

# DRAFT #56

(This version shows changes made following the Joint Workshop and the Hacienda Task Force Meeting of January 6, 2011)

## ~~Pleasanton~~ Hacienda TOD Standards and Design Guidelines

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## PART 1

# Introduction

### A. PURPOSE

These Transit Oriented Development (TOD) Mixed Use Development Standards and Guidelines are to be used to evaluate mixed use and residential development in Hacienda in concert with the Hacienda Planned Unit Development (PUD) regulations, Design Guidelines, and Covenants, Conditions and Restrictions. The intent is to promote a building character, street scale and street-level uses that will allow the incremental development of a TOD "village", encourage pedestrian activity and promote easy access to the BART station. The development of these three vacant sites, in the midst of the Hacienda Business Park, will contribute to a complete and integrated community containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of residents and employees.

The Standards and Guidelines provide direction to developers and property owners on the key components of use, density, building mass and height, setbacks, architectural features, parking, access, and street character. The Standards and Guidelines illustrate desired development on three specific vacant sites near the BART station in Hacienda (Sites 7G, 7E and the northern 12 acres of Site 6 as referenced in the Hacienda PUD and referred to as Sites 1, 2 and 3 respectively in this document). The potential for additional residential development in Hacienda outside Sites 1,2 and 3 will be determined through the Housing Element Update process.

Where there are conflicts between these Standard and Regulations and those included in the previously adopted Hacienda regulations, these Standards and Regulations shall be applied to mixed use and residential development applications.

The Core PUD Regulations found in Part 2 of this document apply only to Sites 1,2 and 3. Compliance with these regulations is mandatory and is required as part of the Final Settlement Agreement approved by the Pleasanton City Council in the matter of Urban Habitat v. City of Pleasanton.

In regard to the balance of the standards and guidelines in this document, both quantitative and qualitative criteria have been incorporated. To enable greater flexibility and creativity, the City Council may approve proposals that exceed the identified numeric ranges if they determine that such proposals are consistent with the purpose of these standards and guidelines.

Review Process

All development applications for sites 1, 2 and 3 will be reviewed by the City through the Planned Unit Development (PUD) process, which will include review and recommendation by the Planning Commission and approval or denial by the City Council at noticed public hearings. Subsequent amendments to approved development plans, if determined to be minor after public notification, may be approved by the Community Development Director but are appealable to the Planning Commission and City Council. Major amendments will require additional review, public hearing and approval by the City Council. Although development project on sites 1,2 and 3 will be required to meet all the Core Standards, the City Council may exercise discretion in the application of the other development standards contained in this document, if such proposals meet the intent and purpose of the standards. As is typical with all design guidelines, some flexibility is warranted where specific circumstances would make application of the guideline infeasible and/or undesirable, and where an alternative proposal fits with the Vision and intent expressed in this document.

**B. VISION STATEMENT**

The Hacienda Task Force puts forward the following vision statement to compliment the attached development standards and design guidelines. This vision provides direction to property owners and associated developers on the City's planning intent. This vision statement must be translated by the property owners when preparing a proposed project for consideration by the City.

Vision Statement:

The livability of these development sites is paramount. These future developments not only address housing needs for families of all incomes and ages, and also provide a supply of workforce housing in the City to accommodate mandated Regional Housing Need Allocations by the State of California.

We desire to build a neighborhood with several amenities for future residents and the existing community to enjoy. Simply put, it must be a very nice place to live. The developments **should** be situated in an attractively designed landscaped environment with ample open space, play areas, trail connections, pedestrian amenities, pool area, fitness facility and community rooms for residents. The developments **are intended to** be transit oriented with direct and inviting access to all modes of transportation, including transit (e.g. BART), bus lines, trails, and bike connections. As many activities as possible should be located within easy walking distance of each other and transit. Public plazas, water features, greens, trees and other landscaping will be incorporated into the development for the benefit of the public, and to assist in creating a sense of place that will identify this new Hacienda neighborhood. Frequent use of public spaces will be encouraged through placement and design.

## Pleasanton TOD Standards and Design Guidelines

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Streets, pedestrian paths and bike paths will contribute to a system of fully-connected and interesting routes between sites 1,2 and 3 and BART. Their design will encourage pedestrian and bicycle use by being appropriately scaled and defined by buildings, trees and lighting.

Residential units, live-work units, and retail space **should** be well integrated into the development in a mixed-use format. We encourage permitted retail uses at these sites that encourages non-vehicular access to goods and services for future and current residents and Hacienda office workers in an effort to minimize traffic impacts, greenhouse gases and other environmental impacts.

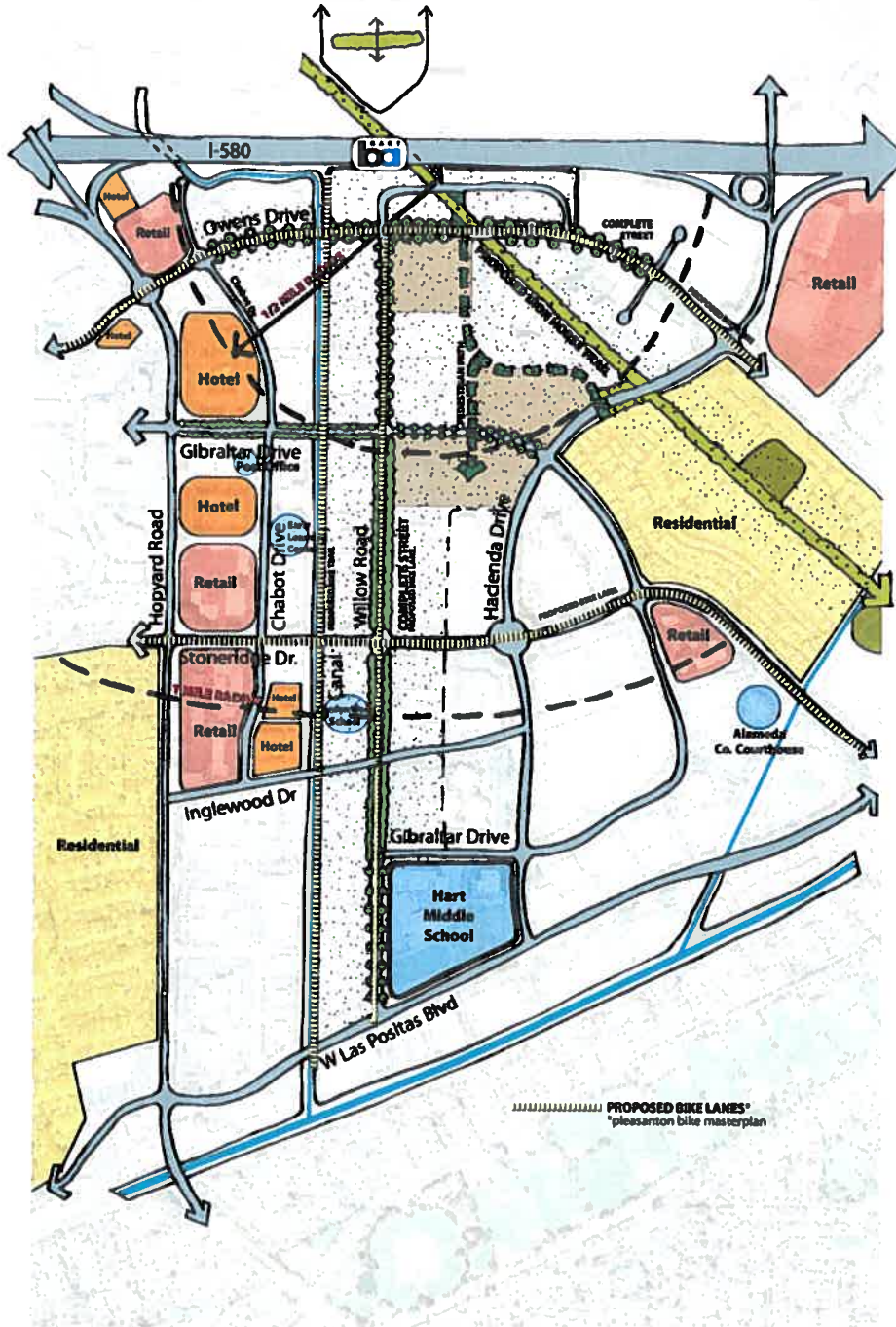
Design features **should** compliment the adjacent properties and draw on its surroundings to ensure compatibility. Special emphasis should be placed on setbacks, building height, massing, and scale, landscape treatments, architectural design, and color palates to ensure compatibility.

The developments **should** minimize the impacts of noise from the adjacent freeway, BART station and major thoroughfares (Owens, Willow and Hacienda) through creative placement of buildings, landscaping and open space. All developments shall adhere to the standard conditions of approval, green-building measures and other project specific conditions and environmental mitigations that may result from the review process.

In addition to evaluating conformance with the attached standards and guidelines, individual PUD applications must be measured against the aforementioned vision through the approved PUD process as authorized by the City and reflected in the settlement agreement with Urban Habitat.

C. TOD Site Framework

C1. Hacienda Context Diagram (for reference only)



*Designated and proposed bike lanes and paths identified in the Bicycle Master Plan are shown as dashed lines on Owens Drive, Willow Road, Stoneridge Drive, and along the Canal.*

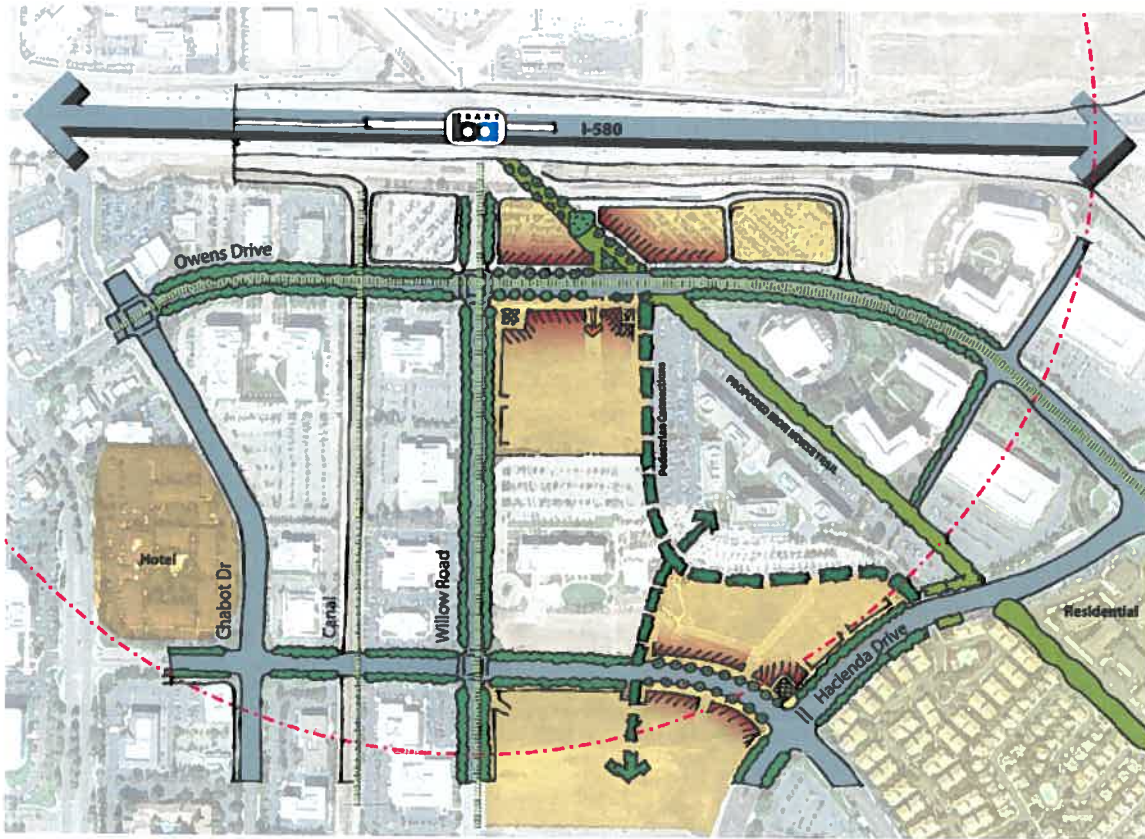
The Context Diagram for the Hacienda Transit Oriented District identifies existing uses and pedestrian paths. These locations would become likely destinations and paths used by new residents and workers as the mixed-use development comes on-line. The new street improvements, public spaces, retail activities and new pedestrian/bicycle pathways that accompanies new development would further enhance the connectivity to these key destinations and streets.







