

EAST PLEASANTON SPECIFIC PLAN



PREFERRED PLAN & ALTERNATIVES REPORT

SEPTEMBER 19, 2013



PREFERRED PLAN

The East Pleasanton Specific Plan Task Force's Preferred Plan is presented below for consideration and recommendations by the Planning Commission.

The Preferred Plan provides a total of 1,759 housing units, including sixty-five percent single-family and thirty-five percent multi-family units. This concept is based primarily on the premise that multi-family housing should generally be disbursed throughout the Plan Area. It is therefore separated into two different areas of the project site. Neighborhood retail shopping and a village green are located at the Busch Road/El Charro Road intersection. They along with a community park located on the opposite side of El Charro Road provide the central community focus area.



















Two areas of "campus office" are proposed. The first is in the northernmost area above Lake I, and the second is immediately south of Lake I within the Airport Protection Area. The northernmost area above Lake I is also proposed to include a retail overlay component. A destination use is planned for a three-acre site located at the convergence of the three lakes.

Industrial use is planned in the southeast portion of the Plan Area to potentially include business parks, R&D, industrial/flex and distribution uses, as well as the possible future relocation of the Transfer Station. The OSC is planned to remain in its present location and is designated as Public and Institutional.

Public parkland includes a 31-acre passive recreation community park east of El Charro Road. In addition, it is hoped that some of the Zone 7 land east of the community park can be used for further passive recreation use (i.e., trails and vistas). A 12-acre active recreation park is planned along the south side of Lake I, and a two-acre village green is located at the Busch Road/El Charro Road intersection. An school/park use is also included as an overlay at the Lake I park site, thus potentially replacing this active recreational facility if the school is eventually needed.

El Charro Road extends to Stanley Boulevard, connecting at the Shadow Cliffs Regional Park driveway entry. Busch Road is designed as a two-lane roadway. A Boulder Street connection is provided to relieve traffic on Busch Road. In the Preferred Plan, as well as all the alternatives presented below, potential trails, staging areas and vistas are shown but the locations are conceptual only.



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|---|--------------------|---|----------------------|---|-------------------------------------|
|  | Zone 7 Open Space |  | Residential 4 DU/AC |  | Vista Point |
|  | Private Open Space |  | Residential 8 DU/AC |  | Staging Area |
|  | Public Parks |  | Residential 11 DU/AC |  | Trail |
|  | Campus Office |  | Residential 23 DU/AC |  | Potential Public School / Park Site |
|  | Destination Use |  | Residential 30 DU/AC |  | Public & Institutional |
|  | Retail |  | Industrial | | |
|  | Retail Overlay | | | | |

Note: Trails, staging areas, and vista locations are conceptual only. Those on Zone 7 property will be subject to Zone 7 review.

PREFERRED PLAN

PREFERRED PLAN

Land Use Inventory

SF-R 4d/a	SF-R 8d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing
183 units	664 units	296 units	241 units	375 units	1,759 units

Retail	Campus Office	Industrial/ Flex	Destination Use	Public & Institutional
91,000 sq.ft.	442,000 sq.ft.	1,057,000 sq.ft.	3 acres	17 acres

Public Park	Private Open Space
45 acres	35 acres

ALTERNATIVE PLANS

Five alternative plans were also prepared by the Task Force for consideration in the project Environmental Impact Report. Each are presented below for review and recommendations by the Planning Commission.

ALTERNATIVE I

Alternative 1 provides the least amount of housing at 1,000 total units. This includes fifty percent single-family and fifty percent multi-family units. Multi-family housing is split into two areas, one situated at the Busch Road entry and the other just south of the El Charro Road/Stanley Boulevard intersection. The central focus of the community is in the vicinity of the eastern end of Busch Road. This includes neighborhood retail shopping, village green, greenbelt, and a community park. A wide private greenbelt extends through the Plan Area along the north side of Busch Road.

Two areas of “campus office” are proposed. The first is in the northernmost portion of the Plan Area above Lake I, and the second is immediately south of Lake I within the Airport Protection Area. The northernmost office site is also proposed to include a retail overlay component to allow restaurants and other related retail lakefront uses. A “destination use” (retreat, conference facility, restaurant, etc.) is planned for the three-acre site located at the convergence of the three lakes.

Industrial use is planned east of El Charro Road to potentially include business parks, R&D, industrial/flex and distribution uses, as well as the possible future relocation of the OSC and Transfer Station.

Public parkland includes a 31-acre passive recreation community park east of El Charro Road, a 12-acre active recreation park along the south side of Lake I, and a 2-acre village green on Busch Road. In addition, it is hoped that some of the Zone 7 land east of the community park can be used for further passive recreation use (i.e., trails and vistas) in all of the alternatives. A school/park use is also included as an overlay at the Lake I park site, thus potentially replacing this active recreational facility if the school is eventually needed.

El Charro Road generally extends south in a straight-line to Stanley Boulevard. This is a different alignment than used in the other alternatives in that it connects to Stanley Boulevard farther west. Busch Road is designed as a two-lane street connecting to El Charro Road. Boulder Street is intended to relieve traffic on Busch Road. Small local non-through streets are planned to minimize neighborhood through traffic.



Zone 7 Open Space

Private Open Space

Public Parks

Campus Office

Destination Use

Retail

Retail Overlay

Residential 4 DU/AC

Residential 23 DU/AC

Residential 30 DU/AC

Industrial

Potential Public School / Park Site

Vista Point

S Staging Area

--- Trail

Note: Trails, staging areas, and vista locations are conceptual only. Those on Zone 7 property will be subject to Zone 7 review.

ALTERNATIVE I

ALTERNATIVE I

Land Use Inventory

SF-R 4d/a	MF-R 23 d/a	MF-R 30d/a	Total Housing
500 units	195 units	305 units	1,000 units

Retail	Campus Office	Industrial/ Flex	Destination Use
91,000 sq.ft.	442,000 sq.ft.	1,442,000 sq.ft.	3 acres

Public Park	Private Open Space
45 acres	34 acres

ALTERNATIVE 4

This alternative assumes that the OSC and Transfer Station do not relocate. Due to the level of impacts created by the Transfer Station (noise, odor, truck traffic, aesthetics, etc.), all land located “downwind” of it to the south and east are designated for industrial use. This alternative provides a total of 1,283 housing units, including fifty percent single-family and fifty percent multi-family housing. Multi-family housing is split into two different areas.

Two areas of “campus office” use are proposed. The first is in the northernmost portion of the Plan Area above Lake I, and the second is immediately south of Lake I within the Airport Protection Area. The northernmost site is also proposed to include a retail overlay component. A destination use is planned for the three-acre site located at the convergence of the three lakes.

Substantial industrial use is planned in the southern portion of the Plan Area to potentially include business parks, R&D, industrial/flex and distribution uses.

Public parkland includes a 32-acre passive recreation community park east of El Charro Road, a 12-acre active recreation park along the south side of Lake I, and a 2-acre village green located just south of the Busch Road/El Charro Road intersection. A school/park use is also included as an overlay at the Lake I park site, thus potentially replacing this active recreational facility if the school is eventually needed.

El Charro Road extends to Stanley Boulevard, connecting at the Shadow Cliffs Regional Park driveway entry. Busch Road is designed as a two-lane street. A Boulder Street connection is provided to relieve traffic on Busch Road.



- Zone 7 Open Space
- Private Open Space
- Public Parks
- Campus Office
- Destination Use
- Retail

- Retail Overlay
- Residential 8 DU/AC
- Residential 23 DU/AC
- Residential 30 DU/AC
- Industrial
- Potential Public School / Park Site

- Vista Point
 - S Staging Area
 - Trail
- Note: Trails, staging areas, and vista locations are conceptual only. Those on Zone 7 property will be subject to Zone 7 review.

ALTERNATIVE 4

ALTERNATIVE 4

Land Use Inventory

SF-R 8d/a	MF-R 23 d/a	MF-R 30d/a	Total Housing
641 units	250 units	392 units	1,283 units

Retail	Campus Office	Industrial/ Flex	Destination Use
91,000 sq.ft.	442,000 sq.ft.	2,169,000 sq.ft.	3 acres

Public Park	Private Open Space
46 acres	40 acres

ALTERNATIVE 5A

Alternative 5A provides a total of 1,759 housing units, including fifty-five percent single-family and forty-five percent multi-family units. The primary difference between this and the other Alternative 5 variations is that it tends to centralize multi-family housing whereas the others tend to disburse it. Multi-family housing is centrally located along both sides of Busch Road. The central focus of the community is at two north/south open space spines as they intersect Busch Road. In addition, neighborhood retail and a village green are located at the Busch Road/El Charro Road intersection, with a community park located on the opposite side of El Charro Road.



















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Industrial use is planned in the southeast portion of the Plan Area to potentially include business parks, R&D, industrial/flex and distribution uses, as well as the possible future relocation of the Transfer Station. The OSC is planned to remain in its present location and is designated as Public and Institutional.

Public parkland includes a 31-acre passive recreation community park east of El Charro Road, a 12-acre active recreation park along the south side of Lake I, and a two-acre village green located at the Busch Road/El Charro Road intersection. A school/park use is also included as an overlay at the Lake I park site, thus potentially replacing this active recreational facility if the school is eventually needed.

El Charro Road extends to Stanley Boulevard, connecting at the Shadow Cliffs Regional Park driveway entry. Busch Road is designed as a two-lane roadway. A Boulder Street connection is provided to relieve traffic on Busch Road.



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|--|--|---|
|  Zone 7 Open Space |  Residential 4 DU/AC |  Vista Point |
|  Private Open Space |  Residential 8 DU/AC |  Staging Area |
|  Public Parks |  Residential 11 DU/AC |  Trail |
|  Campus Office |  Residential 23 DU/AC |  Potential Public School / Park Site |
|  Destination Use |  Residential 30 DU/AC |  Public & Institutional |
|  Retail |  Industrial | |
|  Retail Overlay | | |

Note: Trails, staging areas, and vista locations are conceptual only. Those on Zone 7 property will be subject to Zone 7 review.

ALTERNATIVE 5A

ALTERNATIVE 5A

Land Use Inventory

SF-R 4d/a	SF-R 8d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing
237 units	560 units	176 units	276 units	510 units	1,759 units

Retail	Campus Office	Industrial/ Flex	Destination Use	Public & Institutional
91,000 sq.ft.	442,000 sq.ft.	1,057,000 sq.ft.	3 acres	17 acres

Public Park	Private Open Space
45 acres	35 acres

ALTERNATIVE 5B

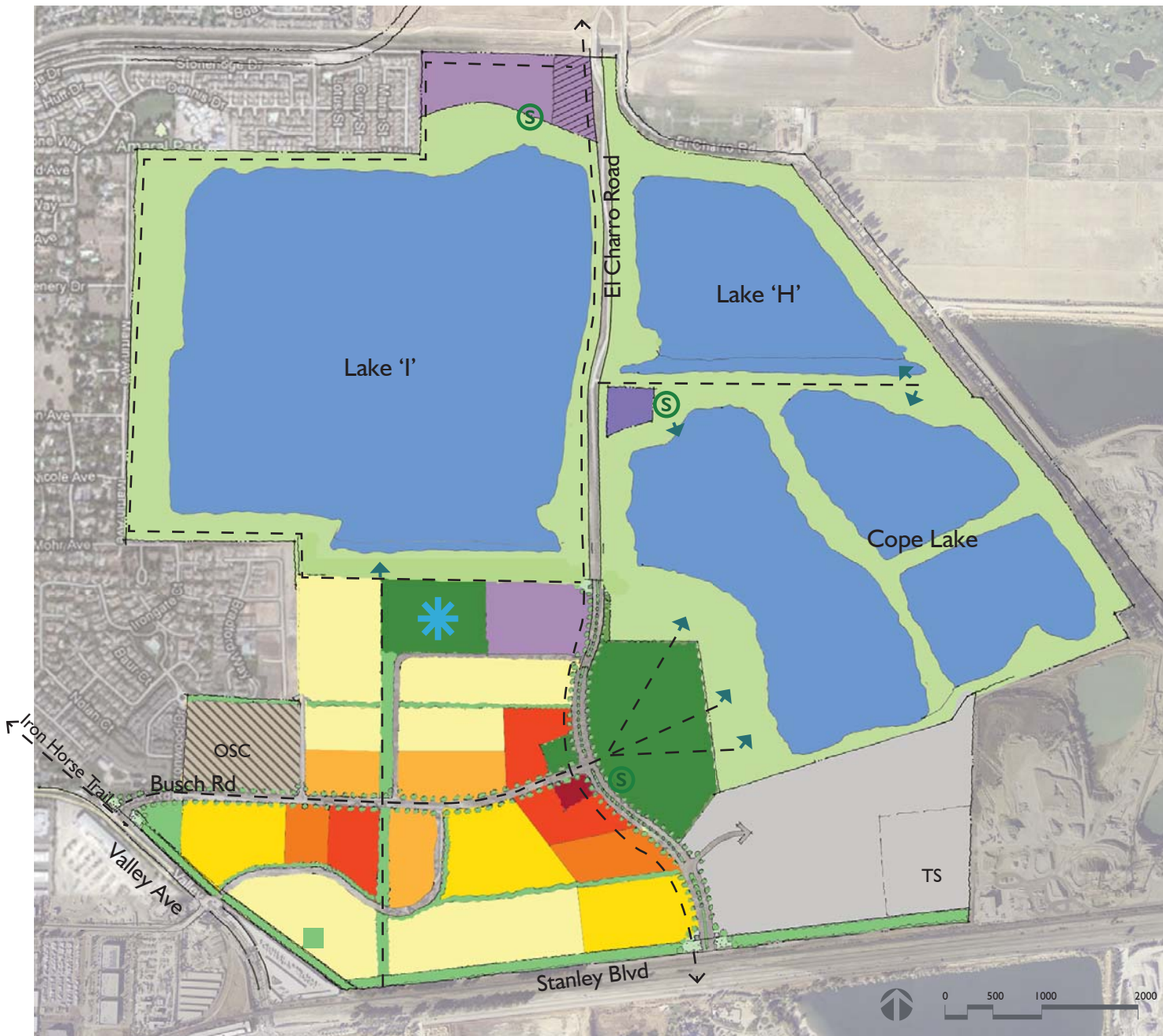
Alternative 5B provides a total of 1,759 housing units, including fifty percent single-family and fifty percent multi-family units. This concept is based primarily on the premise that multi-family housing should generally be disbursed. It is therefore separated into two different areas of the project site. Neighborhood retail shopping and a village green are located at the Busch Road/El Charro Road intersection. They along with a community park located on the opposite side of El Charro Road provide the central community focus area.









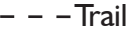









Two areas of “campus office” are proposed within the Plan Area. The first is in the northernmost area above Lake I, and the second is immediately south of Lake I within the Airport Protection Area. The northernmost area above Lake I is also proposed to include a retail overlay component. A destination use is planned for the three-acre site located at the convergence of the three lakes.

Industrial use is planned in the southeast portion of the Plan Area to potentially include business parks, R&D, industrial/flex and distribution uses, as well as the possible future relocation of the Transfer Station. The OSC is planned to remain in its present location and is designated as Public and Institutional.

Public parkland includes a 31-acre passive recreation community park east of El Charro Road, a 12-acre active recreation park along the south side of Lake I, and a two-acre village green located at the Busch Road/El Charro Road intersection. A school/park use is also included as an overlay at the Lake I park site, thus potentially replacing this active recreational facility if the school is eventually needed.

El Charro Road extends to Stanley Boulevard, connecting at the Shadow Cliffs Regional Park driveway entry. Busch Road is designed as a two-lane roadway. A Boulder Street connection is provided to relieve traffic on Busch Road.



- | | | |
|--|--|---|
|  Zone 7 Open Space |  Residential 4 DU/AC |  Vista Point |
|  Private Open Space |  Residential 8 DU/AC |  Staging Area |
|  Public Parks |  Residential 11 DU/AC |  Trail |
|  Campus Office |  Residential 23 DU/AC |  Potential Public School / Park Site |
|  Destination Use |  Residential 30 DU/AC |  Public & Institutional |
|  Retail |  Industrial | |
|  Retail Overlay | | |

Note: Trails, staging areas, and vista locations are conceptual only. Those on Zone 7 property will be subject to Zone 7 review.

ALTERNATIVE 5B

ALTERNATIVE 5B

Land Use Inventory

SF-R 4d/a	SF-R 8d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing
322 units	304 units	264 units	299 units	570 units	1,759 units

Retail	Campus Office	Industrial/ Flex	Destination Use	Public & Institutional
91,000 sq.ft.	442,000 sq.ft.	1,057,000 sq.ft.	3 acres	17 acres

Public Park	Private Open Space
45 acres	35 acres

ALTERNATIVE 6

This alternative provides the greatest amount of housing, a total of 2,279 units. This includes fifty-eight percent single-family and forty-two percent multi-family units. All multi-family housing is situated south of Busch Road. The central focus of the community is at the north/south open space spine as it intersects Busch Road. In addition, neighborhood retail and a town green are located at the Busch Road/El Charro Road intersection, with a community park located on the opposite side of El Charro Road.

Two areas of “campus office” use are proposed. The first is in the northernmost portion of the Plan Area above Lake I, and the second is immediately south of Lake I within the Airport Protection Area. The northernmost site is also proposed to include a retail overlay component. A destination use is planned for the three-acre site located at the convergence of the three lakes.

Industrial use is planned in the southeast portion of the Plan Area to potentially include business parks, R&D, industrial/flex and distribution uses, as well as the possible future relocation of the Transfer Center. The OSC is planned to remain in its present location and is designated as Public and Institutional.

Public parkland includes a 31-acre passive recreation community park east of El Charro Road, a 12-acre active recreation park along the south side of Lake I, and a two-acre village green located at the Busch Road/El Charro Road intersection. A school/park use is also included as an overlay at the Lake I park site, thus potentially replacing this active recreational facility if the school is eventually needed.

El Charro Road extends to Stanley Boulevard, connecting at the Shadow Cliffs Regional Park driveway entry. Busch Road is designed as a two-lane street. Boulder Street is aligned to relieve traffic on Busch Road through its loop connection to significant development areas on the south side of Busch Road.



- Zone 7 Open Space
- Private Open Space
- Public Parks
- Campus Office
- Destination Use
- Retail
- Retail Overlay

- Residential 4 DU/AC
- Residential 8 DU/AC
- Residential 11 DU/AC
- Residential 23 DU/AC
- Residential 30 DU/AC
- Industrial
- Public & Institutional

- Vista Point
- S Staging Area
- Trail
- * Potential Public School / Park Site

Note: Trails, staging areas, and vista locations are conceptual only. Those on Zone 7 property will be subject to Zone 7 review.

ALTERNATIVE 6

ALTERNATIVE 6

Land Use Inventory

SF-R 4d/a	SF-R 8d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing
112 units	278 units	932 units	383 units	574 units	2,279 units

Retail	Campus Office	Industrial/ Flex	Destination Use	Public & Institutional
91,000 sq.ft.	442,000 sq.ft.	1,057,000 sq.ft.	3 acres	17 acres

Public Park	Private Open Space
45 acres	35 acres

COMPARATIVE LAND USE INVENTORY

Residential - Number of Units and % of S-F/M-F

	SF-R 4d/a	SF-R 8d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing	% Single Family	% Multi- Family
Option 1	500	--	--	195	305	1,000	50%	50%
Option 4	--	641	--	250	393	1,283	50%	50%
Option 5A	237	560	176	276	510	1,759	55%	45%
Option 5B	322	304	264	299	570	1,759	50%	50%
Option 5C	183	664	296	241	375	1,759	65%	35%
Option 6	112	278	932	383	574	2,279	58%	42%

Non-Residential - Square Footage and Acreage

	Retail sq.ft.	Office sq.ft.	Industrial sq.ft.	Destination Use acres	Public Park acres	Private O.S. acres	Public & Institutional acres
Option 1	91,000	442,000	1,442,000	3	45	34	--
Option 4	91,000	442,000	2,169,000	3	46	40	--
Option 5A	91,000	442,000	1,057,000	3	45	35	17
Option 5B	91,000	442,000	1,057,000	3	45	35	17
Option 5C	91,000	442,000	1,057,000	3	45	35	17
Option 6	91,000	442,000	1,057,000	3	45	35	17

P13-1858, City of Pleasanton, East Pleasanton Specific Plan

Project update and discussion of four working draft specific plan alternatives for an approximately 1,100 acre area east of Martin Avenue and Valley Avenue, north of Stanley Boulevard, and south of Arroyo Mocho. Zoning for the approximately 235 acres of this property that is within the City of Pleasanton is P (Public and Institutional) and I-G-40 (General Industrial, 40,000 square foot minimum lot size).

Janice Stern introduced the item by presenting a brief update of the East Pleasanton Specific Plan Task Force activities, noting that the Task Force is now at the point where four Working Draft Alternative Plans have been developed that are probably among many different types of alternatives that could be developed consistent with the Task Force Vision Statement. She noted that these four Alternatives have been brought before various City Committees and Commissions over the last month for feedback and input and are now before the Planning Commission for the same purpose.

Ms. Stern then introduced Wayne Rasmussen, lead of the team of consultant for this project, which includes David Gates of David Gates and Associates, landscape architect; Jason Moody of Economic and Planning Systems (EPS), project economist; and traffic consultants and environmental consultants, who will be presenting the Draft Alternatives. She added that she will be providing the information about housing partway through that presentation.

Chair Blank requested Ms. Stern to give some information on Mr. Rasmussen's background for the benefit of those who do not know him.

Ms. Stern stated that Mr. Rasmussen worked with the City of Pleasanton for many years as Principal Planner up to about 2005 and was a consultant on some other projects, including the Bernal Property. She noted that Mr. Rasmussen knows a lot about the East Pleasanton area and is assisting the City with this project.

Chair Blank welcomed Mr. Rasmussen, noting that he looked remarkably relaxed.

Wayne Rasmussen thanked Chair Blank, stating that it certainly was good to be back and see everyone again. He started his PowerPoint presentation and gave a brief overview of the East Pleasanton site and the planning process and alternatives that have been developed to date.

Mr. Rasmussen stated that the site is located just to the south of I-580 and just to the north of Stanley Boulevard, with Valley Avenue to the east and Busch Road extending into the project area, a 1,100-acre site of which about 700 acres consist of lakes and some habitat area that are either owned or will soon be owned by Zone 7. He noted that the land has been dedicated over time and will continue to be by the quarry operators who mine it. He added that other important land holdings within the plan area include the City of Pleasanton's Operations Services Center (OSC) and the Pleasanton Garbage Service (PGS) transfer station, both located off of Busch Road; Kiewit, which owns about 50 acres; 314 acres of the remaining potentially developable area owned

mostly by the Lionstone Group; and 17 acres owned by Legacy Partners. He pointed out the location of Vulcan Materials Company's quarry site, which is important from the standpoint of the potential impacts it might create on development in this area. He noted that one of the studies that has been completed for the Task Force is an Opportunities and Constraints Analysis.

Mr. Rasmussen continued that the important thing to point out again at tonight's meeting are the lakes and open space areas, consisting of about 700 acres with the exception of three acres which are privately owned. He noted that because this is all public property, no real planning is being done for that area other than the extension of El Charro Road through the area, as called for by the General Plan, and an attempt to get some potential use of the lakes and the habitat area around them for limited recreational use such as trails. He pointed out a sensitive plant area, shown in dark brown on the site map, a lot of which is on Zone 7 land, some of which may be used as a possible community park site.

Mr. Rasmussen stated that the site presents some geotechnical issues that will need to be engineered and that has to do with soil subsidence. He noted that these areas were mined at one time and then refilled with the soil but was not necessarily properly compacted for development. He added that these engineering issues are a bit costly and will need to be addressed as the planning gets more specific in the future.

Mr. Rasmussen then pointed out the location of the Livermore Airport and the Airport Protection Area (APA) on the site map. He noted that the key issue presented by the APA, consisting of a total of approximately 43 acres in different locations within the site, is that residential development is not allowed within it; therefore, there is a need to look for different types of uses for those areas. He then pointed to the Urban Growth Boundary (UGB) line located in a straight line right down along El Charro Road, noting that the planning area to the east of the line is outside the UGB, and the area to the west is inside the UGB.

With respect to the process, Mr. Rasmussen stated that the Task Force, so far, has completed the Background Information gathering phase, the Opportunities and Constraints Analysis, and the Working Vision Statement for the property, and is now in the process of preparing and evaluating a series of land use alternatives. He indicated that the Task Force has most recently prepared four Working Draft Alternatives, which have been presented to five City Commissions and Committees, including the Planning Commission, for their comments and input. He added that all these comments will be taken back to the Task Force for integration into the Alternatives, and then presented to the City Council for its direction to proceed with the detailed analysis of these Alternatives, including engineering, traffic, and environmental reports. He stated that after the Alternatives are analyzed, a Preferred Plan will be selected; the Draft Specific Plan and Environmental Impact Report (EIR) for the project will then be prepared and will go through the public review process to provide the opportunity for the community to respond.

Mr. Rasmussen stated that available on line on the City's website are documents that the Task Force has developed over the past six months, including an extensive Preliminary Background Report on the site and the planning issues that impact it, Opportunities and Constraints Report, Existing Transportation Conditions Assessment Report, and a series of four Economic Market Assessments that track the different alternatives as they have evolved in order to make sure that the Task Force's proposal is going to be within the ballpark of something that can be built, but without overbuilding. He added that an Environmental Conditions Report that talks about existing conditions has also been prepared, which is about one third of an Environmental Impact Report.

Mr. Rasmussen then referred back to Ms. Stern to present information on housing and housing numbers.

Chair Blank stated that he is very interested in the campus office designation located in the APA and asked Mr. Rasmussen if he has any thoughts with respect to what would specifically be there, such as if the thought is to make them single story.

Mr. Rasmussen replied that he will discuss that when he presents the plans.

Ms. Stern stated that housing and how much housing should be in East Pleasanton has become a very central part of the discussion at the Task Force level, the understanding of which would be helpful as the City looks at planning for at least the next two housing cycles. She noted that the City is just about to start its new Housing Element Update for the period 2014 to 2022 and the following period that extends to 2030. She added that it is reasonable to think of a long-range plan that can look at taking a share of housing, especially since East Pleasanton is the largest vacant land within the City and is going to play a vital role in satisfying the City's housing needs. She indicated that broadly, the question is how much of the City's housing needs should be met in east Pleasanton; and then more specifically, how much of that multi-family and lower-density needs should be met there.

Ms. Stern stated that the City's immediate draft housing numbers, which has not yet been adopted by the Association of Bay Area Governments (ABAG) but is pretty close, is about 2,000 units all together. She noted that for its purposes to try and satisfy the very-low-income and low-income categories, the City is really looking at a housing density of 30 units per acre or more. She continued that there are also the moderate income and above-moderate-income categories, which are coming up next.

Ms. Stern then presented a map of what parcels within the City were included in the last Housing Element Update which, at that point, did not have current development proposals and a number of which are now off of that inventory. She noted that several of these sites that now have approved plans do not count in the inventory; therefore, new sites will have to be identified when the Housing Element is updated once more. She recalled, for those in the Commission who were involved in the last Housing Element Update process, that it took months to arrive at re-zoning these sites, starting off with about 35 sites, most of which were dropped off the map for various reasons.

She noted that there was a lot of discussion during that time, and staff looked at just about anything that could potentially be used as a site.

Ms. Stern stated that staff is not convinced there are a lot of other sites out there. She noted that there could be some in Hacienda Business Park, if the property owners and the City agree to less commercial development than the City anticipated or wants there, but there are not a great deal of other sites in East Pleasanton.

Ms. Stern then displayed a slide of an overview of the updated inventory of housing sites in the City, showing projects that staff believes are going to come off the inventory either because they will have approved projects in the 2007-2014 Regional Housing Needs Allocation (RHNA) cycle (Auf der Maur, California Center, Nearon, and Pleasanton Gateway) or because it is not certain if the project will move through as a residential project (CM Capital Properties came in and received approval for some extensive commercial upgrades); and other projects that staff thinks will remain in the City's inventory in the 2014-2022 RHNA cycle (BART, Kaiser, Sheraton, Stoneridge Shopping Center, and Roche Molecular), which is less than 1,000 units to satisfy quite a bit of need over the next 16 years. She then showed on another slide that the City would need to plan for 797 additional units in the 2014-2022 RHNA cycle, subtracting the City's estimated 2014 housing inventory of 1,261 units from the 2014-2022 RHNA cycle need of 2,058 units. She noted that the estimate for the next planning period includes about 111 very-low-income or higher-density units, 405 moderate income such as a garden-apartment style sort of development, and 281 above-moderate units. She further noted that this is an estimate and may vary a bit, based on what gets approved and what does not.

Ms. Stern explained that staff does not really have much to go on in terms of estimating what the RHNA could be for 2022 to 2030. She indicated that staff is working from the assumption that it may be the same as that of the last period, and is aware that the numbers may change and will need refocusing once more information becomes available. She noted that adding in these assumed numbers for the period 2022 to 2030 gives a total of almost 3,000 units, with about 1,200 higher-density units of around 30 units per acre and around 800 of the garden apartment densities. She further noted that this would require quite a bit of an area which, translated into acres, would total approximately 40 acres of 30 units and above, about 35 acres of moderate-income homes, and 111 acres for above-moderate income homes if assumed that some are built at five units per acre, and others at slightly more dense than that.

Ms. Stern stated that this overview sets the scene regarding why the City is looking at East Pleasanton to help satisfy its RNHA numbers. She added that another big issue is the need to look at what that balance would be in terms of how much of this should be developed at a higher density, which would require quite a bit of acreage.

Ms. Stern then displayed a revised map of what was originally prepared during the Housing Element update showing the distribution of and the sites rezoned for higher density development around the City. She pointed out the different locations of

high-density units, defined in the General Plan as eight or more units per acre, including small zero-lot-line homes, two mobile home parks, major apartment locations that are the higher-density units, and the senior apartment complexes at Ridge View Commons and Stanley Boulevard.

Mr. Rasmussen stated that the Alternatives planning process started with the assistance of David Gates, urban designer, in terms of the structural elements. He explained that these elements are the varied, most basic components of the site that guide how it would ultimately be developed in the future, such as the major constraints, the opportunities, and what the General Plan says ought to be there. He indicated that these consist primarily of the open space, which is primarily undevelopable and owned by Zone 7; the extension of El Charro Road down through the middle of the site and connecting to Stanley Boulevard to the south, as shown in the General Plan; and the extension of Busch Road to connect to El Charro Road, as also shown in the General Plan. He noted that these two are very important to the outlying City area in the hope of reducing traffic in the neighborhood. He added that the General Plan also provides a list of potential land uses for the potentially developable area, consisting of the major categories of residential of various densities, commercial, industrial, office, and public.

Mr. Rasmussen then displayed a development grid of the area, together with some alternatives, prepared by the designers to illustrate typical large block lengths and widths and give a sense how the street system might begin to look if this area were to be developed with residential and potentially other uses extending into it. He continued that the designers then went into curvilinear streets to give a sense of scale as to where the future major streets within the development would be expected to go, based primarily on distances, and the location for potential major drainage ways. He indicated that there are two major developers involved with this: the property at the lowest portion of the site, right at Valley Avenue and Busch Road, will have to drain to the west, which leads to a discussion about having a detention pond and entry area into the development; and the Lionstone property, which has a contractual approval with Zone 7 in conjunction with the dedication of Cope Lake to Zone 7, and its water would have to drain through a swale or some other drainage facility of that sort before entering into Cope Lake. He stated that envisioning a couple of waterways extending through the site, the scale of the major street systems, and these other givens and constraints really helps to give a sense as to how the land use planning will ultimately, probably need to go.

Mr. Rasmussen then displayed a slide showing where key community components such as parks, buffers, greenways, and such might go. He reiterated that 22 acres are privately owned and in the APA so they could only be used for office, retail, or industrial. He indicated that, given the input from the project economists and all the retail located mostly in Livermore, plus the 11 acres planned in Pleasanton, the thinking has been that this would not be marketable as a large-scale retail use, so that was removed from consideration. He added that as it would not be appropriate to locate industrial right next to the residential, what is left is office; and being close to the freeway, it is considered to be the best office land for the plan area because of that access.

In response to Chair Blank's earlier question regarding the type of campus office being considered, Mr. Rasmussen stated that there has been no conversation about the number of stories, but the thought is maybe a lower-scale type of development, one large campus facility or a series of smaller offices that are arranged in a sort of campus type of environment.

Chair Blank commented that the Commission talked about this matter in relation to the issue down in San Diego, that multi-story buildings and the APA do not mix very well.

Mr. Rasmussen affirmed that there is the airport to consider as well as its requirements. Going back to the community components, he noted that an area to the south, also located within the APA and, therefore, also limited in terms of having retail or residential use, and in close proximity to Lake I, is being considered for a possible active recreation park. He pointed to another 34-acre area right next to the Cope Lake facility, which is only inundated for a very limited portion of the year during severe rainstorms and which has been narrowed down to being what appears to be an ideal open space park site, with a possibility of trails and boardwalks going out into this major habitat.

Mr. Rasmussen stated that along with other community components such as the park, all of the Alternatives show a two-acre neighborhood retail area down at the intersection of Busch Road and El Charro Road. He pointed out that the project economist feels that is the only location where retail would be viable because it would need to draw from workers and residents in the plan area and is also accessible to others passing through this site. He added that there was not much of a market for that use other than at that small location.

Mr. Rasmussen stated that because the acreage of this site is so great, the plan also begs for an open space to extend through this site as there is really no reason to put a major street in that direction (north-south, parallel to El Charro Road) because it would dead end at the lake and at the railroad tracks. He noted that this fine open space would provide a very good service for children to be able to get to the park or to get to maybe a school that is located along the greenbelt. He added that the last thing in terms of community components would be major open space buffers around the outside of the site to screen it from Stanley Boulevard, the railroad tracks, and the storage area.

Mr. Rasmussen then discussed the Alternatives, stating that he would spend more time on Alternative 1 than on the others because there are similarities among all the Alternatives. He stated that all the Alternatives show the campus office with some element of retail, based on the thinking that it would be just right perhaps for some lakefront restaurants or other retail in this area and then coming on down El Charro Road. He indicated that there are three acres in proximity to Lake H, Cope Lake habitat and water, and Lake I for which no use has yet been listed and which are shown as a destination use that might include something like a restaurant or two, or a conference facility, or some type of interpretive area, something special at that special location. He continued that farther down shows an active recreational facility by the lake, although

there would not be any possible use of the lake, except for visual access, because of the steep banks that go all around Lake I and Lake H. He noted that the office is being located within the APA, and the industrial is kept to the east of El Charro Road because of the quarry plant and the noise it creates, as well as the soils situation in the other area. He added that it would not be appropriate for residential because of the cost to extend residential services there and to take care of its soils problems.

Mr. Rasmussen stated that three of the Alternatives show the relocation of the OSC and PGS Transfer Station away from the residential to an area next to the Vulcan Materials Company. He noted that this is particularly true of the Transfer Station so this can become a much better community without the Transfer Station in the middle of it, and leaves a residential and office area, as well as the open space discussed earlier.

Mr. Rasmussen stated that Alternative 1 scatters the multi-family residential near Valley Avenue and over by the future El Charro Road, with the private green belt linking the two. He added that it also provides an extension of Boulder Street, which is in all the Alternatives, except that in Alternative 1, Boulder Street goes up and comes back down and onto El Charro Road, in addition to Busch Road, to allow for development to be able to come down and exit onto Valley Avenue without having to go onto Busch Road and past the neighbors, thereby dispersing traffic and not impacting the neighbors as much.

Mr. Rasmussen noted that all the Alternatives also show a potential school site; although the Pleasanton Unified School District (PUSD) is not sure if there will be a need for a school, it has asked to include a potential area for a school within the Alternatives. He further noted that the Task Force and other City Commissions and Committees very recently have asked that the location of a neighborhood park be considered in conjunction with a school. He then indicated that Alternative 1 has a total of 1,000 housing units, the least of the four Alternatives.

Mr. Rasmussen stated that difference between Alternative 2 and Alternative 1 is that Alternative 2 is a more community-centered Alternative, with the multi-family located farther down and surrounded by single-family, and parks and non-residential areas located farther up. He noted that this Alternative is also the only one that provides for the extension of Boulder Street all the way through to connect to El Charro Road; the other Alternatives only bring it part of the way with the concern that industrial development may tend to use that road in order to go on Valley Avenue, and industrial should not be mixed with residential unless necessary. He continued that this Alternative has the spine with access to the park and has what most of the others do, such as the drainage ways with trails extending on. He indicated that the social area for this Alternative is by the Community Park, with retail and village green all within close proximity. He added that this Alternative also has the most office space and not much industrial; it also has 1,426 units which is 50 percent of the 2,858 units, earlier discussed by Ms. Stern, that would be necessary to meet the two cycles of RHNA numbers within the City.

Mr. Rasmussen stated that Alternative 3 has a total of 1710 units, which is the most of the four Alternatives, and is distinguished by the relocation of the high-density residential to the east of the residential planning area. He noted that it has the same sort of social arrangement with a Community Park and neighborhood shopping, and also potentially provides for the school site between the two multi-family residential sites. He added that if there is no school, the area would be multi-family with a neighborhood park next to it. He indicated that it also has the spine, and in this case, Boulder Street curves back up and does not extend on through the OSC and the PGS.

Mr. Rasmussen then discussed Alternative 4, which provides for 1,283 units and includes 45 percent of the RHNA housing numbers earlier referred to by Ms. Stern. He indicated that this Alternative is distinguished by the fact that it keeps the OSC and PGS in their current locations. He stated that the OSC does not have any major implications for the rest of the planning area, and residential density could be made up by increasing the density slightly in the single-family residential areas or in other areas the City chooses. He noted, however, that the Transfer Station is much more of a difficult planning matter to design around, and because prevailing winds are in this direction, land to the east of the Transfer Station is designed to be industrial because of the odor, noise, garbage truck traffic, appearance, etc. He added that access to the Transfer Station would be by way of a route along Busch Road and then up to El Charro Road. He indicated that the multi-family units are dispersed on the eastern side, with the same spine and other assortment of land uses previously discussed.

Mr. Rasmussen concluded his presentation by stating that staff and the consultants have a series of questions that they would like to pose to the Planning Commission for comments and input.

Commissioner Olson made an observation that the housing information provided by Ms. Stern is critical information. He indicated that it is clear from the recent election and the emails that have come in on this item that housing is going to be a hot issue here. He noted that he thinks it would be good to include those RHNA housing numbers in what the Commission communicates, both to the other Commissions and to the public.

Commissioner O'Connor noted that El Charro Road is a little differently designed in Alternatives 2, 3, and 4 and that he thought the design of El Charro Road followed the UGB, as shown in one of the slides that showed the UGB. He inquired where exactly the UGB is in relation to El Charro Road.

Mr. Rasmussen replied that the UGB line extends down El Charro Road in a straight-line projection. He added that Alternative 1 shows all of El Charro Road within the UGB line.

Commissioner O'Connor inquired if the UGB line shown in Alternative 1 is pretty close to the actual line.

Mr. Rasmussen replied that the actual line is just a little way over from where it is shown right now. He noted that the other three plans show the line coming over to the west, and the reason is that this location would connect to the driveway at Shadow Cliffs and there is a median break and traffic signal there. He stated that another alternative is to bring El Charro Road straight down.

Commissioner O'Connor noted that all the Alternatives show some development occurring outside the UGB, and in a lot of cases, it is just parkland or industrial, except where the road curves, which has some of the other uses such as campus office. He inquired what the mechanism is that would allow development outside the UGB, and what would actually have to happen before that could be done.

Mr. Dolan replied that the language that addresses that subject gives guidance, but it is not crystal clear; the UGB was adopted, and then the language was incorporated into the General Plan such that very similar language appears in both places. He indicated that it essentially says that minor adjustments may be made, but it does not define what a minor adjustment is. He added that the General Plan talks a lot about the fact that adjustments will be explored, and the Task Force talked a lot about this, although there has been no resolution.

Mr. Dolan stated that the evolution of his thinking is to determine if the adjustment is minor relative to the immediate plan area or as a percentage of the entire acreage within the UGB, which affects the perspective on whether the adjustment is minor or major. He indicated that his opinion is that under any scenario, this decision will probably ultimately fall to the Council regarding what approach to take. He noted that he believes moving El Charro Road over a little bit to catch a little more area would not be anything more than a minor adjustment of the UGB. He further noted that the Task Force has been pretty consistent, and there is a general consensus, to go all the way out to the edge of the planning area, with the primary reason being to generate enough revenue in the development to fund the improvements; whether or not that expansion is still minor is the question, and staff does not have any answer.

Commissioner O'Connor asked Mr. Dolan if he is referring to the actual development where the industrial area is on the map.

Mr. Dolan said yes.

Chair Blank inquired what the process would be if it were decided that it is a major adjustment.

Mr. Dolan replied that it would then have to go to the voters.

Chair Blank inquired if it would be in a general election or any election.

Mr. Dolan replied that he was not sure it specified the type of election.

Commissioner Posson noted that the slide on the structural element showed a grid system, but the Alternatives deviated from a true grid system. He inquired if there is any advantage to looking at that grid system from the standpoint of optimizing the developable land or accommodating the property lines, or what is easier for the property owners to develop or even for circulation as a third element.

Mr. Rasmussen replied that this does make it easier for the property owners to develop, and it is a matter of working out whether a grid or a curvilinear system would be the most efficient way to organize the plan area to keep costs down. He indicated that a curvilinear system requires a bit more land because the geometry is not as efficient, probably by not a whole lot, but that is a consideration. He added that there has been a lot of discussion lately with regard to sustainability and some of the newer mixed-use projects and neo-traditional type plans that are based on the old grid system which dispersed traffic so that particular areas of a neighborhood do not bear most of the burden of traffic. He noted that in this case, the grid itself is self contained and does not change the traffic patterns of cars leaving the site because Busch Road and Boulder Street would take that off under all scenarios. He indicated that some people prefer curvilinear to the grid patterns because the latter has straight streets and looks monotonous, but others think that the grid system now may be more of what is happening today, and more of that is coming back.

Mr. Dolan stated that the Alternatives evolved toward a curvilinear pattern at the request of the Task Force; it was not necessarily staff's first choice but there was a consensus that that was what the Task Force wanted and thought it felt more like the rest of the town.

Commissioner Olson commented that the City does have a bunch of curvy streets.

Commissioner Posson asked Mr. Rasmussen how "major" is defined in the reference made to "major open space buffer" along the railroad track. He expressed concern about noise from the railroad tracks and its impact on the neighborhood.

Mr. Rasmussen replied that "major" has not yet been defined and indicated that there will be a significant need for setbacks from the tracks, combined with berming, to solve that noise problem. He noted that Alternative 2 did not maintain the grid system; the others tended to be variations from this and over time evolved out of this.

