257 Vasche Ave	Pleasanton	3/15/13
10. William Sedaf	4708 Del Valle Pkwy	Pleasanton	3/9/13
11. Andrew Galassi	3030 tonopah	Pleasanton	3/4/13
12. [Signature]	3334 Santa Rita Blvd	PLEASANTON	3/5/13
13. Jessica Girts	2109 Alexander way	Pleasanton	3/6/13
14. Joe herne	4708 Del Valle Parkway	Pleasanton	3/6/13
15. [Signature]	781 6225 Pussu Ct	Pleasanton	3/7/13
16. [Signature]	3725 Black Ln	Pleasanton	3/7/13
17. Janne Lynan	3652 Shenandoah Ct	pleasanton	3/8/13
18. Randy Brennan	4147 Jensen	Pleasanton	3/9/2013

1230



Equity Enterprises
Real Estate Services and Development

710

We are customers of Mike Roesberry's Valero gas and auto service station at Santa Rita Rd. and Valley Ave. in Pleasanton.

We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

Name	Address	City	Date
1. PAUL CHA	4292 W. LAS POSITAS BLVD	PLEASANTON	3/11/13
2. Caleb Bibbs	3595 Ballinacree dr	PLEASANTON	3/12/13
3. MICHAEL WOLF	5791 SAN CARLOS WAY	PLEASANTON CA	3/17/13
4. CHAD Dumas	7144 Dublin Meadows st	Dublin	3-19-13
5. Breanne Maggy	387 Weymouth Ct	Pleasanton	3-19-13
6. Kenneth Park, Capt USN	3184 Camden Ct	Pleasanton	3-25-13
7. Dennis Ratz	3160 Santa Rita Rd B1	Pleasanton	3/26/13
8. Margaret Jean Emrich	3184 Camden Ct	Plen	3/26
9. GERALD Seal's Sr	4500 SUNNYSIDE ST.	Pleasanton	3/26
10. Spencer bahn	4204 Lucca Ct	pleasanton	
11. Joseph Skipp	4204 Lucca Ct	pleasanton	3/26
12. Taylor Sheraton	3125 Stoneridge Dr.	Pleasanton	3/30
13. Dennis Mattie	857 Crollen	PLS.	3/28
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710

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Name	Address	City	Date
1. PAUL CHA	4292 W. LAS POSITAS BLVD	PLEASANTON	3/11/13
2. Caleb Biddis	3595 Ballentine dr	PLEASANTON	3/25/13
3. MICHAEL WOLF	5791 SAN CARLOS WAY	PLEASANTON CA	3/17/13
4. CHAD DUMAS	7144 Dublin Meadows st	Dublin	3-19-13
5. Breanne Maggy	387 Weymouth Ct	Pleasanton	3-19-13
6. Kulw Esh, Capt USN	3184 Camden Ct	Pleasanton	3-25-13
7. Dennis Rutz	3160 Santa Rita Rd B1	Pleasanton	3/26/13
8. Margaret Jean Emrich	3184 Camden Ct	PLU	3/26
9. GERALD Seal's Sr	4500 Sunnyside St.	Pleasanton	3/26
10. Spencer Bohn	4204 Lucero Ct	pleasanton	
11. Joseph Skipp	4204 Lucero Ct	pleasanton	3/26
12. Taylor Sheraton	3125 Stoneridge Dr.	Pleasanton	3/30
13. Dennis Mattie	854 Crellen	PLS.	3/28
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Equity Enterprises
Real Estate Services and Development

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We support his proposal to convert the existing service bays to a 1,627 square foot food store and drive thru car wash.