Key existing destinations and pathways include:

- BART Station plaza on Owens Drive at the intersection of Iron Horse Trail;
- Iron Horse Trail from the BART Plaza through the Kaiser Permanente office complex across Hacienda Drive and connecting through Owens Plaza Park toward Creekside Park;
- Residential communities located between Hacienda Drive, Owens Drive and Stoneridge Drive;
- Hotels, Post Office and neighborhood serving retail shops located along Hopyard Road between I-580 and Inglewood Drive;
- The retail shops and services located off Owens east of Hacienda Drive, and the also located at Stoneridge and Gibraltar;
- Educational facilities such as the Hacienda Early Learning Center off Chabot Drive, and the Carden West School and Hart Middle School along Willow Road;
- Alameda County Courthouse;
- The designated bikeways along Owens Drive, The Canal, Willow Road and Stoneridge.



C2. TOD Framework Diagram



LEGEND	
	<b>Future Development Parcels*</b> *includes BART property
	<b>Active Uses (Retail, L/W, etc)</b>
	<b>Village Street*</b> *lane reductions, parallel and diagonal parking, sidewalk/landscape improvements
	<b>Future Pedestrian improvements</b>
	<b>Future Pedestrian Pathways</b>
	<b>Proposed Bike Lanes*</b> *pleasanton bike masterplan

## Pleasanton TOD Standards and Design Guidelines

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The following street and pedestrian improvements should be incorporated as site improvements *when the adjoining development on sites 1,2 and 3 is constructed, and/or when the Transit Village street/path improvements can be funded* \*. More detailed descriptions of the recommended public improvements that can occur over time, see the applicable PART 3 Development Standards and Design Guidelines:

- Owens Drive between Willow Road and the eastern boundary of Site #1
  - Diagonal parking on the south side of the street
  - Attached widened sidewalks – both sides
  - New street and sidewalk landscaping
- Owens Drive at Iron Horse Trail
  - In coordination with East Bay Regional Park District, The City, and adjoining property owners, a new pedestrian crossing connecting the BART Plaza with a new small plaza on the south side of Owens adjacent to the Iron Horse Trail.
- ~~○ Owens Drive between Willow/Chabot Drive and between the Iron Horse Trail/Hacienda Drive~~
  - ~~● Parallel parking on both side of the streets~~
  - ~~● New street and sidewalk landscaping~~
- Willow Road from the BART Station to Stoneridge Drive
  - Parallel parking with landscaped park strip – both sides with residential uses
- Gibraltar Drive between Hacienda Drive and ~~Hopyard~~ Willow Road
  - Diagonal parking from Hacienda Drive to the new pedestrian connector
  - Parallel parking from the pedestrian connector to ~~Hopyard~~ Willow
  - Appropriate sidewalk and landscaping improvements per the street/parking section
- Pedestrian/bike pathway from Owens Drive at Iron Horse Trail to Gibraltar Drive
  - Allow for connections to the internal pedestrian circulation of Site 1
  - Allow for a connecting branch along the north side of Site 2 which connects to the existing residential communities east of Hacienda Drive and to the internal pedestrian circulation of Site 2.
  - Separated pedestrian and bike path with connections into adjoining projects, with landscaping on both sides
  - If pedestrian path to Hacienda Drive is built, coordinate on-demand pedestrian crossing location with Iron Horse Trail crossing

\* Note - Improvements could be funded by grant money, the City of Pleasanton, current and future developers at the time of project construction, or a combination of these and other sources to be determined on a project by project basis.

## PART 2

### PUD Regulations

#### A. CORE PUD REGULATIONS\*

These are mandatory requirements which apply to residential and mixed use development of sites 1,2 and 3.

**Density:** Minimum of 30 Units per Acre\*\*

*\*\*Note: The City interprets the minimum to be an average minimum density to be met over each individual parcel.*

**Affordability:** The greater of (a) 15% of all units, or (b) 130 units, will be made available exclusively to very-low income (50% of AMI) households. Though the affordable housing agreements entered into between the City and each developer, these affordable units will be deed-restricted in perpetuity. The affordable housing agreements will be recorded and will run with the land.

**Section 8 Rental Assistance Vouchers:** Through the affordable housing agreements entered into between the City and each developer, the developments will be required to accept HUD Section 8 Rental Vouchers as a means of assisting qualified applicants.

**Bedroom Mix of Affordable Units:** A minimum of 10% of the total affordable units will be three-bedroom units; a minimum of 35% of the total affordable units will be two-bedroom units; and the remaining affordable units will be one bedroom units.

**Location of Affordable Units:** Affordable units will be dispersed throughout the development.

*\*Note: Core PUD Regulations are from the Term Sheet of final settlement agreement issued July 20, 2010.*

**B. NON-CORE PUD REGULATIONS**

All development applications for sites 1, 2 and 3 will be reviewed by the City through the Planned Unit Development (PUD) process, which will include review and recommendation by the Planning Commission and approval or denial by the City Council at noticed public hearings. The following non-core regulations establish numeric standards in order to realize the desired mixed-use building and TOD street character contained in the design guidelines. The City Council may exercise discretion in the application of these development standards where such proposals meet the intent and purpose of the standards. Additional non-core PUD regulations and standards are located throughout the rest of the document.

**Front Yard Minimum:** See Street Sections

**Side Yard Minimums:** One Side 8 ft /Both Sides 20 ft

**Rear Yard Minimum:** 20ft (Note - Trash enclosures, carports, bike storage and other structures allowed per City Zoning ordinance are allowed to encroach upon rear yard).

**Site Area per Dwelling Unit:** Minimum -- 1,450 sq ft (at 30 DU/ACRE)  
Maximum -- 800 sq ft (at 55 DU/ACRE)

**Group Usable Open Space\*:** For projects up to 35 DU/ACRE – 300 sq ft. per dwelling unit; 250 sq. ft. for projects providing a public plaza/park with public access. (Note -- the area of the public plaza/park can be counted toward the project's group usable open space requirement).

For projects exceeding 35 DU/ACRE – 200 sq ft per dwelling units.

Private open space, if provided, may be deducted from the group open space requirement. Each square foot of private open space shall be considered equivalent to two square feet of group open space and may be so substituted.

\* See section 18.84.170 of City Zoning Code for definitions and regulations. (18.84.170 is reprinted in the Appendix) Additional Open Space regulations are located in Part 3, Section B8.

**Maximum FAR:** \_\_\_\_\_ Not Applicable

**Maximum Height:** \_\_\_\_\_ 65 ft

**Minimum Height (Principal structures):** \_\_\_\_\_ 25 ft

**TOD Parking Minimums\*\*:** Residential - 1.5 spaces per unit

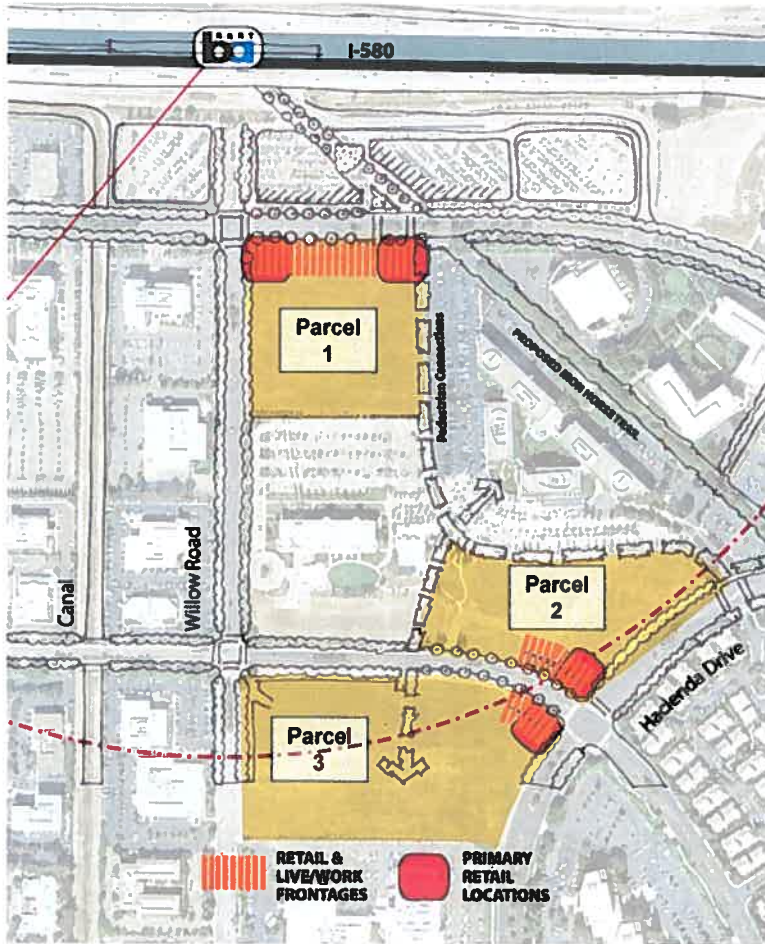
Live/Work - 2 spaces per unit

Visitor Parking - 1 space per every 10 units.

Non-Residential Uses - 3 spaces per 1,000 sq ft

\*\* Additional reductions may be granted with a parking study.