Commissioner Posson noted that Glen Cove and Ironwood are the two closest residential areas, with Ironwood being adjacent to the project site and Glen Cove being an older neighborhood farther up Valley Avenue. He inquired which of the Alternatives is closest to the density and mix, in the case of Ironwood, of these two neighborhoods

Mr. Rasmussen replied that the density in Alternative 1 is around four units per acre, and referred to staff for the density of Ironwood.

Ms. Stern replied that the density in Ironwood varies among the active community, the classics, the apartments, and so on, but the density of the single-family residential is probably around that density.

Commissioner Posson inquired if the multi-family is about the same as well.

Mr. Rasmussen replied that the active seniors are probably eight units per acre.

Commissioner O'Connor inquired if the current mix of single-family versus all other higher density in the City is about 25 percent to 75 percent or something like that.

Ms. Stern replied that the current mix is about 25-percent multi-family, including units and structures of five or more units, with the rest being single-family.

Commissioner O'Connor noted that all four Alternatives are higher in density, with Alternative 1 being the lowest, but still higher than the current mix. He inquired if it was around 35 percent or 40 percent.

Mr. Rasmussen confirmed that all the Alternatives are higher than the current mix. He noted that one of the primary questions that has come out of the Task Force process is whether the East Pleasanton neighborhood is being developed to be just like the rest of town or if this one major planning area is being used to accommodate the City's future RHNA assignments.

Ms. Stern stated that most of the Alternatives are about 50 percent. She added that it would also depend on whether or not the moderate are also counted.

Commissioner O'Connor inquired what the next step would be if more single-family were added to Alternative 1 to arrive at a 25-percent to 75-percent split, and the City gets RHNA numbers that are higher than what the City currently has zoned for.

Mr. Rasmussen replied that the City will have to find sites for whatever RHNA numbers are left over, noting that even at 50 percent, the City would have more sites than what it had at the last Housing Element Update.

Commissioner O'Connor noted that it could involve rezoning within East Pleasanton as well as the rest of the City and inquired if staff is looking at rezoning or upzoning.

Mr. Rasmussen replied that it had never occurred to him to come back and upzone in East Pleasanton after the plan is completed. He added that staff would be comparing that option against other options out in the existing neighborhoods.

Chair Blank stated that he recalls the conversations the Commission had about creating an area where there is nothing but high-density housing and the cautions the Commission received about putting all the high-density housing in one area when it was trying to figure out how to spread this throughout the City.

Commissioner O'Connor noted that the Commission even had presentations by nonprofits who cautioned the Commission about putting everything in one spot.

THE PUBLIC HEARING WAS OPENED.

Heather Liang stated that she is a six-year resident and a Homeowners Association Board member of the Ironwood community. She indicated that she has been involved with this process for a long time and that she has noted almost all of the same concerns that have been brought up. She indicated that she came from Milpitas, Union City, and Fremont, and made her way up to Pleasanton to find a neighborhood that she wanted for her children who are now four and six years old. She noted that when she bought her house, she was told that the land right across the street from her house was not going to be zoned for this type of Alternatives, and never in her wildest dreams did she think she would be sitting here right now looking at all these plans. She added that she is very open to making this work best for the City; however, she is also on the side of trying to make this not a scapegoat for putting all the RHNA numbers.

Ms. Liang stated that the City needs to make sure it keeps the community similar in nature to why the residents of Ironwood and surrounding communities bought their houses here. She asked that a balance be kept, a common theme with all the members of the Board today, and make sure all of the opportunities for other areas in the City have been investigated, such as near BART or other rundown areas that were zoned for retail. She indicated that she does not have any idea but believes there has got to be something else out there that maybe has not been looked at. She reiterated that she just really wants to make sure that the City has exhausted all options before saying which Alternative will be selected, that the Commissioners would all be happy with the Alternative if it were in their backyard as well.

Ms. Liang stated that when she tells her my friends that live in other parts of Pleasanton about this East Pleasanton plan and how many units are possibly going to be built next to her house, most of them are clueless because they do not live next to it and will not be affected by it, but say they are glad they did not buy next to me. She stated that it is what it is, but the City needs to make sure that the rest of Pleasanton is aware of what is going on and that her neighborhood is not being used as a scapegoat for this exercise.

Nancy Allen stated that she agreed with the previous speaker and that she is going to say the same thing but in just a little bit of a different way. She indicated that the City has a tremendous opportunity to create a wonderful community on the East side, and she hopes it is done in a way that is best for the community versus as a scapegoat for RHNA needs.

Ms. Allen stated that she would like to address two questions that have been posed: the first is what the mix of single-family versus multi-family housing should be. She stated that in principle, she believes that the neighborhood to be created should be

somewhat similar in mix to the rest of Pleasanton, so as not to create some island needing different services, which has a current average percent of single-family homes today of about 75 percent. She added that it is actually 68 percent across the State of California. She indicated that Alternatives 2 and 3 are unhealthy as they create a community just the opposite of the rest of the City, with 67 percent to 72 percent of families living in high-density apartments, a rental type of community which creates a more transient community and where other issues occur because the level of commitment is more rental than ownership. She recommended a minimum of 50 percent single-family homes, closer to Commissioner O'Connor's recommendation and more similar to what Pleasanton currently has. She added that the City may take a little bit of a hit here if necessary, but it should not go all the way to 25 percent of single-family homes and 75 percent of high-density as that would create a whole different community.

Ms. Allen stated that the second question is how much of the RHNA allocation should be met in East Pleasanton, which is somewhat related to the first question. She indicated that she focused on the RHNA allocations specifically for just the affordable housing category, which is a little different from Mr. Dolan's numbers, and looked at low- and moderate-income and what the share is, which makes the percentages look even worse than what Mr. Dolan shared. She stated that she believes, as the past Council did, that balance is critical and that it can include units near BART because that is where transportation is and where jobs are today, it reduces pollution and gets the people where it is easy to get transportation, and it also eliminates traffic issues. She reiterated that Alternatives 2 and 3 really concern her as it puts 50 percent to 60 percent of the RHNA affordable housing in East Pleasanton, which is not balanced; furthermore, East Pleasanton is about as far away from BART as any area in Pleasanton. She recommended that the RHNA affordable housing allocation for East Pleasanton be at no more than 25 percent to 35 percent, which also favors an Alternative 1 scenario.

Ms. Allen stated that this leaves the elephant on the table, which is the challenge that staff has of what to do with the rest; where they go if they are not allocated in East Pleasanton. She indicated that she does not have all the answers, but she thinks it is related to looking, which has never been done yet, at the questions and having a process to look at the question of what Pleasanton will look like in 20 years. She noted that the last Housing Element cycle looked at today but did not look at where the opportunities will be in 20 years. She questioned what would happen if a referendum went on with this project and no housing could be developed there. She noted that she asked that question of Nelson Fialho, City Manager, and his response was that the City would rezone commercial property near BART or elsewhere in the City to residential.

Ms. Allen stated that she hates to put the cart before the horse and just dump this all on East Pleasanton because the City has not thought through a 20-year vision. She reiterated that the City needs to create a neighborhood that is right for the City and not just one for which we need numbers as that would not be healthy. She encouraged the Commission to take a long-term view and to do it really quickly. She stated that she thinks the City has a tremendous opportunity in a beautiful area to serve not only the

residents who live here but all Pleasanton residents with bike trails and walking lakes. She encouraged the Commission to treat this prime spot like a treasure and spend the time to look at where else a balance can be created across the City.

Julie Testa stated that she has been attending the East Pleasanton Specific Plan Task Force meetings, and her message is that, while it is a great opportunity to create a new part of our community, everything should be done to mitigate potential traffic or any other quality-of-life issue so that there not be any financial burden on the existing community through additional taxes that might be asked later to mitigate any future impacts. She pointed out that one of the things mentioned was moving the PGS Transfer Station, and stated that the cost of the move should not fall to the ratepayers.

Ms. Testa stated that she does not think there has been proper acknowledgment of the overcrowding in the existing schools. She indicated that it has been a long 20-year mantra of hers to mitigate the overcrowding in schools, which has continued to grow and develop. She noted that PUSD has tried to downplay the severity of the situation in the community, and it says it may not even feel the need for another elementary school in the area when the reality is that every school in the District is significantly over-capacity, even prior to the approval of the 3,000 units in the rezoned sites. She indicated that even one elementary school would not come close to offsetting and correcting the burden of overcrowding that already exists in the schools because the greatest burden of overcrowding is at the high schools, where there no thought or possibility or opportunity of adding additional space.

Ms. Testa stated that in 2011, PUSD put out a school facilities fee justification report which says that the District's current projected enrollment is larger than the pupil capacity, which means that based on State classroom counts, the District, therefore, does not have sufficient capacity to house students generated by future development. She noted that these students will require the District to acquire new school facilities, and PUSD is saying it is not sure it wants to build another school. She indicated that what the community needs to fully understand that this will impact not only the nearby neighborhood but the entire City of Pleasanton, everybody who cares about the schools and about property values, because this will have a serious negative impact on traffic and commuting to schools as well as on the value of and quality of life at these schools. She added that current residents will be asked to pay additional bonds and taxes to offset this, once things hit critical conditions.

Ms. Testa stated that the 2011 report says that PUSD has 1,847 un-housed students, that its student-classroom ratio is at 118 percent over capacity, but what it is not saying is that the situation is so much worse at the student-land ratio, which, for Amador High School, for example, is at 160 percent over capacity today. She indicated that she understands the RHNA numbers; she understands that the District is an independent body and that there is limited authority to tell the District what to do, but the Planning Commission has the General Plan, its guideline, which spells out the expectation and the quality of life for the City's schools and specifically calls out school size. She pointed out that it is the Commission's responsibility to not be like ostriches with their

heads in the sand, ignoring this serious condition. She stated that she will give staff, and ask staff to provide a copy to the Commission, a list of all the documents and all the sites for all of the information on every school site size, land size, and current capacity. She added that the reason the District is not asking to build another school is because it has gotten itself into a \$28,000,000 facility debt, and so as many houses are built, overburdening existing campuses will continue, resulting in negatively affecting the quality of life, not only at the campuses but throughout the community.

Chair Blank stated that he has personally known the next speaker, Sherry Barclay, for many, many years and that they have not discussed this matter. He added that he did not know that Ms. Barclay was going to be at the meeting this evening.

Sherry Barclay stated that what brought her here this evening is that she has also been attending some of the Task Force meetings and is concerned about the same thing that the other people have mentioned: the volume of housing intended to be put in this particular area. She stated that she lives in the Ironwood Village, the 55-and-older community that is still being completed, and previous to that, she lived in the Martin Avenue neighborhood for 22 years, so she is very familiar with that side of town. She indicated that what is being proposed here does not fit anything that goes over in that end of the town. She added that that other thing that was really surprising is that, for as long as she has lived here, Valley Avenue has one of the major traffic problems in this town, and yet a big multi-unit project has already been approved on the south side of Stanley Boulevard, and now another 1,000 to 1,700 housing units are being added, all coming out through Busch Road onto Valley Avenue and putting a lot more traffic in that area. She stated that her biggest concern is that she just thinks these numbers are way out of proportion for either the Valley Avenue, Stanley Boulevard, or her neighborhood, in general. She added that it goes without saying that the problem with the schools has been there for a long time.

Sean Sowell stated that from a work-force affordable-housing point of view, he would like to ask that the Planning Commission look at Alternative 3 most closely because he thinks this one does really the best job of including more people in the community who have been excluded from the community due to the high cost of housing here in town. He stated that he already lives in Pleasanton and that his son already goes to school here and will start high school in the fall. He indicated that work force housing and moderately-priced housing for people in the community is a good thing, and he thinks Alternative 3 probably does the job best, although he is not sure that the particular sprinkling of the lower- versus the medium- and higher-density units is really the best way to do it.

Mr. Sowell stated that in regard to this Alternative, he would like the Planning Commission to suggest to the Task Force to set aside a portion of the parcel to the north reserved for retail/office for some housing so the burden of housing is not restricted entirely on that southern portion of the plan area. He added that at the Housing Commission meeting a few weeks back, he had asked the Commission to look

at the possibility of reducing some of the industrial in the lower southeast portion for some housing to the west of El Charro Road and the UGB.

Mr. Sowell stated that he does not understand why the Task Force has not looked beyond the impact of the commercial and residential development on the Ace Train system and the BART train system and look at the Livermore Amador Valley Transit Authority (LAVTA). He requested that a representative from LAVTA, from the Wheels bus system, be given a seat at the table for Task Force meetings going forward. He stated that there are two routes that run East-West, on the north is the RAPID bus route; and on the southern boundary along Stanley Boulevard is the No. 10 bus route. He indicated that he does not believe either of those two routes could be changed to accommodate any development in East Pleasanton here because of the nature of those routes, and as far as he knows, LAVTA has not been involved in any of the discussions with regard to mass transit in that particular proposed area. He also asked that one of the PUSD Board members or the Trustees from PUSD have a seat at the table as well so PUSD can have a voice and a vote at future Task Force meetings. He noted that the liaison and communication will help address concerns raised by Ms. Testa and some others in the community. He further indicated that he is in favor of leaving the OSC in place, especially considering that it was recently renovated to create the Remillard meeting room.

Mr. Sowell stated that comments that more people coming to live in this community is somehow making this area or some neighborhoods around the border there a "scapegoat," or that residents here in town will be taking a hit by letting more people move here, or that traffic or other things will become worse by having this proceed along any kind of development, trouble him. He stated that Pleasanton is a community, and new people who move here will become a part of this community just like those who already live here, regardless of how long they have lived in town or whether they own or rent. He added that all the children go to the schools here, and all have a say in what goes on in the City. He concluded that he would like to keep things inclusionary rather than exclusionary.

Shelton Liu stated that when he moved into this new neighborhood in Pleasanton, he never thought that one day Pleasanton was going to be divided, just like Germany. He stated that this is not a question about the rich or the poor, but why people moved to Pleasanton. He indicated that this kind of planning is not the future for this person or a small community, but for the future of the whole City, and based on that, the principle to follow when designing this kind of new community is to be fair and use a uniform housing density standard for the whole City, starting from the West side, to the center, and then to the East side.

Mr. Liu expressed concern regarding traffic flow calculation, stating that there are gaps between the Traffic Division's modeling and reality. He indicated that traffic in the City is pretty heavy, and Valley Avenue is an example where the reality will totally change with this new development.

Blair Wolfinger stated that he lives in Ironwood Glen and has been following the Task Force since 2010 with the Housing Element, which has always been balanced. He asked that the Commission be balanced as well in its discussions. He indicated his support for the previous speakers, Ms. Liang, Ms. Allen with 25 percent to 35 percent mix, and Ms. Testa regarding schools. He expressed concern that the maps only include an elementary school and does not mention middle school and high school.

Connie Cox stated that she does not live in Ironwood but in Valley Trails, and for 20 years, she has been dealing with the flood issue in Pleasanton. She indicated that in her neighborhood, a gentleman came up with an idea of getting rid of the Old Bernal Bridge abutments, and they went to the City, and staff said they should have made that a condition of Laguna Oaks when it was built. She noted that through a lot of struggle, they were able to get the City of Pleasanton and the Laguna Oaks developer to split the cost to get rid of all the bridge abutments, which got the Valley Trails neighborhood out of the flood zone, as well as Val Vista, Ponderosa, and part of the homes off of Pimlico Drive. She added that they were always told that was a temporary fix and that the permanent fix was the chain of lakes, which they should be watching very carefully and be proactive on this issue.

Ms. Cox expressed concern that whatever these plans are, it should include a plan for the 100-year flood that is coming some day, because people's lives and their property are on the line. She indicated that she does not like how all four Alternatives cut into Cope Lake, which would allow water to drift out of the lake. She added that with the 100-year flood, they need the space, the lake, and the retention ponds, and staff needs to work with Zone 7. She stated that at a meeting she attended today, Zone 7 stated that its timing and the City's timing are a little bit off. She added that Zone 7 indicated that they have not finalized their plans; she added that she is not concerned about low-income housing but about people's lives and property. She thanked Ms. Stern and Mr. Rasmussen because she was involved in the housing meetings and she thinks they looked at every square inch in Pleasanton about where to put this low-income housing, and no matter what is done, someone is not going to be happy. She concluded that she thinks the City is out of space to put those homes. She then handed letter to staff that she gave to the Task Force.

Chair Blank stated that he was involved in some disaster recovery planning a few years back and noted that if the Del Valle Reservoir were breached when it was full, there would be three feet of water on Hopyard Road within about four hours.

Ms. Cox stated that this is one of the disclosures she, as a realtor, has to give people.

THE PUBLIC HEARING WAS CLOSED.

Commissioner Pearce stated that in a past conversation about the relocation of the OSC and the PGS Transfer Station, the Task Force was very clear that it wanted developers to fully foot the bill for these relocations. She inquired if there have been

any conversations with developers since the last Task Force meeting regarding the financial feasibility of doing this.

Mr. Dolan replied that staff is aware that there have been conversations among the property owners, but staff does not know the outcome of those conversations.

Chair Blank stated that he does not think it has been a question the Commission has been asked and that he would like to get a sense of what the Planning Commission thinks.

Commissioner Pearce recalled that there were concerns regarding industrial truck traffic going down some of these roads when the Commission looked at circulation particularly about Home Depot, and the Commission talked about restricting the truck routes. She inquired if that is something that is done only for much larger trucks or only with larger interstate trucking, or if trucks can be restricted on certain roads as long as a route is delineated for them to go down specific roads.

Mr. Dolan replied that if this is industrial, there will be trucks, and there will probably be some cases of this size that you would regulate, so this is something that staff would have to look at. He indicated that for the most part, the fact that El Charro Road will be completed solves most of the problems; but there is no way around it, and there will be trucks on El Charro Road and on Stanley Boulevard, but hopefully this helps get them off of some of the other streets.

Commissioner Pearce stated that the Commission could certainly take a look at that and inquired if it could request that trucks use a variety of routes.

Mr. Dolan said yes.

Commissioner Olson inquired if PUSD has a seat at the table or what type of input have they provided into the Task Force.

Mr. Dolan replied that PUSD does not have and was not assigned a spot on the Task Force; however it has had Board members and staff at every meeting. He noted that it is a regular agenda item on the monthly City Council-PUSD Board Liaison Committee that he attends. He added that he is actually speaking to the School Board on Tuesday night. He indicated that there is a lot of back and forth, and ultimately, it is an important and difficult decision for PUSD. He indicated that it would be very helpful if PUSD would decide because there is a fall-back land use if there is no school site, and it would affect the numbers. He noted that everybody is concerned about the numbers, and there is a lot of dialogue; the District is very involved, and so it is something it would have to work through. He added that if PUSD ultimately concludes that it need a school site, there will be one reserved for that.

With respect to the comment on the office in the northern portion of the plan area, Commissioner Olson inquired if that is part of the APA.

Mr. Dolan said yes.

Commissioner Olson inquired if the plan area would be accommodating the comment about 100-year flood plan and if that would be considered as part of the Environmental Impact Report (EIR).

Mr. Dolan said that was correct. He indicated that it would be evaluated during the EIR process and any impact on any drainage and flooding would be analyzed.

Commissioner Posson noted that the staff report states that all the Alternatives include approximately 90,000 square feet of retail. He indicated that he is having a problem identifying the retail because the red retail and the red residential on the monitor look pretty close.

Chair Blank stated that it is a little better on the printed copies.

Mr. Rasmussen displayed the Alternative 1 map on the screen and pointed out the two-acre retail to the south, and another four acres up north in conjunction with the office area. He added that there would be some lakefront retail as well, which is not shown but would be part of an overlay for the office area.

Commissioner Pearce asked Mr. Rasmussen to speak to the genesis of the creation of the three units to an acre versus eight or four, and why the variety of low-density designations in the different Alternatives.

Mr. Rasmussen replied that low-density becomes a bit of a left-over category when all the other land uses are taken out. He explained, for example, that he talked about the reasons for locating office and parks and industrial at specific areas, and once that acreage is taken out as not appropriate for residential, and then a certain amount of multi-family is put in a couple of locations, a lot of acreage, in this case, is left over for single family residential. He noted that once the acreage is taken and the numbers are kept down, the density goes way down. He added that it is kind of a strange problem that really low densities are coming up within the single family area because there is a lot of land left over, and yet the overall numbers has to be kept down.

The Commission then discussed the questions in the staff report.

Commissioner Pearce requested that because she is on the Task Force, she be the last with regard to the questions as she would like to get the Commissioners' input first before answering the questions.

1. Does the Planning Commission support planning for future development beyond the current Urban Growth Boundary?

Commissioner Posson said yes, noting that he thinks it makes sense, in light of the overall planning area, to look at expanding the UGB.

Commissioner O'Connor stated that if the current UGB is expanded, it would include more acreage now in the City; and if whatever is outside, including the industrial, is moved inside, it leaves acreage for the City to meet the RHNA numbers. He added that moving the UGB farther and farther out would provide more acreage, and the City will continue to get more and more RHNA numbers at some point because the City has more acreage.

Chair Blank stated that he does not know how big a movement that is, so he does not know how much the City would be expanding the UGB or not.

Mr. Dolan replied that it would be less than 140 acres.

Chair Blank indicated that he does not know what impact that would have on the City's numbers.

Mr. Dolan replied that he does not really think it would have any impact. He explained that compared to the size of the area in the UGB now and adding that little bit, available land is a part of the formula, but he did not think there would be a dramatic change.

Chair Blank stated that his view would be that if there were no change, then he does not have a problem one way or the other. He noted that the question is one person's dramatic change might be another person's moderate change; so before he would be able to get a good read, he would need to see the information to know what the impact of that would be.

Mr. Dolan replied that there is no way to provide it. He explained that in terms of predicting what the RHNA numbers are going to be based on that movement, he would just be lying if he said he could tell the Commission what the impact was really going to be with a number.

Mr. Dolan continued that in line with this topic, there were two reasons why the Task Force picked that alternative and went in that direction, and where it pretty much came to a consensus that it could not move out: one was a concern about having enough development to support the infrastructure demands which are significant, and not require that to be all put on the backs of housing because it was concerned about housing numbers; and the second was this area is no garden spot and has a different look to it, leaving basically scarred landscape there and not the same as the rolling hills that surround and add to the beauty of the area.

Mr. Rasmussen added that this area is currently included within the City limits and so even though this is beyond the UGB line, it is also in the City and zoned industrial.

Commissioner Olson stated that based on what Mr. Dolan's said, he agreed with Commissioner Posson that it would be all right to move it, particularly relative to El Charro Road hooking up with the Shadow Cliff entry. He indicated that he feels strongly about doing that.

Commissioner Pearce stated that she agreed with Commissioner Olson. She explained that for all the reasons that Mr. Dolan and Mr. Rasmussen said, and these are all conversations at the Task Force level, she thinks it is a real potential win whether it needs to be done, whether it is minor, or whether it needs to be done by the book. She indicated that she believes it is a good option for this property.

2. How much of the City's future Regional Housing Needs Allocation should be accommodated in the East Pleasanton Specific Plan area?

3. What should be the mix of single-family vs. multi-family housing?

Commissioner Olson stated that he thinks the Commission ought to stick with balance and try to maintain a similar mix as what the rest of the City has. He noted that looking at that relative to the UGB, he is reminded that for years the City had a housing cap and ended up having to do away with that. He further noted that if the City keeps a tight boundary, it will be forced to end up violating the current mix the City has.

Chair Blank agreed with Commission Olson. He stated that his view is that the Commission should not think about this as how much the RHNA should be accommodated but rather, start off with getting the 75/25-percent balance, or push it to 65/35 percent, and whatever that number computes to is the number. He indicated that he would not go below 65 percent and added that as Commission O'Connor pointed out, he does not know how many times, when the Commission was doing that initial housing sites map, people with vested interests with building low-income housing came up in front of the Commission saying, "Do not make this different; do not put it all there; you will be making a huge mistake." He stated that he would rather say, "Let us make it just like the rest of Pleasanton, and whatever numbers drive out of that, those are the numbers. If we have to go elsewhere to find the rest of the numbers, than we go elsewhere to find the rest of the numbers, and that is fine."

Commission Olson agreed.

Commissioner Posson stated that he was thinking that while the rest of the City is currently at about a 75/25-percent split, that could change in the future if the City finds more space within the rest of the City to accommodate any new RHNA numbers the City may have. He indicated that he does not know what the maximum would be, and it would be more problematic, as Mr. Dolan mentioned, to come up with a number today if we went with 25/75 percent today. He questioned whether the City would be able to

come back to the East side and start shifting that around in the future. He added that if the City is going to plan it, he would rather plan the East side and not have to come back and touch it. He noted that he would be willing to go with a little more high-density, but he certainly thinks that 50/50 percent is not the right mix; 65 percent would be about where he would want to be on single-family and no more than 35 percent on high-density. He added that he could go less than that for high-density, but he would target it at 35 percent. He stated that again, he does not know about the UGB and whether that block needed to be developed in order to fund the road, and the reason he was looking at it is if the City did not find the room.

Commissioner Olson commented that Commissioner Posson stated it very eloquently. He indicated that his sense is that the mix should be consistent with other areas of the City, and the City should look at the proportional amount to meet the RHNA demands for this development as well as across the entire City.

Commissioner Pearce stated that at the Task Force level, the theme that came up over and over again was balance, and it is not only balance within this development in terms of matching, or at least coming close to, the mix with the rest of the City, but balance with regard to RHNA numbers throughout the City. She indicated that this was a real driving force in the housing element discussions. She noted that she would hate to be perceived as, or actually be, dumping an inordinate amount of high-density housing here, and echoed what the other Commissioners have said, which she thought reflects a significant amount of the Task Force discussions.

4. Should multi-family housing sites be centrally located to help create a community local point or more disbursed?

Chair Blank stated that he thinks it is really hard to answer this question without seeing some proposed plans and layouts. He indicated that, again, he would be looking for balance and does not want to see all the multi-family housing units in one location because that unbalances the property. He noted that some multi-family housing is certainly going to form its own unit because of the way it is put together, but it depends on what kind of communities get developed. He added that other than saying that he want a balance, he does not know that he has enough information to really answer that question with specificity.

Mr. Dolan stated that he would like to give a little more background on what the genesis of this question was. He explained that the Task Force had to come up with a land use pattern, and it does not know what the projects will look like. He noted that what really came up in the Task Force dialogue is that when staff and the consultants think about the fact that some density needs to be accommodated out there, and it sounds like they may be headed towards less than more, but you would usually put the higher density together around a central community point where there is walking distance to the retail and easy access to transit, have the park right there, and make a community out of it, the center and together, the reaction of the Task Force was that nobody really wants that much of that, so put a little piece over in the corner and separate it out.

Chair Blank stated that from that perspective, if there is maybe one side where there is a park, you build a community; and maybe there is another area where there is retail, you build a community. He indicated that he tends to agree with the Task Force that he is not really keen on having all of the multi-family housing sites in one specific location. He stated that he understands the problems but he also does not want to get in one of these situations the Commission had up in the hills regarding when a blob is a blob, and where exactly it is located. He added that he thinks this has to be done in a conceptual level, at least at this point.

Mr. Dolan stated that it just occurred to him where the Commission was going with the numbers and that it might be a non-issue because if the Commission will reduce the number of units to 1,000, and it wants only 25-percent multi-family, then the Commission is only talking about one project.

Commissioner Olson stated that he also agrees with the direction of the Task Force. He indicated that he does not understand why a community focal point cannot be created in a mixed situation and why it takes all multi-family to create a community focal point.

Commissioner Posson stated that he likes the type of mix in Ironwood where there is multi-family as well as single-family. With respect to looking at this from a focal point, he indicated that he thinks the closer the larger population is to the focal point, the more focus there will be within that community. He noted that it is not a direct answer of either/ or but a kind of a Ironwood type of mix of multi-family and single-family and trying to get that community atmosphere in the neighborhood especially around retail or some type of transit.

Commissioner O'Connor stated that within the City, he would like it to be more dispersed; but in this particular scenario, because he is a little more interested in Alternative 1, if the Commission is looking at 1,000 units at no more than 35 percent or somewhere between 25 percent and 35 percent, that would be somewhere around 300 units, and he would not have a problem putting that all in one location, which is about the numbers within the rest of the city. He noted that he would be more interested in putting that density of population near a park or near one of the major roads to get that volume of traffic out to the major roads faster, like maybe butting up against El Charro Road but giving them some access. He added that he would rather see the higher density closer to Lake I because it would be people on three- and four-story buildings who are going to be able to take advantage of the views of the lake, and it would also give an extra amenity to someone who is in a higher-density project; whereas very few people from a single-family home would get those views.

Commissioner Pearce stated that what she was actually thinking about what Mr. Dolan said that if the Commission starts decreasing the numbers, this matter becomes kind of moot. She noted that she is a big fan of community focal points and that the density of people in a walk-able community facilitates that. She indicated that she would be in favor of something that puts the denser developments at the core and then spread it out

in terms of lower-density on the outside. She noted, however, that with the direction the Commission is going in, she did not think there would be that kind of density to work with.

5. Comment on the use of land east of El Charro Road as a passive community park and use of land south of Lake I as an active recreational area.

Chair Blank asked Mr. Dolan what staff is looking for with this question in terms of input, if staff is asking for comments versus something else.

Mr. Dolan replied that what staff is trying to get from the Planning Commission is its feelings about the location and kinds of parks. He noted that all the plans show this area as being a community park, an open space type of passive use type of facility, with potential extensions out into the habitat area as there would not be any development within any of the Cope Lake area as far as flood concerns go.

Chair Blank stated that if it is the only alternative, then the feedback from him is that it looks great.

Mr. Dolan stated that that it is what staff is looking for, just some kind of concurrence because staff is pinning down major things now in the plan, and as they do and get confidence, then it narrows the planning options and makes it easier.

Chair Blank stated that it cannot go north because of the APA.

Mr. Dolan replied that it could with residential. He indicated that this area is one which staff is looking for concurrence on as they have heard a lot of people say they would like a passive park with trails and leisure facilities, and others say they would like an active park with recreation facilities. He added that there could also be, in some cases, a neighborhood or village green of a couple of acres for people to gather at, and then the question later on, a fourth potential park, that would be for the City to share a neighborhood park with the School District as a park and the school play area.

Commissioner O'Connor asked Mr. Rasmussen to describe an active park versus a passive park. He indicated that he thinks he understands a passive park as having walkways and observation areas and that kind of thing and inquired if by active park, he is talking about a swim center or basketball courts with a playground, or something else.

Mr. Rasmussen replied that the kind of uses that the Parks and Recreation Commission suggested and felt strongly about included a three- to four- acre dog park, and there was a discussion about tennis courts and a swimming pool, and then neighborhood facilities for the people in that area.

Commissioner O'Connor inquired if that would be open to all residents, including the residents west of the development area.

Mr. Rasmussen said yes; there would be public parks and private open space. He added that in this case, the entryway and detention basin would be a major buffer and a private play area essentially to keep residential development away from the Transfer Station. He added that the spine discussed earlier would be private and access horizontally over toward Cope Lake for the drainage swales would also be private.

Commissioner O'Connor stated that he is in favor of everything Mr. Rasmussen described.

Commissioner Posson inquired if an HOA would have to be developed for private parks that would be just for the residents.

Mr. Rasmussen said yes.

Commissioner Olson agreed and stated that he is captivated with Commission O'Connor's great idea to put some higher-density in position to have a view of the lake. He added that he does not have any issue with that major park east of El Charro Road.

Chair Blank agreed that it is a great idea but added that the only problem with this is that it puts the higher-density right up against the neighborhood because of the APA, which is restrictive in terms of what can be done there. He added that he likes the parks.

Commissioner Pearce agreed, especially with an active park, given the real limited use of what can be done with the lakes.

Commissioner Olson added that a park for dogs would be great.

6. Comment on extending Boulder Street into or through the EPSP area to reduce traffic on Busch Road.

Chair Blank asked Mr. Rasmussen what staff is looking for here.

Mr. Rasmussen replied that this is sort of a check-in type question as well, as far as a way to get traffic out of and into the Specific Plan area from the west without having to put it all on Busch Road. He indicated that this discussion really had not taken place to any significant extent until the Specific Plan process started up and, therefore, may be something new to some of the Commissioners.

Chair Blank requested Mr. Rasmussen to put up the slide showing the Boulder Street extension.

Mr. Rasmussen replied that Boulder Street is a new road and does not have major plan implications. He stated that there are several different plans: on one of the plans, it extends right down and connects to Busch Road, and another, it goes all the way

through to El Charro Road. He added that staff wants to know if the Commission has any concerns about the extension.

Mr. Dolan stated that it is more about “yes,” “no,” or “connect Boulder Street,” as opposed to “I like it looping in one particular spot.”

Chair Blank inquired if the Commission should make any comments with respect to its aesthetics.

Mr. Dolan replied that the Commission may, if it desires.

Commissioner O’Connor inquired if there have been any traffic analysis done on the extra road where it improves the flow.

Mr. Dolan replied that staff has not done anything near what is going to be done. He noted that Mike Tassano has been doing this long enough, and staff has opinions that that is what it is going to do.

Commissioner O’Connor stated that he thinks this will give more options to disperse the traffic.

Mr. Dolan replied that was correct.

Chair Blank stated that he does not have any objections with having that road go through but would want to see the traffic study.

Commissioner Posson stated that he thinks the traffic study will make the determination but that he thinks it should be included in the evaluation. He noted that alignment has been his question about the grid system, that it should provide an optimization for the maximum use of the land and also try to approximate the property lines to the greatest extent possible to make it easier for the developers.

Commissioner Olson indicated that he is in favor of that connection.

Commissioner Pearce said yes; it helps the circulation.

7. Comment on site planning priorities regarding Smart Growth, sustainability, and Climate Action Plan objectives.

Chair Blank asked what staff is looking for here and if the Commission is supposed to rank Smart Growth, sustainability, and Climate Action Plan objectives. He noted that priorities usually means there is a list of things, and these all sound very closely related.

Mr. Rasmussen replied that staff is interested in any creative thoughts the Commission might have with regard to these, whether there is anything that should be included in the plan or something that might be violating these principles. He noted that these have

been very important topics to the City over the last ten years and are described pretty thoroughly in the General Plan.

Mr. Dolan stated that he was going to give some food for thought: one of the things that is throughout those themes in the General Plan is walkability, and there are all kinds of opportunities here for connectivity between the components. He noted that the clustering of high-density uses together contributes to walkability, but there seems to be less of an interest in that.

Commissioner Posson stated that he cannot give any specifics and thinks that all those aspects should be looked at and kept in mind when the larger land use element is considered: things like walkability, connection of the trails, and parks such that they are adjacent to the neighborhood to allow for maximum use.

Commissioner O'Connor stated that the one thing about Smart Growth is how it is going to be developed and there will be different ownership out there. He indicated that he would like to see some infrastructure built, and that it would be nice to finish off the road and get the traffic, at least through El Charro Road; but he does not know the mechanism of how to get multiple acres with multiple developers to contribute to a roadway in advance of developing the land.

Mr. Dolan commented that this is definitely a major challenge and made even more complicated by the fact that Growth Management will be applied with only an annual allotment of homes being built.

Chair Blank stated that for him, Smart Growth, sustainability, and Climate Action Plan objectives are all very important. He indicated that he is very optimistic and would like to make sure, as the planning process goes through, to incorporate bike trails as well as pre-wiring and public parking to accommodate electric vehicles, which he really believes are going to become more and more common over time, especially in the urban areas. He noted that the City has done a lot of work but he thinks it needs to look further out to see what is coming down that horizon.

Commissioner Pearce agreed. She indicated that she has already spoken to the walkability aspect and thinks the Task Force is doing a good job in taking these kinds of things into account.

Commissioner Olson indicated that he is all for Smart Growth and sustainability.

8. Comment on planning potential school sites in conjunction with City parks.

Mr. Rasmussen noted that this is a topic that has been coming up repeatedly lately and staff wanted to check in with the Commission on that. He indicated that an example is Mohr Elementary School, where it did develop in that way.

Chair Blank commented that it seems kind of an odd question that someone would say "No, don't put a school near a park."

Mr. Rasmussen replied that this is a situation where there are a lot of parks, a lot of park acreage, and a lot of park maintenance in the plan, with the community park, the sports facility, a neighborhood school park, and a village green, so there may have to be some tradeoffs in the future as far as the kinds of parks.

Commissioner Olson stated that if there has to be a school put in there, it would probably be a good idea to put a park next to it.

Commissioner Posson agreed with Commission Olson, adding that he does not know why a school would not be put near a park.

Mr. Dolan stated that the City has been accused of being too park-heavy; there is a lot of park, which is expensive to build and even more expensive to operate.

Chair Blank noted that it does not mean build a park for the school, but if there is a place where there is going to be a park, then the park could be put next to the school, or the school next to the park. He added that if ten million dollars would be spent to build a special park just for the school, then this should be reconsidered.

Mr. Dolan stated that some of the options for a school site are not necessarily right next to park options and so it would be an extra park.

Commissioner Posson stated that he would modify his comment to say that depending on what the actual layout is, if it is within an economically reasonable thing to do, then it should be done; but if it is going to cost ten million dollars, then it should not be done.

Commissioner Olson agreed.

Commissioner O'Connor inquired if staff is saying that the school site might be smaller because the City can utilize part of the school site as a public park, or that the City would share those sites so the school could use the public park for part of its recreation needs.

Mr. Dolan replied that that is probably the case but that this has not been worked out completely:

Commissioner O'Connor stated that he thinks all of the Alternatives are pretty close to some type of park, although Alternative 1 is more of a linear park, and the rest seem to be near one or two parks.

Commissioner Posson stated that he thinks the Commission should look at where there will be the best utilization of the land: if there is a school site and it makes sense from a

development standpoint to have a park there, then that would be terrific and the best way to utilize the land.

Commissioner Pearce stated that her children have gone to Walnut Grove Elementary that has a park next to the school, and it is a really good use of the park: it is a park for the City all the time, and the school uses it as an extension of its facility during school hours. She indicated that if at all possible, it should be done that way.

9. Others

Chair Blank asked the Commissioners if they had any opinions on whether the PGS Transfer Station and the OSC should be moved.

Commissioner Posson stated that he thinks it can be accommodated and seems to be the most reasonable land use because those areas would be taken. He indicated that he probably feels more strongly about the Transfer Station moving just because of the odor and noise, and he does not feel as strongly about moving the OSC. He added that from an efficiency standpoint, he senses that the OSC could be more centrally located, although that is probably improbable based on utilization of land across the City, and that more currently is a probably reasonable location.

Commissioner O'Connor agreed with Commissioner Posson that he is not as focused on the OSC as with moving the Transfer Station out of the residential area. He noted that he thinks it needs to go at least to the perimeter of El Charro Road or on the other side. With respect to the OSC, he indicated that he knows there has been some recent renovations; he does not know how many dollars were put in there, but he would hate to throw that away if major work was done over there. He added that he is fine with where it is if not a lot of dollars were invested there, but he is also fine with moving it as well.

Chair Blank stated that he does not think the OSC poses the same types of problems as the Transfer Station does, and he is really concerned about moving the Transfer Station from a dollar amount and that if it will be moved, it absolutely has to be at zero cost to the ratepayers, taxpayers, and everybody else. He added that he has no idea if that is going to be an EPA mega site when they start taking that thing apart and seeing what is in there. With respect to the OSC, he stated that the citizens of Pleasanton should not be charged for the move.

Commissioner Olson stated that he would leave the OSC where it is and would definitely move the Transfer Station, but it would need to be done without undue burden on the ratepayers. He noted that in his opinion, his garbage rates are not outlandish, and what he pays to have his garbage picked up is a terrific bargain, so some limited rate adjustment would not bother him.

Commissioner Pearce stated that she certainly thinks moving the Transfer Station is more important than moving the OSC. She noted that the Task Force has been pretty adamant that this should be done at no costs to the City or to the ratepayers, and that

the property owners who are going to develop this property need to figure out a way to make that happen without passing those costs on.

Chair Blank asked staff if they got what they needed from the Commission.

Mr. Dolan said yes and thanked the Commission.

P13-1858, City of Pleasanton, East Pleasanton Specific Plan

Project update and discussion of four working draft specific plan alternatives for an approximately 1,100 acre area east of Martin Avenue and Valley Avenue, north of Stanley Boulevard, and south of Arroyo Mocho. Zoning for the approximately 235 acres of this property that is within the City of Pleasanton is P (Public and Institutional) and I-G-40 (General Industrial, 40,000 square foot minimum lot size).

Brian Dolan, Director of Community Development, presented the staff report and explained why this item is on the Agenda again. He stated that at the last meeting, staff gave the Commission a status report on what the Task Force has been doing, the input staff has received from all the other Commissions and interested parties, and where the Task Force was headed as it geared up for a check-in with the City Council. He indicated that staff listened to the Commission's feedback, which included some great feedback and some actual substantive policy direction. He noted that staff did not necessarily absorb this feedback or respond to it during the meeting, and at a later discussion on the Commission's input, staff felt there were some things they wanted to circle back on with the Commission because they felt these were very important. He stated that this primarily relates to the theme that has gotten a fair amount of play at the Task Force and was really picked up on and reinforced by the Planning Commission: the idea that future development in the East Pleasanton Specific Plan area should be reflective mathematically in terms of the mix of single-family versus multi-family, similar to the rest of town, which is currently 75-percent single-family detached and 25-percent multi-family. He indicated that this is definitely possible and makes some sense, particularly in maintaining the character of the community, and is completely understandable that some would want to entertain this with respect to a whole new 400 acres to develop.

Mr. Dolan stated that there were a few things staff wanted to double-check on with the Commission. He then displayed two tables on the screen:

**Estimate of RHNA to Year 2030 and Acreage
Needed to Accommodate Housing Needs**

	2014-2022 RHNA	Estimated 2014 Inventory	Additional units to be planned for 2014-2022 RHNA	Estimate of 2022-2030 RHNA	Estimate of units to be planned for 2014-2030	Additional Acreage Needed
Very Low Income	1,102	991	111	1,102	1,213	40
Low Income						
Moderate Income	405	0	405	405	810	35
Above Moderate Income	551	270	281	551	832	111
Total	2,058	1,261	797	2,058	2,855	186

Mr. Dolan explained that this first table is a review of the time frame in terms of housing that the Task Force is thinking about planning for. He pointed out that it goes through the math of what is left over from the last round and what the City is faced with in the next round of RHNA, and what is being assumed for the round after that. He noted that the City does not know what that assignment is going to be in the round following that, but staff is assuming that it is going to be pretty much the same as the first one because that is the only piece of data staff has to go on, although it could be higher or it could be lower.