<u>Name</u>	<u>Address</u>	<u>City</u>	<u>Date</u>
1. Jordan Scott	5580 Springhouse Drive. 200	Pleasanton	04/02
2. Ajay Batra	3145 Cranwood Ct	Pleasanton	04-05
3. William Carr	464 Sequoia	Hayward	04/8
4. Ryan Partridge	640 Palomino Dr	Pleasanton	4/8
5. John S. Corso	2115 Delucchi Dr. Pl. 94588	Pleasanton	4/9/11
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Real Estate Services and Development

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Name	Address	City	Date
1. Jordan Scott	5580 Springhouse Drive.	Pleasanton	04/02
2. Ajay Butua	3145 Cedarwood Ct	Pleasanton	04-05
3. [unclear]	264 [unclear]	Hayward	04/8
4. Ryan Partridge	640 Palomino Dr	Pleasanton	4/8
5. John S. Corso	2115 Delucchi Dr. Pl. 94588	Pleasanton	4/9/11
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Diane & Mike Roesbery
 3192 Santa Rita Avenue
 Pleasanton, Ca

We are customers of the Roesbery's ... Valero Gas Station, Repair Facility and Food Shop located on the corner of Las Positas Blvd. and Santa Rita Road;
 We would like to say that we fully support their efforts to transform the corner from the 25 year old repair facility to an attractive food mart, touchless car wash and 24 hour gas fueling location.

	Resident's name	Street Address	City	State
1	Mike Hart	417 W 22nd St	Tracy	Ca.
2	Mary Ann Herne	4708 Del Valleky	Pleasanton	CA.
3	Loraine Van Tugt	5707 ³⁷³⁴ Moh Ave	Pleasanton	CA
4	Larry Varso	333 Riven Ave	Livermore	CA
5	Uttam Suri	2603 Torrey Ct	Pleasanton	CA
6	Juan Quintero	3162 Longwood ⁹⁴⁵⁵⁸	Pleasanton	Ca
7	DAVID BARRISS	4172 CLEVENHAVEN DR	TRACY	CA
8	AJAY BATNA	3195 CRANWOOD CT	PLEASANTON	CA
9	David Brennan	3495 Windsor Ct	Pleasanton	CA
10	David Lemaster	4188 Suffolk	Pleasanton	CA

Diane & Mike Roesbery
3192 Santa Rita Avenue
Pleasanton, Ca

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•	Resident's name	Street Address	City	State
1	Mike Hart	417 W 2nd St	Tracy	Ca.
2	Mary Ann Herne	4708 Del Valle Key	Pleasanton	CA.
3	Loraine Van Tuyl	5707 ³⁷³¹ Moh Ave	Pleasanton	CA
4	Larry Varso	333 Riven Ave	Livermore	CA
5	Uttam Suri	2603 Torrey Ct	Pleasanton	CA
6	Juan Quintero	3162 Longwood 94558	Pleasanton	CA
7	DAVID BARRON	4172 GLENHAVEN DR	TRACY	CA
8	AJAY BATNA	3195 CRANWOOD CT	PLEASANTON	CA
9	David Brennan	3495 Windsor Ct	Pleasanton	CA
10	David Lemaster	4188 Suffolk	Pleasanton	CA

Diane & Mike Roesbery
3192 Santa Rita Avenue
Pleasanton, Ca

We are customers of the Roesbery's ...Valero Gas Station, Repair Facility and Food Shop located on the corner of Las Positas Blvd. and Santa Rita Road;
We would like to say that we fully support their efforts to transform the corner from the 25 year old repair facility to an attractive food mart, touchless car wash and 24 hour gas fueling location.

	Resident's name	Street Address	City	State
1	B. Couper	Amarillo Rd	Dublin	CA
2	Greg Key	641 N. K St.	Livermore	CA
3	Cheryl Barnes	30 SEAHORSE Ct	DRISCOLL, Bay	CA
4				
5				
6				
7				

Diane & Mike Roesbery
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4				
5				
6				
7				