### C. RETAIL AND LIVE/WORK REQUIREMENTS



The combination of the Parcels 1, 2 and 3 are required to have a minimum of 10,000 s.f. of retail space. This space can be provided in any location combinations per the following:

#### RETAIL

- A minimum of 5,000 sq ft of retail space is required on Parcel 1.
- The primary retail locations are the intersection of Owens Drive and Willow Road, and the northeast corner of the Parcel 1 near the Iron Horse Trail pedestrian crossing.
- Retail Space on Parcel 2, if provided, should be located at the corner of Gibraltar and Hacienda Drives

#### LIVE/WORK

- If not used for retail, the remaining Parcel 1 street-level building frontage along Owens should provide Live/Work or other "active" spaces on the ground floor that could later be converted to retail or services assuming market conditions can support the additional commercial tenants. "Active" uses can include exercise room, management offices, building showroom or other like uses.
- 50% of the Gibraltar Drive building frontage should provide Live/Work or Retail or other "active" spaces on the ground floor.

Note -- If Parcel 3 develops as residential and/or mixed-use, then the same requirement for Gibraltar building frontage applies to that property as the Parcel 2.

- 50% of the Gibraltar Drive building frontage is required to have Live/Work or Retail space on the ground floor.
- Retail Space, if provided, should be located at the corner of Gibraltar and Hacienda Drives

## **Pleasanton TOD Standards and Design Guidelines**

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NOTE: Examples of retail and live/work configurations are shown in Part 3 Section C10.

## D. ALLOWED USES

### Uses -- Retail Space

- Art galleries, art supply, hobby and toy stores
  - Bicycle shops/repair
  - Bookstores, newsstands and music stores
  - Childcare centers\*
  - Clothing, shoe and accessory stores
  - Convenience market
  - Office supply, copying and related duplicating similar business services
  - Delicatessen stores
  - Drug stores and prescription pharmacies
  - Farmers Market
  - Financial institutions – banks, savings and loans, credit unions
  - Florists
  - Gift shops
  - Grocery Stores
  - Gyms and health clubs
  - Hardware stores
  - Instruction and tutoring, 20 or fewer students at any one time
  - Jewelry stores
  - Laundries and dry cleaners
  - Liquor stores\*
  - Medical and dental offices
  - Office supply and business machine stores Personal services (spas, nail and hair care)
  - Professional Offices and Services (Accountant, Lawyer, Architect, Educational/training, etc)
  - Pet and bird stores
  - Photographic studios
  - Post offices and private mailing services
  - Recreation and sports facilities, indoor, limited to 20 or fewer students
  - Restaurants, cafes, take-out, and other ready to eat food not including drive-in or drive-through facilities\*
  - Shoe or watch repair shops
  - Specialty retail stores
  - Sporting goods stores, no firearms sales
  - Tailor or dressmaking shops
  - Variety stores Specialty retail stores
    - Public and Community Uses:
  - Child care (licensed)
  - Community or recreation center
  - Cultural arts facility (museum, performing arts)
  - Educational facility
  - Government office that serves the public on-site
  - Police substation
  - Public library
  - Social services office center
- Additional uses compatible with community serving retail and transit-oriented development Uses similar in nature to any of the above subject to the approval of the Community Development Director.

### \*Conditional Uses

- Childcare centers
- Liquor stores
- Bars (as described in the Pleasanton Municipal Code)
- Wine bars and wine sales
- Any uses proposed to have normal business hours between 10 p.m. and 6 a.m.
- Uses similar in nature to any of the above, subject to a permit from the Planning Commission

### Expressly Prohibited Uses:

- Cigarette stores

**Allowed Uses – Live/Work Space**

- Residential uses
- Art and craft work such as ceramics, painting, photography, sculpture, woodwork, and similar cottage industries
- Offices of architects, attorneys, consultants, writers, planners, CPAs, tax preparers, therapist and other small-scale professional office uses
- Hair stylists and other personal services, excluding massage
- All permitted uses in retail space
- Other small-scale, low impact uses may be allowed as determined by the Community Development Director.

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**Conditionally Allowed Uses:**

- Any uses proposed to have normal business hours between 10 p.m. and 6 a.m.



PART 3

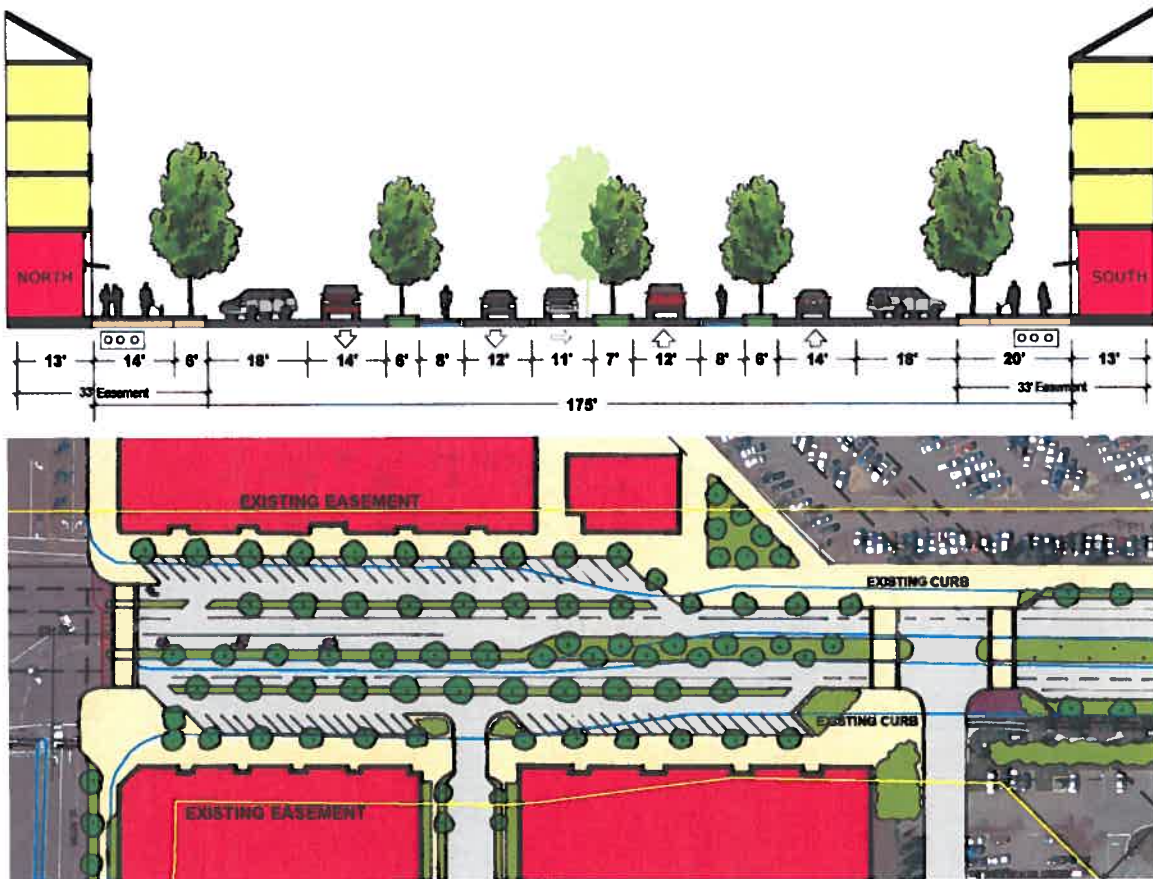
**DEVELOPMENT STANDARDS AND DESIGN GUIDELINES**

**A. PUBLIC STREET STANDARDS GUIDELINES**

- A.a. Street trees **should** be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.
- A.b. Pedestrian-scaled lighting. 12-14' in height, **should** be provided on all public streets.

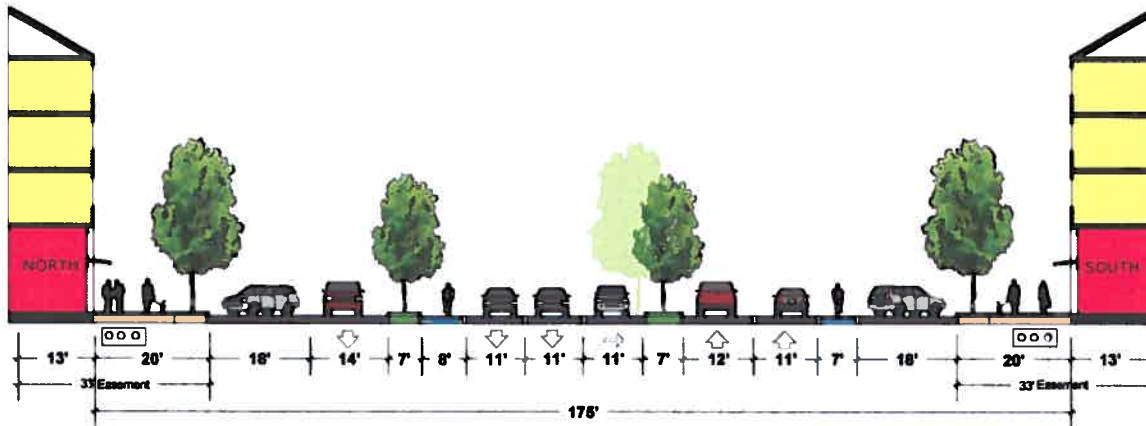
**A1a. Owens Drive – Multi-way Boulevard (Center Median)**

The following options for Owens Drive represent initial schematic designs and will need to be refined and studied further.



### A1b. Owens Drive – Keep Center Median

The following Owens Drive section keeps the existing center median in its current location and provides diagonal parking on both sides of the street. The section also shows a multi-way boulevard on the north(west bound) side of the street.



The following plan diagram shows minimal change to the configuration of Owens Drive. The plan includes diagonal parking west of the internal street and parallel parking to the east. The plan does not show the second median illustrated in the section above but does include newly striped diagonal parking on the north side of the street. The plan below could be built out as the section above, eastwest of the internal street when the north side (BART site) is developed.



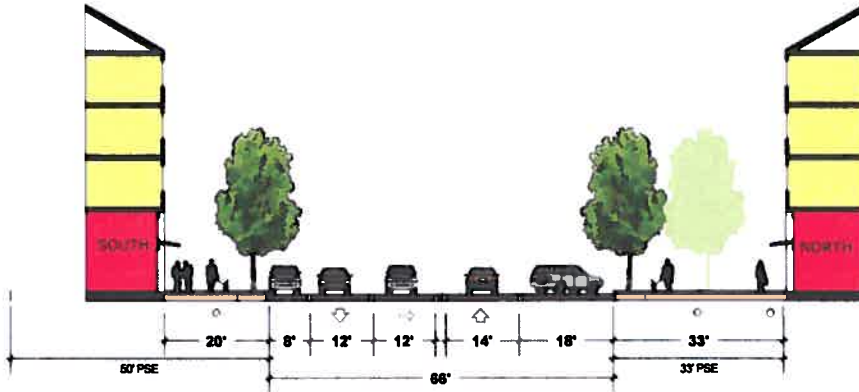
## A2. Gibraltar Drive

Current:

66' Curb to Curb, South Setback: Minimum 50' P.S.E from curb, North Setback: Minimum 33' P.S.E from curb. Utilities located in first 33' of North side and first 10' of South side.