Mix of Single Family and Multifamily Units and Comparison to RHNA

	Total Units	Number of Single Family Units in Alternative	Number of Multi-family Units in Alternative	Multi-family Units as a Percent of low, very-low and moderate income RHNA requirement	Number of Single Family at 75%	Number of Multi-family at 25%	25 % Multi-family as a Percent of estimated RHNA for Very-low, Low and Moderate	Number of multi-family units which would need to be located elsewhere in City
Alternative 1	1,000	500	500	20%	750	250	12%	1,773
Alternative 2	1,426	465	961	46%	1,070	357	18%	1,888
Alternative 3	1,710	488	1,224	61%	1,263	428	21%	1,865
Alternative 4	1,283	641	643	32%	942	321	16%	1,702

Mr. Dolan stated that his main point is made primarily by this second table which shows the four Alternatives that were presented to the Commission at the last meeting:

- The first column shows a wide range of unit totals starting with 1,000; 1,426; 1,710; and 1,283.
- The second and third columns show the breakdown in terms of how many of those in the various Alternatives are single-family and how many are multi-family, which vary quite a bit.
- The fourth column shows the percent of the multi-family units for low, very-low, and moderate income RHNA requirement and how much of the requirement would be addressed in each of those Alternatives.

Mr. Dolan stated that this includes two RHNA cycles and shows how much of the RHNA requirement for low, very-low, and moderate multi-family units would be accommodated in the plan area if those Alternatives were adopted just how they were. He pointed out that these Alternatives range from 25 percent up to 61 percent. He noted that there has been a fair amount of discussion about how this is a wide open area and there is no other comparable place in town, and

about what is the appropriate percentage of the City's future RHNA to place in this quadrant. He indicated that it is a legitimate question, and most people have been mindful of the Council's previous policy discussion that the City will not put all these units there and would like to achieve some sort of a balance.

The next two columns get to the direction that staff received from the Planning Commission that, based on a 75-percent single-family and 25-percent multi-family, Alternative 1 with 1,000 units would result in a split of 750/250; the breakdown for the other Alternatives are shown when applied to 1,426 units for Alternative 2; 1,710 units for Alternative 3; 1,283 units for Alternative 4.

- The last two columns show that if the range of numbers of units are somewhere in the vicinity of 1,000 units up to 1,700 units – and the Task Force, at its last meeting, actually added a couple of alternatives that creep up a little bit above those numbers but not too much – then the City is only going to accommodate somewhere in the range of 12 percent to 21 percent of the multi-family requirements over the next two RHNA periods in the East Pleasanton Specific Plan area, thus leaving a demand of anywhere between approximately 1,600 units to almost 1,800 units for which other sites would have to be designated elsewhere in the City.

Mr. Dolan recalled for those among the Commissioners who went through the last Housing Element process that this was not an easy task. He noted that there were a few sites that scored really well in the ratings process that did not get selected, with two of the best ones actually being in the East side. He indicated that there was a lot of discussion about the Kiewit property and the Legacy property at that time, but these did not make the list and were going to be saved for the next time around. He added that there was also the Irby property, which scored really well but did not make the final cut.

Mr. Dolan continued that after these sites, the City will be looking at new sites that have not really been talked about before. He indicated that this can be done but noted that staff did not really take the next step and explore the implications of the Planning Commission's direction, and would like to circle back to the Commission, before it checks-in with the City Council next week, and see if the Commission had any additional comments based on this information.

Commissioner O'Connor asked Mr. Dolan how many acres were rezoned last time to meet the RHNA numbers.

Mr. Dolan replied that there were 70 acres.

Commissioner O'Connor commented that with these numbers, the City would be looking at about 60 acres, in the 1,800-unit range at 30 units to the acre, which is pretty close to the same amount as last time.

Mr. Dolan noted that was correct.

Commissioner O'Connor stated that what he finds interesting about this calculation is that even with the highest development, Alternative 3, which got most of the criticism at the last meeting, it would be off only by about less than 200 units, which is really not a lot of difference. He noted that all four Alternatives are pretty close in terms of what would need to be found in the rest of the City.

Mr. Dolan stated that he understood Commissioner O'Connor's point. He explained that the average is approximately 250 per project, and in chunks of 250, the average would be somewhere around eight acres. He noted that these should be thought of in terms of how many of these projects are really going to be available. He questioned if, for example, one apartment is built on 400 acres of developable land, if it would be necessary to have that few to reflect the character of the rest of the town. He displayed the graphic that staff had prepared for the Housing Element Update that shows where multi-family is concentrated within the City, and replicating that character is not necessarily a mathematical equation. He noted that one can drive up the west side of the City for miles and not see any multi-family development; then driving up into Hacienda and around there, there is a little more, and there are some in the Downtown. He added that the experience varies quite a bit, depending on where one is in town to derive the character based on the type of housing.

Commissioner O'Connor noted that it is interesting that although there is nothing in the East area, it is still being studied. He further noted that there is not a lot that have been rezoned before that is even close to that area.

Mr. Dolan noted that was correct. He indicated that there has been a fair amount of comment, and if the quadrant defined as East/West is split by Santa Rita Road and North/South is split by Stanley Boulevard, there is not a lot in there. He stated that it has been pointed out by Task Force members and even by a previous Councilmember that the Auf der Maur site, which will be coming before the Commission in the near future, is pretty close; and then the Irby property will come forward in the next round and rates very highly for consideration, which is not too far away either.

Mr. Dolan emphasized that his point remains that the East Pleasanton Specific Plan area is the only wide-open space that the City has left. He indicated that Commissioner O'Connor's point that the differences are not that much is a good one; however, it is something that the City needs to be sensitive to when considering how many apartment projects of this size can be put out there and still maintain the character so it still feels like the rest of Pleasanton. He reiterated that he just wants the Commission to have another chance to absorb that information and see if there was anything else it wanted to share with the Council.

Commissioner O'Connor stated that something that came up quite a bit at the last meeting was that the Commission realized that it will be necessary to come back to the entire City, but it does not want to necessarily have to come back to the East side after it has been planned. He added that the Commission was thinking that when all the rest

of the numbers come up around the rest of the City, the 25-percent/75-percent mix may have to change, and there was pretty much consensus among the Commissioners that going up to about 35 percent was an acceptable number.

Commissioner Olson agreed.

Commissioner Pearce stated that she did some math on the 35 percent because she was thinking about how it helps considerably in terms of the number of multi-family units. She noted that for Alternative 1, that would be 350 units; Alternative 2 would be 499 units; Alternative 3 would be 599 units; and Alternative 4 would be 449 units. She pointed out that it seems like that is still within the realm of the policy direction that the Commission had recommended but gets more units.

Chair Blank added that it is also reasonably consistent with what the rest of Pleasanton looks like.

Commissioner Pearce agreed totally.

Commissioner O'Connor inquired if that was from a low number to a high number.

Commissioner Pearce replied that it is from Alternative 1 to Alternative 4. She added that she is only talking about the number of multi-family units and not about single-family units.

Commissioner Olson stated that he totally agrees that the Commission's consensus at the last meeting was that it was comfortable with 35 percent. He then pointed out that the two or three projects that Mr. Dolan indicated scored quite high at the last round but were not included ought to be considered at this point as the City goes forward. He stated that the numbers should be adjusted to include those projects if it is pretty certain that they are going to go forward, rather than looking at where the City is right now and saying that there is a crisis.

Mr. Dolan stated that there is really only one project that is not acknowledged, and that is the Irby site.

Commissioner Olson noted that then there are two others.

Mr. Dolan stated that there were two sites that were kind of generically identified as Kiewit, a portion of the Kiewit site and not the entire 50-plus acres; and a very small percentage of the Legacy property. He noted that those sites were not picked because the East Pleasanton Specific Plan had not yet been done. He added that it was unclear whether those locations made any sense, and there were some good reasons not to include them.

THE PUBLIC HEARING WAS OPENED.

Ganping Ju stated that he was a member of the Ironwood community and wanted to point out that this community has been supporting some of the City's projects such as those for senior citizens as well as the active Downtown community. He asked the Commission to take that into consideration. He noted that in Alternative 1, the multi-family units are located next to Busch Road and closest to the senior apartments. He asked that these multi-family units be moved farther away from the senior citizens because Seniors are very sensitive to noise. He also requested that Busch Road not be used as a collector road because traffic will become a nightmare. He pointed out that children should also be taken into consideration in relation to the quality of the schools in the area. He added that there should not be more than 1,000 homes in the East Pleasanton area and that there should not be too many single-family units as this will greatly negatively affect the property values of the Ironwood community.

Colleen Winey stated that she was a member of the East Pleasanton Specific Plan Task Force representing the Zone 7 Water Agency, a property owner in the area. She read for the record, the following letter that was sent out earlier today on behalf of the Zone 7 General Manager regarding his comments on the proposed Land Use Alternatives for the East Pleasanton Specific Plan:

"Zone 7 Water Agency (Zone 7) has reviewed the referenced proposed Land use Alternatives for the East Pleasanton Specific Plan (EPSP) and we wanted to provide some background and comments consistent with those we have provided to the EPSP Task Force. Zone 7 is interested in the EPSP are because the study area includes three of the future Chain of Lakes that will be owned and operated by Zone 7, Lakes H, I, and Cope. The Chain of Lakes is a series of former quarry pits that are being turned over to Zone 7 by the quarry owners as mining is completed to be used for water management purposes.

"In 1981, the Livermore-Amador Valley Quarry Area Reclamation (LAVQAR) Specific Plan was adopted, which established the Chain of Lakes area as mitigation for impacts from the gravel extraction that removed aquifer material and increased salt loading through evaporation of the exposed groundwater. LAVQAR included an associated Environmental Impact Report that provided an analysis of certain water management uses for the lakes.

"In addition to LAVQAR, Zone 7's Board adopted the Stream Management Master Plan and associated Master Environmental Impact Report in 2006 that discusses the use of the Chain of Lakes for multiple uses, including flood protection. Some of the other planning documents and agreements that relate to the facilities to be constructed and the uses in and around the Chain of Lakes area include contracts with each of the quarry operators/owners, Zone 7's Well Master Memorandum of Understanding with Dublin San Ramon Services District regarding the storage of recycled water, and the existing agreement for public access along the Lake I Buffer Strip with the City of Pleasanton. Any plans for the Chain of Lakes (and Lakes H, I, and Cope, specifically) must be consistent with all Zone 7's existing Master Plans and agreements.

“Because the Chain of Lakes plays such a critical role in Zone 7’s continuing mission to provide a reliable, high quality water supply and effective regional flood protection for Eastern Alameda County’s residents and businesses and because the City of Pleasanton is moving forward to develop the EPSP, staff have created a methodology to systematically evaluate and plan for various opportunities and applications for each lake and the Chain of Lakes as a whole (such as groundwater recharge, peak storm water storage for regional flood protection, seasonal recycled water storage, habitat corridors, education, passive and active recreation, etc.). Zone 7 will accelerate the evaluation of Lakes H, I, and Cope to better coordinate with current City planning efforts such as the EPSP. A preliminary evaluation and status report will be presented to the Zone 7 Board of Directors on Wednesday, June 19, 2013, at the Board’s Regular Monthly Meeting which begins at 7 p.m. at the address listed above. The staff report related to that effort should be posted on Zone 7’s website by close of business this Friday.

“Zone 7 will continue to collaborate with staff from the City of Pleasanton and advise the City as planning efforts for the lakes within the EPSP area are developed. Please feel free to contact either me (925 454-5000, email jduerig@zone7water.com) or Colleen Winey (925 4544-5063, email at cwiney@zone7water.com), if you have any questions or need additional information.

“Sincerely,

“G.F. Duerig, General Manager”

Sean Sowell stated that one of the things that came up at the last EPSP meeting was information that the large swath of the land in the southeast corner of this Specific Plan area, which was in all four Alternatives, was contemplated to be industrial zoning. He indicated that it may perhaps not even be necessary or desirable to have that land zoned as industrial or for commercial use, given the effect that that will have on the housing and jobs balance, the traffic issues, etc. He noted that this did get some attention and discussion at the Specific Plan meeting, and he would like to bring that to the Commission’s attention as well because he thought it may not be advisable to zone that for industrial purposes. He indicated that he recognized that Vulcan Materials Company is right next to it, farther east, but given the fact that the City is having challenges with regard to housing issues, continuing to skew the jobs and housing balance further by not easing up on the commercial and industrial uses of the land would, in a sense, be digging a hole a little bit further. He stated that he does not know if the Planning Commission can or should take a position on that but that this was something Becky Dennis and Citizens for a Caring Community brought to the Task Force’s attention. He noted that he had not seen the numbers before, and if they are right, that this might be worth some consideration.

Mr. Sowell stated that another thing that came up that he had not heard before was a presentation by the gentleman that was the owner or spokesperson for Kiewit who brought some figures regarding densities that were not reflected in any of the four existing Alternatives, and which he is calling Alternative 5, although it is not anything official. He recalled that the speaker brought up the possibility of densities in the order of 6 to 12 units along with the 23 and 30 units mix instead of the 3, 4, and 11 mixes that were part of Alternatives 1, 2, 3 and 4. He asked the Commission to look at that as well and factor that into its thought process. He noted that if there are 5, 6, 8, 10 or 12 units per acre rather than just 3 units, there would be a sea of 3 units per acre and then towers of 23 and 30 units. He indicated that it does not need to be like that, and maybe that kind of variability would be in order. He stated that maybe an Alternative 5 or 6 would make a little more sense, or tweak 1 and 2 to change the 4's and 3's to 6's and 8's and the 8's to 10's or 12's. He noted that Commissioner Pearce ran some numbers, and pointed out that this has the effect of giving everybody a little more wiggle room, not only in this particular part of town but in the rest of town.

Mr. Sowell stated that a third thing he wanted to bring up, which he mentioned at the Task Force meeting, is that at the very beginning of the Task Force process, the City Council did an end-run around the Task Force by ruling out in the top corner, which is just inside the Airport Protection Area, the existence of any housing and instead putting campus office in there. He noted that this goes back to the industrial/commercial use in the southeast corner and that it may not make sense to have that zoned that way as well.

Mary Switzer stated that she has lived in town for 41 years and has watched it grow. She indicated that her biggest concern with respect to East Pleasanton is the traffic. She questioned what the City is going to do about the traffic going down Stanley Boulevard and if Busch Road and Boulder Street will be extended. She noted that right now, when the freeway gets balled up, the people do an end-run around Stanley Boulevard, down First Street or Isabel Avenue and cuts through to I-84. She expressed concern that there is the freeway in and out traffic, and the City is talking about some pretty high densities. She added that putting in apartments means a lot of cars in a small area, and all those cars have to get to the grocery store, to school, and to the Downtown. She stated that she also heard that there is going to be a couple of hundred apartment units on the corner where Bernal Avenue cuts across Stanley Boulevard, and if that is true, the resulting traffic should be considered.

John Jay stated that he lives in southeast Pleasanton and moved here for the character of the City. He indicated that he loved the City back then and was concerned about the direction that it is headed toward today. He stated that the biggest concern that he has is the possibility of crime. He noted that he has been a prosecutor for 35 years, tried murder cases for 15 years and has run offices for about 11 years. He added that he sees patterns, and, unfortunately, one of those patterns is the relationship between low-income housing and crime. He inquired if, at this point, it is beyond requesting some sort of Environmental Impact Report or Economic Impact Report when low-income housing is interjected in other areas. He stated that he heard the

Commission's ratio is 75 to 25 and that it is being increased to 35 and 65. He asked the Commission to be cautious of the impact that is going to occur with the interjection of low-income homes.

THE PUBLIC HEARING WAS CLOSED.

Chair Blank noted that the Commission is not being asked to take any specific action other than to provide additional feedback and comments, and commented that usually that is "staff speak" for "We are not really sure you guys knew what you were doing the first time around and want to give you a chance to think about it and make sure."

Mr. Dolan replied that hearing the Commission reiterated that it would go up to 35 percent is actually something that maybe he did not hear clear enough the last time. He stated that he was just looking at the Minutes and noted that it was said a few times, but it did not seem like the theme. He added that a reassurance that the Commission would go that far is something that is useful to staff.

Chair Blank asked staff if they have what they need.

Mr. Dolan said yes, unless the Commission would consider going beyond that.

Commissioner Posson asked staff, if the City goes with 35 percent of multi-family in the East Pleasanton Specific Plan area and then accommodate the remaining 2030 RHNA needs across the City, where that would bring the mix of single-family and multi-family across the City, if it would be 32 percent or 28 percent or 26 percent.

Mr. Dolan replied that staff has not taken the time to run the answer. He noted that it is a simple calculation but that he could not tell what it would be.

Commissioner Posson stated that the reason he is asking that question is because the Commission has heard a lot tonight and at the last public hearing about making sure there is an equitable distribution of these requirements across the City. He noted that the Commission came up with 35 percent, which he felt was reasonable because a new area is being planned, and the RHNA numbers are coming. He stated that in his view, the City should have some additional accommodation for additional multi-family housing in this area, and if this is going to be equitable, then it might make sense to at least run that calculation, and if it comes out to be 28 percent or 40 percent – his guess is it is probably somewhere between 25 percent and 35 percent – or what that new number might be, taking into consideration the 2030 RHNA needs, then that should be the allocation for the East Pleasanton Specific Plan area.

Chair Blank stated that his understanding was basically, staff stated the last time that the Pleasanton current ratio is 75 percent to 25 percent, and the Commission is willing to go up to 35 percent/65 percent if it made sense. He indicated that he was trying to understand what numbers Commissioner Posson wanted to run and asked if it was with the general mix if the City did 35 percent in the East Pleasanton Specific Plan.

Commissioner Posson replied that what he is suggesting is considering the estimated 2030 RHNA numbers and based on the housing across the City, including the East Pleasanton Specific Plan, whatever that percentage is should be the percentage of RHNA allocation, accommodated by the East Pleasanton Specific Plan. He indicated that the reason he was asking is if it is 35 percent in the East Pleasanton Specific Plan, and then the rest was distributed across the City, and then, the City's allocation of multi-family to single-family is 28 percent, then the mix should be 28 percent/72 percent.

Chair Blank noted that it would certainly be the number staff should run before it goes up to the City Council.

Commissioner Posson noted that it would then be an equitable distribution across the community.

Chair Blank and Commissioner Olson agreed.

Commissioner O'Connor stated that he might be fine with that, depending on what those numbers looked like, and he might even be fine with going up. He added that if they were close, he would not have a problem with the East side having one or two extra percentage points because that it is a new area, so people moving into that area are going to know what that has been zoned. He continued that on the other hand, going back and rezoning older, developed part of the City and adding lots of apartment buildings next to existing residential communities that have been there for 20 or 30 years, would impact the people in these neighborhoods who do not have much choice as they are already there. He then asked if the School Board has ever looked at this 30-to-the-acre type of development and figured out how many students are expected to come out of that. He noted that there are not that many three-bedroom homes so not a lot of families will be moving in, maybe single parents with one child or two children.

Mr. Dolan replied that the School District has a number that it has been using which is created by its consulting demographer. He noted that because the City does not have any of these new apartments built at this density that the School District could sample, the District is using data from existing apartments and comparing them to what the yield is in Dublin and places close by. He stated that there is no perfect match and noted that the yield is not high but there is a fair amount of units. He added that the District did its study a few years ago, right before the City knew for sure that it was going to be losing the housing cap.

Commissioner O'Connor recalled that the District came up with a number that was somewhat less than one child per unit, on average, like a .8 or .7.

Mr. Dolan replied that he does not remember what the number is but it was pretty small, definitely less than one child per unit.

Commissioner O'Connor noted that if there were 300 units total in one area, at .7 or .8 child per unit, that would be 250 children or so.

Commissioner Posson indicated that he did not make the comment on the 6th paragraph on page 2 regarding missing the treats and requested that it be corrected.

Mr. Dolan stated that all of this would be spelled out in the Environmental Impact Report, and it would include traffic and all those things that were mentioned. In response to Chair Blank's question, he said that staff has what they need.

Commissioner Pearce stated that she thinks what the Commission is saying is that it is flexible, that it does not want to be dramatically different from the rest of the town but recognizes the need for units there.

Commissioner O'Connor inquired how many total acres the City has right now and how many units it has, not counting East Pleasanton.

Mr. Dolan replied that there are somewhere between 26,000 and 27,000 units in the City.

Commissioner O'Connor inquired how many acres there are in the City when considering adding density to this 400-acre area.

Ms. Stern replied that one would have to really look at it as what is the area that is designated residential. She asked Commissioner O'Connor if he is asking about vacant areas in the City.

Commissioner O'Connor stated that the City is planning more than just residential in the East side; it is also looking at some industrial and some retail. He indicated that talking about these numbers, he is hearing people say how they do not want that much density. He asked what the density per acre is in the whole City; how many acres were developed and how many homes there are.

Chair Blank noted that at that large a scale, it is almost averaging an average because there are such varying densities. He further noted that he is not sure how meaningful it would be to get the average density in the City of Pleasanton.

Commissioner O'Connor noted that it means that if an area as big as 400 acres or 500 acres is being developed, then it would show how what the rest of the City has in terms of how many housing units there are in that area. He added that he thinks it would tell him if 1,000 units really was the max the City wants to go, or if it is really more like the 1,700. He stated that he thinks he knows what he would like to see, but he does not know what the whole City build-out today really is.

Chair Blank stated that some questions need to be considered, such as if people who have entitlement rights to build but have not built yet are counted, or there are some

high density housing that are already approved but has not yet built. He noted that it might be worth looking at.

Commissioner O'Connor stated that it is "built plus approved" because what the build-out is going to be here is already known. He added that this is planning for a new area so it should consider "built plus zoned," what the actual build-out would be.

Mr. Dolan stated that he thinks staff could come up with some metrics to make a comparison to the rest of the City; however, the average density would be a bit problematic as there are certain considerations, for example, the lakes throw everything off.

Commissioner O'Connor stated that lakes are not a developable area; what is being considered here is the 400 acres.

Mr. Dolan stated that if Commissioner O'Connor is referring to growth for the City, then that is a different number.

Chair Blank stated that a way to do a weighted average needs to be figured out because there are going to be other areas where there is developable and non-developable acreage.

Commissioner Pearce stated that she thinks there are a lot of ways to show whether or not this is compatible with the rest of the City.

Mr. Dolan stated that staff will be keeping that in mind to provide different measure points in addition to just the percentage of multi-family versus single-family.

Commissioner Pearce noted that that would be helpful.

Chair Blank stated that he does not mean to summarize the Commission, but he thinks that Commission has a strong sense that it wants East Pleasanton to be compatible with the rest of the community and not be different or an outlier.

Commissioner Olson asked Mr. Dolan, given that RHNA allocations are not established to begin with, why the City would not include preliminary numbers from the Kiewit project and factor those into staff's analysis.

Mr. Dolan replied that Kiewit is included in the analysis because they will be numbers that are included in the East Side Specific Plan. He indicated that Kiewit will be developed if Alternative 1 is picked; some percentage of that 1,000 units will be on Kiewit property.

Commissioner Posson noted that there were a couple questions from the speakers.

Chair Blank stated that one of the speakers was looking for an Environmental Impact Report, and staff has indicated that one will be done. He noted that when that occurs, the public will get a chance to weigh in on what should or should not be included in the Report.

Ms. Harryman noted that there was a question about the Auf der Maur property on Stanley Boulevard and Bernal Avenue.

Commissioner Posson stated that to find out about what is going on at Stanley Boulevard and Bernal Avenue, contact staff.

Mr. Dolan indicated that that project will be on the Agenda for the July 10, 2013 meeting.

23. Update and discussion of four working draft Specific Plan alternatives for the East Pleasanton Specific Plan area, an approximately 1,100-acres east of Martin Avenue and Valley Avenue, north of Stanley Boulevard, and south of the Arroyo Mocho

Mayor Thorne introduced the item, noting that this is an only an opportunity for the Council to receive information and provide input; no action will be taken.

Community Development Director Dolan presented the staff report, calling out the following assumptions on which the task force reached consensus and is now requesting feedback:

- Any development in the East Pleasanton Specific Plan (EPSP) are would bear its own cost of infrastructure and not burden other portions of the city or City government;
- Extension of El Charro Road would continue all the way from I-580 South to Stanley Boulevard;
- The plan may consider development beyond the current Urban Growth Boundary;
- Relocation of Pleasanton Garbage Service and the City's Operations Service Center is ideal if it can be accomplished in a cost neutral manner;
- The plan shall include a public school site until such time as the school board completes its demographic studies and provides further direction;
- Both Busch Road and Boulder Street will contain connections through to E Charro Road;
- The plan should accommodate more than one cycle, ideally two cycles, of Regional Housing Needs Assessment (RHNA) numbers;
- The main roadway system would be comprised of curvilinear streets as opposed to a rigid grid system

In addition to the number of RHNA cycles to be accommodated by the plan, there was considerable discussion related to what percentage of these cycles should be accounted for in the planning area and what the appropriate mix of single family versus multi-family units would be. Mr. Dolan explained that approximately 400 of the 1,100 acres is developable land. He also explained that the RHNA assignments contain a substantial number of units that must be developed at 30 units per acre and, while this acreage can accommodate that kind of density, there is the potential to build the area out such that it has a different character from the rest of town. The task force has therefore been very mindful of the issue of balance and the town's current balance of 75% single family to 25% multi-family development. He noted that the recent rezoning and project approvals do indicate a somewhat significant change from those numbers to 66% single family and 34% multi-family.

The task force has also requested the Council's feedback about whether to concentrate the density around a community center or disperse it through to the edges of the planning area. While the task force currently prefers to disperse it, staff has been attempting to follow traditional urban design principles that place the greatest intensity in the center where community serving uses can be better concentrated.

Vice-Mayor Cook-Kallio said there has been some new thought about how to best locate density in urban design and asked and confirmed that staff had not conducted outreach to see what other alternatives might be viable.

Mr. Dolan introduced the 6 circulation and land use plan alternatives currently under consideration, noting that additional dialogue at the last task force meeting brought about the last 2 options. Staff is requesting the Council's feedback on these options so that the task force can narrow the list to 3 or 4 alternatives on which to focus further analysis. He noted key planning area constraints, which include 700 acres in and around the lake area that is not available for development, the existing Urban Growth Boundary that essentially runs in alignment with the anticipated extension of El Charro Road, the City limit, and Airport Protection Zone. In presenting the following alternatives, he noted that the purpose of the exercise is not to analyze the physical arrangement of land use patterns but rather to make sure the alternatives capture the full range of alternatives that could result in a well laid out community with the appropriate mix of units and density.

Councilmember Brown noted that Cope Lake changes significantly in size from one map to another. Mr. Dolan clarified that the change relates only to water levels that may have been present at the time the map was prepared. He explained that regardless of its size or condition, the lake is entirely under the control of Zone 7 and is to be used for flood control and open space purposes, not development.

Mayor Thorne asked whether staff has looked at what phasing the extension of El Charro Road to Busch Road would mean to traffic at major intersections along Valley Avenue.

Mr. Dolan said that a completed circulation system through to Stanley would allow traffic to flow more freely from other parts of town. Without that connection to Stanley, a significant portion of that benefit would certainly be lost.

Mayor Thorne said there have been a number of questions about taking the issue of moving the Urban Growth Boundary to the voters and asked at what point in the process a decision on that would be appropriate.

Mr. Dolan said it would be premature to make any decision before identifying the preferred plan alternative.

City Manager Fialho added that the City established a precedent in this regard when it adopted the Bernal Property Specific Plan, subject to approval by the voters. He suggested that if the Council chose to go to the voters regarding the boundary, it could do in the same manner so that all environmental work and other documentation would be completed and available for public review. The specific plan would not become implemented unless there was ratification by the voters to address the Urban Growth Boundary.

Councilmember Brown asked how many developable acres are situated outside the current boundary.

Mr. Dolan estimated a little over 100 acres.

Councilmember Brown said she spoke with a property owner who indicated that Cope Lake alone is 250 acres. When including the 350 acres below, there is a significant difference between that and staff's numbers. Mr. Dolan reiterated that Cope Lake is open space.

Mr. Dolan presented the following land use alternatives:

Alternative 1 provides the least number of residential units; it accommodates 35% of total RHNA over two cycles and has a 50/50 split of single and multi-family development. Like most of the alternatives, residential development is located west of the El Charro extension with industrial use concentrated more towards the eastern side and a potential school site located in the middle of the residential area. Multi-family development is dispersed throughout the planning area and not around an urban center, with two locations of higher density designation (23 and 30 units per acre). All but one alternative include relocation of the OSC and PGS and all alternatives include a campus-office designation with park area in the northeastern portion of the plan area.

Vice-Mayor Cook-Kallio asked and Mr. Dolan confirmed that in this instance, 35% refers to the total RHNA allocation and not just the low, very low and moderate income units the Council and public are used to discussing.

Councilmember Narum also had questions regarding the percentage of RHNA that stemmed from looking at the total allocation versus just lower income. Mr. Dolan provided clarification.

Alternative 2 accommodates 50% of total RHNA over two cycles, with a 33/67 split of single versus multi-family, and focuses multi-family development in a central location. The land use pattern is similar to Alternative 1 with exception of the location of density.

Alternative 3 accommodates 60% of total RHNA over two cycles with a total of 1,700 units and a 28/72 split of single versus multi-family. The land use pattern is similar again except that multi-family development in this alternative is located south of Busch Road.

Councilmember Brown asked Mr. Dolan to demonstrate on the map active mining areas that could potentially affect nearby residential development.

Mr. Dolan noted that active mining sites are primarily located to the east nearest to industrial development.

Alternative 4 is the only alternative that anticipates no change to the current placement of the OSC and PGS. It accommodates 45% of total RHNA over the next two cycles, has an even split of single and multi-family units and disperses the latter throughout the plan area. This alternative has the most industrial development, which extends significantly further west to the edge of the PGS transfer station, and locates the school site east of El Charro Road.

Alternative 5 at its last meeting, the task force had more detailed discussion about the idea of trying to maintain the mix of units represented throughout the rest of town. They recognized that in order to do so, the overall number of units may have to be increased. Alternative 4 calls for 1,750 total units; it accommodates 62% of RHNA for the next two cycles, and has a 60/40 split of single to multi-family residential. This called for a reduction in the amount of industrial use, specifically retail located along the El Charro/Busch Road interchange. The City's economic consultant has advised that retail in this area is going to be more neighborhood-serving in nature and would likely never take off into a larger scale retail effort.

Alternative 6 contains the greatest number of units (2,279), with a significant portion of that medium density single family detached residential development, but does maintain the type of unit mix seen throughout the rest of town. Staff and the task force acknowledge that this is more of an aggressive option for the purposes of worst case scenario EIR analysis.

Retail and office uses are modest and public park acreage is fairly consistent in each alternative. Industrial use ranges from roughly 1.1 to 2.2 million square feet.

Councilmember Narum noted that some alternatives call for an almost comparable amount of private and public open space acreage and asked what was behind this.

Mr. Dolan explained that it is really a matter of the type of space and whether it is anticipated to be a function of the Parks and Recreation Department or the responsibility of the developer.

Councilmember Narum asked whether the proposed volume of industrial space is appropriate given the lower market rates and number of vacancies seen in Livermore.

Mr. Dolan explained that the property owners expressed a distinct interest in industrial use. The economic study acknowledges that this is likely a longer term venture but given the need for buffers between certain land uses and the land use constraints in certain areas, it seems to be viable. He noted that recent studies associated with the General Plan also indicate that industrial development is not necessarily unwise in the long term.

Councilmember Brown asked whether PGS has an interest in moving its transfer station.

Mr. Dolan said PGS likely recognizes that being located in the middle of a residential neighborhood is not in anyone's best interests but that it certainly does come down to financial feasibility.

Mayor Thorne noted that relocation of the OSC would require that the fire tower and several other cost intensive structures be rebuilt as well. He wondered whether it would be more cost effective to look into onsite or adjacent mitigation efforts.

Mr. Dolan acknowledged the point and said that in looking at both this and PGS, everyone agrees that relocating the latter is a much higher priority.

Mayor Thorne opened the item for public comment.

Colleen Winey, Zone 7 Water Agency and task force member, read a letter submitted by Zone 7's General Manager to the Planning Commission. In summary, the letter expressed Zone 7's interest in the EPSP area because of the involvement of Lakes H, I and Cope and noted that any plan for the Chain of Lakes must be consistent with all existing Zone 7 master plans and agreements. As part of Zone 7's continuing mission to provide reliable high quality water supply and effective regional flood protection, its staff has created a methodology to systematically evaluate and plan for various opportunities and applications for each lake and the area as a whole. To better coordinate with the City's current planning effort, Zone 7 has accelerated the evaluation of Lakes H, I and Cope and will present a preliminary evaluation and status report to the Zone 7 Board of Directors on June 19, 2013.

Becky Dennis offered to answer any questions regarding the letter she submitted to the Council. She asked the Council to include affordability in its consideration. She said she has reached the conclusion the best option for meeting affordable workforce housing demands is in areas with existing infrastructure rather than sites such as this. She cautioned that the retail and industrial components of each alternative only increase, rather than address, workforce housing needs and suggested that property owners be asked to consider what a self-mitigating development might look like. She said she did not believe that any of the alternatives provided are workable in terms of making a real contribution to the overall needs of the city.

Julie Testa said she felt strongly that new development should pay for itself. She read from the City's General Plan, noting that every Pleasanton school exceeds the enrollment targets stated within the General Plan as well as the maximum enrollment recommendations published by the California Department of Education. She cited a 2011 report by Pleasanton Unified School District which identifies that the district lacks sufficient capacity to house students created by future development. The district also has \$27 million in facilities' debt that it cannot repay. With the knowledge that there is no space in Pleasanton schools nor a plan or the ability to build new schools to mitigate new growth, the City Council violates the General Plan with every unit it approves. She asked the Council to consider a new alternative in which the EPSP area would be developed with all senior housing, thereby avoiding any impacts to schools.

Mary Switzer asked staff to define low and very low income relative to Pleasanton. She said she would hate to see East Pleasanton become a dumping ground for high density development and asked whether any other areas of Pleasanton, such as Hacienda or Stoneridge, were considered as alternative locations to meet the needs of the next two RHNA cycles. She cited strong concerns about traffic, confirmed that the idea is for development to pay for needed infrastructure in a way that makes it cost neutral to the City, and noted that while more houses make the infrastructure more affordable they also increase the impacts.

Mayor Thorne asked staff to follow up with Ms. Switzer regarding her questions.

Carol Cohen stated that the proposed alternatives adversely impact traffic, schools, fire, police, and utilities and burden east Pleasanton with an excessively high percentage of RHNA units. She asked that the task force develop additional proposals that reduce the total number of units, percentage of RHNA units and distribute the impacts of this new development across all areas of Pleasanton.

Sandi Farrell, Ironwood Homeowners' Association President, encouraged the Council to revisit its previous commitment to spread low-income high-density housing throughout the city rather than to allocate the majority of RHNA in one area. She strongly urged consideration of Alternative 1 as the most reasonable and fair plan for current residents of the east side.

Heather Liang, Ironwood resident, said she originally supported Alternative 1 due to it proposing the lowest percentage of RHNA units and lowest number of total units. She said she felt that those who shared her position were brushed aside at the recent Planning Commission meeting, with consideration

given only to those in favor of increased density and more units. She recommended that the Council withhold a decision on the EPSP until it acts on the upcoming Housing Element. She also asked that staff reassess the distribution of RHNA units across all of Pleasanton.

Blair Wolfinger, Ironwood resident, said he strongly agreed with other speakers. He noted that a constant theme in both the EPSP and Housing Element task force meetings has been an equitable distribution of RHNA throughout Pleasanton. He expressed concerns over how to best balance single and multi-family development here and throughout Pleasanton and asked that a Housing Element study occur before making any final decisions on the EPSP.

Ganping Ju said he moved to Pleasanton for the wonderful schools, sense of community and proximity to work. He asked the Council to keep in mind that placing undue burden on the east side will change the very character that drew him to the City in the first place. He said he would like to see a reasonable mix of units that does not exceed 60% multi-family. He noted that Ironwood has a strong and active adult community and suggested the Council consider a more adult focus that would have lesser impacts on schools. He also asked that they look at a modified alternative 1 that moves the higher density housing away from existing neighborhoods.

Kay Ayala expressed concern over what she feels is a rushed process and RHNA driven plan. She said she had a number of questions about Zone 7, schools, roads, and the Urban Growth Boundary and that there appeared to be misunderstanding amongst both developers and the task force regarding which RHNA numbers must be zoned before December 2014. She clarified that it is only the lawsuit related RHNA that must be assigned by that time and asked staff to report on how many units that is.

Mr. Dolan corrected her, explaining that all concerns related to the lawsuit were addressed in the City's last Housing Element. He explained that another Housing Element deadline is approaching, which will require rezoning to accommodate the next round of RHNA, but that this has to do with state law and not the lawsuit. In order to avoid a similar lawsuit and the issue of development by right, it is imperative that the City meet the deadline that is currently set for December 2014.

Councilmember Brown referred to the staff report where it discusses the 2014 estimated inventory and asked staff to confirm that no rezonings are required by December 2014.

Mr. Dolan said "no," directed her attention further across the table being referenced, and said a total of 797 units must be accommodated by December 2014. When Councilmember Brown questioned this explanation, he clarified that the deadline for the 2014-2022 planning period is currently 2014, not 2022. He further explained that the deadline is tied to the date on which the Regional Transportation Plan is adopted. If adopted on time, the deadline will be December 2014. If that action is delayed, local jurisdictions might have several more months.

Mayor Thorne closed the public comment.

BREAK: Mayor Thorne called a brief recess at 9:06 p.m. and reconvened the regular meeting at 9:13 p.m.

Vice-Mayor Cook-Kallio responded to the questions posed by staff as follows:

- New development should support the cost of its infrastructure. She asked what this also take into consideration certain improvements that relate to but might not be immediately within the EPSP area (sections around and between Valley, Stanley and El Charro and bicycle/pedestrian trail connections);
- El Charro Road should be connected to Stanley, preferably not phased in the same manner as the Stoneridge Drive extension;
- It is premature to make any decision on whether to put an amendment to the Urban Growth Boundary before the voters without knowing what that amendment might be;

- She asked that staff look into creative cost-neutral solutions to relocate the PGS site;
- A potential school site should be identified as part of the plan. As a teacher, parent and Chair of the liaison committee with the school district, she said she understands the difficulty in reconciling the state's goals with the available funding. She said that while the number of students they would need to accommodate and therefore what site would ultimately be suitable is still unknown, waiting to identify suitable sites diminishes the city's ability to acquire them;
- Busch Road and Boulder Street should connect through to El Charro;
- RHNA accommodations should be dispersed throughout the city's entire planning area

With regards to RHNA, she said the Housing Element Task Force has consistently expressed a desire to disperse the low and very-low income units throughout the City. She thought that the staff report's varied focus on both total RHNA and the lower income RHNA units could be confusing the discussion for some and suggested that it would be helpful to include a City map that shows the current high density allocations. She asked and staff confirmed that the total RHNA assignment includes both lower income and market rate units. She acknowledged that meeting these RHNA allocations are not always conducive to the type of well-planned community people might otherwise like, but also conceded that they are in large part a result of Pleasanton's vibrant business community like Ms. Dennis alluded to earlier.

Mr. Dolan confirmed that jobs do generate housing need but reminded everyone that industrial uses are not always job intensive.

Vice-Mayor Cook-Kallio said that while she certainly has no desire to make the community less desirable, the fact remains that they must plan for the future. With regards to alternatives, she said Alternative 1, and likely Alternatives 2 and 3 fail to meet the direction given by the Housing Element Task Force and City Council with regards to dispersing high density development throughout the community as a whole. She recognized that a specific plan as a planning document is not necessarily indicative of exactly what the community would look like. She said she would prefer to examine a higher density, with the understanding that it is a worst case scenario only and not the preferred option. She said she favored Alternative 5 at this time and would like to see Alternatives 4, 5 and 6 explored further.

She referred to her earlier comments regarding newer urban design methods that focus on a smaller central park area surrounded by high-density units that feather out to multi-family and single family homes, all with a compact area of 1 square mile. She asked if there are any viable examples of this sort of design on the west coast and whether it has been considered as an option.

Mr. Dolan so it could be viable but that they are not at the step where they would start to address urban forms and mixed uses.

Councilmember Pentin responded to the questions posed by staff as follows:

- He firmly believes that development should bear the cost of infrastructure. He did however express concern over whether that cost would be prohibitive enough to lead to a lawsuit. He requested some sort of nexus study to show what the level of investment would be based on different use and density scenarios;
- El Charro Road should be connected to Stanley, preferably not phased-in the same manner as the Stoneridge Drive extension. He said he would like to see more discussion on traffic impacts and therefore infrastructure needs of the different alternatives;
- He noted that Policies 22.1, 22.2, 22.3, 22.4 and 22.5 of the General Plan all mention that development beyond the Urban Growth Boundary would need to be put to the voters, though Policy 22.6 specifically excludes the east side from that requirement. He assured the public that no one is pushing an agenda to keep this from the voters and said he would like an opinion from the City Attorney;
- A public school site should be identified, though it does little to address existing impacts. He said he would like the school district to weigh in on any plan that ultimately comes forward;

- He supported curvilinear street design;
- He could envision and in fact would prefer the OSC to remain in its current location but feels that any alternative should address the relocation of PGS;
- He favored higher density development to be grouped around a community center

With regards to RHNA and its allocation throughout the City, he said that the lawsuit, Hacienda TOD process and recent Housing Element certification served to identify and rezone 70 acres for high density development. He agreed that this plan should not be RHNA driven but also noted that none of the high density zoning to date has occurred on the east side. He referred to Ms. Dennis' comments, which beg the question of whether the City is attempting to meet its low and very-low income housing needs with this plan. He encouraged everyone to focus on market rate and affordability in terms of workforce housing and what it means in Pleasanton, rather than any preconceived notions of the targeted demographic.

With regards to alternatives, he agreed that it is important to ensure that the City does not shortchange itself throughout the process. He therefore supported further analysis of Alternative 6 as a worst case scenario, noting that they would retain the ability to scale it back to an appropriate fit for the community.

Councilmember Brown agreed that development should bear the cost of infrastructure. She acknowledged that the extension of El Charro Road is a part of the City's circulation plan but said she was put off by estimates that it would run \$70-90 million just to access El Charro and then an additional amount to go under or over the railroad tracks.

Mr. Dolan clarified that the overall infrastructure cost is estimated at \$60 million, which includes El Charro, the under crossing and the extension.

Councilmember Brown said that was more acceptable but even assuming 1,200 housing units, the project would run an incredible \$50,000 per unit. She said she conducted significant research on development relative to the Urban Growth Boundary, both with the General Plan and Measure FF. She read from the General Plan where it speaks to exemptions for land and gravel in east Pleasanton, but noted that this is only for non-urban development.

Mr. Dolan stressed that staff is not advocating for any one particular methodology but clarified that a more careful read of that language provides for two programs. One discusses the circumstances under which urban services can be extended beyond the boundary and the other discusses under what circumstances the Council may move the boundary and that is where it references major versus minor.

Councilmember Brown asked if staff feels 100 acres is a minor change.

Mr. Dolan said it is a decision for the Council, not staff.

Councilmember Brown respectfully disagreed and said when she voted for Measure FF in 1996, she did understand it to mean the boundary could be moved to encompass either Cope Lake or the land below.