EXHIBIT J

Name	Address	Phone #
2 Stephanie Renly	545 5640 Springhouse	
R Jerry Renly	5640 Springhouse	
R Cele Gutierrez	3590 Churchill Ct	
R Rob Patra	4252 Churchill Dr	
Christina Rangel	10 narcissus ct	
Dee Church	Martinez	
R Carol Glover	4222 Churchill	
R T Discoll	3190 Weymouth	
R Maurice Turner	4222 Churchill	
DAN SANDERS	4439 Stoneridge Dr	
R SHARON PIEKARSKI	3506 CHURCHILL CT	
R Rick Sulew	4276 Churchill D	
JAY SUDAK	5440 Walnutbuckh.	
R RONDA GUNYER	925-395-0009	
R PRAMOD KUMAR	4456 Newman Pl.	
Peter Miller	4653 Concord Pl.	
Tamara Battisti	3544 Ballantyne Dr.	
ADAM WEINSTEIN	208 ad Bernal Ave	

R = Resident near Valero

Neighborhood Meeting
July 31, 2014
7:30 pm

St. Elizabeth - Seton Church

Survey Supplement
Gasoline/C-Store/Food Store
Nearby Zoning
(designations from March 2022 Zoning Book)

PUD-102/P14-0014
3192 Santa Rita Road

EXHIBIT K

<u>Key</u>	<u>Location</u>	<u>Brand</u>	<u>Gas</u>	<u>Beer/Wine</u>	<u>Hours</u>	<u>Zoning</u>	<u>Residences</u>
Subject	3192 Santa Rita at W. Las Positas	Valero	Yes	No	5 am - 12 am	C-N Adjacent PUD C-O Shopping Center	± 120' across Santa Rita - PUD HDR Condos owner occupied & rental ± 100' across W. Las Positas - RM 25 Fire Station and condo rentals.
1	1797 Santa Rita at Valley	Chevron	Yes	Yes	24 Hr	PUD - C Adjacent C-N Shopping Center	± 120' across Santa Rita - PUD C-O Detached R-1 ± 120' across Santa Rita R-1-65 Detached R-1 ± 150' across Santa Rita PUD MDR Public Park and detached R-1
2	1801 Santa Rita at Valley	Union 76	Yes	No	6 am - 10 pm	CF Adjacent PUD - C Shopping Center	± 120' across Santa Rita - PUD MDR Public Park and detached R-1 West along Valley Ave. ± 450' Multi Family rentals
3	4307 Valley Ave. Near Santa Rita	7-Eleven	No	Yes	24 Hr	PUD - C Adjacent PUD -C Shopping Center	Adjacent to West - PUD HDR Multi Family rentals
4	Hopyard Near W. Las Positas	7-Eleven	No	Yes	24 Hr	CN Adjacent to South - O Office Adjacent to West C-N Retail/Office	± 600' to NW - R-1-65 Detached R-1-65
5	Bernal & Valley	Chevron	Yes	Yes	24 Hr	Adjacent to East - PUD Fire Station Adjacent to East - PUD Detached R-1 Adjacent to South - PUD Vacant Across Valley to West - PUD Shopping Center	Adjacent to East Detached R-1

Survey Supplement
Gasoline/C-Store/Food Store
Nearby Zoning
(designations from March 2022 Zoning Book)

<u>Key</u>	<u>Location</u>	<u>Brand</u>	<u>Gas</u>	<u>Beer/Wine</u>	<u>Hours</u>	<u>Zoning</u>	<u>Residences</u>
6	3790 Hopyard & W. Las Positas	Shell	Yes	No	24 Hr	C-N Adjacent to South - O Office Adjacent to West - C-N Retail/Office Across W. Las Positas - C N Shopping Center	± 450' to NW - R-1-65 Detached R-1
7	3121 Bernal & Utah	AM-PM	Yes	Yes	5 am - 11 pm	PUD - C Adjacent to North - PUD C Food Services Adjacent to West - PUD- C Vacant ± 100' across Bernal PUD - C Planned C/Multi Family ± 120' across Stanely - PUD-C Mini Storage	More than 1000' West Detached R-1
8	First St. & Ray	Union 76	Yes	Future C-Store	6 am - 10 pm	C-S Adjacent to North - CS Office Adjacent to West - Office Across First St. - Church	Adjacent to West - Detached R-1 Across First St. - Next to Church - RM4 Multi Family