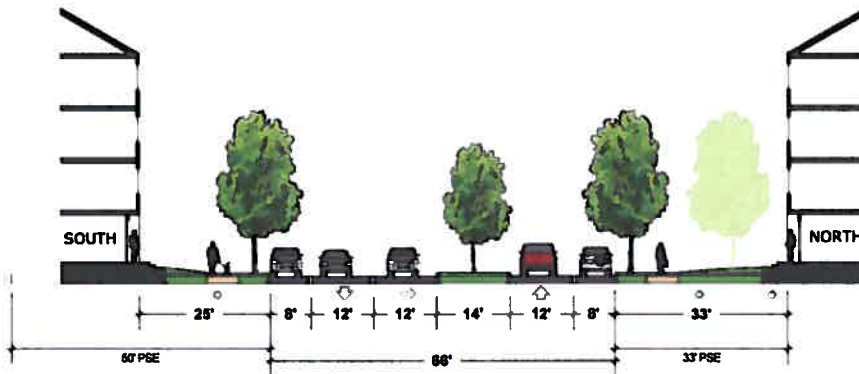
At Mixed-Use or Commercial Uses:

*20' setback ok on North side if utilities permit.*

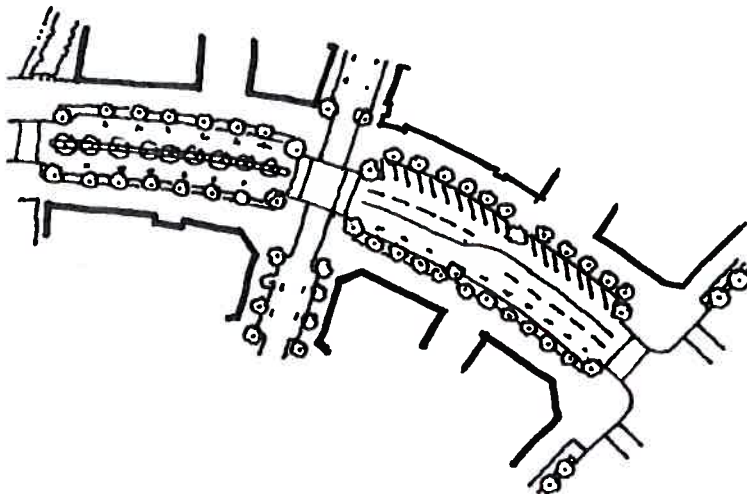


At Residential Uses:

*25' setback ok on North side if utilities permit.*



Gibraltar Drive Plan:

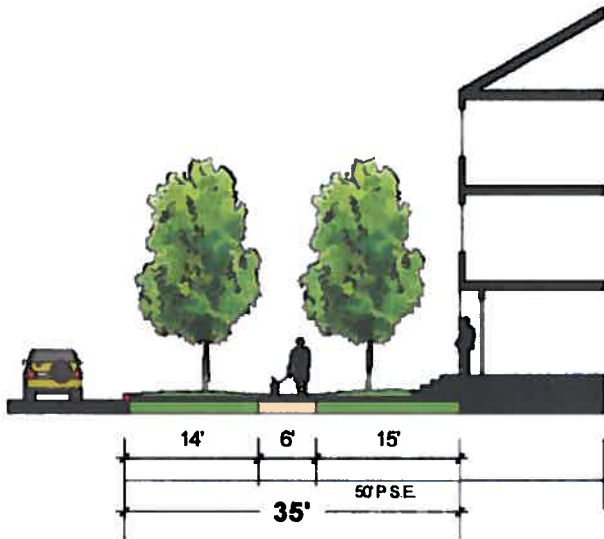


### A3. Hacienda Drive (West Side)

Current:

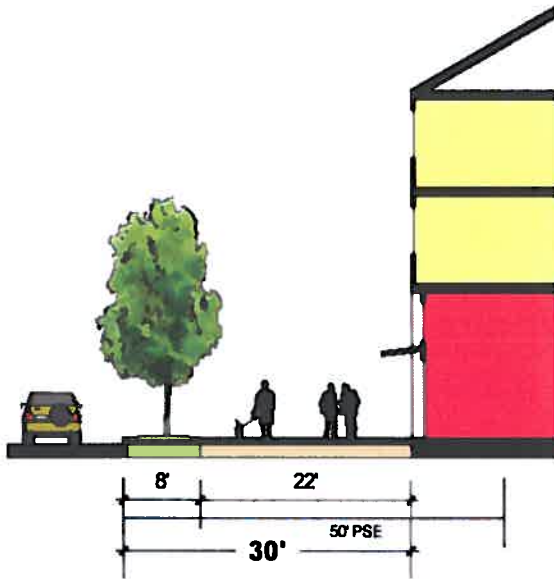
Front Setback: Minimum 50' P.S.E from curb. (see pages 54-55 of *Hacienda Design Guidelines*) – Utilities are located within the first 30' of easement.

Proposed:



#### Residential Condition

Drive Lane - Curb – 14' Planting Strip – 6' Sidewalk – 15' Setback (5' encroachment ok)



#### Mixed-Use Condition (*First 50'-100' adjacent to Gibraltar*)

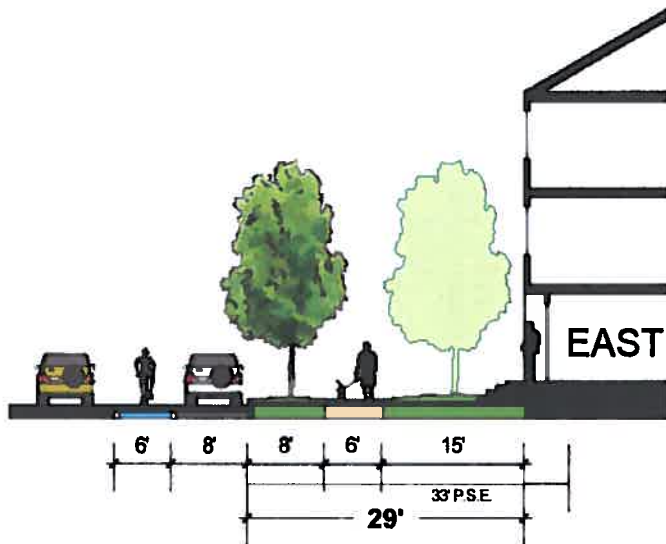
Drive Lane - Curb – 6-8' Planting Strip – 6-12' Sidewalk – Zero Setback

**A4. Willow Rd. (East Side)**

Current:

- a. Front Setback North of Gibraltar: Minimum 33' P.S.E from curb. (see page 61 of *Hacienda Design Guidelines*) – Utilities located in first 12' of easement.
- b. Front Setback South of Gibraltar: Minimum 55' P.S.E from curb. (see page 56 of *Hacienda Design Guidelines*) – Utilities located in first 12' of easement..

Preferred ("Pleasanton" Condition)

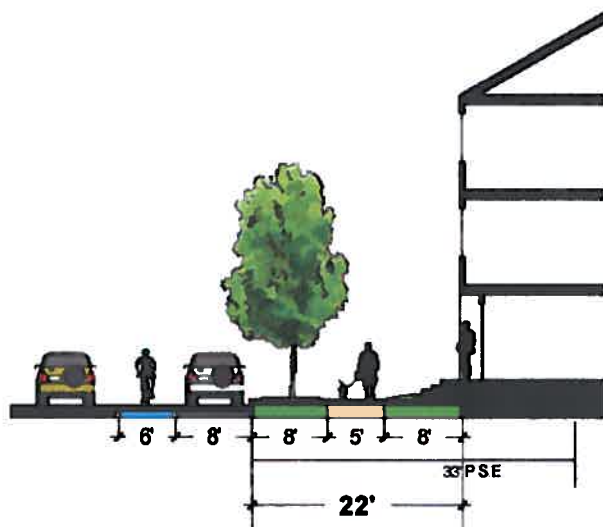


Narrow Street Section: Median – 13' Drive Lane – 6' Bike Lane – 8' Parallel Parking Lane – Existing Curb – 8' Planting Strip – 6' Sidewalk – 15' Setback at Residential Uses (5' encroachment ok)

\*Building area with ground floor retail uses can encroach 10'.

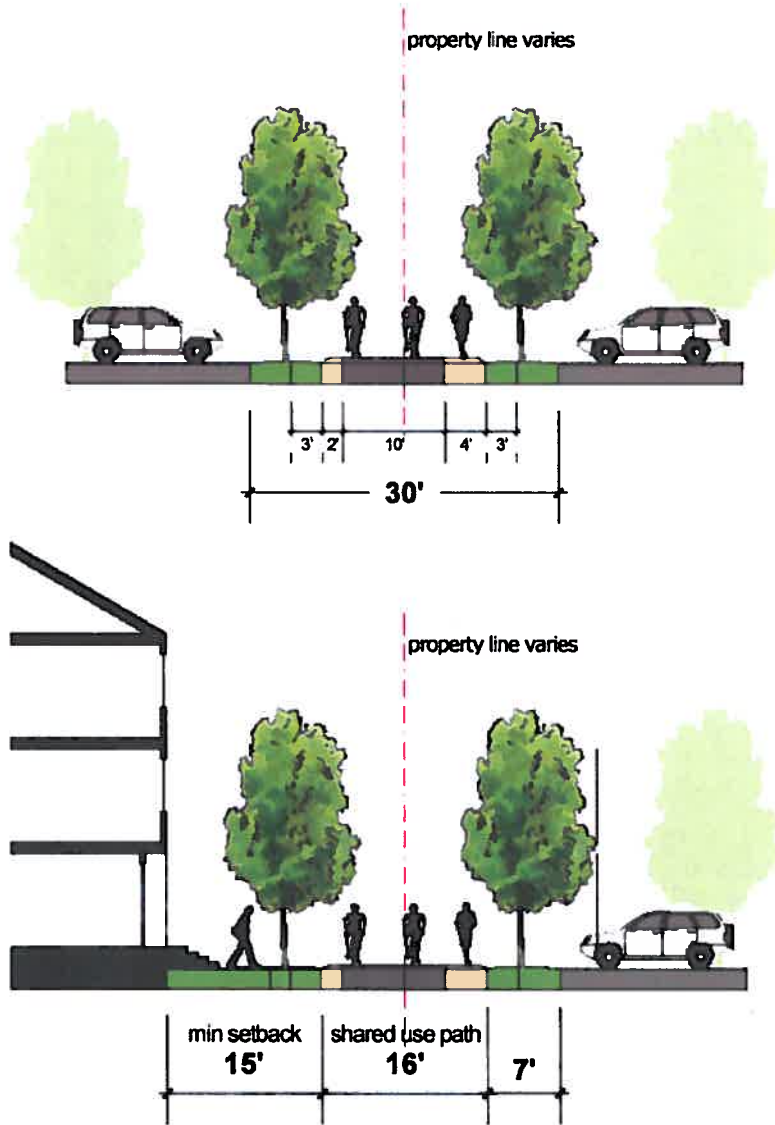
Wide Street Section: Median – 10' Left Turn Lane – 10' Drive Lane – 10' Right Turn Lane – 6' Bike Lane – 8' Parallel Parking Lane – Existing Curb – 8' Planting Strip – 6' Sidewalk – 15' Setback (5' encroachment ok)

Alternative ("Urban" Condition allowed in concert with enhanced private and public open space landscaping):



**A5. Pedestrian/Bike Paths (Iron Horse Trail Connection)**

The standards below are minimums for a shared-use path based on a typical class I bike path in the Pleasanton Bike Master Plan. The location of the property line can vary. All path designs, crossings and connections should be coordinated with East Bay Regional Park District’s Iron Horse Regional Trail Planning and those of adjacent properties.