She responded to the remaining questions posed by staff as follows:

- She would prefer the OSC to remain at its current location. She also worried about the expense of relocating PGS and suggested there might be some creative mitigation efforts to improve the surrounding area. She also suggested they look at creative circulation adjustments, perhaps with access to PGS off of Busch or Boulder;
- A public school site, which she envisioned being land gifted for use as both a park and school, should be included;
- She supported curvilinear street design;

- The next two RHNA cycle requirements should be dispersed throughout the City in a balanced way;
- She would like, as is consistent with past practice, to see density greater at the center and feathered out to the edges of the plan area;

She said she found 6 to be too many alternatives, especially accounting for all the variables. She said she preferred the unit and density mixture in Alternative 1 but said she could also consider Alternative 4, which also has a 1:1 ratio of single to multi-family units. She said would like any alternative that moves forward to give greater consideration to the Urban Growth Boundary, locate the school site on the west side and minimize the total number of units while still respecting balance throughout the city.

Councilmember Narum responded to the questions posed by staff as follows:

- She agreed with fellow Council regarding the cost of infrastructure and support for the extension of El Charro Road, without phasing;
- She supported consideration of development beyond the Urban Growth Boundary but felt any decision on the need for a vote of the public to be premature;
- Having gone full circle on the matter, she was inclined to leave the OSC at its current location with some aesthetic enhancements. Relocation of PGS warranted more discussion;
- A school site, preferably west of El Charro and in conjunction with a public park, should be included;
- Busch Road and Boulder Street should connect through to El Charro;
- RHNA accommodations should be dispersed throughout the city, with no more than 50% of the City's total inventory located on the east side;
- Curvilinear streets sound nice but any decision is likely premature;
- Single versus multi-family unit mixture should not exceed 50% on the multi-family side;
- Lacking a central point, development should be evenly dispersed throughout the plan area;

With regards to density, she noted the 300 unit development at the corner of Bernal and Stanley which, while not specifically in the EPSP area, does have an impact. She said she would eliminate Alternatives 2 and 3 and, while certainly not advocating for it, Alternative 6 should be included as a project alternative to balance the "no project" alternative. She referred to several emails received that day that proposed the plan area accommodate 30% of upcoming RHNA allocations, with 60% single-family/40% multi-family ratio and a total of 1,500 units and said she would like to see this evaluated further.

Mayor Thorne responded to the questions posed by staff as follows:

- He agreed with fellow Council regarding the cost of infrastructure and support for the extension of El Charro Road, without phasing;
- He agreed that any decision regarding the Urban Growth Boundary would be premature at this time and stressed that he had no intentions of ignoring the provisions of Measure FF;
- He also agreed that the OSC would be cost prohibitive to move but did feel it required certain mitigations to remain in a residential location;
- A public school site must be considered, though he expressed concern about the district's ability to finance it;
- He supported the extension of Busch Road and Boulder Street as well as any circulation efforts that alleviate the traffic generated by new development on this side of town;
- He agreed that the plan area should not be overburdened with the majority of RHNA accommodation. He asked staff to divide the community into four quadrants, assess the existing balance and future opportunities throughout town;
- It is too early to comment on curvilinear street design;
- Single and multi-family units should be evenly mixed;
- Density should be feathered outward

With regards to alternatives, he questioned the viability of 1 and 2 in terms of supporting infrastructure. He felt 4, 5 and 6 were perhaps the most viable, with 6 being included as a worst case scenario for the

environmental analysis. He said he is sick and tired of RHNA and, while not sure he would be able to affect any change, reported that he was just appointed to the Executive Board of the Association of Bay Area Governments (ABAG). He encouraged every member of the public to ask candidates where they stand on RHNA before electing them to office where they continue to be ineffective.



DRAFT MEMORANDUM

Date: July 25, 2013
To: Wayne Rasmussen, Rasmussen Planning
From: Kathrin Tellez and Mackenzie Watten, Fehr & Peers
Subject: **Comparison of Land Use Options for East Pleasanton Specific Plan**

WC12-2967

This memorandum documents the transportation comparison of four land use and street network options for the East Pleasanton Specific Plan (EPSP). The comparison includes transportation metrics such as daily external vehicle trips, AM and PM peak hour external vehicle trips, internal trips, and trips by transit, and expected levels of walking and bicycling through the site. In addition, we reviewed the options qualitatively concerning potential cut-through traffic and number of access points. Expected peak hour intersection service levels at the intersections that would provide primary access to the site are also discussed, as well as next steps for further analysis on the preferred land use and circulation option.

OPTIONS DESCRIPTION

Four land use and circulation options are under consideration, with the land use elements of each option summarized in **Table 1**. All options have the same amount of retail and office land use and a generally even split between single and multi-family housing. Option 4 contains the most non-residential uses while Option 6 contains the most residential uses.

Appendix A displays the roadway layout for each of the options. The roadway layouts differ somewhat between options but share a common goal of connecting Busch Road from Valley Avenue to El Charro Road and completing the El Charro Road extension from Stoneridge Drive to Stanley Boulevard. An extension of Boulder Street from Valley Avenue through the site, terminating either at Busch Road or El Charro Road is considered within the options.

The trip generation discussion for each option is purposely separated from the circulation discussion to permit this task force to independently select the preferred roadway network from the preferred land use.



**TABLE 1
 LAND USE COMPARISON**

Land Use	Option 1	Option 4	Option 5	Option 6
Single Family Households (in dwelling units)	500	641	715	1,352
Multi-Family Households (in dwelling units)	500	642	715	802
Retail (in square feet)	91,000	91,000	91,000	91,000
Office (in square feet)	442,000	442,000	442,000	442,000
Industrial (in square feet)	1,442,000	2,296,000	1,148,000	1,148,000

Source: Comparative Land Use Inventory and Roadway Layout, East Pleasanton Specific Plan, June 27, 2013

TRIP GENERATION COMPARISON

Traditional analysis methods commonly used by traffic engineers to quantify the vehicle trip making characteristics of development can overestimate vehicle trip generation of mixed-use development. This is due to an inability of traditional tools to accurately reflect the amount of internal trip linking or the level of trips made by transit, biking, and/or walking within and to a mixed-use site. This can result in increased development costs due to oversized infrastructure, and skewed public perception of the likely impacts of mixed-use development. The most common method used is outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition). This method contains data primarily collected at suburban, single-use, freestanding sites. This limits their applicability to mixed-use development, such as that proposed in the Specific Plan. This method does not adequately account for key variables that influence travel such as development density and scale, location efficiency, land use mix, urban design and transit orientation.



Two significant new research studies provide the opportunity to improve the state of practice. One study sponsored by the US EPA¹ and another by the Transportation Research Board² have developed means to improve trip generation estimation for mixed-use development (MXD). The two studies examined over 260 mixed-use development sites throughout the U.S. and, using different approaches, developed new quantification methods. Fehr & Peers has reviewed the two methods, including the basis, capabilities, and appropriate uses of each, to produce a new method (MXD+) that combines the strengths of the two individual methods. MXD+ recognizes that traffic generation by mixed-use and other forms of sustainable development relate closely to the density, diversity, design, destination accessibility, transit proximity, and scale of development. MXD+ improves the accuracy of impact estimation and gives planners a tool to rationally balance land use mix and to incorporate urban design, context compatibility, and transit orientation to create lower-impact development.

The MXD+ methodology starts with ITE trip generation estimates but then adjusts those estimates to account for the mixed-use and environment characteristics.

Use of the MXD+ methodology requires more input data than a traditional trip generation application. Data detailing the geographic layout of the site, land use in the surrounding area, and socioeconomic data of both the site and the surrounding area were collected to inform the MXD+ methodology. Model inputs, in addition to land use information, include the number of jobs within a 30 minute transit ride of the EPSP area, the expected level of auto-ownership, and average household size. Sources used to collect this data include the Contra Costa Transportation Authority (CCTA) travel demand model, the Metropolitan Transportation Commission (MTC) travel demand model, Census and American Community Survey (ACS), the Bay Area Travel Survey (BATS), and the Specific Plan Options.

Table 2 shows the trip generation potential of each option through several different transportation metrics. External vehicle trips represent trips that would interact with roadway facilities outside the Project area and could potentially result in off-site traffic impacts. Internal capture represents trips that have both an origin and destination within EPSP, including residents

¹ *Traffic Generated by Mixed-Use Developments—A Six-Region Study Using Consistent Built Environmental Measures* (Ewing et al, ASCE UP0146, Sept 2011)

² National Cooperative Highway Research Program (NCHRP) Report 684 *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments* (Bochner et al, March 2011)



that shop or work within the development, in addition to office or industrial workers that may come from outside the EPSP for one trip, but patronize local establishments, such as a restaurant during lunch hour. External transit, walk, and bike trips represent those trips that visit or leave the site via modes other than automobile.

Roadway segment vehicle volumes on Busch Road and El Charro Road were estimated using buildout volume estimates from the Pleasanton Housing Element (HE) Environmental Impact Report (EIR). That document assumed a certain amount of development on the EPSP site and the Options below were compared relative to that estimate to generate a future total volume estimate, as shown in Table 2.

**TABLE 2
 TRIP GENERATION COMPARISON**

Transportation Metric	Option 1	Option 4	Option 5	Option 6
Daily External Vehicle Trips	23,470	28,500	24,670	29,050
AM Peak Hour External Vehicle Trips	2,010	2,600	2,030	2,370
PM Peak Hour External Vehicle Trips	2,440	3,070	2,470	2,850
Daily Internal Trips	2,320	2,800	2,700	3,490
Daily External Transit/Walk/Bike Trips	970	1,220	1,120	1,510
<i>Daily (AM Peak) [PM Peak] Roadway Segment Vehicle Volumes</i>				
El Charro Road	19,200	20,710	19,560	20,880
	(1,350)	(1,530)	(1,360)	(1,460)
	[1,740]	[1,930]	[1,750]	[1,860]
Busch Road	15,680	16,440	15,860	16,520
	(930)	(1,020)	(930)	(980)
	[1,030]	[1,120]	[1,030]	[1,090]

Source: Fehr & Peers, July 2013.



Option 6 would generate the most daily external vehicle trips and would result in the most trips with origins and destinations in EPSP (internal trips). This high number of internal trips and corresponding transit/walk/bike trips is due to the high number of dwelling units on site and adjacent office/industrial land use. This option (and Option 4) would likely have the highest impact to off-site intersections and roadway segment operations.

Option 4 would generate the most peak hour trips and has the most non-residential development of the four land use options. With the large amount of industrial land area, truck traffic through the EPSP area could be the highest with Option 4 depending on the types of industrial land uses that are permitted. This option would likely have similar impacts to intersections and roadway segment operations external to the site as Option 6.

Options 1 and 5 have similar trip generating characteristics, and would both generate fewer external trips than Options 4 and 6. Option 5 would generate a higher percentage of internal trips than Option 1 due to its more balanced land use plan between residential and non-residential uses.

COMPARISON TO HOUSING ELEMENT ANALYSIS

The level of development in the EPSP area contemplated in the HE EIR analysis included approximately 900 dwelling units, and over 3,500,000 square-feet of non-residential development, including research and development, retail and industrial park development. Daily trip generation for the EPSP area under the HE analysis was approximately 35,000 daily trips, including 5,000 morning peak hour trips and 4,900 PM peak hour trips. This level of daily and peak hour trip generation is higher than the four EPSP alternatives currently under consideration, as shown on Table 2.

The HE transportation analysis evaluated morning and evening peak hour operations at 33 intersections in Pleasanton, including roadway connections from the EPSP area to the regional roadway system and numerous intersections on Santa Rita Road and Valley Avenue. Results of that analysis indicate that with planned development and roadway improvements, intersections



included in the HE EIR analysis would operate a level of service (LOS) D³ or better with development in the EPSP area, when also considering the other proposed land use changes proposed as part of the Housing Element. The LOS results from that analysis are provided as **Attachment B**. Expected operations of key intersections in the vicinity of the EPSP area are discussed below.

Santa Rita Road at Valley Avenue: This intersection is projected to operate at LOS D or better during both peak hours considering build-out of the land uses identified in the General Plan and Housing Element. Projected peak hour service levels are not expected to change with the EPSP Options under consideration.

Busch Road at Valley Avenue: This intersection is projected to operate at LOS D or better during both peak hours considering build-out of the land uses identified in the General Plan and Housing Element. Projected peak hour service levels are not expected to change with the EPSP Options under consideration and may improve from the level shown in Attachment B with the connection of Boulder Street from Valley Avenue to the site.

Stanley Boulevard at Bernal Avenue/Valley Avenue: This intersection is projected to operate at LOS D or better during both peak hours considering build-out of the land uses identified in the General Plan and Housing Element. Projected peak hour service levels are not expected to change with the EPSP Options under consideration.

Stanley Boulevard at El Charro Road: This intersection is projected to operate at LOS D or better during both peak hours considering build-out of the land uses identified in the General Plan and Housing element EIR. Operations are expected to improve from LOS E to LOS D in the cumulative condition with the land-use development throughout the City consistent with the Housing Element land use designations. This intersection is a

³ The operations of roadway facilities are described with the term "level of service" (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (i.e., best operating conditions) to LOS F (worst operating conditions). LOS E corresponds to operations "at capacity." When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F. The City of Pleasanton strives to maintain LOS D or better for peak hour signalized intersection operations. However, a number of intersections, referred to as Gateway and Exempted Downtown intersections, are exempt from the LOS D policy. This is more fully explained in the *Existing Transportation Conditions Assessment for East Pleasanton Specific Plan* memorandum dated October 26, 2012.



designated Gateway Intersection. For Gateway intersections, additional vehicle capacity could encourage more vehicle traffic that should remain on the regional transportation system and could also degrade the pedestrian experience and visual character of the intersection. The ultimate configuration of this intersection will be developed for the preferred land use and circulation Option and the EPSP Task Force will be consulted about the trade-offs between intersection capacity and level of service in the development of the final intersection configuration.

Stoneridge Drive at El Charro Road: This intersection is projected to operate at LOS D or better during both peak hours considering build-out of the land uses identified in the General Plan and Housing Element. Projected peak hour service levels are not expected to change with the EPSP options under consideration.

ROADWAY CAPACITY AND SIGNAL CONTROL

The four Options would generate vehicle volumes on nearby roadways at levels less than what has been previously assumed for the EPSP in the HE EIR. The HE EIR evaluated both El Charro Road and Busch Road as four-lane facilities. Busch Road, based on the trip generating potential of the current Options, could be planned as a two-lane facility with consideration for additional capacity at intersections. El Charro Road is planned as four lane facility. Although not defined in any of the Options, all other roadways within the site should be two-lane roadways.

New traffic signals would be needed at several locations throughout the site. It is anticipated that approximately five internal intersections would be signalized for Options 1 and 4. Option 5 would require approximately six signalized internal intersections, and Option 6 would require six or seven internal signalized intersections depending on how access to the industrial land use on the south-east area would be provided off of El Charro Road. When the preferred Option is chosen and further refined, and information is developed about how individual neighborhoods and parcels would take access to the primary roadway network, needed traffic control and intersection configurations can be better identified. All options would require approximately four existing signals to be modified.



QUALITATIVE ROADWAY EVALUATION

Qualitative aspects were evaluated for each option such as roadway design and how that induces or limits cut-through traffic, as well as the benefits of providing access to the site through Busch Road and Boulder Street versus just Busch Road.

All four alternatives provide access to the EPSP site from the Busch Road at Valley Avenue and Boulder Street at Valley Avenue intersections. Due to the number of trips generated by the EPSP potential land uses, maintaining access from these two intersections is beneficial to disperse traffic loads and allow more compact intersection designs to operate acceptably. Compact intersections have benefits for pedestrians and bicyclist as they reduce vehicle exposure and can create an environment conducive to non-motorized trips, potentially reducing the amount of vehicle traffic needed to be accommodated at the intersections. Option 4 connects both Busch Road and Boulder Street to El Charro Road. The remaining Options connect Boulder Street to Busch Road. The three options *without* the two connections to El Charro Road will likely need a larger intersection at the Busch Road at El Charro Road intersection to accommodate peak hour turning movements.

Under Option 4, the connection of Busch Road to El Charro Road would primarily serve an industrial zoned area and would need to be designed to accommodate the turning movements of large trucks. As this option has industrial land uses to the west of El Charro Road, higher levels of truck traffic could occur on Busch Road than the other options where industrial traffic is focused on El Charro Road.

Options 1 and 4 propose a curvilinear alignment of Busch Road. Under Options 1 and 5, the Boulder Street alignment is also curvilinear. There is a concern that direct roadway connections between Valley Avenue and El Charro Road would encourage cut-through traffic, defined as traffic that has neither an origin nor destination within the area of travel, on EPSP roadways not designed to accommodate regional travel. While it is likely that a proportion of traffic on El Charro Road will be through traffic, significant levels of cut-through traffic are not expected on Busch Road or Boulder Street. Traffic traveling southbound on Valley Avenue destined for eastbound Stanley Boulevard is unlikely to achieve significant travel time savings by traveling through the EPSP area. Boulder Street and Busch Road would have less capacity and more locations where traffic is controlled, allowing for local access, than Valley Avenue and Stanley



Boulevard. Traffic traveling on El Charro Road, destined for Stanley Boulevard would also increase their travel distance by traveling through the EPSP. Option 4 would provide the most direct connection between El Charro Road and Valley Avenue, via both Busch Road and Boulder Street (requiring left and right turns depending on the direction of travel). Option 1 provides the least direct connection between El Charro Road and Valley Avenue.

The curvilinear network has disadvantages for pedestrian and bicycle travel through the EPSP by increasing the distance between uses, potentially discouraging non-automobile trips. The curvilinear nature of the primary streets can also result in more cul-de-sac streets which potentially further increases walking/biking distances if they are not designed to provide a non-motorized connection. Curvilinear streets create angled intersections that can have sight distance and other operational issues and can also result in irregularly shaped parcels that can be difficult to fully utilize.

Two Options (Option 1 and 4) include a crisscrossing of Busch Road Boulder Street, with Boulder Street becoming the more northerly roadway. This creates a circuitous roadway network and could increase the level of traffic turning at each of the resulting intersections, potentially requiring additional capacity for vehicles. Option 1 also includes a T-intersection of Boulder Street into Busch Road at a curve in the roadway. A likely fourth leg of this intersection would serve a commercial parcel. Right-turns on red lights may need to be prohibited at this intersection for some movements due to sight distance constraints, reducing its overall capacity. The intersection would be approximately 1/4-mile from the El Charro Road at Busch Road intersection.

Options 5 and 6 include a curved Boulder Street that intersects with Busch Road. It is anticipated the resulting intersection would need to be signalized under either option. In Option 5, the potential connection is fairly close to a trail crossing that may also need to be signalized. In Option 6, the Boulder Street connection at Busch Road is approximately 750 feet from the El Charro Road at Busch Road intersection. The final roadway layout should consider how closely spaced intersections would operate as vehicle queue spillback from one intersection could affect the operations of the adjacent intersection.

Modifying roadway network Option 6 to relocate the intersection of Boulder Street at Busch Road approximately equidistant between the trail crossing and El Charro Road would permit better



signal timing progression along the corridor, potentially moderating speeds. Connecting Boulder Street to El Charro Road and providing an additional internal roadway connection could also be considered as this would disperse travel demand to El Charro Road resulting in two smaller intersections. The Boulder Street intersection at El Charro Road could be designed as a right-in/right-out intersection

Boulder Street and Busch Road are designated collector roadways and are intended to collect traffic from neighborhoods and connect to higher level roadways. Potential traffic calming elements on these roadways to discourage cut-through traffic need to consider the roadway function and land uses served. Some elements to consider include moderating travel speeds on the roadway through signal timing and not providing excess roadway capacity. Under scenarios where two connections to El Charro Road are proposed, one connection could be restricted to right-in/right-out operation to discourage through traffic. .

FUTURE ANALYSIS

For the preferred land use and circulation plan, Fehr & Peers will develop roadway cross section recommendations for the EPSP and also evaluate the following items:

- Internal intersection design and operations
- Emergency vehicle access and circulation
- Vehicular circulation within and adjacent to the site
- Parking policies
- Pedestrian access and circulation within and adjacent to the site
- Bicycle access and circulation within and adjacent to the site
- Transit and shuttle vehicle circulation within and adjacent to site, including the potential to reroute existing transit routes or developing new routes
- Pedestrian access to and from transit stops
- Truck circulation and loading dock access for commercial parcels
- Integration of Climate Action Plan goals
- Complete Streets implementation


















Following development of the final EPSP land use and circulation option, intersection operations will be evaluated for off-site locations. Intersections to be included in the analysis will be identified through consultation with the Task Force, City Staff, also based on public comments received on the Notice of Preparation (NOP) for the Environmental Impact Report (EIR).

Attachments:

Appendix A – Comparative Land Use Inventory and Roadway Layout, East Pleasanton Specific Plan, June 27, 2013

Appendix B – Level of Service Summary from the Housing Element Analysis



- | | | | | | |
|---|--------------------|---|-------------------------------------|---|--------------|
|  | Zone 7 Open Space |  | Retail Overlay |  | Vista Point |
|  | Private Open Space |  | Residential 4 DU/AC |  | Staging Area |
|  | Public Parks |  | Residential 23 DU/AC |  | Trail |
|  | Campus Office |  | Residential 30 DU/AC | | |
|  | Destination Use |  | Industrial | | |
|  | Retail |  | Potential Public School / Park Site | | |

EPSP OPTION I

June 27, 2013

OPTION 1
















Land Use Inventory

SF-R 4 d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing
500 units	0 units	195 units	305 units	1,000 units

Retail	Campus Office	Ind/ Flex	Destination Use
91,000 sq.ft.	442,000 sq.ft.	1,442,000 sq.ft.	3 acres

Public Park	Private Open Space
45 acres	34 acres



- | | | | | | |
|---|--------------------|---|-------------------------------------|---|--------------|
|  | Zone 7 Open Space |  | Retail Overlay |  | Vista Point |
|  | Private Open Space |  | Residential 8 DU/AC |  | Staging Area |
|  | Public Parks |  | Residential 23 DU/AC |  | Trail |
|  | Campus Office |  | Residential 30 DU/AC | | |
|  | Destination Use |  | Industrial | | |
|  | Retail |  | Potential Public School / Park Site | | |

EPSP OPTION 4

June 27, 2013

OPTION 4

















Land Use Inventory

SF-R 8 d/a	MF-R 23d/a	MF-R 30d/a	Total Housing
641 units	250 units	392 units	1,283 Units

Retail	Campus Office	Indust./ Flex	Destination Use
91,000 sq.ft.	442,000 sq.ft.	2,296,000 sq.ft.	3 acres

Public Park	Private Open Space
46 acres	40 acres



- | | | | | | |
|---|--------------------|---|-------------------------------------|---|--------------|
|  | Zone 7 Open Space |  | Residential 4 DU/AC |  | Vista Point |
|  | Private Open Space |  | Residential 11 DU/AC |  | Staging Area |
|  | Public Parks |  | Residential 23 DU/AC |  | Trail |
|  | Campus Office |  | Residential 30 DU/AC | | |
|  | Destination Use |  | Industrial | | |
|  | Retail |  | Potential Public School / Park Site | | |
|  | Retail Overlay | | | | |

EPSP OPTION 5

June 27, 2013

OPTION 5

















Land Use Inventory

SF-R 4 d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing
355 units	360 units	249 units	466 units	1,430 Units

Retail	Campus Office	Indust./ Flex	Destination Use
91,000 sq.ft.	442,000 sq.ft.	1,148,000 sq.ft.	3 acres

Public Park	Private Open Space
45 acres	35 acres



- | | | | | | |
|---|--------------------|---|-------------------------------------|---|--------------|
|  | Zone 7 Open Space |  | Residential 4 DU/AC |  | Vista Point |
|  | Private Open Space |  | Residential 8-11 DU/AC |  | Staging Area |
|  | Public Parks |  | Residential 23 DU/AC |  | Trail |
|  | Campus Office |  | Residential 30 DU/AC | | |
|  | Destination Use |  | Industrial | | |
|  | Retail |  | Potential Public School / Park Site | | |
|  | Retail Overlay | | | | |

EPSP OPTION 6

June 27, 2013

OPTION 6

Land Use Inventory

SF-R 4 d/a	SF-R 8 d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing
100 units	504 units	748 units	322 units	480 units	2,154 Units

Retail	Campus Office	Indust./ Flex	Destination Use
91,000 sq.ft.	442,000 sq.ft.	1,148,000 sq.ft.	3 acres

Public Park	Private Open Space
45 acres	35 acres

COMPARATIVE LAND USE INVENTORY

- Residential – Number of Units and % of S-F / M-F

	SF-R 4d/a	SF-R 8d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing	% Single Family	% Multi- Family
Option 1	500	--	--	195	305	1,000	50%	50%
Option 4	--	641	--	250	393	1,283	50%	50%
Option 5	355	--	360	249	466	1,430	50%	50%
Option 6	100	504	748	322	480	2,154	63%	37%

- Non-Residential – Square feet and acres

	Retail sq. ft.	Office sq. ft.	Industrial sq. ft.	Destination Use acres	Public Park acres	Private O.S. acres
Option 1	91,000	442,000	1,442,000	3	45	34
Option 4	91,000	442,000	2,296,000	3	46	40
Option 5	91,000	442,000	1,148,000	3	45	35
Option 6	91,000	442,000	1,148,000	3	45	35

**TABLE 3
INTERSECTION LEVEL OF SERVICE SUMMARY**

Intersection	Traffic Control	Peak Hour	Existing ¹ (Scenario 1)		Existing Plus Project (Scenario 2)		Existing Plus Approved Projects (Scenario 3)		Existing Plus Approved Projects Plus Project (Scenario 4a)		Existing Plus Approved Projects Plus Project Plus El Charro Road Extension (Scenario 4b)		Existing Plus Approved Projects Plus Pending Projects (Scenario 5)		Existing Plus Approved Projects Plus Pending Projects Plus Project (Scenario 6a)		Existing Plus Approved Projects Plus Pending Projects Plus El Charro Road Extension (Scenario 6b)		Cumulative Without Project (Scenario 7)		Cumulative With Project (Scenario 8)	
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1. Foothill Road / Dublin Canyon Road	Signal	AM PM	21 30	C C	22 31	C C	36 52	D D	36 53	D D	37 53	D D	35 53	C D	36 52	D D	36 52	D D	31 53	C D	32 48	C D
2. Owens Drive / Willow Road / BART	Signal	AM PM	16 16	B B	15 15	B B	15 16	B B	15 16	B B	15 16	B B	16 16	B B	17 17	B B	17 17	B B	16 16	B B	17 16	B B
3. Owens Drive / East BART Station Driveway	Signal	AM PM	6 9	A A	6 9	A A	6 9	A A	6 9	A A	6 9	A A	7 10	A A	7 10	A A	7 10	A A	7 9	A A	7 10	A A
4. Hacienda Drive / Owens Drive	Signal	AM PM	16 29	B C	17 30	B C	16 33	B C	17 34	B C	16 34	B C	20 37	B D	20 38	B D	20 38	B D	21 31	C C	23 31	C C
5. Santa Rita Road / Rosewood Drive	Signal	AM PM	9 17	A B	9 17	A B	9 19	A B	9 20	A B	10 21	A C	8 22	A C	8 22	A C	9 23	A C	8 26	A C	8 27	A C
6. Santa Rita Road / Pimlico Drive	Signal	AM PM	21 26	C C	24 26	C C	21 20	C B	22 19	C B	22 20	C B	21 19	C B	21 19	C B	22 19	C B	21 22	C C	21 22	C C
7. Foothill Road / Stoneridge Drive	Signal	AM PM	19 19	B B	20 19	B B	23 21	C C	24 21	C C	23 21	C C	24 21	C C	25 21	C C	25 21	C C	31 21	C C	31 21	C C
8. Stoneridge Drive / Springdale Avenue	Signal	AM PM	17 25	B C	18 25	B C	18 37	B D	18 38	B D	18 39	B D	18 38	B D	19 38	B D	19 38	B D	22 27	C C	22 27	C C
9. Stoneridge Drive / Stoneridge Mall Road	Signal	AM PM	7 27	A C	7 25	A C	15 35	B C	16 36	B D	17 36	B D	15 35	B C	16 35	B C	16 36	B D	11 22	B C	11 22	B C
10. Stoneridge Drive / Johnson Drive	Signal	AM PM	11 16	B B	11 16	B B	10 14	A B	11 14	B B	11 14	B B	11 14	B B	10 14	A B	11 14	B B	11 14	B B	11 14	B B
11. Stoneridge Drive / Hopyard Road	Signal	AM PM	25 36	C D	25 35	C C	31 34	C C	31 34	C C	26 32	C C	31 34	C C	31 35	C C	26 32	C C	28 29	C C	28 30	C C
12. Stoneridge Drive / Hacienda Drive	Signal	AM PM	23 23	C C	25 23	C C	22 21	C C	25 21	C C	25 21	C C	24 21	C C	25 21	C C	25 21	C C	25 21	C C	26 21	C C
13. Owens Drive / West Las Positas Boulevard	Signal	AM PM	10 13	A B	10 13	A B	10 14	A B	10 14	A B	10 14	A B	11 16	B B	11 16	B B	11 15	B B	11 15	B B	12 16	B B
14. West Las Positas Boulevard / Santa Rita Road	Signal	AM PM	24 23	C C	27 23	C C	25 25	C C	26 25	C C	27 25	C C	30 31	C C	31 30	C C	33 28	C C	28 24	C C	31 24	C C
15. Foothill Road / West Las Positas Boulevard	Signal	AM PM	14 11	B B	14 11	B B	17 13	B B	18 14	B B	18 14	B B	18 14	B B	18 14	B B	18 14	B B	32 14	C B	33 13	C B
16. West Las Positas Boulevard / Hopyard Road	Signal	AM PM	24 37	C D	24 41	C D	27 32	C C	27 32	C C	24 27	C C	27 33	C C	27 33	C C	24 29	C C	30 28	C C	29 28	C C
17. West Las Positas Boulevard / Hacienda Drive	Signal	AM PM	15 14	B B	19 15	B B	16 16	B B	19 17	B B	19 16	B B	17 16	B B	18 17	B B	18 16	B B	20 18	B B	20 18	B B
18. Stoneridge Drive / West Las Positas Boulevard	Signal	AM PM	21 24	C C	21 26	C C	26 37	C D	28 37	C D	29 36	C D	28 37	C D	28 37	C D	28 36	C D	36 33	D C	40 34	D C

**TABLE 3
INTERSECTION LEVEL OF SERVICE SUMMARY**

Intersection	Traffic Control	Peak Hour	Existing ¹ (Scenario 1)		Existing Plus Project (Scenario 2)		Existing Plus Approved Projects (Scenario 3)		Existing Plus Approved Projects Plus Project (Scenario 4a)		Existing Plus Approved Projects Plus Project Plus El Charro Road Extension (Scenario 4b)		Existing Plus Approved Projects Plus Pending Projects (Scenario 5)		Existing Plus Approved Projects Plus Pending Projects Plus Project (Scenario 6a)		Existing Plus Approved Projects Plus Pending Projects Plus El Charro Road Extension (Scenario 6b)		Cumulative Without Project (Scenario 7)		Cumulative With Project (Scenario 8)	
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
19. Stoneridge Drive / Santa Rita Road	Signal	AM PM	29 28	C C	31 29	C C	36 30	D C	36 29	D C	36 26	D C	37 32	D C	38 30	D C	38 26	D C	44 33	D C	48 32	D C
20. Santa Rita Road / Mohr Avenue	Signal	AM PM	16 15	B B	18 16	B B	16 15	B B	17 17	B B	17 15	B B	16 16	B B	18 17	B B	17 16	B B	16 15	B B	17 16	B B
21. Santa Rita Road / Valley Avenue	Signal	AM PM	35 44	C D	36 45	D D	36 39	D D	37 40	D D	35 39	C D	36 38	D D	37 40	D D	35 38	C D	41 42	D D	41 43	D D
22. Valley Avenue / Busch Road	Signal	AM PM	11 7	B A	13 12	B B	9 7	A A	11 12	B B	11 27	B C	9 7	A A	11 12	B B	11 25	B C	17 41	B D	18 53	B D
23. Bernal Avenue / I-680 NB Ramps	Signal	AM PM	21 12	C B	28 12	C B	24 12	C B	24 11	C B	24 12	C B	23 12	C B	24 11	C B	24 11	C B	21 10	C A	22 10	C A
24. Koll Center Drive / Bernal Avenue	Signal	AM PM	6 3	A A	6 3	A A	16 30	B C	17 24	B C	17 31	B C	16 30	B C	17 24	B C	17 24	B C	22 36	C D	23 31	C C
25. Bernal Avenue / Valley Avenue	Signal	AM PM	29 22	C C	32 23	C C	57 49	E D	37 36	D D	36 36	D D	56 48	E D	36 36	D D	35 36	C D	56 45	E D	52 39	D D
26. Stanley Boulevard / Santa Rita Road	Signal	AM PM	16 22	B C	17 23	B C	19 16	B B	19 17	B B	21 15	C B	19 16	B B	18 17	B B	21 16	C B	25 16	C B	23 16	C B
27. Stanley Boulevard / First Street	Signal	AM PM	16 13	B B	18 14	B B	11 12	B B	11 12	B B	11 13	B B	11 12	B B	11 12	B B	11 13	B B	11 17	B B	12 18	B B
28. Stanley Boulevard at Bernal Avenue / Valley Avenue	Signal	AM PM	48 46	D D	42 43	D D	53 34	D C	46 36	D D	50 41	D D	55 35	D C	49 34	D C	49 41	D D	41 43	D D	46 41	D D
29. Bernal Avenue / Vineyard Drive (N)	Signal	AM PM	15 11	B B	15 11	B B	18 11	B B	18 11	B B	17 11	B B	18 11	B B	18 11	B B	18 11	B B	24 12	C B	24 12	C B
30. Bernal Avenue / Vineyard Drive (S)	Signal	AM PM	16 9	B A	16 11	B B	21 11	C B	23 11	C B	23 11	C B	21 11	C B	23 11	C B	24 11	C B	40 12	D B	36 12	D B
31. Junipero Street / Sunol Boulevard	Signal	AM PM	29 21	C C	31 21	C C	40 22	D C	39 22	D C	41 22	D C	40 23	D C	39 23	D C	40 22	D C	56 27	E C	50 24	D C
32. Stoneridge Drive / El Charro Road	Signal	AM PM	<i>Intersection Does Not Exist</i>		<i>Intersection Does Not Exist</i>		19 23	B C	21 23	C C	27 27	C C	21 23	C C	21 23	C C	27 28	C C	39 32	D C	40 32	D C
33. Stanley Boulevard / El Charro Road	Signal	AM PM	<i>Intersection Does Not Exist</i>		<i>Intersection Does Not Exist</i>		<i>Intersection Does Not Exist</i>		<i>Intersection Does Not Exist</i>		28 21	C C	<i>Intersection Does Not Exist</i>		<i>Intersection Does Not Exist</i>		32 21	C C	64 36	E D	54 32	D C

Notes: ¹ Based on intersection turning movement volumes and intersection geometries provided to Fehr & Peers by City of Pleasanton.

Bold indicates gateway intersection, potentially exempt from the LOS D standard. **Bold Italics** indicates potentially significant impact.

Source: Fehr & Peers and City of Pleasanton, 2011.



East Pleasanton Specific Plan Infrastructure Summary

Development of the Specific Plan Area will require the construction and installation of new infrastructure and public improvements, and the extension of existing roadways and utility infrastructure. The City of Pleasanton has citywide infrastructure standards and requirements for roadways, water, sewer, storm drainage, parks, public facilities, and public safety. The East Pleasanton Specific Plan is designed to implement and conform to these citywide standards and requirements.

Construction of City of Pleasanton Master Plan Infrastructure and Specific Plan Improvements will be subject to adequate security requirements, such as bonds, letters of credit, or other forms of security, as deemed reasonably necessary by the City to ensure the satisfactory construction of infrastructure and performance of any associated obligations, including applicable warranty and maintenance obligations. To the extent that a property owner is required to pay for or construct improvements which benefit other properties, such property owner may be eligible for reimbursement under the City’s applicable reimbursement programs and in accordance with applicable laws and regulations.

Following are rough engineering estimates that will be updated with more detail after approval of the preferred option. The estimates are summarized in Exhibits A through Exhibit D.

Road Infrastructure

The East Pleasanton Specific Plan includes three major roads Busch Road, Boulder Street and El Charro Road. These are considered master plan roads that will be the responsibility of the entire development.

The table below summarizes roadway requirements for each option. The final number of traffic signals is subject to a level of service analysis to be done later by the traffic consultant for the Specific Plan Area.

Option	El Charro Road	Busch Road	All other roads	New Signals	*Modified Signals
Option 1	4 lanes	2 lanes	2 lanes	6	3
Option 4	4 lanes	2 lanes	2 lanes	6	3
Option 5	4 lanes	2 lanes	2 lanes	7	3
Option 6	4 lanes	2 lanes	2 lanes	8	3

*Please note El Charro Road/Stanley Boulevard is considered a new signal due to the need to lower the grade of the intersection for all options.



This system of roadways will provide efficient movement of traffic within the Specific Plan Area. The complete street network will eventually be comprised of both Master Plan roadways as indicated and Specific Plan Area minor roadways designed by each major developer. The street network is designed and intended to minimize Vehicle Miles Traveled (VMT) and to meet the Level of Service requirements as recommended to provide a Sustainable approach for transportation planning. The number, type, location and design of local roadways, including intersection spacing, geometrics and other design elements described in this Specific Plan are conceptual. Any variations from figures must be consistent with the other applicable provisions of the Specific Plan and other applicable City standards and policies, including required level-of-service standards. The City may require additional design improvements and requirements, such as additional right-turn lanes, acceleration and deceleration lanes, and extended left-turn pockets, among other things. See Exhibits RD-01, RD-04, RD-05 and RD-06 for schematic layout of master plan roadways.

The roadway system for the Specific Plan Area has been designed to enable safe, attractive and convenient access and use by a variety of users including pedestrians, bicycles, vehicles, trucks and public transportation. Pedestrian improvements include sidewalks on both sides of all streets, easily accessible walking trails within the park and open space areas, and accessible pedestrian signals. Bicycle Paths have been included within the Specific Plan Area to encourage and allow for alternatives to motor vehicles and to connect with the City's existing bicycle path network. The roadway system will also facilitate use of public transportation facilities by providing bus pull-outs and shelters for shade and protection during winter weather. Exact location of these facilities is to be implemented through the development process along with coordination with LAVTA (Livermore Amador Transit Authority).

Water Supply

Drinking water supplies for the EPSP area are limited. To help meet the Plan Area water demands, need for potable water supplies is to be reduced by using recycled water to meet most of its irrigation demands. Only the low density residential land uses will use potable water for outside irrigation needs. The potable water demands for the Plan Area are being met through a recycled water potable water exchange program. The Plan Area will extend the City's existing recycled water distribution system to provide irrigation water to parts of the City that currently use potable water for irrigation. As the recycled water system is extended, the potable water that was being used for irrigation is freed up to meet the Plan Area potable water needs. See the separate WSA (Water Supply Assessment) for the East Pleasanton Specific Plan Area for details on the water supply analysis.

Potable Water Infrastructure

The potable water infrastructure needed to serve the Plan Area has three components: 1) the on-site facilities (within the Specific Plan area), 2) off-site facilities needed to extend services to the Specific Plan Area, and 3) the expansion of the recycled water system to exchange recycled water for potable water supplies for each phase of development.



The City's hydraulic models for the potable and non-potable water system will be used to size the pipelines needed on-site for both distribution systems. The size of the pipelines for the major streets is expected to be a maximum of 12" W. The models will also identify the necessary improvements needed off-site to ensure the City's service criteria for the development area are met. The water pipe system will connect to the new transmission lines constructed within El Charro Road east of Staples Ranch and to the existing waterline system within Ironwood Drive and Valley Avenue.

It is anticipated there will be minimal effects to the potable water system because the exchange program will result in no net change for annual potable water demands. As development proceeds within the Specific Plan area, the City will help identify the necessary expansion of the recycled water system to ensure water supplies for the proposed development.

All potable water and recycled water distribution system facilities will be located within street rights of way. See Exhibits W-01, W-04, W-05 and W-06 for schematic layout of potable water facilities for each option..

Recycled Water Infrastructure

As mentioned above, the City has a hydraulic model of the existing and assumed recycled water distribution system. The distribution system is ultimately anticipated to be fed from the City's wastewater facility. There is an agreement with the City of Livermore for services to the east side of the City, until the distribution system can be expanded from the west to the Specific Plan Area.

The hydraulic modeling efforts are anticipated to show that on-site irrigation demands will be initially served from recycled water from the City of Livermore's distribution system.

Off-site facilities will be identified with the modeling efforts and are anticipated to be limited to the extension of pipeline facilities to the Specific Plan Area from El Charro Road directly west of Staples Ranch and north of the Plan Area. The City of Pleasanton has turnouts from the City of Livermore and DSRSD that can be used to provide recycled water. Expansion of the Pleasanton recycled water system will occur as part of the water exchange program described above and described in more detail in the WSA. See Exhibits RW-01, RW-04, RW-05 and RW-06 for schematic layout of recycled water facilities for each option.

Storm Drain

The developable area that comprises the East Pleasanton Specific Plan Area totals approximately 406-acres. The Chain of Lakes is not included in this calculation. The Western Watershed #1 is approximately 92-acres and contains the Kiewit Property, Pleasanton Garbage Service facility and the Operations Service Center. This area is planned to drain through the existing underground system in Ironwood Drive. The remaining eastern watershed is 314-acres that will drain through new underground infrastructure into Cope Lake (the lake situated on the south easterly edge of the site). Eighty acres of this is open space and parks.



Anticipated flows for the two watersheds are approximated at 110 cubic feet per second (cfs) and 230 cfs, respectively. Watershed #1 will utilize existing 24" and 36" storm drain systems. Watershed #2 will employ storm drain pipes from the 12-18" size up to 48". See Exhibits SD-01, SD-04, SD-05 and SD-06 for schematic layout of recycled water facilities for each option.

All pipe systems will be designed per the design standards of the City of Pleasanton. Pipe sizes, manhole spacing, inlet locations, etc. will meet or exceed these standards.

Sanitary Sewer

The East Pleasanton Specific Plan will have its sanitary sewer needs met by the installation of 8" to 12" sewer lines that will accommodate the different proposed land uses throughout. The Specific Plan Area will have a network of underground mains that will convey most of the effluent from the Plan Area to a new sanitary sewer lift station, the approximate location is as delineated on Exhibits SS-01, SS-04, SS-05 and SS-06 for each option.. The exact location of the sewer pump station will be finalized after final option is chosen.