Survey Supplement
Gasoline/C-Store/Food Store
Nearby Zoning
(designations from March 2022 Zoning Book)

<u>Key</u>	<u>Location</u>	<u>Brand</u>	<u>Gas</u>	<u>Beer/Wine</u>	<u>Hours</u>	<u>Zoning</u>	<u>Residences</u>
9	4212 First St. & Vineyard	Shell	Yes	No	6 am - 10 pm	C-F	Adjacent to South - RM25 Planned For Sale Town Houses Adjacent to East - RM4 Multi Family Rental ± 60' across Vineyard - RM4 Multi Family Rental
10	Bernal & Valley	Safeway	Yes	Yes	24 Hr	PUD Adjacent to South - PUD Detached R-1 Under Construction Adjacent to West - I680	Detached R-1 Under Construction to South ± 250' to East Detached R-1
11	Valley & Hopyard	Peets	No	No	5:30 am - 8 pm S/SU 5:30 am - 9 pm	PUD C-C Adjacent to North & East - PUD C-C Shopping Center ± 100' across Valley -C-N Shopping Center	± 350' to NW - Detached R-1
12	Santa Rita S. of Valley	Starbucks	No	No	5 am - 9 pm	C-N Surrounded by Shopping Center	± 120' across Santa Rita Detached R-1
13	Bernal & Valley	Starbucks	No	No	4:30 am - 10 pm S/SU 5 am - 10 pm	PUD Adjacent to South & East - PUD Shopping Center Adjacent to West - I680	Detached R-1 Under Construction ± 500' to South

Survey Supplement
 Gasoline/C-Store/Food Store
 Nearby Zoning
 (designations from March 2022 Zoning Book)

<u>Key</u>	<u>Location</u>	<u>Brand</u>	<u>Gas</u>	<u>Beer/Wine</u>	<u>Hours</u>	<u>Zoning</u>	<u>Residences</u>
14	6750 Santa Rita & Pimlico	Shell	Yes	No	24 Hr	PUD - C Adjacent to East & South PUD Shopping Center	± 500' to South Detached R-1
15	5251 Hopyard & Owens	Shell	Yes	Yes	24 Hr	PUD C-S Adjacent to East - PUD- I/C-O Office Adjacent to South - PUD -I/C-O Hotel	Many Thousands of Feet Distance
16	5280 Hopyard & Owens	Chevron	Yes	No	24 Hr	CF Adjacent to South & West - CF Food Service & Hotel	Many Thousands of Feet Distance
17	2991 Hopyard & Valley	Valero	Yes	No	Gas - 24 hrs Snack Shop 5am-10pm	CN Adjacent to South & East - CN Shopping Center	± 120' across Hopyard R-1-65 Detached R-1

EXHIBIT L

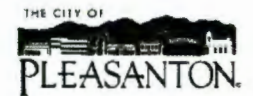
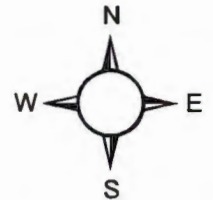
PUD-102/P14-0014