30-40' path ROW - (7' planting area, 2' decomposed granite, 10 AC or decomposed granite with adhesive, 4' decomposed granite, 7' planting area)

Note - Path ROW should span property boundaries wherever feasible.

## **B. SITE DESIGN AND PLANNING**

### **B1. Site Circulation**

The intent of the circulation hierarchy is to provide a quality entry experience by visitors and residents emphasizing pedestrian access over vehicular access to one's home, while allowing for convenient secondary vehicular circulation. Site circulation should facilitate pedestrian and bicycle use and will link housing, shops, work places, schools, transit, parks and other facilities essential to the daily life of residents and employees in Hacienda.

#### **Design Guidelines**

**B1.a** There should be a distinct hierarchy of circulation including public streets, internal "streets" or drives, pedestrian walks/paseos and alleys / parking areas. These should be arranged so that visitors and residents use the primary circulation of public streets, internal streets and drives and pedestrian walks / paseos for their primary circulation and addressing of the units and building orientation. Alleys and parking areas should not be used for primary circulation to the building/units entries, and buildings should not orient to alleys or parking areas.

#### **Glossary:**

**Public Street:** A public owned right of way that provides pedestrian, vehicular, and or bike access.

**Internal Street/Drive):** Private streets or drives that provides vehicular and pedestrian access to buildings not accesses off public streets.

**Alley/Parking Area:** Public or private vehicular drive that is used to access private garages, structured parking, and/or surface parking.

**Paseo/Pedestrian walk:** A public or private pedestrian right of way the provides access through a site or to buildings entrances.

## **B2. Building Orientation**

### **Design Guidelines**

The intent of the building orientation guidelines is to provide direction for site planning which places active building frontages with entries, active storefronts, and living spaces along streets and pedestrian paths and common open spaces to provide activity, safety and security through informal surveillance, in these areas.

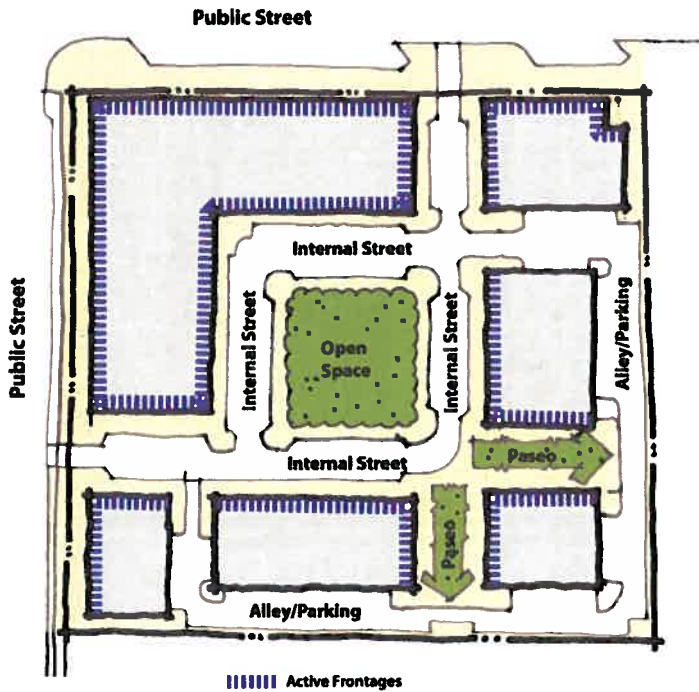
- B2.a. Buildings should face public and internal streets and paths whenever possible to provide an attractive environment for both residents and visitors, and provide clearly identifiable addresses for units. Building fronts should face other building fronts or open spaces whenever possible, rather than sides of buildings or perimeter walls
- B2.b. On retail and live/work frontages, a minimum 75% of building façade should be fronted with active retail or live/work uses.
- B2.c. On residential frontages including public streets, internal streets, pedestrian walks/paseos, and open spaces, a minimum 75% of building façade should be fronted with livable residential space. It is particularly important for building corners to be activated with livable residential uses (minimum residential depth of 12')
- B2.d. On alley and surface parking frontages, active uses are discouraged but active uses are to be located at corners with public streets, internal streets, pedestrian walks/paseos and common open spaces.



### Site Circulation and Building Orientation Diagrams

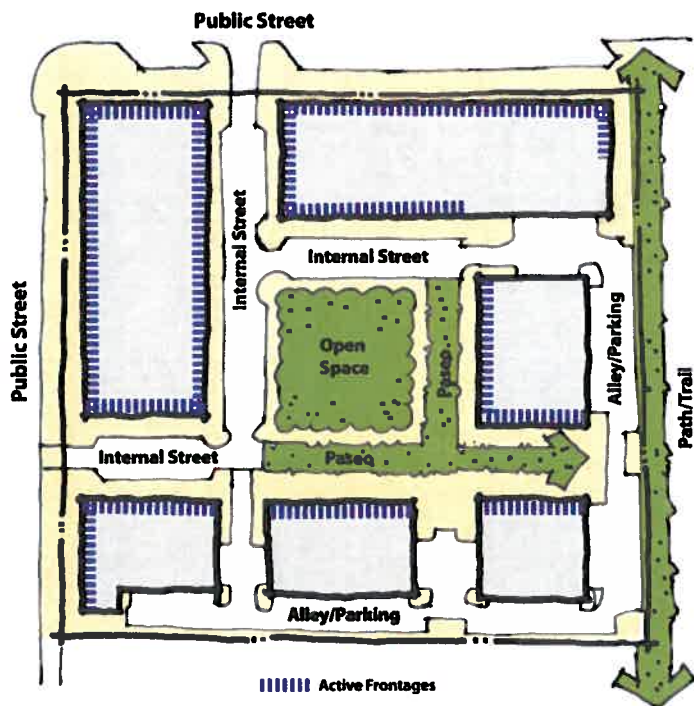
The following diagrams illustrate a variety of possible site circulation hierarchies and associated building orientations. It is anticipated that there are a wide variety of solutions including but not limited to the following.

Diagram A



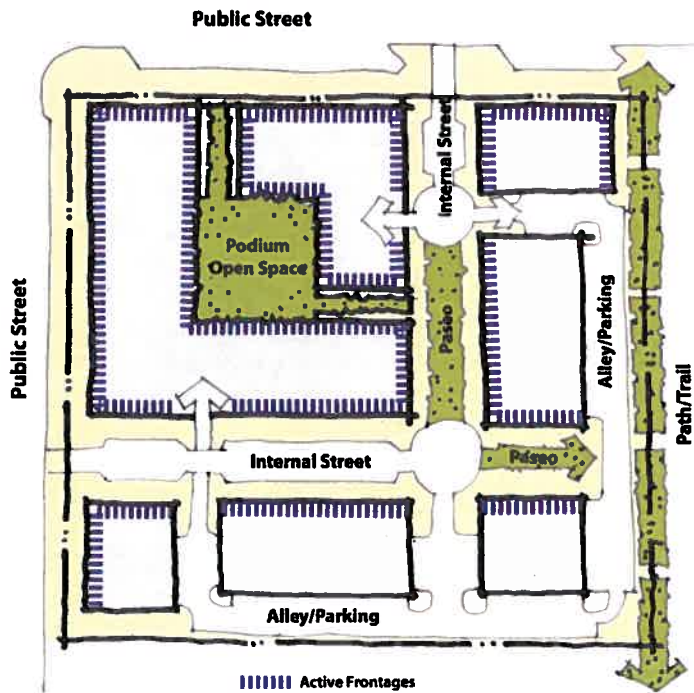
- Through internal streets around a central common open space surround by active residential facades.
- Perimeter alley access for garages and surface parking

Diagram B



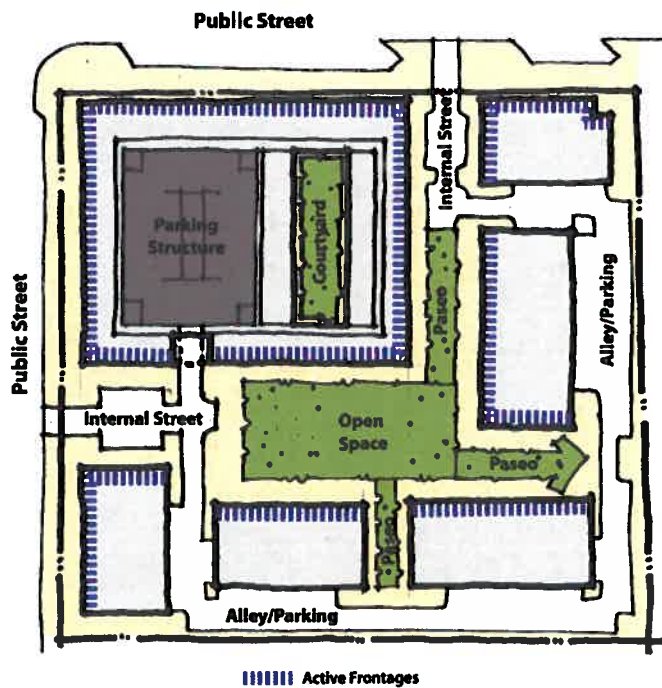
- Through internal streets around a central common open space and internal pedestrian walks.
- Perimeter alley access for garages and surface parking.
- Paseos/Pedestrian walks should connect to proposed bike/ped trail.