This lift station will provide pumping capacity up to 1.39 million gallons per day (mgd). It is anticipated that this station will pump the collected effluent through a 6"-8" force main that will be constructed from the pump station to El Charro Road. This force main will connect to a gravity system in El Charro Road and extend northerly along El Charro Road. The pipe system will extend to the west and connect to an existing 27" trunk line sized specifically to handle the flows from the project and flow west to the the Pleasanton Waste Water Treatment Plant. See Exhibits for schematic layout of sanitary facilities.

The updated Sanitary Sewer Master Plan by Carollo Engineers specifically provides details for the trunk line that serves the Plan Area. All pipe systems will be designed within the design standards of the City of Pleasanton. Pipe sizes, manhole spacing, etc. will meet or exceed these standards.

EXHIBIT "A"
ENGINEERING ESTIMATE
SUMMARY FOR EAST PLEASANTON SPECIFIC PLAN

Option 1

Overall Major Infrastructure

El Charro/Stanley Blvd. Undercrossing	\$	18,023,500.00
Boulder Road Improvements	\$	1,684,894.67
Busch Road Improvements	\$	2,871,430.21
Traffic Signals(Assumes 6 new and 3 modified)	\$	2,375,000.00
Arroyo Mocho Bridges	\$	3,726,000.00
El Charro Road Improvements	\$	7,109,948.34
Gateways	\$	300,000.00
Sewer Improvements	\$	5,317,000.00
Recycled Water Lines	\$	1,139,051.00
Water Improvements	\$	1,621,261.00
Joint Trench Improvements	\$	<u>1,365,890.50</u>
	Total \$	45,533,975.72
	15% Contingency \$	6,830,096.36
	20% Softcosts \$	<u>9,106,795.14</u>
	\$	61,470,867.23

* These estimates exclude paying into recycled water exchange program to obtain required water supply.(4-6 mil)

EXHIBIT "B"
ENGINEERING ESTIMATE
SUMMARY FOR EAST PLEASANTON SPECIFIC PLAN

Option 4

Overall Major Infrastructure

El Charro/Stanley Blvd. Undercrossing	\$	18,023,500.00
Boulder Road Improvements	\$	1,902,813.65
Busch Road Improvements	\$	3,110,954.31
Traffic Signals(assumes 6 new and and 3 modified)	\$	2,250,000.00
Arroyo Mocho Bridges	\$	3,726,000.00
El Charro Road Improvements	\$	7,577,777.49
Gateways	\$	300,000.00
Sewer Improvements	\$	5,564,500.00
Recycled Water Lines	\$	1,225,874.80
Water Improvements	\$	1,745,164.00
Joint Trench Improvements	\$	<u>1,471,208.05</u>
	Total \$	46,897,792.29
	15% Contingency \$	7,034,668.84
	20% Softcosts \$	<u>9,379,558.46</u>
	\$	63,312,019.60

* Theses estimates exclude paying into recycled water exchange program to obtain required water supply.(4-6 mil)

EXHIBIT "C"
ENGINEERING ESTIMATE
SUMMARY FOR EAST PLEASANTON SPECIFIC PLAN

Option 5

<u>Description</u>	<u>Estimate</u>
Overall Major Infrastructure	
El Charro/Stanley Blvd. Undercrossing	\$ 18,023,500.00
Boulder Road Improvements	\$ 1,483,396.12
Busch Road Improvements	\$ 2,404,514.62
Traffic Signals(assumes 7 new and 3 modified)	\$ 2,625,000.00
Arroyo Mocho Bridges	\$ 3,726,000.00
El Charro Road Improvements	\$ 7,577,777.49
Gateways	\$ 300,000.00
Sewer Improvements	\$ 5,252,500.00
Recycled Water Lines	\$ 1,075,801.80
Water Improvements	\$ 1,530,774.00
Joint Trench Improvements	\$ 1,288,078.10
Total	\$ 45,287,342.13
15% Contingency	\$ 6,793,101.32
20% Softcosts	\$ 9,057,468.43
	\$ 61,137,911.87

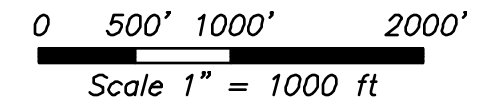
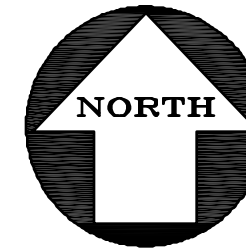
* These estimates exclude paying into recycled water exchange program to obtain required water supply.(4-6 mil)

EXHIBIT "D"
ENGINEERING ESTIMATE
SUMMARY FOR EAST PLEASANTON SPECIFIC PLAN

Option 6

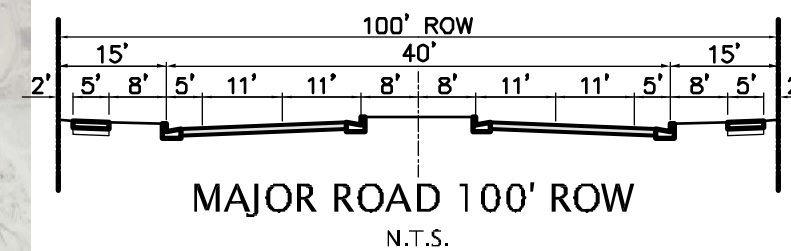
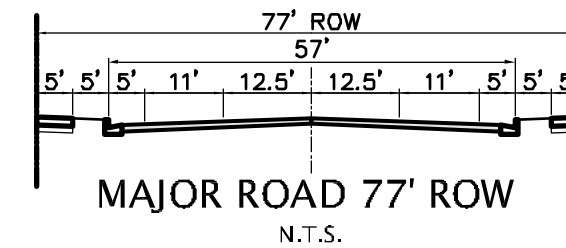
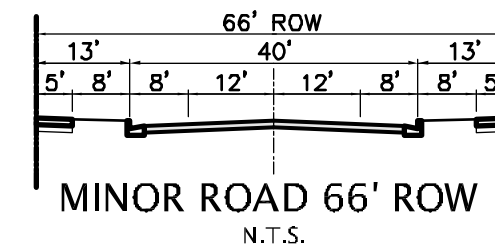
<u>Description</u>	<u>Estimate</u>
Overall Major Infrastructure	
El Charro Road /Stanley Boulevard Undercrossing	\$ 18,023,500.00
Boulder Street Improvements	\$ 1,958,708.04
Busch Road Improvements	\$ 2,343,047.32
Traffic Signals(Assumes 8 new and 3 modified)	\$ 2,625,000.00
Arroyo Mocho Bridges	\$ 3,726,000.00
El Charro Road Improvements	\$ 7,536,923.99
Gateways	\$ 300,000.00
Sewer Improvements	\$ 5,356,000.00
Recycled Water Lines	\$ 1,225,874.80
Water Improvements	\$ 1,530,774.00
Joint Trench Improvements	\$ 1,364,403.85
Total	\$ 45,990,232.00
15% Contingency	\$ 6,898,534.80
20% Softcosts	\$ 9,198,046.40
	\$ 62,086,813.20

* Theses estimates exclude paying into recycled water exchange program to obtain required water supply.(4-6 mil)



ROADWAY LEGEND

- NEW SIGNAL
- MODIFIED SIGNAL
- ▲ PEDESTRIAN CROSSING



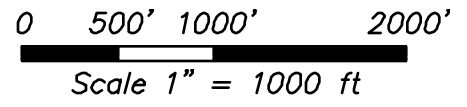
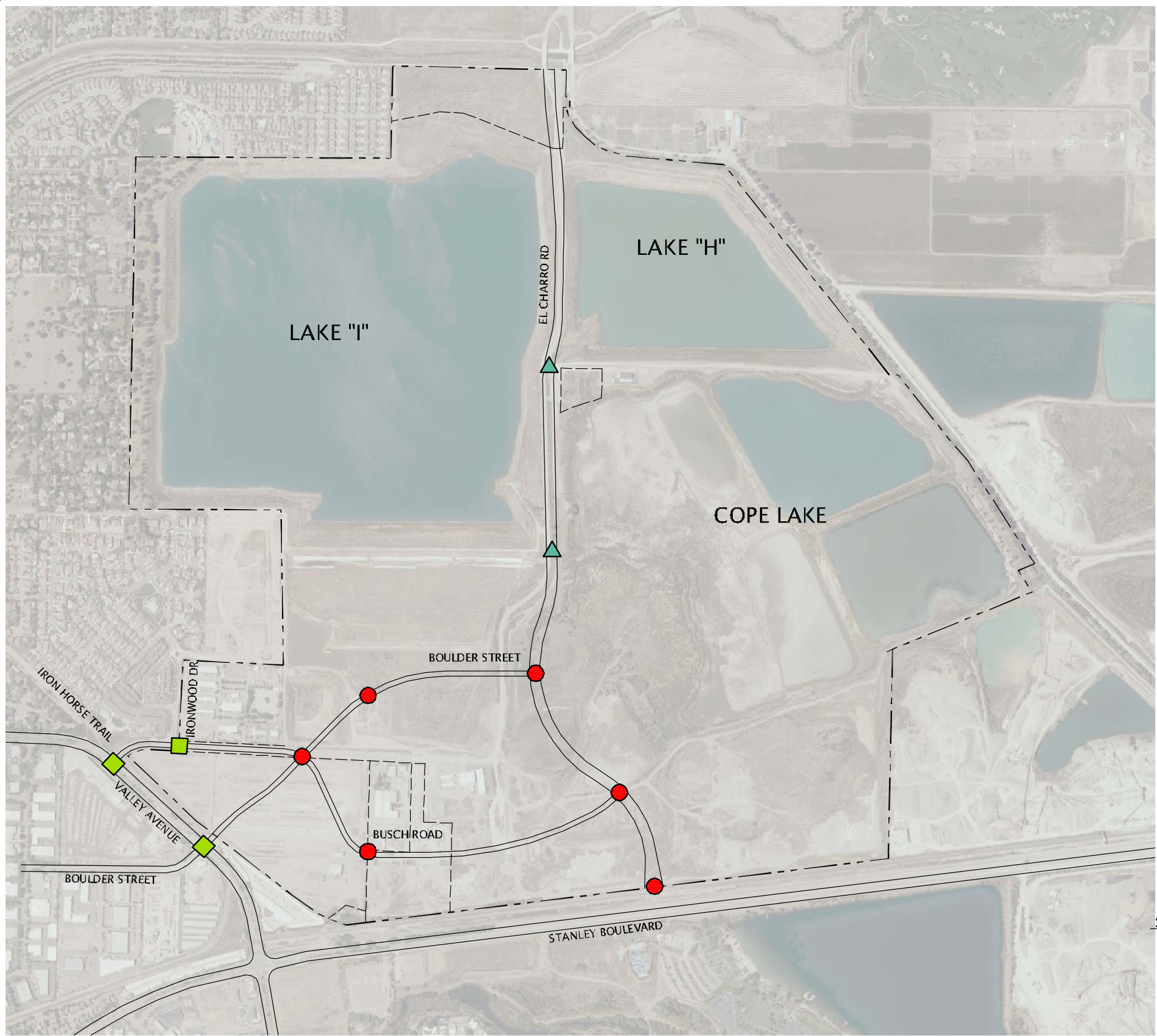
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DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

**ROADWAYS OPTION 1
EXHIBIT RD-01**

CALIFORNIA

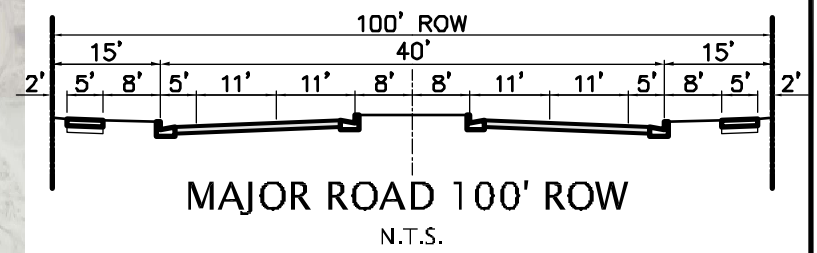
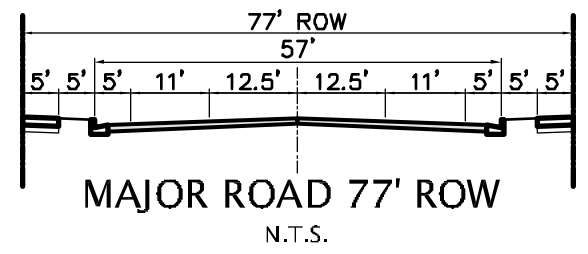
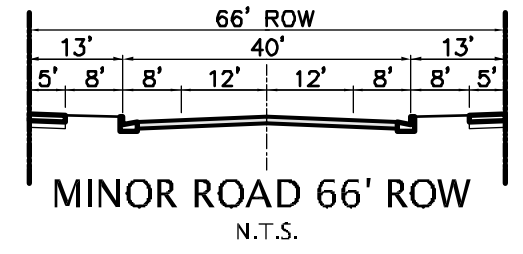
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ROADWAY LEGEND

- NEW SIGNAL
- MODIFIED SIGNAL
- ▲ PEDESTRIAN CROSSING

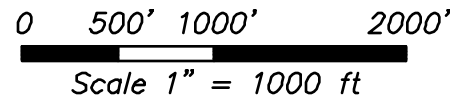


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DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

ROADWAYS OPTION 4
EXHIBIT RD-04

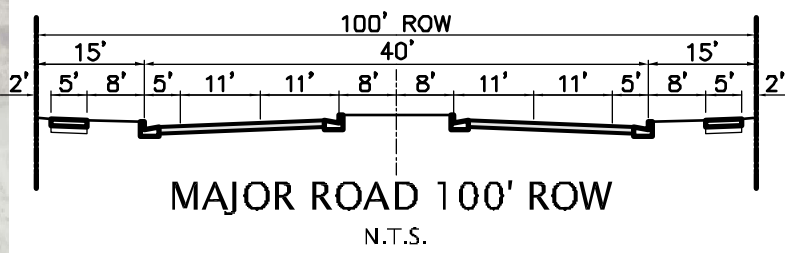
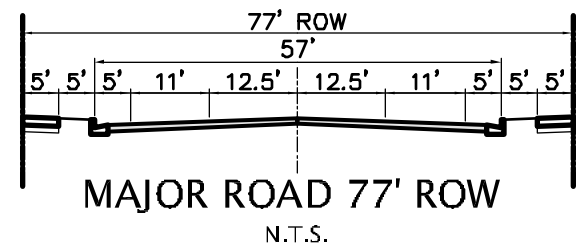
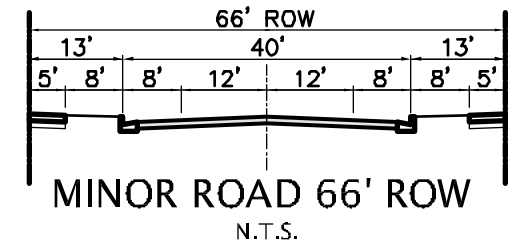
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ROADWAY LEGEND

- NEW SIGNAL
- MODIFIED SIGNAL
- ▲ PEDESTRIAN CROSSING

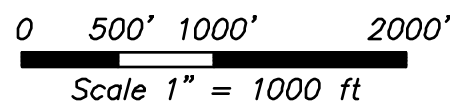


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BY	JDQ
JOB NO.	A06672-26

**ROADWAYS OPTION 5
EXHIBIT RD-05**

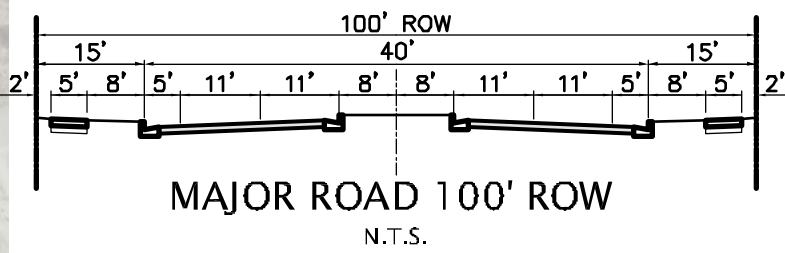
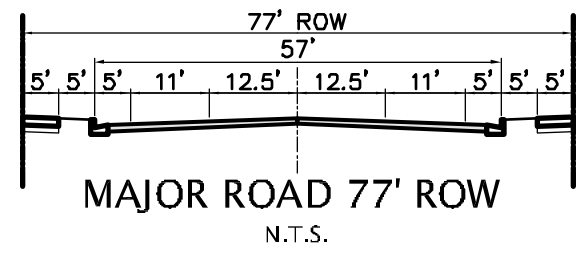
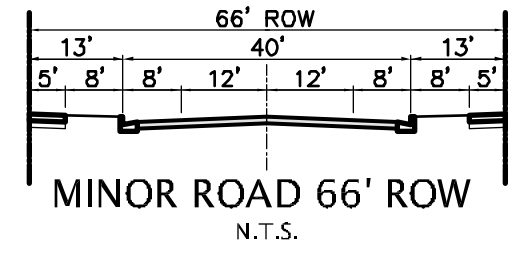
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ROADWAY LEGEND

- NEW SIGNAL
- MODIFIED SIGNAL
- ▲ PEDESTRIAN CROSSING



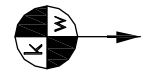
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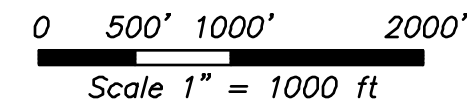
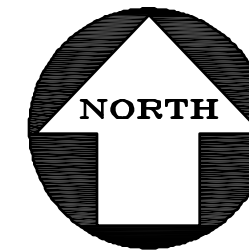
**ROADWAYS OPTION 6
EXHIBIT RD-06**

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WATER LEGEND

— 12"W — 12" WATER MAIN

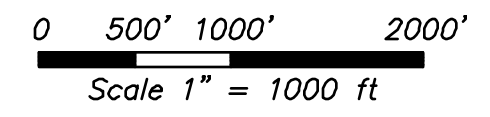
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BY	JDQ
JOB NO.	A06672-26

**WATER OPTION 1
EXHIBIT W-01**

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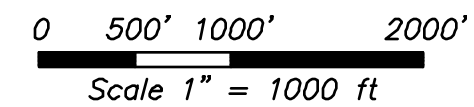
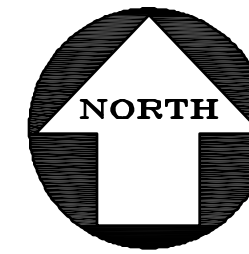
WATER LEGEND

— 12"W — 12" WATER MAIN

SCALE	1" = 1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

WATER OPTION 4
EXHIBIT W-04
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WATER LEGEND

— 12" W — 12" WATER MAIN

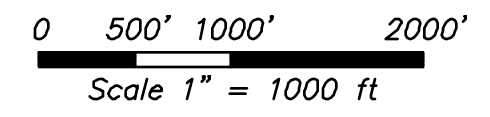
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BY	JDQ
JOB NO.	A06672-26

**WATER OPTION 5
EXHIBIT W-05**

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WATER LEGEND

— 12" W — 12" WATER MAIN

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DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

**WATER OPTION 6
EXHIBIT W-06**

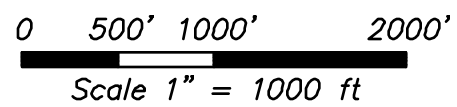
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CONNECT TO EXISTING RECYCLED WATER SYSTEM AT STAPLES RANCH. TURNOUTS PROVIDED TO BOTH DANVILLE SAN RAMON SERVICES DISTRICT SYSTEM AND CITY OF LIVERMORE SYSTEM.



RECYCLED WATER LEGEND

—12\"/>

SCALE	1" = 1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

**RECYCLED WATER OPTION 1
EXHIBIT RW-01**

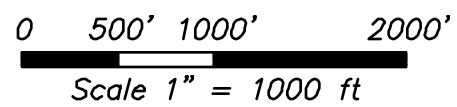
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CONNECT TO EXISTING RECYCLED WATER SYSTEM AT STAPLES RANCH. TURNOUTS PROVIDED TO BOTH DANVILLE SAN RAMON SERVICES DISTRICT SYSTEM AND CITY OF LIVERMORE SYSTEM.



RECYCLED WATER LEGEND

—12"RW— 12" RECYCLED WATER MAIN

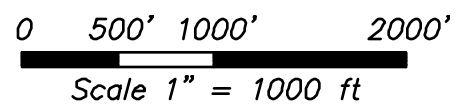
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DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

RECYCLED WATER OPTION 4
EXHIBIT RW-04
PLEASANTON CALIFORNIA

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CONNECT TO EXISTING RECYCLED WATER SYSTEM AT STAPLES RANCH. TURNOUTS PROVIDED TO BOTH DANVILLE SAN RAMON SERVICES DISTRICT SYSTEM AND CITY OF LIVERMORE SYSTEM.



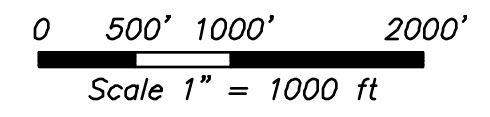
RECYCLED WATER LEGEND

—**12\"/>**

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DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

RECYCLED WATER OPTION 5
EXHIBIT RW-05
 PLEASANTON CALIFORNIA


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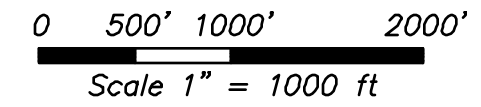
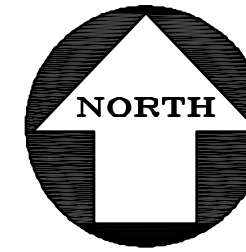
RECYCLED WATER LEGEND

—12" RW— 12" RECYCLED WATER MAIN

SCALE	1" = 1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

RECYCLED WAGER OPTION 5
 EXHIBIT RW-06
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STORM DRAIN LEGEND

STORM DRAIN MAIN

* ALL STORM DRAIN TO BE ASSUMED AVERAGE OF 24"SD.

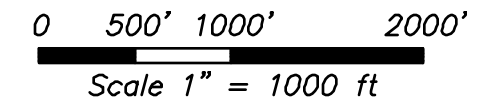
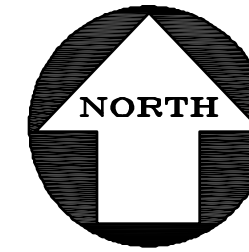
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DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

**STORM DRAIN OPTION 1
EXHIBIT SD-01**

CALIFORNIA

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STORM DRAIN LEGEND

— SD — STORM DRAIN MAIN

* ALL STORM DRAIN TO BE ASSUMED AVERAGE OF 24"SD.

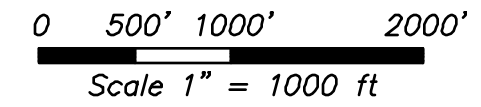
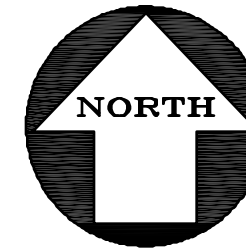
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DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

**STORM DRAIN OPTION 4
EXHIBIT SD-04**

CALIFORNIA

PLEASANTON

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STORM DRAIN LEGEND

— SD — STORM DRAIN MAIN

* ALL STORM DRAIN TO BE ASSUMED AVERAGE OF 24"SD.

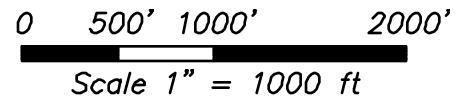
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**STORM DRAIN OPTION 5
EXHIBIT SD-05**

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STORM DRAIN LEGEND

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* ALL STORM DRAIN TO BE ASSUMED AVERAGE OF 24"SD.

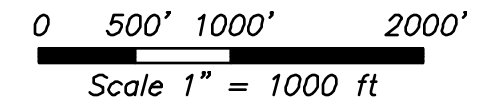
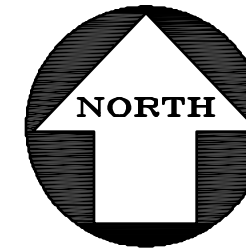
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**STORM DRAIN OPTION 6
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SANITARY SEWER LEGEND

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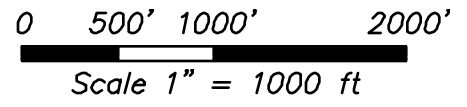
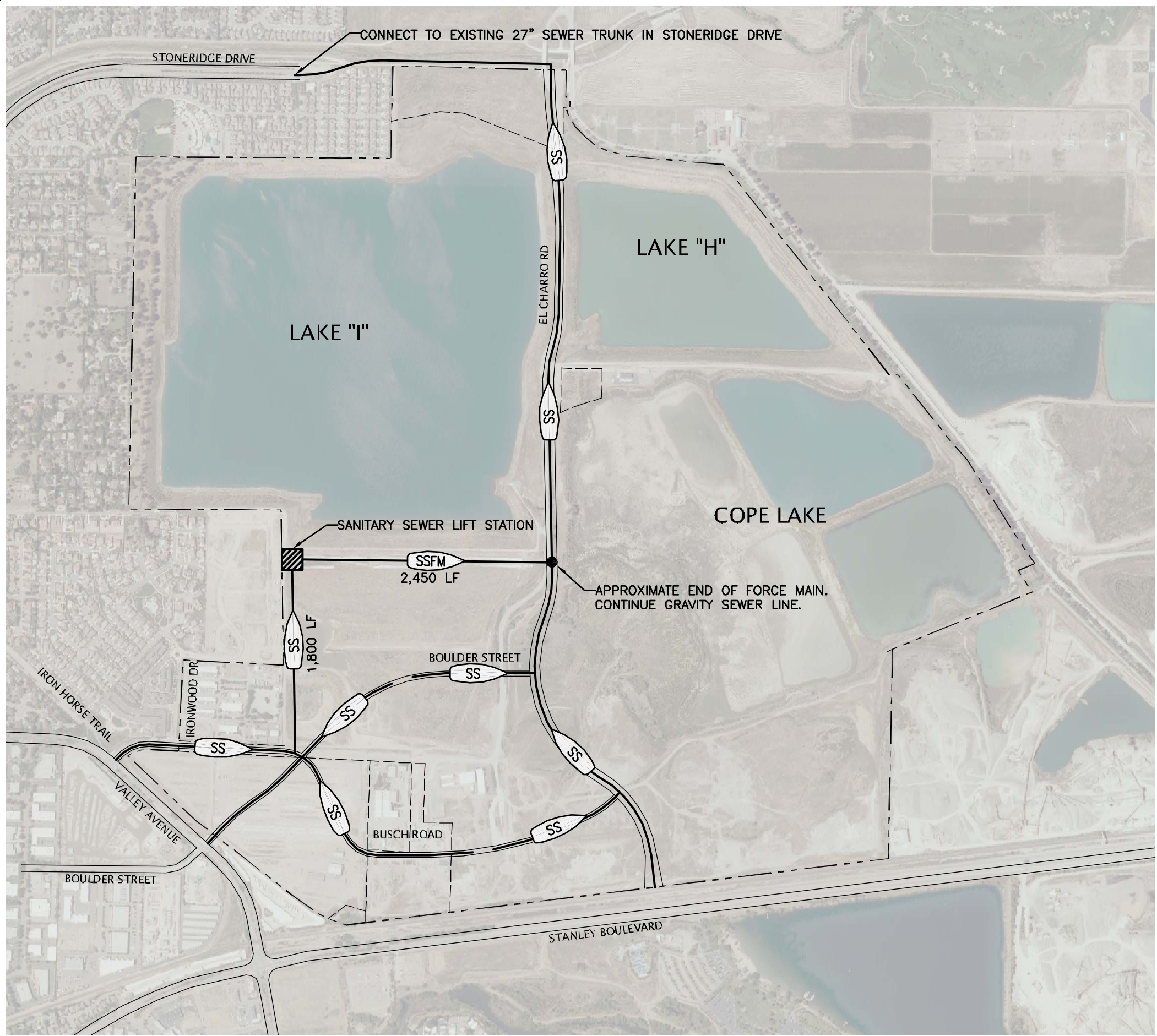
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**SANITARY SEWER OPTION 1
EXHIBIT SS-01**

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SANITARY SEWER LEGEND

— SS — SANITARY SEWER MAIN

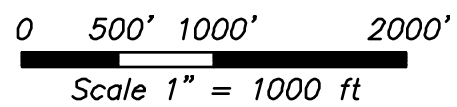
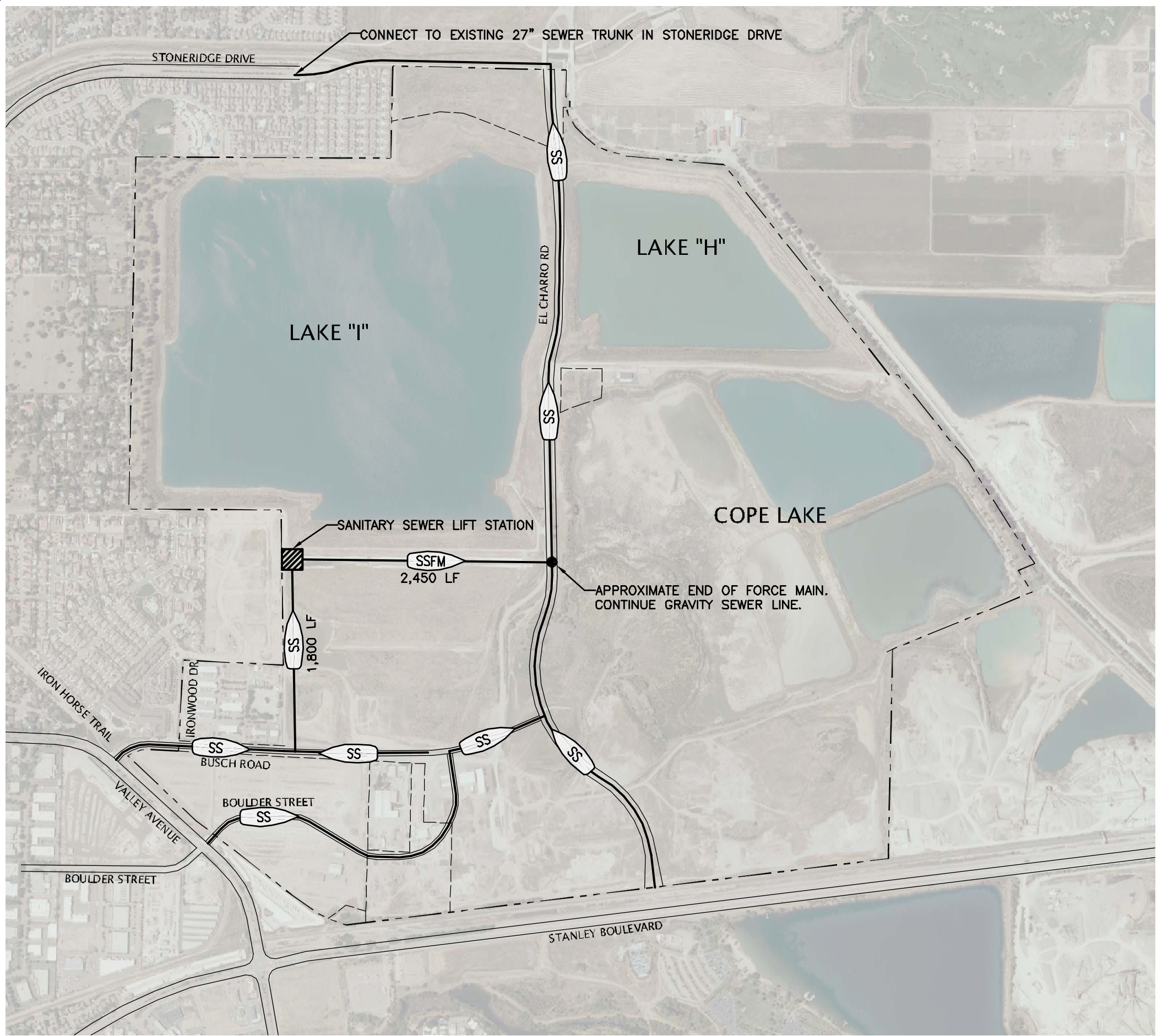
SCALE	1" = 1000'
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JOB NO.	A06672-26

**SANITARY SEWER OPTION 4
EXHIBIT SS-04**

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SANITARY SEWER LEGEND

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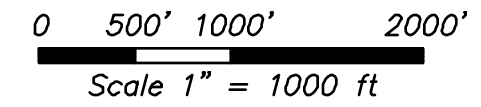
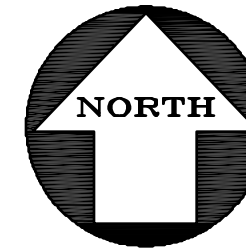
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**SANITARY SEWER OPTION 5
EXHIBIT SS-5**

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SANITARY SEWER LEGEND

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**SANITARY SEWER OPTION 6
EXHIBIT SS-06**

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City of Pleasanton

Water Supply Assessment for East Pleasanton Specific Plan

DRAFT

July 2013

Prepared by:

**WJM C&E for
Kier & Wright Civil Engineers and Surveyors, Inc.
2850 Collier Canyon Road Livermore CA 94551**

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Abbreviations and Acronyms

AF or af	Acre Feet
AFY or afy	Acre Feet per Year
BOR	US Bureau of Reclamation
CA	California Aqueduct
CEQA	California Environmental Quality Act
COP	City of Pleasanton
CUWCC	California Urban Water Conservation Council
CVP	Central Valley Project
DHS	State of California, Department of Health Services
DMC	Delta Mendota Canal
DMM	Demand Measurement Measures
DWR	State of California, Department of Water Resources
ET _o	Evapotranspiration
GMP	Groundwater Management Plan
gpcd	gallons per capita per day
GPM or gpm	Gallons per Minute
gpm/ft	gallons per minute per foot (units of transmissivity)
MG	Million Gallons
MGD	Million Gallons per Day
M&I	Municipal and Industrial
mg/l	Milligrams per liter
NWS	National Weather Service
ppb	Parts per billion (identical to ug/l)
ppm	Parts per million (identical to mg/l)
RWQCB	Regional Water Quality Control Board
SWP	State Water Project
SWRCB	State Water Resources Control Board
TDS	Total Dissolved Solids
ug/l	Micrograms per liter
USBR	United States Bureau of Reclamation
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
WPS	City of Patterson 2006 Water Planning Study
WTP	Water Treatment Plant
WTSF	Water Treatment and Storage Facility

Section 1. Introduction

The East Pleasanton Specific Plan (EPSP) area includes Lakes I and H and Cope Lake and the areas between these lakes. The Project consists of approximately 1,110 acres, of which up to 406 acres are potentially developable. The Project is being completed by the City of Pleasanton and is one of the specific plan areas called for by the City's 2009 General Plan.

According to California Water Code Section 10910(b), any city or county that determines a new development project is subject to the California Environmental Quality Act (CEQA) must prepare a water supply assessment (WSA) if the development qualifies as a "project" pursuant to Water Code Section 10912. The City has determined that CEQA applies to the Project, and has commenced preparation of an environmental impact report. The City has determined the Project's planned non-residential building square footage of at least 1,500,000 square feet and 1,000 units requires a water supply assessment be prepared.¹

If there is a "public water system" for the Project, the water supplier shall prepare the water supply assessment.² A public water system is defined as a system that has 3,000 or more service connections and provides piped water to the public for public consumption.³ Under this definition, the City is a "public water system" as it provides piped water to the public for consumption and has more than 21,000 service connections. The City's water supply consists of 3,500 ac-ft of groundwater and wholesale treated water deliveries from Zone 7 Water Agency (roughly 80% of City annual deliveries). Because the City will provide the water supply for the Project, the City is responsible for preparing the WSA for the EPSP Project.

¹ See Water Code Section 10912(a)(2). The Project is a proposed business establishment having more than 500,000 square feet and has more than 500 residential units.

² Water Code Section 10910(b), (g)(1).

³ Water Code Section 10912(c).

As a threshold matter, if a proposed project has been the subject of a WSA that complies with Water Code Section 10910 et seq., no additional WSA is necessary.⁴ The City's 2010 Urban Water Management Plan (UWMP) evaluated the City's 2009 General Plan (GP). The project area is identified within the GP as a specific plan area, so the adequacy of this Project's water supplies has been addressed. Thus, in this document, there will be a consistent reference to the 2010 UWMP and the analysis and findings within that document.

The City receives the majority of its water supplies from Zone 7 Water Agency. Both the City of Pleasanton and the Zone 7 2010 UWMPs state that current supplies cannot support increases in system demands beyond the year 2015. The City's 2010 UWMP contemplates potable water service to its new and redevelopment areas with the implementation of conservation programs and use of recycled water to meet some of the existing potable water irrigation demands. This EPSP WSA assumes the Project will fully mitigate its water supplies through the implementation of programs defined in the 2010 UWMP.

⁴ Water Code Section 10910(h).

Section 2. Project Description

2.A. East Pleasanton Specific Plan – Project Description

The Project consists of development of between 1,000 to almost 2,154 residential units (includes single family residential to high density multi-family), and 1.7 to 2.8 million square feet of light industrial, retail, and office building space—see Table 1. Four land use options for the Project were evaluated. The land use option that creates the largest demand on either the potable (Option 6) or recycled water (Option 4) distribution systems was chosen for this evaluation.

2.B. Project Location

The Project is located adjacent to the eastern-most urbanized portion of Pleasanton (see Figures 1 & 3 in Appendix B). It is situated partially within the Pleasanton city limits and partially within the unincorporated jurisdiction of Alameda County. All of the EPSP area is situated within Pleasanton’s Sphere of Influence and the GP Planning Area. Additionally, the planning area was included in the service area boundary considered in the 2010 City of Pleasanton UWMP.

Section 3. Water Supplies

The City of Pleasanton purchases approximately 80 percent of its water from Zone 7. The remaining 20 percent is produced from three groundwater wells that are owned and operated by the City. The groundwater basin is managed by the local agencies and has limitations on annual pumping.

Zone 7's water supply reliability has decreased in recent years with the biological opinions on how the state and federal water projects can operate their pumps in the San Joaquin Delta—the major source of water for Zone 7. The change in operations has lowered the state's ability to meet its contractual demands and, thus, limited Zone 7's ability to serve increased water demands. Both Zone 7 and the City assume little to no growth in potable water demands from the City of Pleasanton over the next 20 years.

3.A. Water Supplies Available to the EPSP - Recycled Water

The City has implemented Best Management Practices to help find water supplies for its various development areas. The WSA (2012) for the City's Housing Element will help fund the State's required plumbing fixtures retrofit program.

The City recently completed a recycled water feasibility study. The study identified areas within the City that are viable for use of recycled water. Consistent with the City's 2010 UWMP, more than 4,000 ac-ft of irrigation demand was identified by the recycled water feasibility study. Of this, nearly 2,400 ac-ft per year of irrigation was identified as potential areas for recycled water. See the Figure 6.7 from the feasibility study done by the City of Pleasanton. The feasibility study figure shows the areas identified as potential customers for recycled water. As the recycled water system is expanded, there is an equivalent demand reduction on the potable water system. This reduction in potable water demand is a source of supply for the

City to use in support of its growth efforts, such as development within the EPSP area.

Phase 1A of the recycled water study's implementation plan will free up more than 1,400 ac-ft of annual potable water demand. The greatest potable demand associated with the Project is Land Use Option 6 at 881 ac-ft per year. According to the feasibility study, converting the Hacienda Business Park irrigation demand to recycled water would free up enough potable water to meet any of the proposed EPSP land use options. Hacienda Business Park is one of the six properties contemplated in Phase 1A of the recycled water program.

3.B. Sources for Recycled Water

The City has two sources for recycled water. The first is the Dublin-San Ramon Services District (DSRSD) Recycled Water Treatment Facility (RWTF) which currently treats the City's wastewater flows. This plant will provide the majority of the City's recycled water. The City's planned upgrades to the WWTP will increase the amount of recycled water it can produce. The \$1.4 million Phase 1 modification added a filter and allows the plant to produce 1 million gallons a day (mgd) of recycled water. The \$4 million Phase 2 modifications will add an additional 2.0 mgd of recycled water production.

The second source of recycled water is the City of Livermore. The two cities have an agreement (see Appendix A) for Livermore to provide recycled water supplies to help meet the recycled water demands on the east side of Pleasanton. The Livermore deliveries will cease when the City of Pleasanton expands its recycled water distribution system out to the east and meets the demands that Livermore has been serving. The EPSP area will initially utilize the recycled water from the City of Livermore to meet its on-site irrigation demands. The City of Pleasanton will take over the deliveries when the infrastructure is in place.

Section 4. Water Demands

Section 4 analyzes the anticipated water demands from the EPSP area. To minimize the Project's potable water demands, recycled water is assumed to be used throughout the Specific Plan Area for all irrigation needs, except in the medium and low density residential land use areas.

Water demand factors used in this report to help calculate the EPSP demands are summarized below.

Land Use	Potable Water Demand	Recycled Water Demand
<u>Residential</u>	Gallons per Person per Day	Percent of Gross Acres Irrigated (Application rate = 3 ac-ft/yr)
VHDR (30 du/acre)	100	20%
HDR (23 Du/acre)	100	20%
MDR (11 DU/acre)	125	0%
LDR (8 DU/ac)	125	0%
LDR (4 DU/ac)	125	0%
<u>Non- Residential</u>	Ac-ft/Yr	Percent of Gross Acres Irrigated (Application rate = 3 ac-ft/yr)
Parks	0	100%
Open Space	0	0%
Campus Office	1.5	15%
Land Use	Potable Water Demand	Recycled Water Demand
Continued...		
Non- Residential	Ac-ft/Yr	Percent of Gross acres

		irrigated (Application rate = 3 ft per irrigated acre per year)
Industrial	2.0	15%
Retail	1.5	15%
Campus Office Retail	1.5	15%
Destination Use (Lake)	0	0%
Major Roads	0	20%

4.A. Potable Residential Demands

The water use factors shown in the table above were used to project conservatively high water demands for the various land use options.

The American Water Works Association states the average water use per person is about 70 gpd. The CDM water master plan from 2004 completed for the City of Pleasanton suggests that this number may be closer to 125 gpm per person for this distribution system. 125 gallons per person per day includes outside irrigation demands. A value of 100 gpm was used in the high density housing land uses to reflect the recycled water use for irrigation in these areas. Both numbers are conservative compared to national averages.

4.B. Recycled Water Residential Demands

Recycled water will be used by the high density land uses for on-site irrigation. For these land uses, 20 percent of each acre was assumed to be irrigated. The recycled water application rate for all irrigated areas was assumed to be 3 ac-ft/yr.

4.C. Non-Residential Water Demands

A water use of 1.5 acre feet per acre per year (ac-ft/yr) was assumed for potable demand at retail and office land uses and 2.0 ac-ft/yr for industrial. This water demand is applied to the developed acres only (gross acres minus irrigation - see discussion on non-residential recycled water use below). No potable use was assumed at parks, open space areas, the lakes, or along major roadways.

4.D. Recycled Water Non-Residential Demands

One hundred percent of all park land was assumed to be irrigated with recycled water. In addition, 15 percent of retail and office land uses as well as 20% of industrial and major roadway acreage is also irrigated. No open space or areas associated with the lakes were assumed to have irrigation demands.