City of Pleasanton

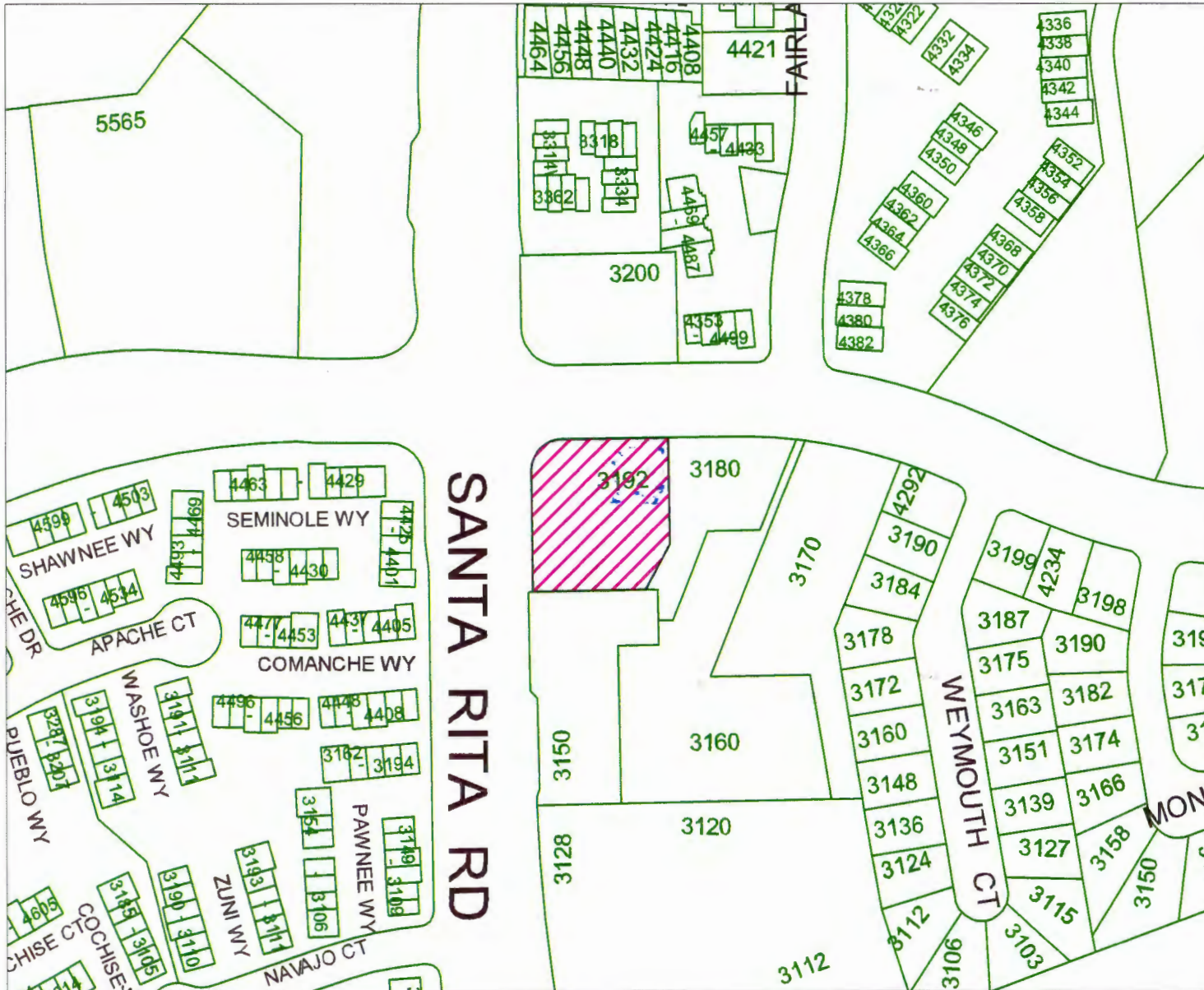