Diagram C



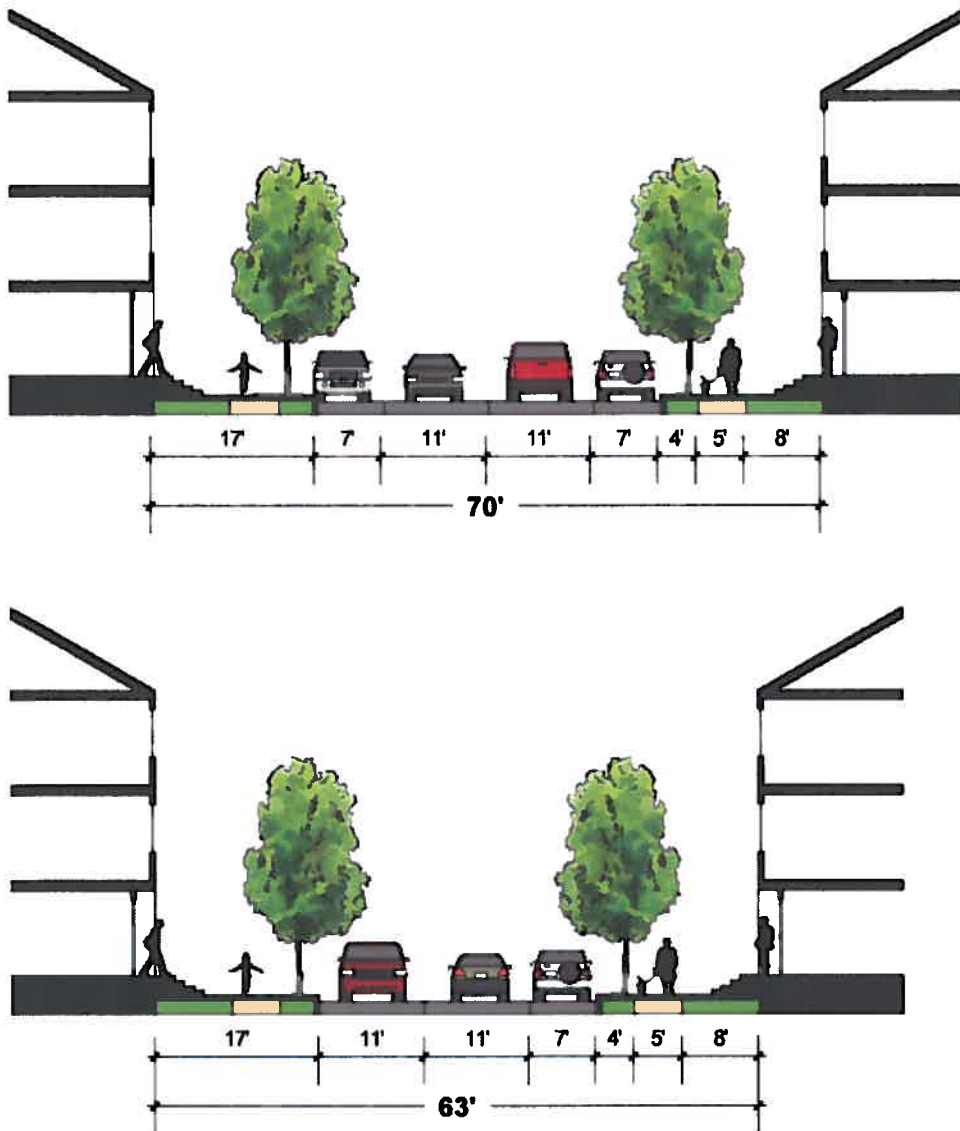
- Internal streets connected by pedestrian walks/paseos.
- Podium parking with open space above and alley accessed garages and surface parking.
- Paseos/Pedestrian walks should connect to proposed bike/ped trail.

Diagram D



- Central Open space with internal circulation via pedestrian walks/paseos
- Minimal internal street access to residential wrap parking structure and alley accessed garage and surface parking.

## B4. Internal Streets and Drives



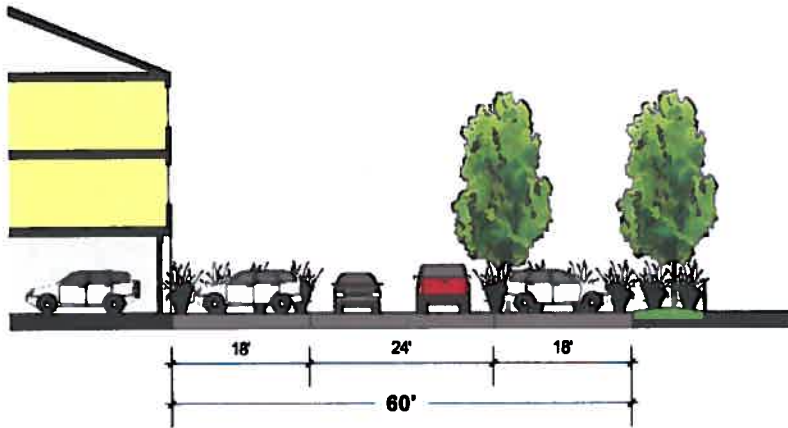
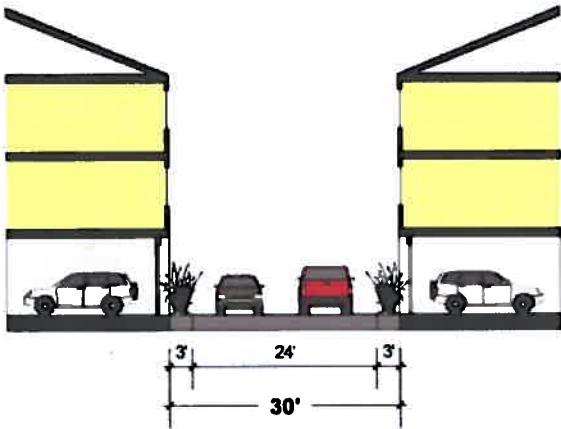
### Development Standards:

- B4.1. Internal streets shall have at minimum 4 ft plantings strip and 5 ft sidewalk on each side of the street.
- B4.2. Front setbacks shall be a minimum 8 feet from the back of sidewalk providing enough room for planting and privacy while still allowing a strong relationship between the units and the street.
- B4.3. Parallel parking is required on at least one side of internal streets. Parallel parking is encouraged on both sides of internal streets.

**Design Guidelines**

- B4.a. Internal streets should conform to the high quality standards and be designed to resemble public streets, with sidewalks, parking and street trees.
- B4.b. Internal streets should include sidewalks, street trees, pedestrian scaled lighting, landscaping and provide a setting for social interaction and neighborhood activities.
- B4.c. Internal streets should provide through or loop circulation wherever possible rather than dead end cul-de-sacs.
- B4.d. Internal streets should connect to landmarks or amenity features such as open spaces, parks or community buildings.
- B4.e. Street trees, separated sidewalks, benches, street lamps and special paving at intersections are desired elements to promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.
- B4.f. Street trees should be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.
- B4.g. High branching trees should be planted to form a canopy and provide shade along streets and drives.

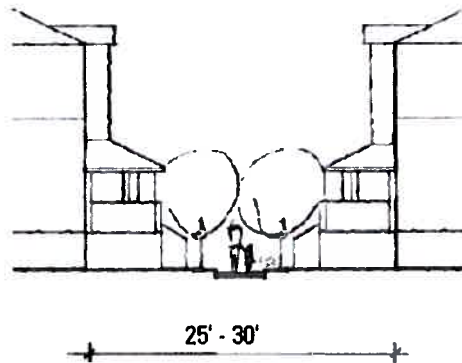
## B5. Alleys



### Design Guidelines:

- B5.a. Alleys should have at minimum 3 ft plantings strip adjacent to building garages
- B5.b. Garages should be recesses at least 2 ft from building façade.
- B5.c. Tandem parking spaces, in garage or surface, are allowed as long as they are associated with the same unit.

## B6. Paseos (Pedestrian Walks)



### Development Standards:

- B6.1. 30 ft minimum building-to-building dimension for residential buildings. Stoops and porches are allowed to encroach up to 5 ft.
- B6.2. 40 ft minimum building-to-building dimension for mixed-use/commercial buildings. Outdoor seating areas are allowed to encroach up to 12 ft.

### Design Guidelines

- B6.a. Paseo connections should be made wherever auto connections are infeasible due to project or site constraints.
- B6.b. Paseos should supplement the role of streets and drives in the circulation network.
- B6.c. Paseos should provide easy and direct access to building entries, common open space amenities and visitor parking areas.
- B6.d. Paseos should visually extend the street into an area for safe pedestrian use, with consistent street furnishings.
- B6.e. Paseos should be embellished with special paving and pedestrian-scaled lighting.
- B6.f. Buildings lining paseos should provide windows along the building face to encourage comfortable and safe pedestrian use.
- B6.g. Buildings lining paseos should be designed so that sunlight can reach the paseos during midday.
- B6.h. Paseos should be named as streets are, with buildings lining the paseos taking their respective addresses from the paseo.

## B7. Parking Location and Treatment



### Development Standards:

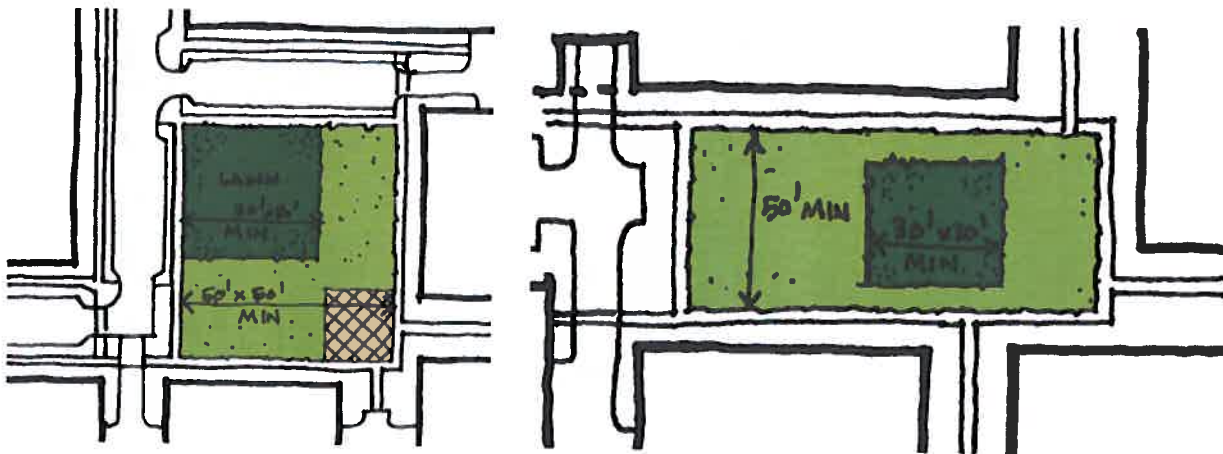
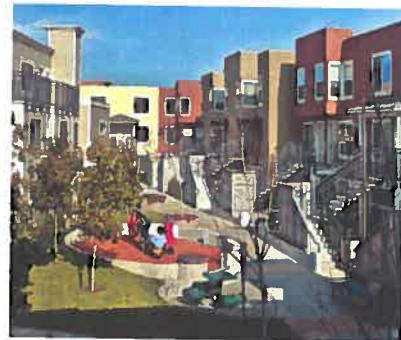
- B7.1. Parking shall be located behind buildings, below grade or, where those options are not feasible, screened by low walls and landscaping.
- B7.2. When fronting on public streets, internal streets, public walks/paseos or common open spaces, structured parking shall be wrapped or fronted with habitable uses.
- B7.3. Parking that is semi-depressed shall be screened with architectural elements that enhance the streetscape such as stoops, balcony overhangs, or decorative screening.

### Design Guidelines

- B7.a. For buildings with parking accessed from the front, minimize the amount of frontage used for parking access. No more than 25% of the site frontage facing a street, internal street, or pedestrian walk/paseo should be devoted to garage opening, carports, or open/surface parking.
- B7.b. When surface parking lots are located adjacent to the street, they should be screened from the street and sidewalk by a low wall, landscape edge or combination.

## B8. Open Space

TOD's are inherently built at multi-family densities to support transit. Open space is key to creating a livable community and it is essential that multifamily developments provide a connected network of specialized open spaces -- in the form of squares, plazas, greens, and play/activity areas. A well-landscaped, central public open space will become a community focal point and gathering space. The common usable open space is a subset of the overall open space requirement.



