

## EXHIBIT A

### Proposed Code Amendment, Redline

#### Chapter 19.08 (Definitions) and Chapter 19.36 (Design Standards) of Title 19 of the Pleasanton Municipal Code

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#### TEXT AMENDMENTS

The proposed text amendments to Title 19 of the Pleasanton Municipal Code are detailed below. Text in bold red with underline (e.g., **example**) is proposed text. Text in red with strikethrough is proposed to be deleted (e.g., ~~example~~).

#### Chapter 19.08 DEFINITIONS

##### 19.08.040 Cul-de-sac.

“Cul-de-sac” means a street open at one end only **for motor vehicle traffic**, and providing at the other end special facilities for the turning around of ~~vehicular traffic~~ **motor vehicles. The turning end may also abut an access way for pedestrians, bicycles, and/or emergency vehicles to connect with other streets, paths or activity centers.**

#### Chapter 19.36 DESIGN STANDARDS

##### 19.36.060 Street pattern.

The street pattern in the subdivision shall allow the most advantageous development of adjoining areas and the entire neighborhood or district. The following principles shall be observed:

A. Streets shall be continuous and in alignment with existing, planned or platted streets with which they are to connect. The centerlines of opposing streets entering upon a cross street and not in alignment shall be offset at least 125 feet on minor streets and 300 feet on all other streets.

B. Streets shall be extended to the boundary lines of the land to be subdivided, unless prevented by topography, cul-de-sac street pattern, or other physical conditions.

C. In the case of stub-end streets extending to the boundary of the property, a one-foot strip the width of the street right-of-way shall be deeded to the city at the end of the stub-end street, and improvements of the strip shall be suspended, pending the extension of the street into adjacent property. A temporary turnaround or a temporary

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connection to another street may be required of the subdivider, if considered necessary by the planning commission.

D. Streets shall intersect one another as nearly at right angles as good design permits.

E. Excessively long straight residential streets, conducive to high speed traffic shall be prohibited. Minor residential streets and alleys, as defined in Section 19.36.050, shall not be utilized unless recommended by the review board and approved by the planning commission.

F. Alleys shall not be permitted in residential subdivisions, but may be required in nonresidential subdivisions. (Prior code § 2-3.43)

**G. Where cul-de-sacs are planned, pedestrian and bicycle paths connecting the end of the cul-de-sac to other streets, paths, school routes, or neighborhood activity centers shall be provided unless infeasible in the determination of the community development director or his or her designee.**