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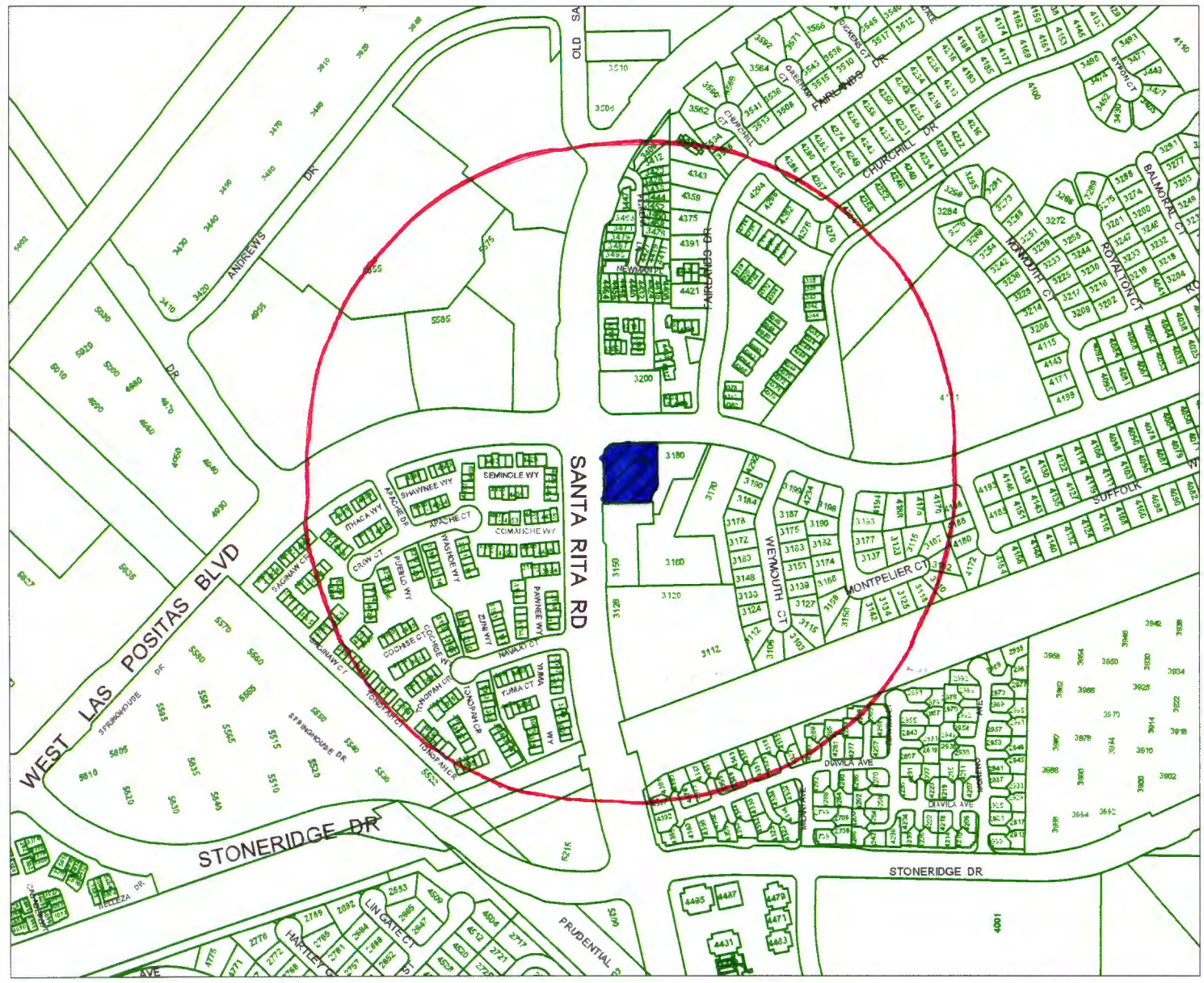
Department