### Development Standards:

- B8.1. On each property, common usable open spaces shall include at least one open lawn space measuring a minimum of 30 feet in each dimension.
- B8.2. One open space per each of the three parcels must have a minimum dimension of 50 ft in each direction.
- B8.3. The area of public plazas and/or parks can be counted toward the project's group usable open space requirement.



### **Design Guidelines**

- B8.a. Design of private open space should emphasize usability, with convenient access from the interior of units so that open space can be used as part of everyday living.
- B8.b. Buildings and/or streets should define the edges of and face onto common open space.
- B8.c. Common amenity areas should be appropriate to the size of the development. For larger developments, recreational facilities such as a swimming pool or tennis courts, along with picnic areas should be provided.
- B8.d. Play lots should be located in safe, convenient and highly visible locations to ensure informal surveillance by residents.

### **B9. Landscape**

#### **Design Guidelines**

- B9.a. Drought tolerant, Bay Friendly landscaping and water-conserving irrigation methods are encouraged.
- B9.b. Landscape plans **should** incorporate seasonal variety and color to the extent possible. Tall deciduous trees should be utilized where summer shade is needed and winter solar access desired.
- B9.c. Grass lawn areas outside of common open spaces should be kept to a minimum.

### **B10. Site Lighting**

#### **Design Guidelines**

- B10.a. Adequate lighting should be provided along sidewalks, streets, driveways, paseos and parking areas for the safety and security of residents and visitors.
- B10.b. Pedestrian scaled, post top mounted lights are recommended along public streets, interior streets, paseos, walks and common open spaces.
- B10.c. Lighting should not produce glare or be of an intensity inappropriate for a residential environment.

## **C. BUILDING TYPES**

### **Introduction**

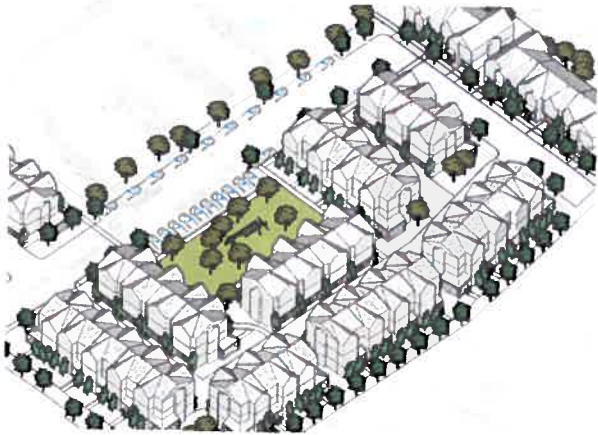
Property owners and developers are encouraged to “mix and match” among the following Building Types in order to achieve the required minimum density, and to provide the varied building character desired by the City. Given the large size of the TOD Mixed Use parcels, it is anticipated that more than one building type will be built on each parcel, depending on the location, street frontage, mix of uses, and desired parking ratios. It is left to the applicant where and how to combine the Building Types listed below. If a developer wishes to incorporate a Building Type not identified in the Matrix, the City Council may review and approve new Types so long as the overall proposal conforms with the adopted TOD Standards and Guidelines.

## Residential Building Matrix

(all buildings types can accommodate mixed-uses)

TYPE	DENSITY / PARCEL SIZE	PRKG. RATIO (TYPE)	STORIES	COMMENTS
<b>ATTACHED ROW HOUSES/TUCK UNDER</b>				
		14-25 du/ac. 3-3.5 acres (for 75 units)	1.5-2 sp/u. (tuckunder prkg.)	3 st. Least Cost per unit as parking cost is low However greater use of land for afford. Hsg. means less mkt. rate hsg.
<b>GARDEN STYLE APARTMENTS WITH SURFACE PARKING</b>				
		20-25 du/ac. 3-3.5 acres (for 75 units)	1.67-1.8 sp/u. (surface prkg.)	3 st. Least Cost per unit as parking cost is low However greater use of land for afford. Hsg. means less mkt. rate hsg.
<b>TUCK UNDER PODIUM</b>				
		25-40 du/ac. 1 acre min 2+ acres typ	1.5-1.8 sp/u. (surface prkg.)	3-4 st. Least Cost per unit as parking cost is low Orientation similar to rowhouses and townhouses
<b>TOWNHOUSE/FLATS WITH PODIUM PARKING</b>				
		40-60 du/ac. 1.25-1.75 acres (for 75 units)	1-1.5sp/u. podium struct. st. - visitor	4-5 st. Most typical high density type Best with low parking ratio (1:1)
<b>RESIDENTIAL WRAP BUILDING WITH PARKING STRUCTURE</b>				
		40-70 du/ac. 2-3 acres 100-150 units minimum	1-1.67sp/u. multi-lvl. structure st. - visitor	3-4 st. 5 st. poss. Most cost effective, but generally requires larger project to justify parking structure; 1 larger site.
<b>RESIDENTIAL BUILDINGS WITH OFF SITE PARKING DISTRICT</b>				
		50-80 du/ac. 2-3.5 acres for 100-150u	1-2 sp/u. off site multi-lvl. Struct. st. - visitor	3-4 st. 5 st. poss. Satelite Parking Structure Limited site prkg. Allows for greater density Cost effective struct. Prkg. due to size effic. Of scale

**C1. Attached Rowhouse/Townhouses (14-25 du/ac)**



Attached rowhouse/townhouses are units typically situated in a row of at least three or more units where there is no separation between units. These can be designed as either front- or rear-loaded.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
14-25 du/ac 3-3.5 acres (for 75 units)	1.5-2 sp/u. (tuckunder parking)	3 story	Least cost per parking space Most land area per unit

**Features:**

Generally uniform massing within individualized appearance

Front-loaded with the garage facing the street or "front" of the property, or rear-loaded with garage facing the rear of the property

Greater efficiency of space without side yards and may provide for greater densities on larger sites

Private open space for each unit is typically provided by a front patio or balconies

Typical built density: between 14-25 units per acre

The design focus should be on an overall building: attached units in a row

Units organized around "public" spaces and sites around common spaces

**C2. Garden Style with Surface parking (20-25 du/ac)**



Garden Style apartments are stacked flat units arranged on a single level and surrounded by units either above or below each unit.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
20-25 du/ac 3-3.5 acres (for 75 units)	1.67-1.8 sp/u. (surface parking)	3 story	Least cost per parking space Most land area per unit

**Features:**

Typically 2-4 stories of single-level units stacked on top of each other

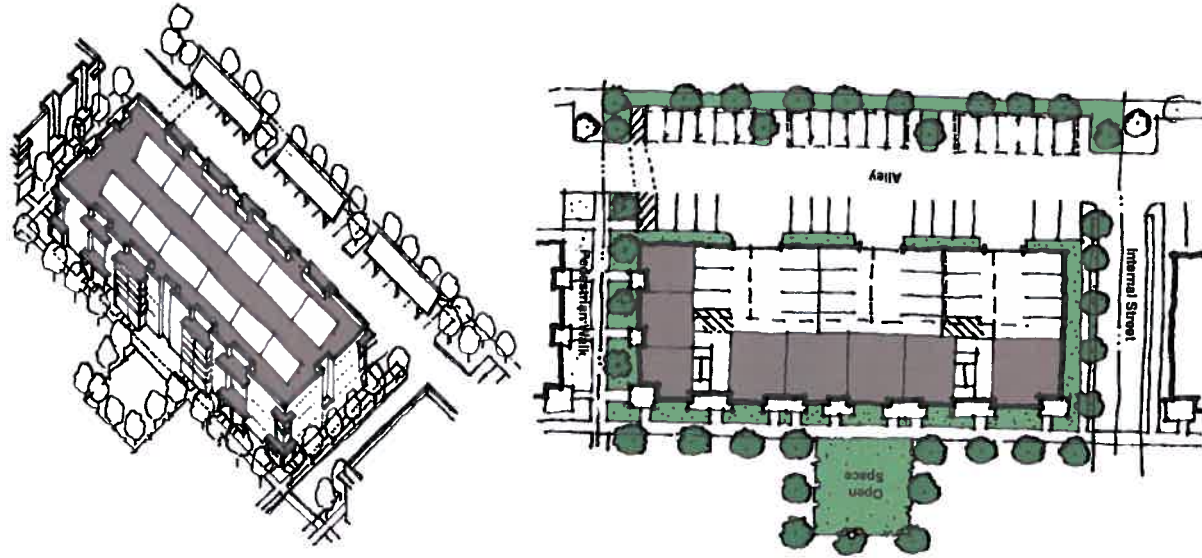
Individual unit access can be from either common interior corridor or by discrete exterior entrances

Typical built density: 20-30 units per acre

The design focus is as a whole building, less on individual units

Common open space is typically provided in assembled areas of courtyards or common ground space

**C3. Tuck Under Podium (25-40 du/ac)**



Flats are typically stacked over small shared garages with ground floor units “lining” or fronting the streets, pedestrian walks or open spaces.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
25-40 du/ac typically 1 acre minimum with 2+ acres typical	1.5-1.8 sp/u. (surface parking)	3-4 story	Orientation similar to rowhouses and townhomes

**Features:**

Typically 3-4 stories in height, including parking garages.

Typically will have 1/2 to 2/3 surface parking.

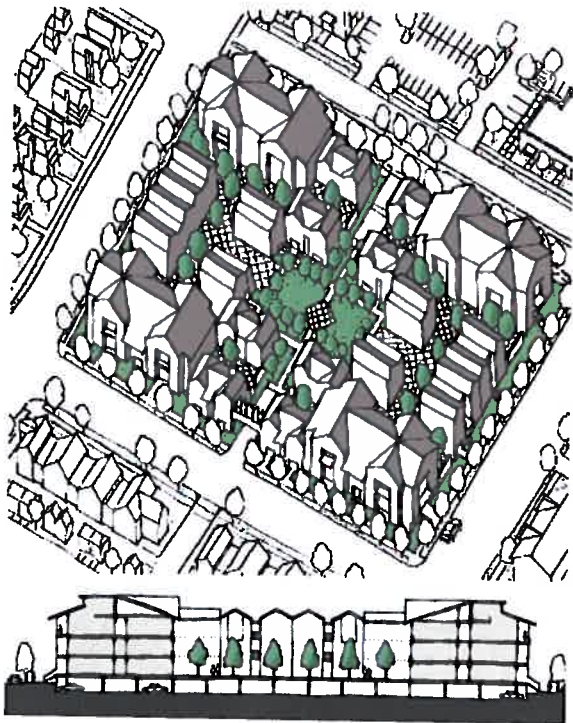
Midpoint density: greater than garden apartments while not requiring a concrete podium for parking.

Has similar orientation to rowhouses or townhouses with ground floor units facing streets, pedestrian paths and open spaces and garages accessed by alleys.

Ground floor units have individual entries while upper units use shared stairs or elevator with corridor.

Common open space in pedestrian walks or paseos.