4.E. EPSP Water Demands

Four different land use options have been prepared. The options by land use are shown in Table 1. Table 2 summarizes each option's water demands. Tables 3 through 6 present the water demand calculations for each option. Option 6 (Table 6) has the highest overall water demand at 1,109 ac-ft per year, and the highest potable water demand of any option at 881 ac-ft annually. Option 4 (Table 4) produces the largest irrigation (recycled water) demand of any option at 266 ac-ft/yr.

Section 5. Adequacy of Water Supply

Table 5-8 from the City's 2010 UWMP provides a supply and demand comparison for the City for normal water years; Table 5-9 shows a single dry year; Tables 10a-d show multiple dry years. Each of the tables shows that the City can meet 100% of existing and planned supplies in all water year types.

As discussed above, the recycled water feasibility study shows that Phase 1A of the recycled water system will save the City more than 1,700 ac-ft of potable water a year. The highest water using land use option for the EPSP area only uses 1,109 af-yr. When the recycled system is extended to the Hacienda Business Park the potable water saved would be greater than the entire demand from the ESPS area under any land use option.

Based on this analysis, there should be a sufficient water supply for the Project and the City's planned demands during normal, single dry, and multiple dry water years.

Table 1 - East Pleasanton Specific Plan Area Land Use Table

Land Use	Land Use Option											
	1			4			5			6		
	Units	Non-Residential Building Sq Ft	Acres	Units	Non-Residential Building Sq Ft	Acres	Units	Sq Ft	Acres	Units	Non-Residential Building Sq Ft	Acres
HDR (30 du/acre)	305	-	10.2	392	-	13.1	466	-	15.5	480	-	16.0
HDR (23 Du/acre)	195	-	8.5	250	-	10.9	249	-	10.8	322	-	14.0
MDR (11 DU/acre)	-	-	-	-	-	-	360	-	32.7	748	-	68.0
LDR (8 DU/ac)	-	-	-	641	-	77.1	-	-	-	504	-	63.0
LDR (4 DU/ac)	500	-	129.1	-	-	-	355	-	104.4	100	-	28.3
Parks	-	-	45.0	-	-	46.0	-	-	49.0	-	-	45.0
Open Space	-	-	34.0	-	-	40.0	-	-	35.0	-	-	26.0
Campus Office	-	442,000	29.0	-	442,000	29.0	-	442,000	29.0	-	442,000	29.0
Industrial	-	1,442,000	106.8	-	2,296,000	146.4	-	1,148,000	85.0	-	1,148,000	73.2
Retail	-	91,000	7.0	-	91,000	7.0	-	91,000	7.0	-	91,000	7.0
Campus Office	-	-	-	-	-	-	-	-	-	-	-	-
Retail	-	-	-	-	-	-	-	-	-	-	-	-
Dest. Use (Lake)	-	-	3.0	-	-	3.0	-	-	3.0	-	-	3.0
Roads	-	-	33.5	-	-	33.5	-	-	34.5	-	-	33.5
Totals	1,000	1,975,000	406.0	1,283	2,829,000	406.0	1,430	1,681,000	406.0	2,154	1,681,000	406.0

Table 2 - Summary of Water Demands for Each EPSP Land Use Option

Land Use	Option 1			Option 4			Option 5			Option 6		
	Average Potable Demands	Average non-Potable Demands	Total Water Demand	Average Potable Demands	Average non-Potable Demands	Total Water Demand	Average Potable Demands	Average non-Potable Demands	Total Water Demand	Average Potable Demands	Average non-Potable Demands	Total Water Demand
	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr
HDR (30 du/acre)	74	6	80	95	8	103	113	9	123	117	10	126
HDR (23 Du/acre)	47	5	52	61	7	67	61	6	67	78	8	87
MDR (11 DU/acre)	-	-	-	-	-	-	123	-	123	256	-	256
LDR (8 DU/ac)	-	-	-	251	-	251	-	-	-	198	-	198
LDR (4 DU/ac)	221	-	221	-	-	-	157	-	157	44	-	44
Parks	-	135	135	-	138	138	-	147	147	-	135	135
Open Space	-	-	-	-	-	-	-	-	-	-	-	-
Campus Office	37	13	50	37	13	50	37	13	50	37	13	50
Industrial	182	48	230	249	66	315	145	38	183	124	33	157
Retail	9	3	12	9	3	12	9	3	12	9	3	12
Campus Office Retail	-	-	-	-	-	-	-	-	-	-	-	-
Dest. Use (Lake)	-	-	-	-	-	-	-	-	-	-	-	-
Roads	-	20	20	-	20	20	-	21	21	-	20	20
	-	-	-	-	-	-	-	-	-	-	-	-
Totals	570	231	801	702	255	957	644	238	882	863	222	1,085

Table 3 - Water Demands for EPSP Land Use Option 1

Land Use	Option 1						Potable Demand Factor (b)		Non-Potable Demand Factor (a)	Average Potable Demands	Average non-Potable Demands	Total Water Demand
	Units	Acres	FAR	Building ft^2	Person Per DU (c)	Population	GPD/per	Ac-ft/ac-yr	Ac-ft/ac-yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr
HDR (30 du/acre)	305	10.2			2.17	661.85	100		0.60	74.14	6.10	80.24
HDR (23 Du/acre)	195	8.5			2.17	423.15	100		0.60	47.40	5.09	52.49
MDR (11 DU/acre)	0	0.0			2.44	0	125		-	-	-	-
LDR (8 DU/ac)					2.8	0	125		-	-	-	-
LDR (4 DU/ac)	500	129.1			3.16	1580	125		-	221.24	-	221.24
Parks		45.0					0		3.00	-	135.00	135.00
Open Space		34.0					-		-	-	-	-
Campus Office		29.0	0.35	442,000			1.28	0.45	0.45	36.96	13.05	50.01
Industrial		106.8	0.31	1,442,000			1.70	0.45	0.45	181.54	48.05	229.59
Retail		7.0	0.3	91,000			1.28	0.45	0.45	8.88	3.13	12.01
Campus Office Retail		0.0	0.35	-			1.28	0.45	0.45	-	-	-
Dest. Use (Lake)		3.0					-	-	-	-	-	-
Roads		33.5					0		0.60	-	20.11	20.11
Totals	1000	406.0		1,975,000		2,665				570	231	801

Peaking factor (d) 2.2 2 2.2
 Max-day water use 1,254.37 461.07 1,761.54

- (a) CDM 2004 City of Pleasanton Master Plan assumes 3 ac-ft/ac for irrigation areas. HDR, Industrial, and Major Road land uses assume 20% of each acre is irrigated. 15% of Retail and Campus Office acreage is assumed to be irrigated.
- (b) American Water Works Association states that the average water use per person is about 70 gpd. The CDM water master plan from 2004 suggests that this number may be closer to 125 gpm per person, however this number includes outside irrigation demands. A value of 100 gpm was used high density housing. The value was increased to 125 for medium and low density housing. Both numbers are conservative compared to national averages.
- (c) Bureau of the Census, 2000 Census of Population and Housing and 2008-2010 American Community Survey 3-Year Estimates.
- (d) Peaking factor of 2.0 for recycled water based on communication with Randy Werner, City of Livermore. Peaking factor of 2.2 for potable water from City of Pleasanton water master plan, CDM 2004.

Table 4 - Water Demands for EPSP Land Use Option 4

Land Use	Option 4						Potable Demand Factor (b)		Non-Potable Demand Factor (a)	Average Potable Ac-ft/yr	Average non-ac-ft/yr	Total Water Ac-ft/yr
	Units	Acres	FAR	Building ft^2	Person Per DU (c)	Population	GPD/per	Ac-ft/ac-yr				
HDR (30 du/acre)	392	13.1			2.17	850.64	100		0.60	95.29	7.84	103.13
HDR (23 Du/acre)	250	10.9			2.17	542.5	100		0.60	60.77	6.52	67.29
MDR (11 DU/acre)	0	0.0			2.44	0	125		-	-	-	-
LDR (8 DU/ac)	641	77.1			2.8	1794.8	125			251.32	-	251.32
LDR (4 DU/ac)	0	0.0			3.16	0	125		-	-	-	-
Parks		46.0					0		3.00	-	138.00	138.00
Open Space		40.0					-		-	-	-	-
Campus Office		29.0	0.35	442,000			1.28		0.45	36.96	13.05	50.01
Industrial		146.4	0.36	2,296,000			1.70		0.45	248.90	65.89	314.79
Retail		7.0	0.3	91,000			1.28		0.45	8.88	3.13	12.01
Campus Office												
Retail		0.0	0.35	-			1.28		0.45	-	-	-
Dest. Use (Lake)		3.0					-		-	-	-	-
Roads		33.5					0		0.60	-	20.11	20.11
Totals	1283	406.0		2,829,000		3,188				702	255	957

(0.04)
77.18

Peaking factor (d) 2.2 2 2.2
Max-day water use 1,544.68 509.08 2,104.67

- (a) CDM 2004 City of Pleasanton Master Plan assumes 3 ac-ft/ac for irrigation areas. HDR, Industrial, and Major Road land uses assume 20% of each acre is irrigated. 15% of Retail and Campus Office acreage is assumed to be irrigated.
- (b) American Water Works Association states that the average water use per person is about 70 gpd. The CDM water master plan from 2004 suggests that this number may be closer to 125 gpm per person, however this number includes outside irrigation demands. A value of 100 gpm was used high density housing. The value was increased to 125 for medium and low density housing. Both numbers are conservative compared to national averages.
- (c) Bureau of the Census, 2000 Census of Population and Housing and 2008-2010 American Community Survey 3-Year Estimates.
- (d) Peaking factor of 2.0 for recycled water based on communication with Randy Werner, City of Livermore. Peaking factor of 2.2 for potable water from City of Pleasanton water master plan, CDM 2004.

Table 5 - Water Demands for EPSP Land Use Option 5

Land Use	Option 5						Potable Demand Factor (b)		Non-Potable Demand Factor (a)	Average Potable	Average non-Potable	Total Water Demand
	Units	Acres	FAR	Building ft^2	Person Per DU (c)	Population	GPD/per	Ac-ft/ac-yr	Ac-ft/ac-yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr
HDR (30 du/acre)	466	15.5			2.17	1011.22	100		0.60	113.28	9.32	122.60
HDR (23 Du/acre)	249	10.8			2.17	540.33	100		0.60	60.53	6.50	67.02
MDR (11 DU/acre)	360	32.7			2.44	878.4	125		-	123.00	-	123.00
LDR (8 DU/ac)	0	0.0			2.8	0	125		-	-	-	-
LDR (4 DU/ac)	355	104.41			3.16	1121.8	125		-	157.08	-	157.08
Parks		49.0						0	3.00	-	147.00	147.00
Open Space		35.0						-	-	-	-	-
Campus Office		29.0	0.35	442,000			1.28	0.45	0.45	36.96	13.05	50.01
Industrial		85.0	0.31	1,148,000			1.70	0.45	0.45	144.52	38.26	182.78
Retail		7.0	0.3	91,000			1.28	0.45	0.45	8.88	3.13	12.01
Campus Office												
Retail		0.0	0.35	-			1.28	0.45	0.45	-	-	-
Dest. Use (Lake)		3.0							-	-	-	-
Roads		34.5					0	0.60	0.60	-	20.70	20.70
Totals	1430	406.0		1,681,000		3,552				644	238	882

Peaking factor (d) 2.2 2 2.2
 Max-day water use 1,417.37 475.90 1,940.86

- (a) CDM 2004 City of Pleasanton Master Plan assumes 3 ac-ft/ac for irrigation areas. HDR, Industrial, and Major Road land uses assume 20% of each acre is irrigated. 15% of Retail and Campus Office acreage is assumed to be irrigated.
- (b) American Water Works Association states that the average water use per person is about 70 gpd. The CDM water master plan from 2004 suggests that this number may be closer to 125 gpm per person, however this number includes outside irrigation demands. A value of 100 gpm was used high density housing. The value was increased to 125 for medium and low density housing. Both numbers are conservative compared to national averages.
- (c) Bureau of the Census, 2000 Census of Population and Housing and 2008-2010 American Community Survey 3-Year Estimates.
- (d) Peaking factor of 2.0 for recycled water based on communication with Randy Werner, City of Livermore. Peaking factor of 2.2 for potable water from City of Pleasanton water master plan, CDM 2004.

Table 6 - Water Demands for EPSP Land Use Option 6

Land Use	Option 6						Potable Demand Factor (b)		Non-Potable Demand Factor (a)	Average Potable Demands	Average non-Potable Demands	Total Water Demand
	Units	Acres	FAR	Building ft^2	Person Per DU (c)	Population	GPD/per	Ac-ft/ac-yr	Ac-ft/ac-yr	Ac-ft/yr	Ac-ft/yr	Ac-ft/yr
HDR (30 du/acre)	480	16			2.17	1041.6	100		0.60	116.68	9.60	126.28
HDR (23 Du/acre)	322	14			2.17	698.74	100		0.60	78.27	8.40	86.67
MDR (11 DU/acre)	748	68			2.44	1825.12	125		-	255.57	-	255.57
LDR (8 DU/ac)	504	63			2.8	1411.2	125		-	197.61	-	197.61
LDR (4 DU/ac)	100	28.3			3.16	316	125		-	44.25	-	44.25
Parks		45						0	3.00	-	135.00	135.00
Open Space		26						-	-	-	-	-
Campus Office		29.0	0.35	442,000				1.28	0.45	36.96	13.05	50.01
Industrial		73.2	0.36	1,148,000				1.70	0.45	124.45	32.94	157.39
Retail		7.0	0.3	91,000				1.28	0.45	8.88	3.13	12.01
Campus Office Retail		0	0.35	-				1.28	0.45	-	-	-
Dest. Use (Lake)		3						-	-	-	-	-
Roads		33.5						0	0.60	-	20.11	20.11
Totals	2154	406.0		1,681,000		5,293				863	222	1,085

Peaking factor (d) 2.2 2 2.2
 Max-day water use 1,897.88 444.47 2,386.80

- (a) CDM 2004 City of Pleasanton Master Plan assumes 3 ac-ft/ac for irrigation areas. HDR, Industrial, and Major Road land uses assume 20% of each acre is irrigated. 15% of Retail and Campus Office acreage is assumed to be irrigated.
- (b) American Water Works Association states that the average water use per person is about 70 gpd. The CDM water master plan from 2004 suggests that this number may be closer to 125 gpm per person, however this number includes outside irrigation demands. A value of 100 gpm was used high density housing. The value was increased to 125 for medium and low density housing. Both numbers are conservative compared to national averages.
- (c) Bureau of the Census, 2000 Census of Population and Housing and 2008-2010 American Community Survey 3-Year Estimates.
- (d) Peaking factor of 2.0 for recycled water based on communication with Randy Werner, City of Livermore. Peaking factor of 2.2 for potable water from City of Pleasanton water master plan, CDM 2004.



May 9, 2013

Mr. Nelson Fialho
City Manager
City of Pleasanton
P.O. Box 520
Pleasanton, CA 94566

Subject: Recycled Water Service through El Charro Pipeline

Dear Mr. Fialho,

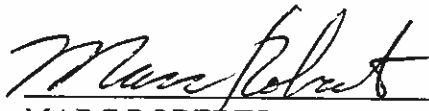
Expanding the use of recycled water is very important to the long term viability of the Tri-Valley water supply and benefits all residents of the Tri-Valley. It is the stated intention of both the City of Livermore ("Livermore") and the City of Pleasanton ("Pleasanton") to negotiate and execute a long-term agreement whereby Livermore will provide recycled water to Pleasanton for distribution by Pleasanton to its recycled water customers in the Pleasanton service area. While Livermore and Pleasanton both anticipate it may take some time to complete those negotiations, Pleasanton has an immediate need for recycled water from Livermore to serve its recycled water customers. Livermore is pleased to provide Pleasanton with recycled water on an interim basis for distribution and use within the vicinity of El Charro Road ("El Charro Area") as set forth in this letter agreement which we have negotiated.

1. Livermore will supply Pleasanton with up to 100 acre-feet per year of recycled water (Recycled Water Supply) through the El Charro Transmission Pipeline for Pleasanton to then distribute to its recycled water customers in the El Charro Area through the Pleasanton distribution system, as described in Attachment A. To serve the daily needs of Pleasanton recycled water customers, Livermore will provide the Recycled Water Supply at a rate of up to 330,000 gallons of recycled water per day, at a maximum hourly flow rate of 700 gallons per minute. The recycled water in the El Charro Transmission Pipeline will be delivered to Pleasanton at a pressure between 130 and 170 psi.
2. The Recycled Water Supply will meet Title 22, Division 4 of the California Code of Regulations, and will be comparable in quality to that distributed by Livermore to recycled water customers in its service area.
3. Pleasanton will supply the Recycled Water Supply to its recycled water customers under the authority of the Livermore General Permit (96-011). Pleasanton will ensure that recycled water customers in the El Charro Area are appropriately permitted and trained to use the

potable water used to supplement recycled water supplied to Pleasanton through the El Charro Transmission Pipeline.

10. Pleasanton will pay Livermore a wholesale recycled water rate, as specified in Exhibit B, based on the quantity of the Recycled Water Supply delivered to Pleasanton as measured by the flowmeter located upstream of the point of connection of the El Charro Transmission Pipeline to the Pleasanton Distribution System. The initial rate for recycled water for the 2013 calendar year is \$470 per acre foot, which includes of all fees and charges except as noted in Exhibit B. Livermore will invoice Pleasanton bimonthly for the amount of recycled water recorded by that meter, and Pleasanton will provide payment within 60 days of receipt of invoice. Proposed increases in the recycled water rate during the one (1) year initial term and potential three (3) year extensions of this agreement shall not exceed annual increases in the Consumer Price Index for the San Francisco-Oakland-San Jose area.
11. This agreement will remain in effect for a period of one (1) year from the date of execution. It may be amended at any time by mutual agreement and may be extended upon mutual consent for up to a total of three (3) years, providing that all such amendments and extensions are agreed to in writing by both parties.
12. Insofar as both parties intend to negotiate and execute a long-term agreement whereby Livermore will provide recycled water to Pleasanton for Pleasanton to distribute to its recycled water customers in the Pleasanton service area, Livermore will not charge Pleasanton either a capacity or connection fee or a meter service charge prior to delivering the Recycled Water Supply to the El Charro Area at this time. In the event that such a long-term agreement is not executed within three years of the date of this agreement, Livermore will invoice Pleasanton for capacity or connection fees and meter charges for those customers that have connected to the recycled water system during the term of this interim agreement, commensurate with fees and charges paid by other Livermore recycled water customers as of the execution date of this agreement and which Livermore determines are adequate to ensure that they can fully recover the cost of supplying recycled water to Pleasanton on a long-term basis. In lieu of a lump-sum capacity or connection fee, Livermore may instead choose to increase the recycled water rate as necessary to recover such appropriate fees and charges over a period of time.

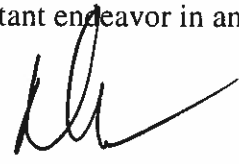
Please execute this letter agreement and return the original to Livermore. Livermore looks forward to providing further assistance to Pleasanton in this important endeavor in any way that we can.



MARC ROBERTS
City Manager, City of Livermore

5/31/13

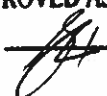

Date



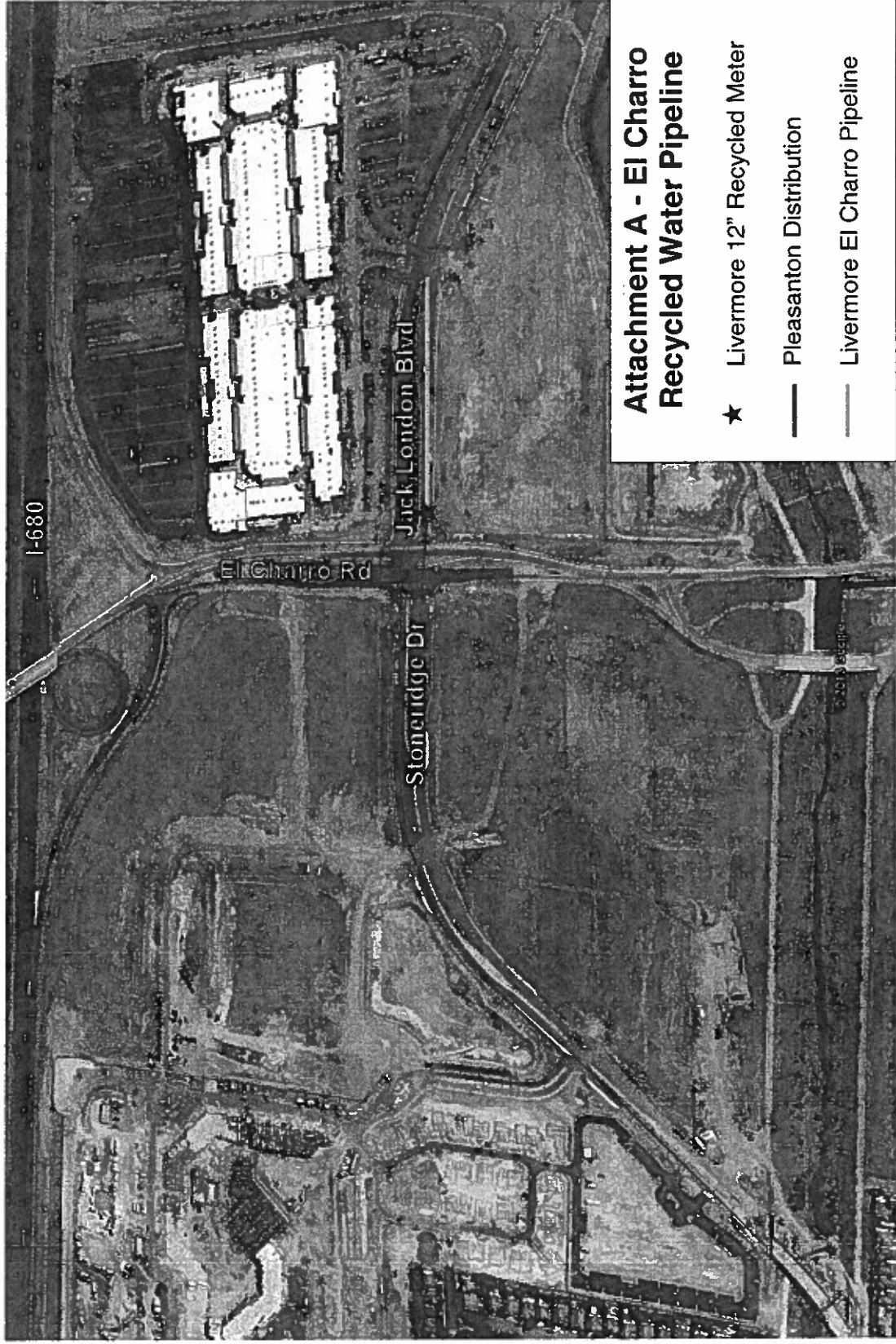
NELSON FIALHO
City Manager, City of Pleasanton

5/21/13

Date

APPROVED AS TO FORM:
 

Recycled Water Service through El Charro Pipeline
Attachment A - El Charro Area



Interim Agreement for
Recycled Water Service through El Charro Pipeline

EXHIBIT B

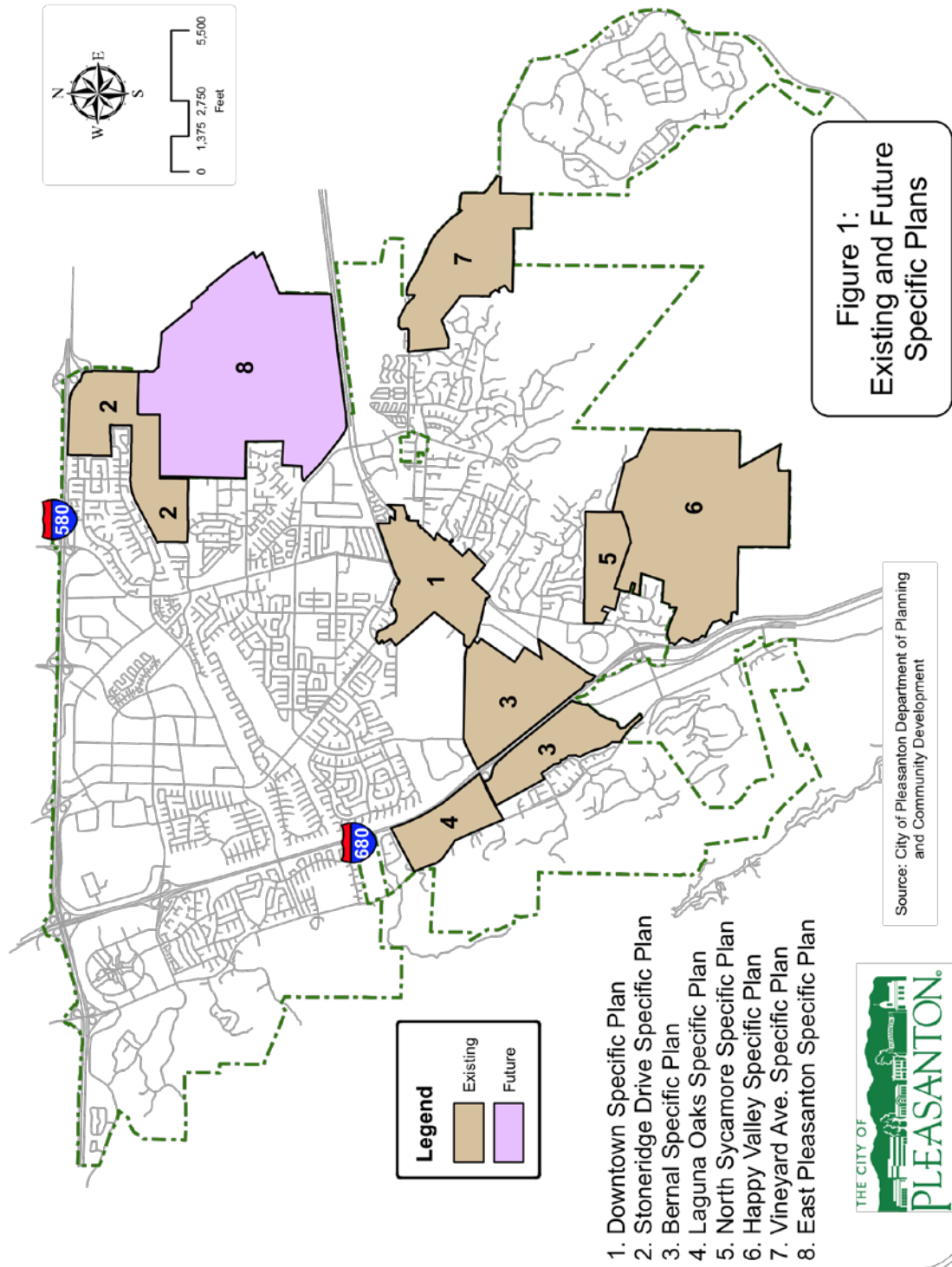
Wholesale Recycled Water Rate

The Wholesale Recycled Water Rate for the City of Livermore to provide recycled water through the El Charro Pipeline to the City of Pleasanton for distribution to its recycled water customers shall be \$470 per acre/foot.

Consumption shall be measured and billed based on the 12-inch water meter located at the connection point between the El Charro Pipeline and the Pleasanton distribution system.

Initial Rate - May 9, 2013

2005 PLEASANTON PLAN 2025



DRAFT MEMORANDUM

To: City of Pleasanton
From: Jason Moody and Michael Nimon
Subject: EPSP Infrastructure Feasibility Analysis;
EPS #121090
Date: July 25, 2013

The Economics of Land Use



Introduction

Over the past year, the City of Pleasanton has been planning for new development in East Pleasanton through the East Pleasanton Specific Plan (EPSP). The City's General Plan calls for a potential mix of housing, office, retail, and industrial uses as well as parks and open space. The EPSP area comprises approximately 1,110 acres on the northeast edge of the City and consists of mostly undeveloped land, combined with previously used industrial and mining uses and lakes. About 406 acres are considered developable.

Economic & Planning Systems (EPS) has been involved in assessing a variety of economic and financial issues associated with the EPSP program options. These initial financial feasibility screens have informed the allocation and magnitude of potential development options based on the infrastructure burden relative to the potential finished value of each program option. Four revised options have been prepared based on input from the Task Force over the last several months, with revised infrastructure cost estimates prepared by Kier & Wright Civil Engineers Surveyors. This analysis also evaluates an additional development alternative (option 7), prepared based on discussion with City staff and summarized in **Appendix B¹**.

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Berkeley, CA 94710-2257
510 841 9190 tel
510 841 9208 fax*

*Berkeley
Denver
Los Angeles
Sacramento*

www.epsys.com

¹ This alternative represents an offshoot from Option 5 and reflects the residential product types discussed at the June 19th Taskforce Meeting.

This infrastructure feasibility analysis provides a more in-depth look at specific product types and development options. The analysis evaluates financial feasibility of each land use and building prototype (i.e. density) and compares major infrastructure improvements with resulting residual land values. Although not the final answer on feasibility, since actual outcomes will depend on a variety of unresolved factors, including development costs (both infrastructure and buildings), pricing, absorption, and regulatory issues, the analysis does provide an additional level of confidence on the relative economic performance of the various alternatives under consideration.

EPS also retained its previously used feasibility threshold measures, updated to reflect small changes the type and amount of development in each option, estimated market values, infrastructure cost estimates, and development impact fees. In EPS's experience, an infrastructure program cost burden of about 15 percent of the finished value of the real estate program is supportable. EPS also employs another infrastructure feasibility test that considers the potential annual cost burden, assuming that a Community Facility District is used to finance EPSP infrastructure, to determine whether total tax burden (property tax and CFD together) might exceed a 2.0 percent threshold.

Key Findings

The key findings from this financial feasibility analysis are described below and summarized in **Table 1**.

- Given current market prices, market rate residential and retail uses are estimated to result in positive residual land values, while inclusionary housing, office and industrial uses with a 0.36 FAR are estimated to result in negative residual land values. While the 8 dwelling units per acre density is estimated to generate the highest values on a per acre basis, for-sale residential uses result in land values ranging between \$1.2 and \$2.3 million per acre, as shown in **Table 1**. While high density rental development appears as the weakest residential prospect given today's prices, small real appreciation in multi-family rents would improve this result. Likewise for office and industrial uses, higher FARs and gradual market improvements would also make this product type more appealing to a vertical builder.
- While the residual land value provides an indication of relative feasibility among land uses, it has limitations when applied to overall feasibility of the EPSP. Most notably, overall EPSP market and financial performance will require product diversity to facilitate absorption and creation of a unique place. In addition, initial conclusions about relative feasibility among land uses are highly sensitive to the inclusionary housing policy that has not been specified for the Project. Inclusionary housing requirements have substantial impacts on land values and have historically varied for developments in the City. While this analysis assumes that the Project will meet its inclusionary requirement of 20 percent of for-sale units and 15 percent of rental units, all inclusionary uses are assumed to be accommodated in the high density product type. To the extent that lower density product types would be responsible for their respective share of inclusionary housing, development feasibility of the Project would be weakened.
- Another key factor affecting development will be the timing for development and absorption, which will be driven by both market and regulatory factors. Full development and absorption of the EPSP is likely to occur over a relatively long time frame (e.g. 7 – 12 years or longer)

given the size of the EPSP and growth management requirements imposed by the City. The relative market and financial performance of various product types can change substantially during this time. Nevertheless, land uses with negative or zero land values are unlikely to be able to contribute to backbone infrastructure through a CFD special tax or other mechanisms.

- As noted, the implications of land value on development feasibility of the EPSP are complex and will depend on a range of variables, including inclusionary housing requirements, absorption, infrastructure financing, and cost allocation mechanisms. However, given current market conditions, development options 6 and 7 appear to be the most feasible, while options 4, and 5 appears to be marginally feasible from the perspective of a real estate developer(s), while option 1 appears to be the least feasible. These findings are based on the relationship between potential finished building values, the resulting residual land values, and the required infrastructure investments and other costs necessary to create this value. It should be noted that this assessment assumes that land uses with negative land values result in zero impact on project-wide feasibility (i.e. they do not contribute to the financing of project-wide infrastructure).² This feasibility ranking is comparable to the previous EPS findings that relied on a more generic infrastructure cost to value tests.
- The evaluated options do not differ significantly in terms of infrastructure costs. As in the prior EPS analysis, estimates of applicable development fees and connection charges have been included. These fees and charges are significant, especially for sewer and water services, and combined represent between 60 and 70 percent of the total backbone infrastructure burden. Development impact fees and in-tract costs are assumed to be paid for by vertical developers (e.g., home builders) and thus are accounted for in the residual land value estimates.

² Affordable housing is excluded from this assumption; negative land values resulting from affordable housing development are deducted from the positive values of other development prototypes.

Table 1 – Residual Land Value Summary

Item	Assumed Price per unit	Resulting Land Value		Notes
		per unit or sq.ft.	Per Acre	
Residential (market rate)				
4 du/acre	\$1,400,000	\$320,000	\$1,281,000	
8 du/acre	\$975,000	\$300,000	\$2,397,000	
11 du/acre	\$800,000	\$203,000	\$2,233,000	
23 du/acre	\$450,000	\$93,000	\$2,137,000	
30 du/acre	\$372,000	\$18,167	\$545,000	surface
30 du/acre	\$372,000	(\$57,000)	(\$1,699,000)	podium
Commercial				
Retail		\$73	\$958,000	0.3 FAR
Office		(\$109)	(\$1,658,000)	class B/surface
Office		(\$183)	(\$2,786,000)	class A/podium
Industrial		(\$23)	(\$354,641)	0.36 FAR

Residual Land Value Analysis

For a large-scale development project, the infrastructure cost burden must bear a reasonable relationship to the value of the development being created and must not onerously impact the developer and/or the eventual property owners. To conduct this financial feasibility analysis, EPS developed a set of vertical pro forma models for each land use and estimated a residual land value based on previously determined finished market values. The pro forma models are structured to solve for the difference between finished product revenues and vertical development costs (including impact fees), which reflect residual land value for each option. The summary of residual land values by land use is provided in **Table 1** with detailed calculations included in **Appendix C**.

Table 2 compares the difference between improved land values for each EPSP option to development cost along with the required developer return to estimate raw unimproved land value. This raw land value is what a developer would be willing to pay prior to any infrastructure improvement work. Feasibility of each development option is tested by determining whether the raw land value falls above the minimum threshold that would justify private investment. The calculation represents a snapshot in time, assuming full build-out. While this test may either overstate or understate the true financial performance of each option, it provides a *relative* performance comparison between development options.

Table 2 - Land Value Test Feasibility Summary

Item	Option			
	1	4	5	6
Infrastructure Costs (rounded)				
Backbone Infrastructure	\$61,471,000	\$63,312,000	\$62,087,000	\$62,087,000
Off-Site Improvements ¹	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Potential Relocation of OSC and TS ²	\$10,000,000	\$0	\$10,000,000	\$10,000,000
Predevelopment/Developer Return ³	<u>\$19,117,750</u>	<u>\$17,078,000</u>	<u>\$19,271,750</u>	<u>\$19,271,750</u>
Total Infrastructure Cost Burden	\$95,588,750	\$85,390,000	\$96,358,750	\$96,358,750
Improved Residual Land Value	\$160,077,772	\$190,424,938	\$181,386,172	\$312,751,138
Raw Land Value	\$64,489,022	\$105,034,938	\$85,027,422	\$216,392,388
Land Value (per acre)	\$158,840	\$258,707	\$209,427	\$532,986

¹ Reflects a conservative "place-holder" assumption of \$4 million to cover any upgrades to recycled water exchange program to attain required water supply and \$1 million to cover Stanley Boulevard frontage cost to County and any additional off-site improvements that may be necessary.

² This assumption will be refined once the actual relocation cost is determined; does not include land value.

³ Assumed at 25 percent of the backbone infrastructure and off-site utility improvement costs; excludes land acquisition costs. This return reflects various development risks, including City growth management, unforeseen infrastructure expenses, and changes in land values, among others.

Source: Kier & Wright Civil Engineers Surveyors and EPS.

As shown in **Table 2**, resulting raw land value ranges between \$155,000 and \$535,000 per acre. Land values are highly variable and subject to a number of site-specific and market factors. Based on EPS research and input from developer and real estate professionals active in the Tri-Valley, a raw unimproved but entitled land is likely to range between \$100,000 and \$300,000 per acre, as shown in **Appendix A**. As a result, this feasibility test suggests that development option 6 and 7 could justify a development investment, while options 4 and 5 are marginally feasible³. Development option 1 appears to be the least feasible.

In addition, EPS has assessed project-wide feasibility based on the more general infrastructure cost-to-value test utilized in previous analysis, as summarized in **Table 3**. This analysis generally supports the relative feasibility ranking described above with option 6 resulting in the strongest feasibility prospects, while other options fall within the marginal feasibility range (these infrastructure feasibility tests have not yet been conducted on option 7).

³ An analysis for Option 7 is included in **Appendix B**.

Table 3 – Cost/Value Ratio and Tax Burden Feasibility Summary

Item	Option			
	1	4	5	6
Cost/Value Ratio Test				
Infrastructure Costs (rounded)				
Backbone Infrastructure	\$61,471,000	\$63,312,000	\$61,138,000	\$62,087,000
Off-Site Utility Improvements ¹	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Potential Relocation of OSC and TS	\$10,000,000	\$0	\$10,000,000	\$10,000,000
Fees and Connection Charges ²	<u>\$115,587,450</u>	<u>\$143,241,954</u>	<u>\$134,887,864</u>	<u>\$186,124,558</u>
Total Infrastructure Cost Burden	\$192,058,450	\$211,553,954	\$211,025,864	\$263,211,558
Development Value	\$1,111,711,000	\$1,159,306,000	\$1,215,029,000	\$1,646,179,000
Infrastructure Cost/Value Ratio	17.3%	18.2%	17.4%	16.0%
Tax Burden Threshold Test				
CFD Bond Proceeds and Issuance Cost ³	\$69,794,550	\$71,727,600	\$69,444,900	\$70,441,350
Proceeds Required for Annual Debt Service ⁴	\$6,334,302	\$6,509,738	\$6,302,569	\$6,393,003
Debt Coverage Factor	120%	120%	120%	120%
Special Tax Revenue Required (Annual)	\$7,601,162	\$7,811,686	\$7,563,083	\$7,671,604
Potential Special Tax (% of Development Value)	0.68%	0.67%	0.62%	0.47%

¹ Reflects a conservative "place-holder" assumption of \$4 million to cover any upgrades to recycled water exchange program to attain required water supply and \$1 million to cover Stanley Boulevard frontage cost to County and any additional off-site improvements that may be necessary.

² Include water, wastewater, impervious surface, public facilities, traffic development, Tri-Valley Transportation Committee, school, park dedication, and GIS fees based on the City's January 2013 fee schedule.

³ Assumes a Community Facilities District bond (CFD) is used to cover backbone and off-site infrastructure, but not fees (bond issuance costs assumed at 5 percent of bond value).

⁴ Assumes an Interest rate 6.5% for a 20-year term.

Source: Kier & Wright Civil Engineers Surveyors and EPS.

Given that some product values may not be realized due to the negative residual land values, EPS also conducted a sensitivity test with these uses excluded. These results are shown in **Table 4**. While this feasibility sensitivity supports option 6 as the most feasible, it highlights the broader feasibility challenge to the extent that development would not fully materialize.

Table 4 – Cost/Value Ratio and Tax Burden Feasibility Summary (adjusted building values)

Item	Option			
	1	4	5	6
Cost/Value Ratio Test				
Infrastructure Costs (rounded)				
Backbone Infrastructure	\$61,471,000	\$63,312,000	\$61,138,000	\$62,087,000
Off-Site Utility Improvements ¹	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Potential Relocation of OSC and TS	\$10,000,000	\$0	\$10,000,000	\$10,000,000
Fees and Connection Charges ²	\$115,587,450	\$143,241,954	\$134,887,864	\$186,124,558
Total Infrastructure Cost Burden	\$192,058,450	\$211,553,954	\$211,025,864	\$263,211,558
Development Value	\$878,807,000	\$845,272,000	\$1,010,055,000	\$1,441,205,000
Infrastructure Cost/Value Ratio	21.9%	25.0%	20.9%	18.3%
Tax Burden Threshold Test				
CFD Bond Proceeds and Issuance Cost ³	\$69,794,550	\$71,727,600	\$69,444,900	\$70,441,350
Proceeds Required for Annual Debt Service ⁴	\$6,334,302	\$6,509,738	\$6,302,569	\$6,393,003
Debt Coverage Factor	120%	120%	120%	120%
Special Tax Revenue Required (Annual)	\$7,601,162	\$7,811,686	\$7,563,083	\$7,671,604
Potential Special Tax (% of Development Value)	0.86%	0.92%	0.75%	0.53%

¹ Reflects a conservative "place-holder" assumption of \$4 million to cover any upgrades to recycled water exchange program to attain required water supply and \$1 million to cover Stanley Boulevard frontage cost to County and any additional off-site improvements that may be necessary.

² Include water, wastewater, impervious surface, public facilities, traffic development, Tri-Valley Transportation Committee, school, park dedication, and GIS fees based on the City's January 2013 fee schedule.

³ Assumes a Community Facilities District bond (CFD) is used to cover backbone and off-site infrastructure, but not fees (bond issuance costs assumed at 5 percent of bond value).

⁴ Assumes an Interest rate 6.5% for a 20-year term.

Source: Kier & Wright Civil Engineers Surveyors and EPS.

Feasibility Considerations

While this analysis provides a number of feasibility measures for the EPSP development options, there are still *unresolved* factors that will affect development feasibility of new growth. These key factors are described below.

Inclusionary Housing Requirements

This analysis assumes that the Project will meet its inclusionary requirement of 20 percent of for-sale units and 15 percent of rental units based on the City's existing affordable housing policy. All inclusionary units are assumed to be accommodated in the high density product type. Inclusionary housing requirements have substantial impacts on land values and have historically varied for developments in the City. To the extent that lower density product types would be responsible for their respective share of inclusionary housing, development feasibility of the Project would be weakened.

For illustrative purposes of bracketing a range of potential outcomes, EPS evaluated residential land values for each residential product type under the existing inclusionary housing fee as well

as with the inclusionary housing requirement⁴. As shown in **Table 5**, these policies have substantial implications for the land values in the Project ranging as much as \$1 million per acre. Particularly notable is the impact on the lower density housing that has higher development cost and is more costly to accommodate inclusionary requirements in. However, some of the land value reductions could be remedied with tax credits and other tools.