Location Map



Printed 8/12/2014





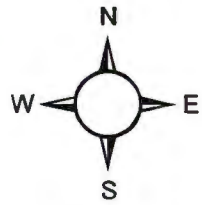
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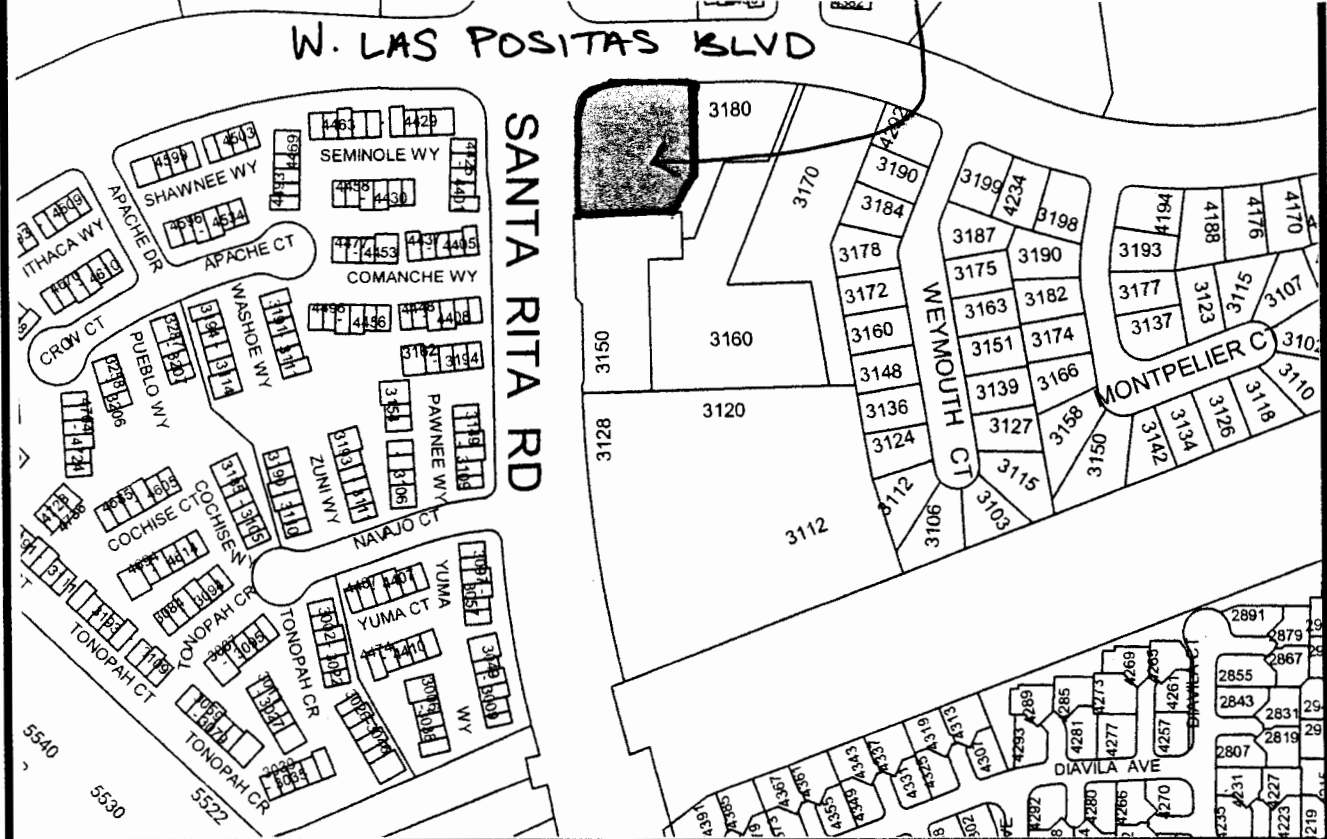
Department

Notification Map



Printed 8/12/2014

Rezone an approximately 0.78-acre parcel located at 3192 Santa Rita Road from the C-N (Neighborhood Commercial) District to the PUD-C (Planned Unit Development - Commercial) District



**CITY OF PLEASANTON
PLANNING DIVISION**

**Ordinance No. _____
Zoning Unit Map No. 491**

DRAWN BY: M. Hoey	APPROVED BY: <i>[Signature]</i> DIRECTOR OF COMMUNITY DEVELOPMENT	DATE: August 27, 2014
SCALE: 1" = 300'		SEC. NO.: PUD-102