Table 5 – Comparison of Land Values Under Various Inclusionary Housing Requirements

Item	Assumed Price per unit	Resulting Land Value		Notes
		per unit or sq.ft.	Per Acre	
Residential (with inclusionary fees)				
4 du/acre	\$1,400,000	\$308,000	\$1,232,000	
8 du/acre	\$975,000	\$287,000	\$2,298,000	
11 du/acre	\$800,000	\$191,000	\$2,097,000	
23 du/acre	\$450,000	\$100,000	\$2,290,000	
30 du/acre	\$372,000	\$15,000	\$450,000	surface
Residential (blended)				
		<u>Inclusionary Requirement</u>		
4 du/acre	\$1,177,639	20%	\$102,200	\$409,400
8 du/acre	\$837,639	20%	\$165,200	\$1,320,000
11 du/acre	\$697,639	20%	\$102,600	\$1,129,600
23 du/acre	\$417,639	20%	\$63,200	\$1,452,600
30 du/acre	\$346,050	15%	(\$7,808)	(\$233,350) surface

Cost Allocation and Fee Credits

As described above, there are significant differences in the financial performance of various land use types, with lower to medium density single family units performing the best and industrial uses performing the worst. This suggests, among other things, that an effective development program will require a strategic allocation of project-wide costs across land uses. In addition, cost sharing tools would need to be developed to ensure that revenue and cost allocation between property owners is equitable.

Another key cost allocation issue has to do with the availability of outside funding. As noted, the current analysis assumes that all EPSP developers and/or builders pay applicable development impact fees and connection charges. These fees are designed to cover a variety of off-site and on-site infrastructure costs. To the extent that credits or contributions towards transportation or other infrastructure improvements in EPSP would be provided to the Project, such as traffic fee credits, overall feasibility would improve. The fees allocated to regional serving transportation

⁴ The current affordable housing fee is currently being updated.

infrastructure range from \$14 million to \$19 million are not currently allocated to on-site EPSP improvements. Conversely, it should be noted, that the fees do not cover the entire cost associated with building the park and recreation-related improvements envisioned for the plan.

Phasing

Specific phasing of the EPSP could have substantial implications on its feasibility. There are two phasing considerations that include absorption and geographic positioning of subareas within the plan. Given the level of uncertainty about future development timing and conditions, phasing is not considered in this analysis.

The EPSP will take a number of years to build out. Given the amount of development, the plan will be subject to various changes in economic and real estate conditions over multiple economic cycles that will impact absorption of new space. The relationship between market absorption and the phasing of infrastructure costs will determine the creation of real estate value over time. To the extent that absorption is strong and real estate values are high, the overall feasibility of the plan would improve. It is worth noting that growth area and growth management allocations create absorption challenges due to a residential development cap, which would adversely impact development feasibility of the EPSP.

The geographic phasing of subareas could also have an important implication on performance. Large-scale development projects often require "over-sizing" of backbone infrastructure in early phases. To the extent that large infrastructure items, such as the El Charro Road/Stanley Boulevard undercrossing and El Charro Road Improvements could be deferred, the overall feasibility of the EPSP would improve. The gap between infrastructure costs and subsequent land or building sales in each phase should be minimized to reduce the cost burden for the Project. A detailed phasing strategy should be developed in the subsequent planning efforts.

Financing

The development community is likely to pursue a variety of financing mechanisms to cover the infrastructure costs, including conventional debt, private equity, CFD proceeds, and others. A more strategic approach to financing, for example, one that combines both CFD proceeds with developer equity and conventional debt, could increase the financial feasibility of the program options.

Methodology and Assumptions

This section describes the key methodology and assumptions. **Appendix A** presents detailed data and calculations, including the program options use mix, development values (also discussed below), impact fee calculations, and residual land value estimates by land use.

Development Value

The Cost Burden Review analysis considers the potential market value of various development types envisioned by the EPSP, including residential, retail, office, and industrial/flex uses (see **Appendix A** for detailed market value assumptions). EPS assumes real estate values that are typical of the Pleasanton real estate market. This analysis relies on value assumptions that are representative of new development projects. These values are generally conservative, with the analysis seeking to avoid overestimation of building values and supportable infrastructure cost.

Additional valuation considerations were applied in the analysis of higher-density housing, affordable housing and industrial/flex uses, as discussed below.

EPS relies on a variety of sources to estimate real estate values, including current market data concerning residential and commercial transactions occurring in the City and surrounding areas. In particular, EPS reviewed residential sales data from The Gregory Group and commercial sales data from CoStar Group. EPS also considered real estate values developed as part of continuing work on the Fiscal Impact Analysis of the City of Pleasanton General Plan, to ensure basic consistency.

Based on guidance from the EPSP team, EPS assumes that the 30 dwelling units per acre product will be rental and affordable housing is provided within this category. The analysis assumes that the affordable units will represent 20 percent of the for-sale and 15 percent of the rental residential program. For the residual land value feasibility test, negative land values resulting from affordable housing development are deducted from the positive values of other development prototypes. For the purposes of the cost to value ratio infrastructure cost burden screen, EPS assumes that the affordable housing included in the EPSP options will not contribute to funding of the infrastructure costs. That is, affordable housing is valued at zero.

The Specific Plan options call for between 1.1 million and 2.3 million square feet of industrial/flex space. The relative magnitude of this particular use within the overall program makes it critical to the infrastructure feasibility evaluation. To address this notion, the EPS analysis conservatively assumes that infrastructure/flex value is at the lower end of the value spectrum, \$95 per square foot (the observed range of value is roughly \$95 to \$500 per square foot). The assumption of low-value industrial/flex reflects an \$8 million soil mitigation cost required to support new industrial/flex development⁵. This value also reflects uncertainty associated with the specific nature of the industrial/flex space development as well as the probability that such a large amount of industrial/flex space could be developed over a longer-term time horizon. To the extent that certain real estate product types do not generate sufficient economic value to allow for a "fair share" contribution to project-wide infrastructure costs, the overall Project feasibility will be more challenging.

Improved Land Value

As described above, EPS developed a set of vertical pro formas for each land use and estimated a residual land value based on the difference between finished market values and vertical development costs. Improved land values are commonly used feasibility indicators and typically range between 15 and 25 percent of total building value. If the land value does not achieve this range, the project is not likely to be feasible as values do not support land costs.

Improved land for each development option is shown in **Table 1**. For land uses with negative land value (with the exception of inclusionary residential units), EPS assumes the value of zero. Land values are highly variable and subject to a number of site-specific and market factors. It is

⁵ Given that the soil mitigation cost applies predominantly to industrial uses, it is netted out of finished industrial value for the purpose of this analysis, which translates into a lower industrial land value.

worth noting that developers' estimates of residential land values at EPSP range between \$1.0 and \$1.5 million per acre, below the EPS estimates.

Development Cost

EPS relies on planning-level development cost estimates provided by Kier & Wright Civil Engineers Surveyors. These data are provided as part of the **Appendix A** to this memorandum. Kier & Wright has estimated costs for the on-site planning area, including major roadway improvements, sewer improvements, water line improvements, and soil mitigation (for compacted soils, as needed). Additionally, Kier & Wright estimated development fees and connection charges for the development options. Development is assumed to pay applicable school and park fees and/or dedicate land for these purposes. Any additional park improvement or school costs would need to come from other sources.

A critical point regarding the infrastructure cost estimates is that all options include costs associated with the future connection of El Charro Road to Stanley Boulevard. No fee credit to the traffic fees, regional or local, is assumed for traffic improvements. To the extent that any fee credit is granted by the City, the feasibility of the EPSP will improve.

The analysis also considers the cost burden associated with development impact fees and other off-site fees. Off-site costs are assumed to be incurred by a master developer, while development impact fees are assumed to be paid by vertical builders in the residual land value analysis and their impact is reflected in the value estimates. Given the substantial size of the fees, the cost is also considered as a horizontal cost for the purpose of the cost/value ratio test and tax burden threshold tests. Fees include charges on development from water, wastewater, impervious surface, public facilities, traffic development, Tri-Valley Transportation Committee, school, park dedication, and GIS fees, as estimated by Kier & Wright. Due to inclusion of park dedication fees, park development costs are excluded from this analysis. Affordable housing requirements are assumed to be met onsite.

EPS also assumes that the destination uses do not contribute to program value. That is, these uses are not valued as part of the infrastructure feasibility tests. The analysis also assumes that the Operations Service Center (OSC) and Transfer Station are relocated except for development option 4, opening up additional capacity for new development⁷. While the relocation cost is unknown, this analysis assumes a cost of \$10 million as a "place holder" and does not reflect any land value that may be internal to the deal. If these uses are not relocated, either total development would be reduced or density would need to increase.

⁷ Option 4 assumes that the Operations Service Center and Transfer Station remain on their existing sites.

APPENDIX A



Table A-1 Program Options Summary

Use	EPSP Option Program			
	1	4	5	6
Residential (Dwelling Units)				
<u>Attached</u> ¹				
30 du/ac (MR)	130	167	214	89
30 du/ac (BMR)	175	225	252	391
23 du/ac	195	250	249	322
<u>Detached</u>				
11 du/ac	0	0	360	748
8 du/ac	0	641	0	504
4 du/ac	<u>500</u>	<u>0</u>	<u>355</u>	<u>100</u>
Residential Total	1,000	1,283	1,430	2,154
Retail (Square Feet)				
0.3 FAR	91,000	91,000	91,000	91,000
Office Campus (Square Feet)				
0.35 FAR	442,000	442,000	442,000	442,000
Industrial/Flex (Square Feet)				
0.36 FAR	1,442,000	2,296,000	1,148,000	1,148,000
Destination Use ²	Yes	Yes	Yes	Yes

¹ Includes a mix of Market Rate (MR) and Below Market Rate (BMR) units. BMRs comprise 20% of for sale units and 15% of rentals and are provided in high-density residential projects.

² EPS conservatively assumes that Operations Service Center (OSC) and Transfer Station (TS) do not contribute to infrastructure feasibility. However, the land for the OSC and TS is assumed to be developed with value-generating uses.

Source: Gates + Associates and EPS

Table A-2 Program Options Improved Land Value

Use	Land Value Unit/SF	EPSP Option Value			
		1	4	5	6
Residential					
<u>Attached</u>					
30 du/ac (MR)	\$18,167	\$2,361,666.67	\$3,033,833	\$3,887,667	\$1,616,833
30 du/ac (BMR)	(\$154,800)	(\$27,090,000)	(\$34,830,000)	(\$39,009,600)	(\$60,526,800)
23 du/ac	\$93,000	\$18,135,000	\$23,250,000	\$23,157,000	\$29,946,000
<u>Detached</u>					
11 du/ac	\$203,000	\$0	\$0	\$73,080,000	\$151,844,000
8 du/ac	\$300,000	\$0	\$192,300,000	\$0	\$151,200,000
4 du/ac	\$320,000	<u>\$160,000,000</u>	<u>\$0</u>	<u>\$113,600,000</u>	<u>\$32,000,000</u>
Residential Total		\$153,406,667	\$183,753,833	\$174,715,067	\$306,080,033
Retail					
0.3 FAR	\$73	\$6,671,105	\$6,671,105	\$6,671,105	\$6,671,105
Office Campus					
0.35 FAR	\$0	\$0	\$0	\$0	\$0
Industrial/Flex					
0.36 FAR	\$0	\$0	\$0	\$0	\$0
Destination Use					
	-	-	-	-	-
Total Value		\$160,077,772	\$190,424,938	\$181,386,172	\$312,751,138

Table A-3 Program Options Building Value

Use	Value Unit/SF	EPSP Option Value			
		1	4	5	6
Residential					
<u>Attached¹</u>					
30 du/ac (MR)	\$372,000	\$57,660,000	\$74,400,000	\$79,608,000	\$33,108,000
30 du/ac (BMR)	\$0	\$0	\$0	\$0	\$0
23 du/ac	\$450,000	\$87,750,000	\$112,500,000	\$112,050,000	\$144,900,000
<u>Detached</u>					
11 du/ac	\$800,000	\$0	\$0	\$288,000,000	\$598,400,000
8 du/ac	\$975,000	\$0	\$624,975,000	\$0	\$491,400,000
4 du/ac	\$1,400,000	<u>\$700,000,000</u>	<u>\$0</u>	<u>\$497,000,000</u>	<u>\$140,000,000</u>
Residential Total		\$845,410,000	\$811,875,000	\$976,658,000	\$1,407,808,000
Retail					
0.3 FAR	\$367	\$33,397,000	\$33,397,000	\$33,397,000	\$33,397,000
Office Campus					
0.35 FAR	\$217	\$95,914,000	\$95,914,000	\$95,914,000	\$95,914,000
Industrial/Flex					
0.36 FAR	\$95	\$136,990,000	\$218,120,000	\$109,060,000	\$109,060,000
Destination Use²					
	-	-	-	-	-
Total Value		\$1,111,711,000	\$1,159,306,000	\$1,215,029,000	\$1,646,179,000

1 Attached housing program includes a mix of Market Rate (MR) and Below Market Rate (BMR) units. BMRs comprise 20% of for sale and 15% of rental units and are provided in high-density residential projects.

2 EPS conservatively assumes that Operations Service Center (OSC) and Transfer Station (TS) do not contribute to infrastructure feasibility. However, the land for the OSC and TS is assumed to be developed with value-generating uses.

Table A-4 Program Options Development Impact Fees

Land Use	Water	Waste Water	Public Facilities	Traffic Development	Tri-Valley Transportation Committee Fee	Impervious Surface	In-lieu Park Dedication Fee	GIS Fee	School Impact Fee	TOTAL
Option 1	\$31,363,219	\$18,951,900	\$4,749,232	\$14,218,746	\$7,609,937	\$9,190,609	\$8,838,000	\$23,547	\$20,642,260	\$115,587,450
Option 4	\$42,701,739	\$25,396,835	\$6,216,151	\$19,190,101	\$10,549,416	\$10,081,807	\$11,338,285	\$24,954	\$17,742,666	\$143,241,954
Option 5	\$37,296,847	\$23,916,676	\$5,840,856	\$15,296,893	\$8,147,263	\$9,265,749	\$12,638,340	\$23,334	\$22,461,907	\$134,887,864
Option 6	\$53,785,220	\$34,249,082	\$8,496,339	\$18,412,973	\$9,725,136	\$10,606,860	\$19,515,002	\$26,659	\$31,307,287	\$186,124,558

Table A-5 Infrastructure Cost Estimates

Infrastructure Costs	Option 1	Option 4	Option 5	Option 6
TRANSPORTATION				
El Charro Rd/Stanley Blvd Undercrossing	\$18,023,500	\$18,023,500	\$18,023,500	\$18,023,500
Boulder Street Improvements	\$1,684,895	\$1,902,814	\$1,483,396	\$1,958,708
Busch Road Improvements	\$2,871,430	\$3,110,954	\$2,404,515	\$2,343,047
Traffic Signals	\$2,375,000	\$2,250,000	\$2,625,000	\$2,625,000
Arroyo Mocho Bridges	\$3,726,000	\$3,726,000	\$3,726,000	\$3,726,000
El Charro Road Improvements	\$7,109,948	\$7,577,777	\$7,577,777	\$7,536,924
Gateways	\$300,000	\$300,000	\$300,000	\$300,000
SEWER				
Sewer Improvements	\$5,317,000	\$5,564,500	\$5,252,500	\$5,356,000
RECYCLED WATER				
Recycled Water Lines	\$1,139,051	\$1,225,875	\$1,075,802	\$1,225,875
WATER				
Water improvements	\$1,621,261	\$1,745,164	\$1,530,774	\$1,530,774
Joint Trench Improvements	\$1,365,891	\$1,471,208	\$1,288,078	\$1,364,404
Subtotal	\$45,533,976	\$46,897,792	\$45,287,342	\$45,990,232
15% Contingency	\$6,830,096	\$7,034,669	\$6,793,101	\$6,898,535
20% Soft costs	<u>\$9,106,795</u>	<u>\$9,379,558</u>	<u>\$9,057,468</u>	<u>\$9,198,046</u>
TOTAL	\$61,470,867	\$63,312,019	\$61,137,912	\$62,086,813
Parks	\$35,283,600	\$35,283,600	\$35,283,600	\$35,283,600

Table A-6 Raw Land Value Comparable Sales in the Tri-Valley

Address	City	Sale Date	Price	Acres	Price/AC
Greenville Rd	Livermore	8/2/2012	\$5,290,000	16.50	\$320,606
Collier Canyon Rd	Livermore	1/6/2011	\$1,919,864	8.81	\$217,919
0 Las Positas Rd	Livermore	12/26/2012	\$275,000	1.40	\$196,429
752 Kalthoff Common, Livermore, CA 94550	Livermore	11/29/2011	\$1,800,000	18.04	<u>\$99,780</u>
Average					\$208,683
Weighted Average					\$207,484

Sources: Loopnet; CoStar; Economic & Planning Systems, Inc.

APPENDIX B - OPTION 7



This Appendix includes the analysis of Option 7. This is an additional development alternative prepared based on discussion with City staff and the developers based on the previously prepared Option 5. It reflects the residential product types discussed at the June 19th Taskforce Meeting.

Table B-1 Option 7 Land Value Feasibility Test

Item	EPSP Option 7
Infrastructure Costs (rounded)	
Backbone Infrastructure	\$61,138,000
Off-Site Improvements	\$5,000,000
Potential Relocation of OSC and TS	\$10,000,000
Predevelopment/Developer Return	<u>\$19,034,500</u>
Total Infrastructure Cost Burden	\$95,172,500
Improved Residual Land Value	\$244,270,372
Raw Land Value	\$149,097,872
Land Value (per acre)	\$367,236

Table B-2 Program Option 7 Summary

Use	EPSP Option 7
Residential (Dwelling Units)	
<u>Attached</u>	
30 du/ac (MR)	352
30 du/ac (BMR)	308
23 du/ac	221
<u>Detached</u>	
11 du/ac	110
8 du/ac	488
4 du/ac	<u>280</u>
Residential Total	1,759
Retail (Square Feet)	
0.3 FAR	91,000
Office Campus (Square Feet)	
0.35 FAR	442,000
Industrial/Flex (Square Feet)	
0.36 FAR	1,148,000
Destination Use	Yes

Table B-3 Program Option 7 Improved Land Value

Use	Land Value per Unit/SF	EPSP Option 7
Residential		
<u>Attached</u>		
30 du/ac (MR)	\$18,167	\$6,394,667
30 du/ac (BMR)	(\$154,800)	(\$47,678,400)
23 du/ac	\$93,000	\$20,553,000
<u>Detached</u>		
11 du/ac	\$203,000	\$22,330,000
8 du/ac	\$300,000	\$146,400,000
4 du/ac	\$320,000	<u>\$89,600,000</u>
Residential Total		\$237,599,267
Retail		
0.3 FAR	\$73	\$6,671,105
Office Campus		
0.35 FAR	\$0	\$0
Industrial/Flex		
0.36 FAR	\$0	\$0
Destination Use		
	-	-
Total Value		\$244,270,372



APPENDIX C

Table C-1
Custom Lot New Single Family Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090

Item	Assumption	Per Unit	Total (per acre)
DEVELOPMENT PROGRAM			
Units			4
Gross Area	5,000 sq.ft. per unit		20,000 sq.ft.
Efficiency Ratio	100%		
Net Area			20,000 sq.ft.
Parking Ratio (spaces per unit)			2.0
REVENUE ASSUMPTIONS			
Sale Price	\$1,400,000 per unit	\$1,400,000	\$5,600,000
Options (net above costs)	1.0%	\$14,000	\$56,000
(less) Cost of Sale	3.0%	<u>(\$42,000)</u>	<u>(\$168,000)</u>
Total Revenue		\$1,372,000	\$5,488,000
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost (1)	\$115 /GLA sq. ft.	\$575,000	\$2,300,000
Site Improvement Cost	\$7.00 /land sq. ft.	\$76,230	\$304,920
Parking Construction Cost	\$0 per space	<u>\$0</u>	<u>\$0</u>
Total Direct Costs		\$651,230	\$2,604,920
Indirect Costs			
Impact Fees			
Water	\$25,120 per unit	\$25,120	\$100,480
Wastewater	\$14,881 per unit	\$14,881	\$59,524
Public Facilities	\$4,487 per unit	\$4,487	\$17,948
Traffic Development	\$4,465 per unit	\$4,465	\$17,860
Tri-Valley Transportation Committee Fee	\$2,279 per unit	\$2,279	\$9,116
Impervious Surface	\$7,623 per unit	\$7,623	\$30,492
In-lieu Park Dedication Fee	\$9,707 per unit	\$9,707	\$38,828
GIS Fee	\$22 per unit	\$22	\$87
School Impact Fee	\$33,700 per unit	\$33,700	\$134,800
Other Indirect Costs (2)	<u>20.0%</u> of direct costs	<u>\$130,246</u>	<u>\$520,984</u>
Total Indirect Costs	35.7% of direct costs	\$232,530	\$930,119
Subtotal, Direct and Indirect Costs		\$883,760	\$3,535,039
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$44,188	\$176,752
Developer Return (% of direct and indirect costs)	14.0% of direct and indirect costs	\$123,726	\$494,905
Total Costs		\$1,051,674	\$4,206,697
RESIDUAL LAND VALUE		\$320,000	\$1,281,000

(1) Includes building permits.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

Table C-2
New Single Family Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090

Item	Assumption	Per Unit	Total (per acre)
DEVELOPMENT PROGRAM			
Units			8
Gross Area	3,000 sq.ft. per unit		24,000 sq.ft.
Efficiency Ratio	100%		
Net Area			24,000 sq.ft.
Parking Ratio (spaces per unit)			2.0
REVENUE ASSUMPTIONS			
Sale Price	\$975,000 per unit	\$975,000	\$7,800,000
Options (net above costs)	1.0%	\$9,750	\$78,000
(less) Cost of Sale	3.0%	<u>(\$29,250)</u>	<u>(\$234,000)</u>
Total Revenue		\$955,500	\$7,644,000
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost (1)	\$105 /GLA sq. ft.	\$315,000	\$2,520,000
Site Improvement Cost	\$13.50 /land sq. ft.	\$73,508	\$588,060
Parking Construction Cost	\$0 per space	<u>\$0</u>	<u>\$0</u>
Total Direct Costs		\$388,508	\$3,108,060
Indirect Costs			
Impact Fees			
Water	\$25,120 per unit	\$25,120	\$200,960.00
Wastewater	\$14,881 per unit	\$14,881	\$119,048
Public Facilities	\$4,487 per unit	\$4,487	\$35,896
Traffic Development	\$4,465 per unit	\$4,465	\$35,720
Tri-Valley Transportation Committee Fee	\$2,279 per unit	\$2,279	\$18,232
Impervious Surface	\$3,812 per unit	\$3,812	\$30,492
In-lieu Park Dedication Fee	\$9,707 per unit	\$9,707	\$77,656
GIS Fee	\$11 per unit	\$11	\$87
School Impact Fee	\$20,220 per unit	\$20,220	\$161,760
Other Indirect Costs (2)	<u>20.0%</u> of direct costs	<u>\$77,702</u>	<u>\$621,612</u>
Total Indirect Costs	41.9% of direct costs	\$162,683	\$1,301,463
Subtotal, Direct and Indirect Costs		\$551,190	\$4,409,523
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$27,560	\$220,476.16
Developer Return (% of direct and indirect costs)	14.0% of direct and indirect costs	\$77,167	\$617,333.24
Total Costs		\$655,917	\$5,247,333
RESIDUAL LAND VALUE		\$300,000	\$2,397,000

(1) Includes building permits.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

**Table C-3
Duplexes Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090**

Item	Assumption	Per Unit	Total (per acre)
DEVELOPMENT PROGRAM			
Units			11
Gross Area	2,500 sq.ft. per unit		27,500 sq.ft.
Efficiency Ratio	100%		
Net Area			27,500 sq.ft.
Parking Ratio (spaces per unit)			2.0
REVENUE ASSUMPTIONS			
Sale Price	\$800,000 per unit	\$800,000	\$8,800,000
Options (net above costs)	1.0%	\$8,000	\$88,000
(less) Cost of Sale	3.0%	<u>(\$24,000)</u>	<u>(\$264,000)</u>
Total Revenue		\$784,000	\$8,624,000
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost (1)	\$110 /GLA sq. ft.	\$275,000	\$3,025,000
Site Improvement Cost	\$16.50 /land sq. ft.	\$65,340	\$718,740
Parking Construction Cost	\$0 per space	<u>\$0</u>	<u>\$0</u>
Total Direct Costs		\$340,340	\$3,743,740
Indirect Costs			
Impact Fees			
Water	\$25,120 per unit	\$25,120	\$276,320
Wastewater	\$14,881 per unit	\$14,881	\$163,691
Public Facilities	\$3,351 per unit	\$3,351	\$36,861
Traffic Development	\$4,465 per unit	\$4,465	\$49,115
Tri-Valley Transportation Committee Fee	\$2,279 per unit	\$2,279	\$25,069
Impervious Surface	\$3,168 per unit	\$3,168	\$34,848
In-lieu Park Dedication Fee	\$9,707 per unit	\$9,707	\$106,777
GIS Fee	\$8 per unit	\$8	\$87
School Impact Fee	\$16,850 per unit	\$16,850	\$185,350
Other Indirect Costs (2)	<u>20.0%</u> of direct costs	<u>\$68,068</u>	<u>\$748,748</u>
Total Indirect Costs	43.5% of direct costs	\$147,897	\$1,626,866
Subtotal, Direct and Indirect Costs		\$488,237	\$5,370,606
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$24,412	\$268,530
Developer Return (% of direct and indirect costs)	14.0% of direct and indirect costs	\$68,353	\$751,885
Total Costs		\$581,002	\$6,391,021
RESIDUAL LAND VALUE		\$203,000	\$2,233,000

(1) Includes building permits.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

Table C-4
Surface Parking Condo Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090

Item	Assumption	Per Unit	Total (per acre)
DEVELOPMENT PROGRAM			
Units			23
Gross Area	1,200 sq.ft. per unit		27,600 sq.ft.
Efficiency Ratio	85%		
Net Area			23,460 sq.ft.
Parking Ratio (spaces per unit)			2.0
REVENUE ASSUMPTIONS			
Sale Price	\$440,000 per unit	\$440,000	\$10,120,000
Options (net above costs)	1.0%	\$4,400	\$101,200
(less) Cost of Sale	3.0%	<u>(\$13,200)</u>	<u>(\$303,600)</u>
Total Revenue		\$431,200	\$9,917,600
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost (1)	\$140 /GLA sq. ft.	\$168,000	\$3,864,000
Site Improvement Cost	\$15.0 /land sq. ft.	\$28,409	\$653,400
Parking Construction Cost	\$3,500 per space	<u>\$7,000</u>	<u>\$161,000</u>
Total Direct Costs		\$203,409	\$4,678,400
Indirect Costs			
Impact Fees			
Water	\$5,401 per unit	\$5,401	\$124,223
Wastewater	\$9,807 per unit	\$9,807	\$225,561
Public Facilities	\$2,736 per unit	\$2,736	\$62,928
Traffic Development	\$3,125 per unit	\$3,125	\$71,875
Tri-Valley Transportation Committee Fee	\$1,450 per unit	\$1,450	\$33,350
Impervious Surface	\$1,610 per unit	\$1,610	\$37,026
In-lieu Park Dedication Fee	\$7,969 per unit	\$7,969	\$183,287
GIS Fee	\$4 per unit	\$4	\$87
School Impact Fee	\$8,088 per unit	\$8,088	\$186,024
Other Indirect Costs (2)	<u>20.0%</u> of direct costs	<u>\$40,682</u>	<u>\$935,680</u>
Total Indirect Costs	39.8% of direct costs	\$80,871	\$1,860,041
Subtotal, Direct and Indirect Costs		\$284,280	\$6,538,441
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$14,214	\$326,922
Developer Return (% of direct and indirect costs)	14.0% of direct and indirect costs	\$39,799	<u>\$915,382</u>
Total Costs		\$338,293	\$7,780,745
RESIDUAL LAND VALUE		\$93,000	\$2,137,000

(1) Includes building permits.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

**Table C-5
Garden Apartments Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090**

Item	Assumption	Per Unit	Total (per acre)
DEVELOPMENT PROGRAM			
Units			30
Net Area	1,000 sq.ft. per unit		30,000 sq.ft.
Efficiency Ratio	85%		
Gross Area			35,294 sq.ft.
Parking Ratio (spaces per unit)			2.0
REVENUE ASSUMPTIONS			
Gross Revenue	\$28 /net sq. ft./year	\$28,000	\$840,000
(less) Operating Expenses	30%	(\$8,400)	(\$252,000)
(less) Vacancy Rate	5.0%	<u>(\$1,400)</u>	<u>(\$42,000)</u>
Subtotal, Annual Net Operating Income		\$18,200	\$546,000
Capitalized Value	4.8% cap rate	\$383,158	\$11,494,737
(less) Cost of Sale	3.0%	<u>(\$11,495)</u>	<u>(\$344,842)</u>
Total Revenue		\$371,663	\$11,149,895
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost (1)	\$175 /GLA sq. ft.	\$205,882	\$6,176,471
Site Improvement Cost	\$5.0 /land sq. ft.	\$7,260	\$217,800
Parking Construction Cost	\$3,000 per space	<u>\$6,000</u>	<u>\$180,000</u>
Total Direct Costs		\$219,142	\$6,574,271
Indirect Costs			
Impact Fees			
Water	\$6,617 per unit	\$6,617	\$198,510
Wastewater	\$9,807 per unit	\$9,807	\$294,210
Public Facilities	\$2,736 per unit	\$2,736	\$82,080
Traffic Development	\$3,125 per unit	\$3,125	\$93,750
Tri-Valley Transportation Committee Fee	\$1,450 per unit	\$1,450	\$43,500
Impervious Surface	\$1,234 per unit	\$1,234	\$37,026
In-lieu Park Dedication Fee	\$7,969 per unit	\$7,969	\$239,070
GIS Fee	\$3 per unit	\$3	\$87
School Impact Fee	\$3,040 per unit	\$3,040	\$91,200
Other Indirect Costs (2)	<u>18.0%</u> of direct costs	<u>\$39,446</u>	<u>\$1,183,369</u>
Total Indirect Costs	34.4% of direct costs	\$75,427	\$2,262,802
Subtotal, Direct and Indirect Costs		\$294,569	\$8,837,072
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$14,728	\$441,854
Developer Return (% of direct and indirect costs)	15.0% of direct and indirect costs	<u>\$37.56</u>	<u>\$1,325,561</u>
Total Costs		\$353,483	\$10,604,487
RESIDUAL LAND VALUE		\$18,167	\$545,000

(1) Includes building permits.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

Table C-6
Podium Parking Mid-Rise Apartments Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090

Item	Assumption	Per Unit	Total (per acre)
DEVELOPMENT PROGRAM			
Units			30
Net Area	1,000 sq.ft. per unit		30,000 sq.ft.
Efficiency Ratio	85%		
Gross Area			35,294 sq.ft.
Parking Ratio (spaces per unit)			2.0
REVENUE ASSUMPTIONS			
Gross Revenue	\$28 /net sq. ft./year	\$28,000	\$840,000
(less) Operating Expenses	30%	(\$8,400)	(\$252,000)
(less) Vacancy Rate	5.0%	<u>(\$1,400)</u>	<u>(\$42,000)</u>
Subtotal, Annual Net Operating Income		\$18,200	\$546,000
Capitalized Value	4.8% cap rate	\$383,158	\$11,494,737
(less) Cost of Sale	3.0%	<u>(\$11,495)</u>	<u>(\$344,842)</u>
Total Revenue		\$371,663	\$11,149,895
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost (1)	\$225 /GLA sq. ft.	\$264,706	\$7,941,176
Site Improvement Cost	\$5.0 /land sq. ft.	\$7,260	\$217,800
Parking Construction Cost	\$0 per space	\$0	\$0
Total Direct Costs		\$271,966	\$8,158,976
Indirect Costs			
Impact Fees			
Water	\$6,617 per unit	\$6,617	\$198,510
Wastewater	\$9,807 per unit	\$9,807	\$294,210
Public Facilities	\$2,736 per unit	\$2,736	\$82,080
Traffic Development	\$3,125 per unit	\$3,125	\$93,750
Tri-Valley Transportation Committee Fee	\$1,450 per unit	\$1,450	\$43,500
Impervious Surface	\$1,234 per unit	\$1,234	\$37,026
In-lieu Park Dedication Fee	\$7,969 per unit	\$7,969	\$239,070
GIS Fee	\$3 per unit	\$3	\$87
School Impact Fee	\$3,040 per unit	\$3,040	\$91,200
Other Indirect Costs (2)	18.0% of direct costs	<u>\$48,954</u>	<u>\$1,468,616</u>
Total Indirect Costs	31.2% of direct costs	\$84,935	\$2,548,049
Subtotal, Direct and Indirect Costs		\$356,901	\$10,707,025
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$17,845	\$535,351.27
Developer Return (% of direct and indirect costs)	15.0% of direct and indirect costs	<u>\$45.50</u>	<u>\$1,606,054</u>
Total Costs		\$428,281	\$12,848,430
RESIDUAL LAND VALUE		(\$56,633)	(\$1,699,000)

(1) Includes building permits.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

**Table C-7
Inclusionary Garden Apartments Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090**

Item	Assumption	Per Unit	Total (per acre)
DEVELOPMENT PROGRAM			
Units			30
Net Area	1,000 sq.ft. per unit		30,000 sq.ft.
Efficiency Ratio	85%		
Gross Area			35,294 sq.ft.
Parking Ratio (spaces per unit)			2.0
REVENUE ASSUMPTIONS			
Gross Revenue (1)	\$14.96 /net sq. ft./year	\$14,963	\$448,875
(less) Operating Expenses	30%	(\$4,489)	(\$134,663)
(less) Vacancy Rate	5.0%	<u>(\$748)</u>	<u>(\$22,444)</u>
Subtotal, Annual Net Operating Income		\$9,726	\$291,769
Capitalized Value	4.8% cap rate	\$204,750	\$6,142,500
(less) Cost of Sale	3.0%	<u>(\$6,143)</u>	<u>(\$184,275)</u>
Total Revenue		\$198,608	\$5,958,225
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost (2)	\$175 /GLA sq. ft.	\$205,882	\$6,176,471
Site Improvement Cost	\$5.0 /land sq. ft.	\$7,260	\$217,800
Parking Construction Cost	\$3,000 per space	<u>\$6,000</u>	<u>\$180,000</u>
Total Direct Costs		\$219,142	\$6,574,271
Indirect Costs			
Impact Fees			
Water	\$6,617 per unit	\$6,617	\$198,510
Wastewater	\$9,807 per unit	\$9,807	\$294,210
Public Facilities	\$2,736 per unit	\$2,736	\$82,080
Traffic Development	\$3,125 per unit	\$3,125	\$93,750
Tri-Valley Transportation Committee Fee	\$1,450 per unit	\$1,450	\$43,500
Impervious Surface	\$1,234 per unit	\$1,234	\$37,026
In-lieu Park Dedication Fee	\$7,969 per unit	\$7,969	\$239,070
GIS Fee	\$3 per unit	\$3	\$87
School Impact Fee	\$2,970 per unit	\$2,970	\$89,100
Other Indirect Costs (3)	<u>18.0%</u> of direct costs	<u>\$39,446</u>	<u>\$1,183,369</u>
Total Indirect Costs	34.4% of direct costs	\$75,357	\$2,260,702
Subtotal, Direct and Indirect Costs		\$294,499	\$8,834,972
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$14,725	\$441,748.62
Developer Return (% of direct and indirect costs)	15.0% of direct and indirect costs	<u>\$37.55</u>	<u>\$1,325,246</u>
Total Costs		\$353,399	\$10,601,967
RESIDUAL LAND VALUE		(\$154,800)	(\$4,644,000)

(1) Based on the even mix of low and moderate income thresholds as specified by HCD 2013 income limits for Alameda County.

(2) Includes building permits.

(3) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

Table C-8
Retail Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090

Item	Assumption	Per Bldg. Sq.Ft.	Total
DEVELOPMENT PROGRAM			
Gross Leasable Area (sq.ft.)			13,068 sq.ft.
Efficiency Ratio	95%		
Net Leasable Area (sq.ft.)			12,415 sq.ft.
Parking Ratio (spaces per 1,000 sq.ft.)			4.0
Total Spaces			52
REVENUE ASSUMPTIONS			
Gross Revenue (NNN)	\$28.00 /NLA sq. ft.	\$28.00	\$347,609
(less) Commissions	3.0%	(\$0.84)	(\$10,428)
(less) Vacancy Rate	4.0%	<u>(\$1.12)</u>	<u>(\$13,904)</u>
Subtotal, Annual Net Operating Income		\$26.04	\$323,276
Capitalized Value	6.6% cap rate	\$374.82	\$4,898,124
(less) Cost of Sale	2.0%	<u>(\$7.50)</u>	<u>(\$97,962)</u>
Total Revenue		\$367	\$4,800,162
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost	\$120 /GLA sq. ft.	\$120.00	\$1,568,160
Site Improvement Cost	\$10.0 /land sq. ft.	\$33.33	\$435,600
Parking Construction Cost (1)	\$0 /space	<u>\$0</u>	<u>\$0</u>
Total Direct Costs		\$153	\$2,003,760
Indirect Costs			
Tenant Improvements	\$40 /GLA sq. ft.	\$40.00	\$522,720
Impact Fees			
Water	\$124,230 /acre	\$9.51	\$124,230
Wastewater	\$44,170 /acre	\$3.38	\$44,170
Public Facilities	\$7,318 /acre	\$0.56	\$7,318
Traffic Development	\$163,219 /acre	\$12.49	\$163,219
Tri-Valley Transportation Committee Fee	\$19,863 /acre	\$1.52	\$19,863
Impervious Surface	\$37,026 /acre	\$2.83	\$37,026
In-lieu Park Dedication Fee	\$0 /acre	\$0.00	\$0
GIS Fee	\$87 /acre	\$0.01	\$87
School Impact Fee	\$6,142 /acre	\$0.47	\$6,142
Other Indirect Costs (2)	<u>15.0%</u> of direct costs	<u>\$23</u>	<u>\$300,564</u>
Total Indirect Costs	61.2% of direct costs	\$94	\$1,225,340
Subtotal, Direct and Indirect Costs		\$247.10	\$3,229,100
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$12	\$161,455
Developer Return (% of direct and indirect costs)	14.0% of direct and indirect costs	<u>\$35</u>	<u>\$452,074</u>
Total Costs		\$294.05	\$3,842,629
RESIDUAL LAND VALUE		\$73.31	\$958,000

(1) Covered under site improvements.

(2) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

Table C-9
Class B Stand Alone Office Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090

Item	Assumption	Per Bldg. Sq.Ft.	Per Acre
DEVELOPMENT PROGRAM			
Gross Leasable Area (sq.ft.)			15,246 sq.ft.
Efficiency Ratio	90%		
Net Leasable Area (sq.ft.)			13,721 sq.ft.
Parking Ratio (spaces per 1,000 sq.ft.)			4.0
Total Spaces			
REVENUE ASSUMPTIONS			
Gross Office Revenue (FS)	\$24.00 /NLA	21.60	329,314
(less) Operating Expenses	30%	(6.48)	(98,794)
(less) Commissions	3.0%	(0.65)	(9,879)
(less) Vacancy Rate	10.0%	<u>(2.16)</u>	<u>(32,931)</u>
Annual Net Operating Income		12.31	187,709
Capitalized Value	6.5% cap rate	\$189.42	\$2,887,827
(less) Cost of Sale	2.0%	<u>(\$3.79)</u>	<u>(\$57,757)</u>
Total Revenue		\$186	\$2,830,070
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost	\$150 /GLA sq. ft.	\$150.00	\$2,286,900
Site Improvement Cost	\$5.0 /GLA sq. ft.	\$5.00	\$76,230
Parking Construction Cost	\$3,000 /per space	<u>\$12.00</u>	<u>\$182,952</u>
Total Direct Costs		\$167.00	\$2,546,082
Indirect Costs			
Tenant Improvements	\$30.00 /GLA sq. ft.	\$30.00	\$457,380
Impact Fees			
Water	\$124,230 /acre	\$8.15	\$124,230
Wastewater	\$51,531 /acre	\$3.38	\$51,531
Public Facilities	\$12,959 /acre	\$0.85	\$12,959
Traffic Development	\$90,561 /acre	\$5.94	\$90,561
Tri-Valley Transportation Committee Fee	\$62,356 /acre	\$4.09	\$62,356
Impervious Surface	\$37,026 /acre	\$2.43	\$37,026
In-lieu Park Dedication Fee	\$0 /acre	\$0.00	\$0
GIS Fee	\$87 /acre	\$0.01	\$87
School Impact Fee	\$7,166 /acre	\$0.47	\$7,166
Other Indirect Costs (1)	<u>15.0%</u> of direct costs	<u>\$25.05</u>	<u>\$381,912</u>
Total Indirect Costs	48.1% of direct costs	\$80.36	\$1,225,209
Subtotal, Direct and Indirect Costs		\$247	\$3,771,291
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$12.37	\$188,565
Developer Return (% of direct and indirect costs)	14.0% of direct and indirect costs	<u>\$34.63</u>	<u>\$527,981</u>
Total Costs		\$294	\$4,487,836
RESIDUAL LAND VALUE		(\$109)	(\$1,658,000)

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

Table C-10
Class A Mid-Rise Office Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090

Item	Assumption	Per Bldg. Sq.Ft.	Total
DEVELOPMENT PROGRAM			
Gross Leasable Area (sq.ft.)			15,246 sq.ft.
Efficiency Ratio	90%		
Net Leasable Area (sq.ft.)			13,721 sq.ft.
Parking Ratio (spaces per 1,000 sq.ft.)			4.0
Total Spaces			
REVENUE ASSUMPTIONS			
Gross Office Revenue (FS)	\$28.00 /NLA	25.20	384,199
(less) Operating Expenses	30%	(7.56)	(115,260)
(less) Commissions	3.0%	(0.76)	(11,526)
(less) Vacancy Rate	10.0%	<u>(2.52)</u>	<u>(38,420)</u>
Annual Net Operating Income		14.36	218,994
Capitalized Value	6.5% cap rate	\$220.98	\$3,369,131
(less) Cost of Sale	2.0%	<u>(\$4.42)</u>	<u>(\$67,383)</u>
Total Revenue		\$217	\$3,301,749
DEVELOPMENT COSTS			
Direct Costs			
Building Construction Cost	\$150 /GLA sq. ft.	\$150.00	\$2,286,900
Site Improvement Cost	\$5.0 /GLA sq. ft.	\$5.00	\$76,230
Parking Construction Cost	\$20,000 /per space	<u>\$80.00</u>	<u>\$1,219,680</u>
Total Direct Costs		\$235.00	\$3,582,810
Indirect Costs			
Tenant Improvements	\$40.00 /GLA sq. ft.	\$40.00	\$609,840
Impact Fees			
Water	\$124,230 /acre	\$8.15	\$124,230
Wastewater	\$51,531 /acre	\$3.38	\$51,531
Public Facilities	\$12,959 /acre	\$0.85	\$12,959
Traffic Development	\$90,561 /acre	\$5.94	\$90,561
Tri-Valley Transportation Committee Fee	\$62,356 /acre	\$4.09	\$62,356
Impervious Surface	\$37,026 /acre	\$2.43	\$37,026
In-lieu Park Dedication Fee	\$0 /acre	\$0.00	\$0
GIS Fee	\$87 /acre	\$0.01	\$87
School Impact Fee	\$7,166 /acre	\$0.47	\$7,166
Other Indirect Costs (1)	<u>15.0%</u> of direct costs	<u>\$35.25</u>	<u>\$537,422</u>
Total Indirect Costs	42.8% of direct costs	\$100.56	\$1,533,178
Subtotal, Direct and Indirect Costs		\$336	\$5,115,988
Contingency (% of direct and indirect costs)	5.0% of direct and indirect costs	\$16.78	\$255,799
Developer Return (% of direct and indirect costs)	14.0% of direct and indirect costs	<u>\$46.98</u>	<u>\$716,238</u>
Total Costs		\$399	\$6,088,026
RESIDUAL LAND VALUE		(\$183)	(\$2,786,000)

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

Table C-11
Warehouse/Distribution Residual Land Value
East Pleasanton Specific Plan Infrastructure Feasibility Analysis; EPS #121090

Item	Assumption	Per Bldg. Sq.Ft.	Total
DEVELOPMENT PROGRAM ASSUMPTIONS			
Gross Building Area (sq.ft.)			15,682
Efficiency Ratio	80%		
Net Building Area (sq.ft.)			12,545
Parking Ratio (spaces per 1,000 sq.ft.)			3.3
Total Spaces			41
REVENUE ASSUMPTIONS			
Gross Revenue (NNN)	\$13.00 /NLA	\$10.40	\$163,089
(less) Operating Expenses	0%	\$0.00	\$0
(less) Commissions	3%	(\$0.31)	(\$4,893)
(less) Vacancy Rate	3%	(\$0.31)	(\$4,893)
Subtotal		\$9.78	\$153,303
Capitalized Value	7.0% cap rate	\$139.66	\$2,190,047
(less) Cost of Sale	2.0%	(\$2.79)	(\$43,801)
Total Revenue		\$137	\$2,146,247
COST ASSUMPTIONS			
Direct Costs			
Building Construction Cost	\$85 /GLA sq. ft.	\$85.00	\$1,332,936
Site Improvement Cost	\$5.0 /land sq. ft.	\$13.89	\$217,800
Parking Construction Cost	\$0 /per space	\$0.00	\$0
Total Direct Costs		\$98.89	\$1,550,736
Indirect Costs			
Tenant Improvements	\$1.00 /GLA sq. ft.	\$1.00	\$15,682
Impact Fees			
Water	\$124,230 /acre	\$7.92	\$124,230
Wastewater	\$45,642 /acre	\$2.91	\$45,642
Public Facilities	\$6,887 /acre	\$0.44	\$6,887
Traffic Development	\$60,226 /acre	\$3.84	\$60,226
Tri-Valley Transportation Committee Fee	\$37,270 /acre	\$2.38	\$37,270
Impervious Surface	\$37,026 /acre	\$2.36	\$37,026
In-lieu Park Dedication Fee	\$0 /acre	\$0.00	\$0
GIS Fee	\$87 /acre	\$0.01	\$87
School Impact Fee	\$6,347 /acre	\$0.40	\$6,347
Other Indirect Costs (1)	15% of direct costs	\$12.75	\$199,940
Total Indirect Costs	34% of direct costs	\$34.01	\$533,337
Subtotal, Direct and Indirect Costs		\$133	\$2,084,073
Contingency (% of direct and indirect costs)	5%	\$6.64	\$104,203.64
Developer Return (% of direct and indirect costs)	15%	\$19.93	\$312,611
Total Costs		\$159	\$2,500,887
RESIDUAL LAND VALUE		(\$23)	(\$354,641)

(1) Include architecture & engineering, financing, and G & A costs.

Source: Economic & Planning Systems, Inc.

DRAFT MEMORANDUM

To: City of Pleasanton
From: Jason Moody and Michael Nimon
Subject: Fiscal Impact Analysis of the East Pleasanton Specific Plan;
EPS #121090
Date: July 25, 2013

The Economics of Land Use



Introduction

Over the past year, the City of Pleasanton has been planning for new development in East Pleasanton through the East Pleasanton Specific Plan (EPSP). The City's General Plan calls for a potential mix of housing, office, retail, and industrial uses as well as parks and open space. The EPSP area comprises approximately 1,110 acres on the northeast edge of the City and consists of mostly undeveloped land, combined with previously used industrial and mining uses and lakes.

Economic & Planning Systems (EPS) has been involved in assessing a variety of economic and financial issues associated with the EPSP program options. These initial financial feasibility screens have informed the allocation and magnitude of potential development options based on the infrastructure burden relative to the potential finished value of each program option. Four revised options have been prepared based on input from the Task Force over the last several months, with revised infrastructure cost estimates prepared by Kier & Wright Civil Engineers Surveyors.

The fiscal impact analysis is focused on the City's General Fund budget, comparing the costs of providing public services and maintaining public facilities with the primary revenue sources available to cover these expenditures. This analysis is being developed concurrently with the Fiscal Impact Analysis of the City of Pleasanton General Plan and evaluates the fiscal implications of the EPSP options at buildout. It is conducted in constant 2013 dollars. This analysis is designed to compare the fiscal performance of the four development options and to inform growth policies and should not be used for actual budgeting purposes. It builds on the financial feasibility work conducted as part of the EPS financial feasibility analysis.

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Key Findings

The key findings from this fiscal impact analysis are described below and summarized in **Table S-1**.

1. **Development of EPSP is likely to have no adverse fiscal impact on the City's General Fund at buildout.** This analysis estimates that new growth will result in benefit on the City with net new annual revenue ranging between \$387,000 and \$1.4 million (see **Table S-1**). Property tax will comprise the largest revenue to the City, while public safety will result in the most significant cost to the General Fund.
2. **Fiscal impact ranges between options based on their size and development composition.** Option 6 results in the highest fiscal benefit to the City, while option 2 results in the lowest fiscal impact. While Option 6 appears to be the most feasible due to the larger number of residential uses and high development value, Option 1 has the lowest development value. The larger differences between the options are likely to depend on the relative fiscal performance of specific product types, ability to leverage existing services, and special tax capacity that could shift the cost burden from the City's General Fund. Development program for each option is shown in **Table 1**.
3. **Fiscal results (annual surpluses or deficits) are simply indicators of fiscal performance; they do not mean that the City will accordingly have surplus revenues or deficits because it must have a balanced budget each year.** While the results of the fiscal impact analysis are preliminary, persistent shortfalls shown in a fiscal impact analysis may indicate the need to reduce service levels or obtain additional revenues; persistent surpluses will provide the City with resources to improve overall service levels or reduce liabilities, or to address deferred maintenance.

Table S-1 – Annual General Fund Impact Summary

Item	Option 1	Option 4	Option 5	Option 6
Revenues	\$3,756,844	\$3,986,327	\$4,088,725	\$5,488,346
Expenditures	<u>\$2,832,722</u>	<u>\$3,599,265</u>	<u>\$3,137,148</u>	<u>\$4,085,968</u>
Net Fiscal Impact	\$924,122	\$387,062	\$951,577	\$1,402,378

Sources: City of Pleasanton and Economic & Planning Systems, Inc.

Methodological Overview

EPS developed a fiscal impact model designed to test how EPSP affects General Fund costs and revenues at buildout. While State and Federal funding sources are considered indirectly, the analysis is focused primarily on the City's General Fund expenditure and revenue items that (1) represent a substantive component of the overall budget and (2) are likely to be affected by the General Plan policies and growth trends. Thus, General Fund costs and revenues that are relatively small or are operated on a cost-recovery basis are excluded from the analysis.

This analysis is based on the mid-term FY2012-13 budget, the most recent budget adopted by the City and assumed as the existing service level “baseline” for the purpose of projecting General Fund revenues and costs. However, it is recognized that recent budget cuts have, in many cases, reduced City service levels below historic and/or optimal service levels. While economic conditions have gradually started to improve after the end of the Great Recession, long-term structural outcomes are uncertain.

This memorandum documents actual cost for each department reflected in the most recent budget. In some cases, a current service is below the preferred standard; given the current fiscal situation, it is recognized that the City’s current service provision may not be optimal. To the extent that service standards improve above those estimated in this analysis, the City’s General Fund expenditures will increase.

This analysis utilizes several forecasting approaches to evaluate the General Fund costs and revenues associated with new growth. The primary methodology and factors for each General Fund item are summarized in **Table 2** and highlighted below.

- **Service population.** The service population for any given budget item is defined as the universe of individuals that generate impacts and is based on a review of the various population groups—including residents and employees—relative to each of the City’s service providers. For each department, the relative impacts of employment and population are compared and used to estimate a total service population. For instance, for general government, an employee is estimated to have a service demand profile equal to about half the service demanded by a typical resident. Other types of City services, such as parks and library, are provided to the extent that they are accessed by the population. For these departments, an employee is only likely to access services during non-work hours and therefore has a significantly lower impact than the residential population.
- **Case study.** A case study approach was used to calculate fiscal impacts for budget items that may not vary directly with service population or for which detailed data is available to make a more precise estimate. For example, the case study approach is used to estimate property and sales tax revenues.
- **Not estimated.** Some budget items were not estimated because certain City revenues and expenditures are either not directly related to growth and development and/or generated on a cost-recovery basis.

While EPS had previously conducted interviews and developed a more detailed approach for forecasting costs, these costs are currently being revised by the City. As a result, the average cost approach is generally used in this analysis as a proxy for the actual expenditures that would be triggered by EPSP. These costs may vary based on existing service capacity, negotiated cost increases, and many other department-specific factors. Once the City completes its ongoing interviews with key service providers, the cost estimates in this analysis will be revised.

Key Market and Demographic Assumptions

As described above, population and employment are key factors that are expected to drive changes in the City's General Fund costs and revenues. As shown in **Table 3**, Pleasanton has a population of 73,000 residents and roughly 53,000 jobs with a service population of 106,000. Pleasanton has 26,200 housing units with an average household size of 2.8.

Market assumptions in this analysis are based on Economic and Fiscal Impact Analysis for East Pleasanton Specific Plan prepared by EPS in November 2012 as well as other supplemental research presented in the **Appendix**. Key market assumptions are summarized in **Table 4** and demographic assumptions are summarized in **Table 5** and are described below:

Development Value

The fiscal impact analysis considers the potential market value of various development types envisioned by the EPSP, including residential, retail, office, and industrial/flex uses. EPS assumes real estate values that are typical of the Pleasanton real estate market. This analysis relies on value assumptions that are representative of new development projects, seeking to avoid overestimation of building values. Additional valuation considerations were applied in the analysis of higher-density housing and industrial/flex uses, as discussed below.

EPS relies on variety of sources to estimate real estate values, including current market data concerning residential and commercial transactions occurring in the City and surrounding areas. In particular, EPS reviewed residential sales data from The Gregory Group and commercial sales data from CoStar Group. EPS also considered real estate values developed as part of continuing work on the Fiscal Impact Analysis of the City of Pleasanton General Plan as well as the EPSP infrastructure feasibility analysis, to ensure basic consistency.

Based on guidance from the EPSP team, EPS assumes that the 30 dwelling units per acre product will be rental. The analysis assumes that the affordable units will represent 20 percent of the for-sale units and 15 percent of the rentals with all inclusionary housing accommodated in the 30 dwelling units per acre category.

The Specific Plan options call for between 1.1 million and 2.3 million square feet of industrial/flex space. The relative magnitude of this particular use within the overall program makes it critical to the infrastructure feasibility evaluation. To address this notion, the EPS analysis conservatively assumes that infrastructure/flex value is at the lower end of the value spectrum, \$95 per square foot (the observed range of value is roughly \$95 to \$500 per square foot). The assumption of low-value industrial/flex reflects an \$8 million soil mitigation cost required to support new industrial/flex development¹. This value also reflects uncertainty associated with the specific nature of the industrial/flex space development as well as the probability that such a large amount of industrial/flex space could be developed over a longer-term time horizon. To the extent that certain real estate product types do not generate sufficient economic value to

¹ Given that the soil mitigation cost applies predominantly to industrial uses, it is netted out of finished industrial value for the purpose of this analysis, which translates into a lower industrial land value.

allow for a "fair share" contribution to project-wide infrastructure costs, the overall Project feasibility will be more challenging.

Property Turnover

Property turnover rates are assumed to range between 5 and 15 percent a year. Residential for sale detached turnover rates are assumed to be 7 percent per annum and for-sale attached rates are assumed to be 15 percent per annum, as higher density residential property typically turns over more frequently. Residential rental and commercial uses turnover is assumed at 5 percent per annum as investment product typically turns over less frequently. Additionally, industrial uses are not assumed to turn over in this analysis and therefore, do not generate any document transfer tax to the City.

Population, Employment, and Service Population Estimates

Pleasanton currently has an average household size of 2.8. Based on the 2010 Census, this analysis assumes that new housing units will accommodate a range of household sizes ranging from 2.2 in multifamily rental units to 3.2 in single-family detached units. Employment estimates are based on average employee densities of 440 square feet for retail, 260 square feet for office, and 590 square feet for industrial uses based on the City's 1998 Development Impact Fee Report. These densities will range in specific orientation and location of commercial space.

Service population is a measure commonly used to incorporate job as well as resident growth into allocations of service demand and associated costs. Service population for the City of Pleasanton was derived based on a weighting of residents relative to nonresident employees. These calculations compare Pleasanton's residents and employees based on commute patterns and the estimated proportion of time spent at work, as shown in the **Appendix**. For example, residents who work outside the City are estimated to spend an average of about 50 percent of their time in the City relative to those who don't work or who both live and work in the City. After accounting for regional commute patterns, the typical worker is estimated to have a service burden of about 68 percent of the typical resident.

Table 1
Development Program by Option
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Use	Option 1	Option 4	Option 5	Option 6
Residential (Dwelling Units)				
<u>Attached¹</u>				
30 du/ac (MR)	130	167	214	89
30 du/ac (BMR)	175	225	252	391
23 du/ac	195	250	249	322
<u>Detached</u>				
11 du/ac	0	0	360	748
8 du/ac	0	641	0	504
4 du/ac	<u>500</u>	<u>0</u>	<u>355</u>	<u>100</u>
Residential Total	1,000	1,283	1,430	2,154
Retail (Square Feet)				
0.3 FAR	91,000	91,000	91,000	91,000
Office Campus (Square Feet)				
0.35 FAR	442,000	442,000	442,000	442,000
Industrial/Flex (Square Feet)				
0.36 FAR	1,442,000	2,296,000	1,148,000	1,148,000
Destination Use²	Yes	Yes	Yes	Yes
OSC & TS²	Yes	Yes	Yes	Yes

¹ Includes a mix of Market Rate (MR) and Below Market Rate (BMR) units. BMRs comprise 15% of total and are provided in high-density residential projects.

² EPS conservatively assumes that Operations Service Center (OSC) and Transfer Station (TS) do not contribute to infrastructure feasibility. However, the land for the OSC and TS is assumed to be developed with value-generating uses.

Source: Gates + Associates and EPS

Table 2
Budget Summary and Estimating Factors
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	FY2012-13 Mid-Total	% Variable (1)	Allocation Factor	
			#	Units
General Revenues				
Property Tax	\$43,910,000		24.6%	of 1% of new assessed value
Property Tax In Lieu of VLF	\$4,771,990		6.51%	of citywide AV growth
Documentary Transfer Tax	\$608,864		\$0.55	per \$1,000 in sold value
Sales and Use Tax	\$19,446,679		0.95%	of estimated taxable sales
Business Licenses	\$2,900,000		\$23.28	per non-retail employee (3)
Hotel and Motel Tax	\$3,450,000		-	not estimated
Licenses and Permits	\$58,429		\$0.54	per service pop
Fines and Forfeits	\$488,426		\$4.52	per service pop
Franchise Fees	\$2,058,666		\$19.05	per service pop
Miscellaneous Revenue	\$1,989,616		\$18.41	per service pop
Recreation Revenues	\$3,237,957		-	not estimated (4)
Public Safety Sales Tax	\$347,218		-	not estimated
Building Permits	\$1,611,990		-	not estimated (4)
Interest Income and Rents	\$313,850		-	not estimated
Planning and Zoning Fees	\$94,535		-	not estimated (4)
Plan Check Fees	\$1,071,147		-	not estimated (4)
Public Works Fees	\$109,019		-	not estimated (4)
Library Fee Revenue	\$85,855		-	not estimated (4)
Vehicle License Fee	\$0		-	not estimated
Intergovernmental	\$530,500		-	not estimated
Interfund Charges	<u>\$2,609,163</u>		-	not estimated
Total Revenues	\$89,693,904			
General Fund Expenditures				
General Government (2)	\$12,113,226	10%	\$11.21	per service pop
Community Development				
Administration	\$632,563	10%	-	not estimated
Traffic Engineering	\$1,767,166	50%	\$8.18	per service pop
Engineering Services	\$3,226,944	50%	\$14.93	per service pop
Building & Safety	\$2,401,481	50%	\$11.11	per service pop
Planning	\$2,185,359	50%	\$10.11	per service pop
Housing	\$319,876		\$4.38	per capita
Economic Development	\$1,031,496	20%	\$1.91	per service pop
Police	\$24,328,013	90%	\$202.61	per service pop
Fire	\$14,217,879	90%	\$118.41	per service pop
Operations Services				
Administration	\$685,483	10%	-	not estimated
Streets	\$3,043,381	90%	-	case study
Support Services	\$3,944,122	10%	\$3.65	per service pop
Parks	\$6,435,915		-	case study
Landscape Architecture	\$129,779	50%	\$0.60	per service pop
Community Services	\$6,716,140		-	case study
Library Services	\$4,114,723		\$56.39	per capita
Senior Housing Water and Sewer Subsidy	\$330,000		\$4.52	per capita
Net Transfers and Improvements (5)	<u>\$2,070,358</u>		-	not estimated
Total Expenditures	\$89,693,904			

Note: excludes operating and capital transfers.

(1) Percentage of costs that are population-dependent, as opposed to fixed costs.

(2) Includes City Council, City Manager, Law, Finance, Administrative Services, and General Government.

(3) Nets out a portion of revenue paid by retail uses based on gross receipts. Actual business license in the City is based on gross receipts with the per employee approach used as a proxy.

(4) Considered as part of the cost net out.

(5) Include capital and operating improvements, including debt service for capital improvements (golf course and fire station), stormdrain (levy shortfall), paratransit subsidy, and cemetery fund subsidy.

Sources: City of Pleasanton and Economic & Planning Systems, Inc.

Table 3
Citywide General Assumptions and Data (FY2012-13)
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	Total
Population	72,972
Population (net of mobile homes) (1)	71,911
Housing Units	26,183
Persons/Household	2.80
Employment (1)	53,454
Service Population (2)	108,065

(1) Calendar year.

(2) Estimated by adding total residential population and 64% of total employment. It represents a measure of public service demand in which employees are given a share of resident weight because of more limited service requirements. See Table A-1 for additional detail.

Sources: City of Pleasanton, and Economic & Planning Systems, Inc.

Table 4
Property Value Estimates
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Use	Value Unit/SF	Option 1	Option 4	Option 5	Option 6
Residential					
<u>Attached¹</u>					
30 du/ac (MR)	\$372,000	\$48,360,000	\$62,124,000	\$79,608,000	\$33,108,000
30 du/ac (BMR) ²	\$0	\$0	\$0	\$0	\$0
23 du/ac	\$450,000	\$87,750,000	\$112,500,000	\$112,050,000	\$144,900,000
<u>Detached</u>					
11 du/ac	\$800,000	\$0	\$0	\$288,000,000	\$598,400,000
8 du/ac	\$975,000	\$0	\$624,975,000	\$0	\$491,400,000
4 du/ac	\$1,400,000	<u>\$700,000,000</u>	<u>\$0</u>	<u>\$497,000,000</u>	<u>\$140,000,000</u>
Residential Total		\$836,110,000	\$799,599,000	\$976,658,000	\$1,407,808,000
Retail					
0.3 FAR	\$367	\$33,397,000	\$33,397,000	\$33,397,000	\$33,397,000
Office Campus					
0.35 FAR	\$217	\$95,914,000	\$95,914,000	\$95,914,000	\$95,914,000
Industrial/Flex					
0.36 FAR	\$95	\$136,990,000	\$218,120,000	\$109,060,000	\$109,060,000
Total Value		\$1,102,411,000	\$1,147,030,000	\$1,215,029,000	\$1,646,179,000

¹ Attached housing program includes a mix of Market Rate (MR) and Below Market Rate (BMR) units. BMRs comprise 15% of total units and are provided in high-density residential projects.

² While the City has a 15% inclusionary requirement for rentals, the policy is currently inconsistent with the Palmer case that states that affordable requirement may not be enforced on rental projects. While future legislation may change these findings, this analysis assumes that affordable housing will be not-for profit and exempt from the tax roll.

Source: EPS.

Table 5
New Population and Employment Growth Projections
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Land Use	Units	Net Increase	Population/Empl. Assumptions	New Population	New Employment	New Service Population (1)
SCENARIO 1						
Residential						
			<u>Average HH Size</u>			
30 du/ac	dwelling units	305	2.2	662	0	662
23 du/ac	dwelling units	195	2.2	423	0	423
11 du/ac	dwelling units	0	2.4	0	0	0
8 du/ac	dwelling units	0	3.2	0	0	0
4 du/ac	dwelling units	<u>500</u>	3.2	<u>1,580</u>	<u>0</u>	<u>1,580</u>
Subtotal		1,000		2,666	0	2,666
Commercial						
			<u>Average Empl. Density</u>			
Retail	1,000 sq. ft.	91	440	0	207	140
Office	1,000 sq. ft.	442	260	0	1,700	1,150
Industrial	1,000 sq. ft.	<u>1,442</u>	590	<u>0</u>	<u>2,444</u>	<u>1,653</u>
Subtotal		1,975		0	4,351	2,943
Total				2,666	4,351	5,608
SCENARIO 4						
Residential						
			<u>Average HH Size</u>			
30 du/ac	dwelling units	392	2.2	851	0	851
23 du/ac	dwelling units	250	2.2	543	0	543
11 du/ac	dwelling units	0	2.4	0	0	0
8 du/ac	dwelling units	641	3.2	2,026	0	2,026
4 du/ac	dwelling units	<u>0</u>	3.2	<u>0</u>	<u>0</u>	<u>0</u>
Subtotal		1,283		3,420	0	3,420
Commercial						
			<u>Average Empl. Density</u>			
Retail	1,000 sq. ft.	91	440	0	207	140
Office	1,000 sq. ft.	442	260	0	1,700	1,150
Industrial	1,000 sq. ft.	<u>2,296</u>	590	<u>0</u>	<u>3,892</u>	<u>2,632</u>
Subtotal		2,829		0	5,798	3,922
Total				3,420	5,798	7,342
SCENARIO 5						
Residential						
			<u>Average HH Size</u>			
30 du/ac	dwelling units	466	2.2	1,011	0	1,011
23 du/ac	dwelling units	249	2.2	540	0	540
11 du/ac	dwelling units	360	2.4	878	0	878
8 du/ac	dwelling units	0	3.2	0	0	0
4 du/ac	dwelling units	<u>355</u>	3.2	<u>1,122</u>	<u>0</u>	<u>1,122</u>
Subtotal		1,430		3,553	0	3,551
Commercial						
			<u>Average Empl. Density</u>			
Retail	1,000 sq. ft.	91	440	0	207	140
Office	1,000 sq. ft.	442	260	0	1,700	1,150
Industrial	1,000 sq. ft.	<u>1,148</u>	590	<u>0</u>	<u>1,946</u>	<u>1,316</u>
Subtotal		1,681		0	3,853	2,606
Total				3,553	3,853	6,157
SCENARIO 6						
Residential						
			<u>Average HH Size</u>			
30 du/ac	dwelling units	480	2.2	1,042	0	1,042
23 du/ac	dwelling units	322	2.2	699	0	699
11 du/ac	dwelling units	748	2.4	1,825	0	1,825
8 du/ac	dwelling units	504	3.2	1,593	0	1,593
4 du/ac	dwelling units	<u>100</u>	3.2	<u>316</u>	<u>0</u>	<u>316</u>
Subtotal		2,154		5,475	0	5,475
Commercial						
			<u>Average Empl. Density</u>			
Retail	1,000 sq. ft.	91	440	0	207	140
Office	1,000 sq. ft.	442	260	0	1,700	1,150
Industrial	1,000 sq. ft.	<u>1,148</u>	590	<u>0</u>	<u>1,946</u>	<u>1,316</u>
Subtotal		1,681		0	3,853	2,606
Total				5,475	3,853	8,081

- (1) Estimated by adding total residential population and 68% of total employment. It represents a measure of public service demand in which employees are given a share of resident weight because of more limited service requirements. See Table A-4 for additional detail.
(2) Estimated by adding total residential population and 68% of total employment.

Sources: City of Pleasanton and Economic & Planning Systems, Inc.



APPENDIX

Table A-1
Annual General Fund Revenues at EPSP Buildout
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	Option 1	Option 4	Option 5	Option 6
Property Tax	\$2,716,341	\$2,826,282	\$2,993,831	\$4,056,185
Property Tax In Lieu of VLF	\$310,868	\$323,450	\$342,625	\$464,205
Documentary Transfer Tax	\$39,075	\$38,607	\$49,964	\$73,642
Sales and Use Tax	\$345,800	\$345,800	\$345,800	\$452,953
Business Licenses	\$106,297	\$139,992	\$94,697	\$97,742
Licenses and Permits	\$3,032	\$3,970	\$3,329	\$4,369
Fines and Forfeits	\$25,347	\$33,184	\$27,828	\$36,524
Franchise Fees	\$106,834	\$139,867	\$117,292	\$153,945
Miscellaneous Revenue	<u>\$103,250</u>	<u>\$135,175</u>	<u>\$113,358</u>	<u>\$148,781</u>
Total Revenues	\$3,756,844	\$3,986,327	\$4,088,725	\$5,488,346

Sources: City of Pleasanton and Economic & Planning Systems, Inc.

Table A-2
Property Tax and Property Tax In Lieu of VLF Estimate
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	Assumption / Factor	Option 1	Option 4	Option 5	Option 6
<u>Property Tax</u>					
Net Increase in Assessed Value (1)		\$1,102,411,000	\$1,147,030,000	\$1,215,029,000	\$1,646,179,000
Property Tax	1.00% of net value increase	\$11,024,110	\$11,470,300	\$12,150,290	\$16,461,790
Property Tax to Pleasanton	24.6% of the tax increment	\$2,716,341	\$2,826,282	\$2,993,831	\$4,056,185
<u>Property Tax In Lieu of VLF</u>					
Existing Property Tax in Lieu of VLF	\$4,771,990				
Citywide Assessed Value (2)	\$16,922,583,182				
Project Net Assessed Value Increase		\$1,102,411,000	\$1,147,030,000	\$1,215,029,000	\$1,646,179,000
% Increase in Assessed Value		6.5%	6.8%	7.2%	9.7%
Net New Property Tax In Lieu of VLF		\$310,868	\$323,450	\$342,625	\$464,205

(1) Existing uses in EPSP are assumed to have minimal value and are excluded from this analysis.

(2) Net assessed value projection for FY 2012-2013 based on the City's General Fund budget.

Sources: City of Pleasanton and Economic & Planning Systems, Inc.

Table A-3
Documentary Transfer Tax Estimate
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	New Assessed Value	Annual Turnover Rate (1)	Annual Documentary Transfer Value	General Fund Share (\$0.55 per \$1,000 in AV)
Option 1				
<u>Residential Uses</u>				
30 du/ac (MR)	\$48,360,000	5%	\$2,418,000	\$1,330
23 du/ac	\$87,750,000	15%	\$13,162,500	\$7,239
11 du/ac	\$0	10%	\$0	\$0
8 du/ac	\$0	7%	\$0	\$0
4 du/ac	<u>\$700,000,000</u>	7%	<u>\$49,000,000</u>	<u>\$26,950</u>
Subtotal	\$836,110,000		\$64,580,500	\$35,519
<u>Commercial Uses</u>				
Retail	\$33,397,000	5%	\$1,669,850	\$918
Office	\$95,914,000	5%	\$4,795,700	\$2,638
Industrial	<u>\$136,990,000</u>	0%	<u>\$0</u>	<u>\$0</u>
Subtotal	\$266,301,000		\$6,465,550	\$3,556
Total	\$1,102,411,000		\$71,046,050	\$39,075
Option 4				
<u>Residential Uses</u>				
30 du/ac (MR)	\$62,124,000	5%	\$3,106,200	\$1,708
23 du/ac	\$112,500,000	15%	\$16,875,000	\$9,281
11 du/ac	\$0	10%	\$0	\$0
8 du/ac	\$624,975,000	7%	\$43,748,250	\$24,062
4 du/ac	<u>\$0</u>	7%	<u>\$0</u>	<u>\$0</u>
Subtotal	\$799,599,000		\$63,729,450	\$35,051
<u>Commercial Uses</u>				
Retail	\$33,397,000	5%	\$1,669,850	\$918
Office	\$95,914,000	5%	\$4,795,700	\$2,638
Industrial	<u>\$218,120,000</u>	0%	<u>\$0</u>	<u>\$0</u>
Subtotal	\$347,431,000		\$6,465,550	\$3,556
Total	\$1,147,030,000		\$70,195,000	\$38,607
Option 5				
<u>Residential Uses</u>				
30 du/ac (MR)	\$79,608,000	5%	\$3,980,400	\$2,189
23 du/ac	\$112,050,000	15%	\$16,807,500	\$9,244
11 du/ac	\$288,000,000	10%	\$28,800,000	\$15,840
8 du/ac	\$0	7%	\$0	\$0
4 du/ac	<u>\$497,000,000</u>	7%	<u>\$34,790,000</u>	<u>\$19,135</u>
Subtotal	\$976,658,000		\$84,377,900	\$46,408
<u>Commercial Uses</u>				
Retail	\$33,397,000	5%	\$1,669,850	\$918
Office	\$95,914,000	5%	\$4,795,700	\$2,638
Industrial	<u>\$109,060,000</u>	0%	<u>\$0</u>	<u>\$0</u>
Subtotal	\$238,371,000		\$6,465,550	\$3,556
Total	\$1,215,029,000		\$90,843,450	\$49,964
Option 6				
<u>Residential Uses</u>				
30 du/ac (MR)	\$33,108,000	5%	\$1,655,400	\$910
23 du/ac	\$144,900,000	15%	\$21,735,000	\$11,954
11 du/ac	\$598,400,000	10%	\$59,840,000	\$32,912
8 du/ac	\$491,400,000	7%	\$34,398,000	\$18,919
4 du/ac	<u>\$140,000,000</u>	7%	<u>\$9,800,000</u>	<u>\$5,390</u>
Subtotal	\$1,407,808,000		\$127,428,400	\$70,086
<u>Commercial Uses</u>				
Retail	\$33,397,000	5%	\$1,669,850	\$918
Office	\$95,914,000	5%	\$4,795,700	\$2,638
Industrial	<u>\$109,060,000</u>	0%	<u>\$0</u>	<u>\$0</u>
Subtotal	\$238,371,000		\$6,465,550	\$3,556
Total	\$1,646,179,000		\$133,893,950	\$73,642

(1) EPS assumption; reflects a turnover range between 5% and 15% with a higher rate for residential uses and a lower rate for commercial uses. Industrial uses are assumed to not turn over for the purpose of this analysis, which is a conservative assumption.

Sources: City of Pleasanton and Economic & Planning Systems, Inc.

Table A-4
Local Household Sales Estimate
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	4 du/ac	8 du/ac	11 du/ac	23 du/ac	30 du/ac	Total
Blended Average (market-rate and inclusionary units)						
Value	\$1,400,000	\$975,000	\$800,000	\$450,000	\$372,000	
Annual Mortgage/Rent Payment (1)	\$85,767	\$59,730	\$49,010	\$27,568	\$24,100	
Average Household Income (2)	\$285,889	\$199,101	\$163,365	\$91,893	\$80,333	
<u>Annual Retail Spending</u>						
Taxable Spending Share (3)	17%	17%	20%	31%	33%	
Taxable Spending	\$47,172	\$33,847	\$32,673	\$28,487	\$26,510.00	
Spending Share Captured in Pleasanton	70%	70%	70%	70%	70%	
Net New Taxable Sales in Pleasanton (per unit)	\$33,020	\$23,693	\$22,871	\$19,941	\$18,557	
Net New Taxable Sales in Pleasanton (total)						
Option 1	\$16,510,097	\$0	\$0	\$3,888,449	\$5,659,885	\$26,058,431
Option 4	\$0	\$15,187,252	\$0	\$4,985,191	\$7,274,344	\$27,446,787
Option 5	\$11,722,169	\$0	\$8,233,607	\$4,965,251	\$8,647,562	\$33,568,588
Option 6	\$3,302,019	\$11,941,303	\$17,107,605	\$6,420,927	\$8,907,360	\$47,679,213

(1) For single family detached and condo/townhome owners, an average mortgage payment is assumed on 80% of the value with a 30-year fixed loan and a 6.5% annual interest. Multifamily payment is based on the historic 10-year average increased by 10 percent to reflect the new space premium.

(3) Based on the BLS FY2011-12 Consumer Expenditure Survey for each respective income group with EPS assumptions for the 11du/acre cohort.

Sources: City of Pleasanton, ACS, BLS, and Economic & Planning Systems, Inc.

Table A-5
Sales Tax Estimate
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	New Development	Taxable Sales Per Sq.Ft.	New Sales
New Retail			
Neighborhood/Lake Front Retail	91,000 sq.ft.	\$400	\$36,400,000
Total New Resident Spending (1)			
Option 1			\$26,058,431
Option 4			\$27,446,787
Option 5			\$33,568,588
Option 6			\$47,679,213
Net New Sales from EPSP			
Option 1			\$36,400,000
Option 4			\$36,400,000
Option 5			\$36,400,000
Option 6			\$47,679,213
Net New Sales Tax (0.95% of Taxable Sales)			
Option 1			\$345,800
Option 4			\$345,800
Option 5			\$345,800
Option 6			\$452,953

(1) From Table 9.

Sources: City of Pleasanton, and Economic & Planning Systems, Inc.

Table A-6
Business License Tax Estimate
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	Estimating Factor	Option 1	Option 4	Option 5	Option 6
<u>Retail</u>					
Net New Sales		\$36,400,000	\$36,400,000	\$36,400,000	\$47,679,213
Net New Sales From Businesses With \$250,000+ in Annual Gross Receipts	90%	\$32,760,000	\$32,760,000	\$32,760,000	\$42,911,292
Business License Tax					
Total Business License Tax From Retail	\$0.30 per \$1,000 in sales	\$9,828	\$9,828	\$9,828	\$12,873
<u>Non-Retail Workspace</u>					
Non-Retail Employees (1)		4,144	5,592	3,646	3,646
Total Business License Tax	\$23.28 per employee	\$96,469	\$130,164	\$84,869	\$84,869
Net New Business License Tax		\$106,297	\$139,992	\$94,697	\$97,742

(1) Tax "per employee" is calculated after deducting tax and employment attributed to retail uses.

Sources: City of Pleasanton, and Economic & Planning Systems, Inc.

Table A-7
Other Revenue Estimates
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	Existing Revenue	Option 1	Option 4	Option 5	Option 6
New Service Population Growth		5,608	7,342	6,157	8,081
Licenses and Permits	\$0.54 per service pop	\$3,032	\$3,970	\$3,329	\$4,369
Fines and Forfeits	\$4.52 per service pop	\$25,347	\$33,184	\$27,828	\$36,524
Franchise Fees	\$19.05 per service pop	\$106,834	\$139,867	\$117,292	\$153,945
Miscellaneous Revenue	\$18.41 per service pop	\$103,250	\$135,175	\$113,358	\$148,781

Table A-8
Increase in Annual General Fund Expenditures at EPSP Buildout
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	Option 1	Option 4	Option 5	Option 6
General Government	\$62,861	\$82,298	\$69,015	\$90,581
Community Development	\$248,600	\$325,467	\$272,936	\$358,226
Housing	\$11,687	\$14,990	\$15,574	\$24,000
Economic Development	\$10,706	\$14,016	\$11,754	\$15,427
Police	\$1,136,242	\$1,487,569	\$1,247,476	\$1,637,299
Fire	\$664,047	\$869,372	\$729,055	\$956,877
Operations Services				
Streets	\$60,520	\$64,660	\$57,000	\$60,500
Parks	\$348,600	\$369,600	\$348,600	\$348,600
Community Services	\$127,074	\$162,999	\$169,340	\$260,969
Library Services	\$150,330	\$192,829	\$200,331	\$308,728
Senior Housing Water and Sewer Subsidy	<u>\$12,056</u>	<u>\$15,465</u>	<u>\$16,067</u>	<u>\$24,760</u>
Total Cost	\$2,832,722	\$3,599,265	\$3,137,148	\$4,085,968

Sources: City of Pleasanton and Economic & Planning Systems, Inc.

Table A-9
Community Services Cost Estimate
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	Assumption	Option 1	Option 4	Option 5	Option 6
Total Cost	\$6,716,140				
Offsetting Revenue	\$3,237,957				
<i>% Recovery</i>	48%				
Net Cost	\$3,478,183				
<i>Average Per Capita</i>	\$48				
Projected Population at Buildout		2,666	3,420	3,553	5,475
Net Increase in General Fund Cost		\$127,074	\$162,999	\$169,340	\$260,969

Sources: City of Pleasanton Community Services Department and Economic & Planning Systems, Inc.

Table A-10
Street Maintenance Division Cost Estimate*
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Item	Assumption	Option 1	Option 4	Option 5	Option 6
Net Increase In Mileage					
Arterials/Collectors (1)		3.03	3.23	2.85	3.03
Average Road Maintenance Cost (2)	\$20,000				
Total Cost Increase		\$60,520	\$64,660	\$57,000	\$60,500

*Note: reflects the operations services cost share reflective of routine preventative maintenance.

(1) Covers Busch and El Charro Roads and Boulder Street as estimated by Kier & Wright; smaller residential and intract roads are assumed to be maintained through private sources.

(2) Based on the MTP2035 Road Maintenance Report for Sacramento Area Council of Governments; reflects routine preventative maintenance (pothole repair, sidewalks).

Sources: MTP 2035 Issue Papers: Road Maintenance Sacramento Area Council of Governments, Kier & Wright, and Economic & Plan

**Table A-11
Parks and Open Space Cost Estimate
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090**

Item	Net Increase in Acreage	Average Maintenance Cost Per Acre (1)	Total Cost Increase
Option 1			
Public Parks	11	\$21,000 (2)	\$231,000
Public Open Space and Trails	<u>42</u>	\$2,800 (3)	<u>\$117,600</u>
Total	53		\$348,600
Option 4			
Community Park	12	\$21,000 (2)	\$252,000
Public Open Space and Trails	<u>42</u>	\$2,800 (3)	<u>\$117,600</u>
Total	54		\$369,600
Option 5			
Community Park	11	\$21,000 (2)	\$231,000
Public Open Space and Trails	<u>42</u>	\$2,800 (3)	<u>\$117,600</u>
Total	53		\$348,600
Option 6			
Community Park	11	\$21,000 (2)	\$231,000
Public Open Space and Trails	<u>42</u>	\$2,800 (3)	<u>\$117,600</u>
Total	53		\$348,600

(1) Based on the existing cost for landscaping maintenance, facility maintenance, and water usage; rounded. Net of user fees.

(2) Community parks range vary in amenities with the maintenance cost ranging between \$14,000 and \$28,000 per acre based on specific improvements and facilities. Given uncertainty about specific level and type of amenities in planned parks, this analysis reflects the midpoint of the existing cost range.

(3) Includes 8 acres of trails; the cost is based on the Financing Plan cost estimate for Bernal open space inflated to FY2012-13 dollars.

Sources: City of Pleasanton Operations Service Department and Economic & Planning Systems, Inc.

Table A-12
Pleasanton Service Population Factors Based on Resident to Employee Equivalences
Fiscal Impact Analysis of the East Pleasanton Specific Plan; EPS #121090

Service Population Category	Commute Patterns (1)		Resident to Employee Equivalences		
	#	Distribution	Weight (2)	Weighted Avg.	Normalized to 100%
Pleasanton Residents					
Not in Labor Force	40,103	57%	100%	57%	
Employed in the City	4,645	7%	100%	7%	
Employed Outside of the City	<u>25,963</u>	<u>37%</u>	50%	<u>18%</u>	
Total Residents	70,711	100%		82%	100%
Pleasanton Jobs					
Live in the City	4,645	10%	100%	10%	
Live Outside the City	<u>39,852</u>	<u>90%</u>	50%	<u>45%</u>	
Total Jobs	44,497	100%		55%	68%

(1) Based on data from Census 2010; employment estimate varies from the City's estimate.

(2) Based on the assumed 50/50 split between residents and employees.

Table: Comparison of Former Options/Alternatives with Current Options/Alternatives

Residential

	SF-R 4d/a	SF-R 8d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing	% Single Family	% Multi- Family
Former Option 1	500	--	--	195	305	1,000	50%	50%
Current Option 1	500	--	--	195	305	1,000	50%	50%
Former Option 4	--	641	--	250	393	1,283	50%	50%
Current Option 4	--	641	--	250	393	1,283	50%	50%
Former Option 5	355	--	360	249	466	1,430	50%	50%
Former Option 7	280	488	110	221	660	1,759	50%	50%
Current Option 5A	237	560	176	276	510	1,759	55%	45%
Current Option 5B	322	304	264	299	570	1,759	50%	50%
Current Option 5C	183	664	296	241	375	1,759	65%	35%
Former Option 6	100	504	748	322	480	2,154	63%	37%
Current Option 6	112	278	932	383	574	2,279	58%	42%

Non-Residential Development

	Retail sq. ft.	Office sq. ft.	Industrial sq. ft.	Destination Use acres	Public Park acres	Private O.S. acres
Former Option 1	91,000	442,000	1,442,000	3	45	34
Current Option 1	91,000	442,000	1,442,000	3	45	34
Former Option 4	91,000	442,000	2,296,000	3	46	40
Current Option 4	91,000	442,000	2,169,000	3	46	40
Option 5	91,000	442,000	1,148,000	3	45	35
Former Option 7	91,000	442,000	1,148,000	3	45	35
Current Option 5A	91,000	442,000	1,057,000	3	45	35
Current Option 5B	91,000	442,000	1,057,000	3	45	35
Current Option 5C	91,000	442,000	1,057,000	3	45	35
Former Option 6	91,000	442,000	1,148,000	3	45	35
Current Option 6	91,000	442,000	1,057,000	3	45	35