**C4. Townhouses/Flats with Podium Parking (40-60 du/ac)**



Townhouses or stacked flats are units built over a submerged or partially-submerged parking garage or "podium," rather than with individual garages.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
40-50 du/ac 1.25-1.75 acres (for 75 units)	1-1.5 sp/u. (structured podium parking)	4-5 story	Most typical high density type Best with low parking ratio

**Features:**

Typically 3-4 stories or more in height above a parking podium (garage)

May or may not have additional surface parking

Often appear more urban in appearance with raised stoops above a partially submerged parking podium

Typical built density: 30-50 units per acre

The design focus is as an entire building, not individual units

Common open space is typically provided.

Parking podium can be at grade with residential/retail wrap

**C5. Residential Wrap Building with Parking Structure (40-70 du/ac)**



Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
40-70 du/ac 2-3 acres (100-150 unit minimum)	1-1.67 sp/u. (multi-lvl parking structure)	3-4 story	Most cost effective Requires larger project/site

**Features:**

Typically 3-4 stories or more in height

Stacked flats wrapped around parking structure or free standing around ground level courtyard.

Typically built density: 40-60 plus units per acre

The design focus is as an entire building or group of buildings.

Urban in appearance due to height, mass, and scale

Common open space is typically provided.

Greener, heavily landscape, courtyards at grade



**C6. Residential Buildings with Off-Site Parking District (50-80 du/ac)**



Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
50-80 du/ac 2-3.5 acres (100-150 unit minimum)	1-2 sp/u. (multi-lvl offsite parking structure)	3-4 story, 5 possible	Walk to offsite parking, limited onsite parking  Allows greater densities without added height

**Features:**

Typically 3-4 stories or more in height, stacked flats or combination of flats and townhouses.

Parking is supplied by on-site spaces along with spaces located in adjacent parking garage. Parking space can be assigned.

Often integrated into mixed-use neighborhoods.

Parking structure serves multiple users from several nearby buildings.

Greener, heavily landscape, courtyards at grade

**C7. Mixed-Use Buildings**

Features:

Vertical mix of uses (ground floor retail/live/work with offices or residential above)

Entries and storefronts facing onto street or plazas

Parking usually located in podium structures

Typically taller first floor ceiling heights



*Vertical Mixed Use (Retail/Office)*



*High Density Mixed Use*

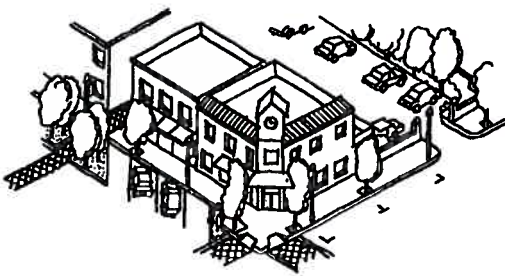


*Mixed Use*



*Mixed Use*

### C8. Retail Buildings (Stand Alone)



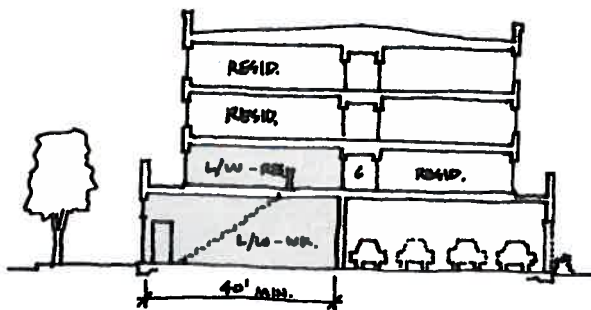
Features:

Surface parking located behind/adjacent to retail building.

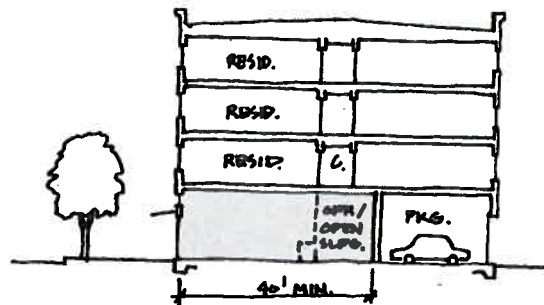
Entries and storefronts facing onto street or plazas

Typically 20-30 feet in height with high ceilings.

### C9. Live/Work



*Live/Work space connected to residence above*



*Live/Work space with studio residence*

Features:

2 types – Ground floor residential units with extra “flex room” used for small business and/or a retail space; or a street-level work/shop space connected to upper-level residential rooms.

Entries and storefronts facing onto street or plazas

Tenant parking usually located in podium structures or in private garages accessed from the rear of the building, with visitors served by on-street parking.

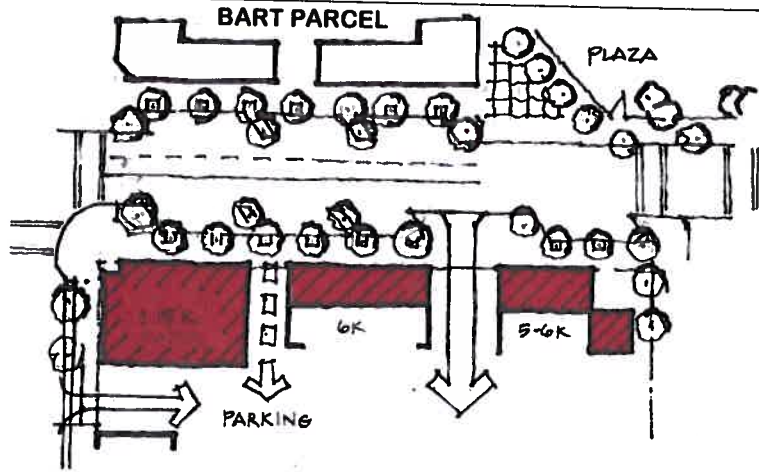
Typically taller first floor ceiling heights or double height spaces.

**C10. Example Retail Configurations** (Listed stats do not include BART parcel)

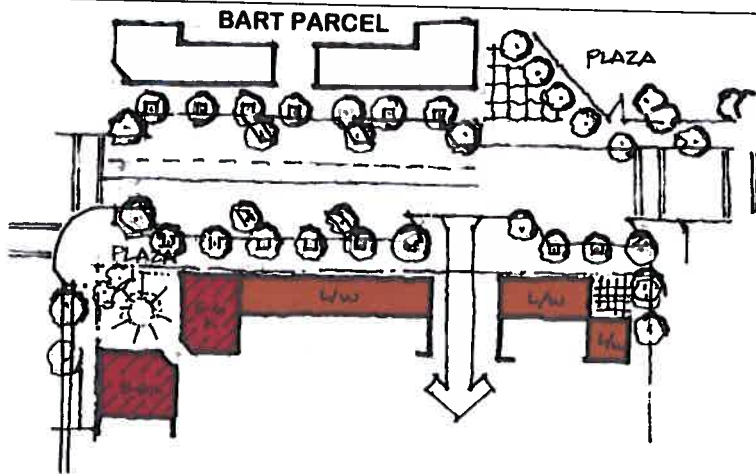
<p>1. 5-6,000 sq ft @ one corner w/ Live/Work along the rest of frontage</p>	
<p>2. 10,000 sq ft @ both corners w/ Live/Work between</p>	
<p>3. 18-20,000 sq ft Along Owens</p>	

**Pleasanton TOD Standards and Design Guidelines**

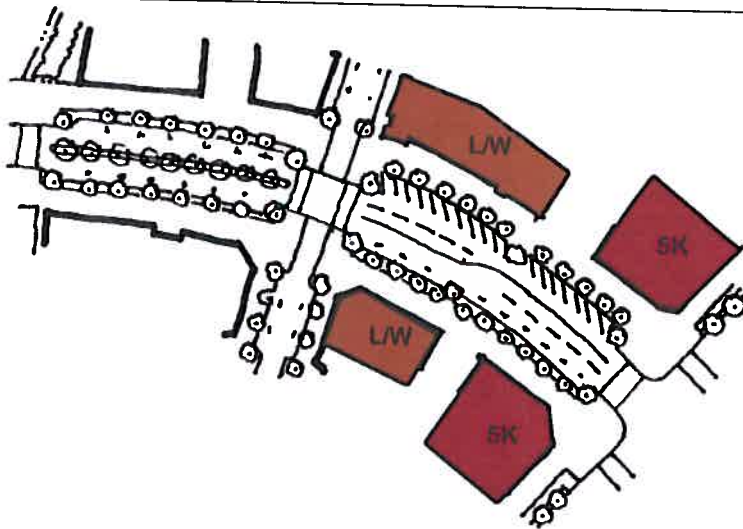
4. 25-30,000 sq ft  
with Major Tenant  
(Grocery, Pharmacy)



5. 10-12,000 sq ft  
60' deep @ Willow  
w/ Live/Work along the rest of  
frontage



**GIBRALTAR RETAIL**  
5-10,000 sq ft  
@ corner w/ Hacienda



## **D. ARCHITECTURAL FEATURES**

### **D1. Residential Entries**

#### **Development Standards:**

D1.1. All ground floor units (within 5 ft of grade) shall have entries onto street, internal street, paseo(walk), or open space. (including corridor buildings)

#### **Design Guidelines**

- D1.a. Entries should be the predominant feature of front facades, and should have a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings should have a prominent, centralized building entrance.
- D1.b. Building fronts should include porches, unit entries, and architectural detailing.
- D1.c. Building entries should be the prominent feature of the front facade and identify access to individual units.
- D1.d. Building entries that face a public street, drive or common space should be the first choice for entry location.
- D1.e. Porches and balconies that face streets should be semi-transparent and be incorporated into the materials and design of the building.
- D1.f. Porches may encroach 5' into the front yard setback.
- D1.g. Front yard patios can be used and be part of entry path or a separate space. Patios should have a low fence, screen, or hedge no higher than 3 ft to transition between public and private areas.

### **D2. Window Treatments**

#### **Design Guidelines**

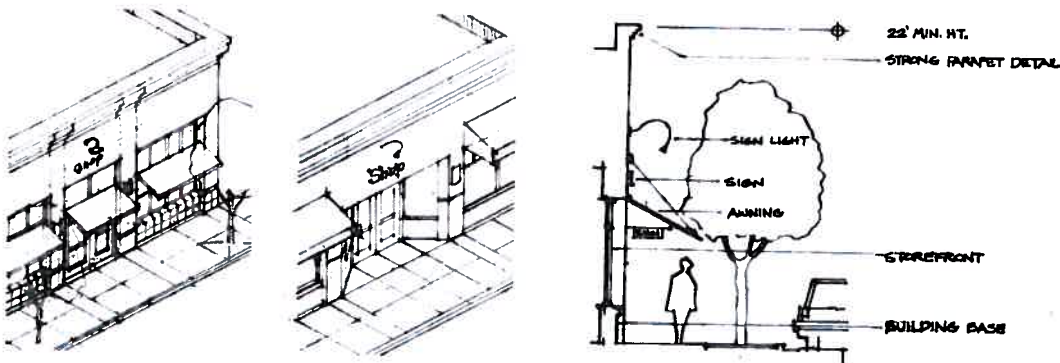
- D2.a. Windows are a very important element of building form and should be well organized on a building facade to create a rhythm or pattern.
- D2.b. Windows should emphasize vertical massing of buildings.
- D2.c. Windows should have a hierarchy of sizes emphasizing the function of the living spaces and views while allowing for privacy of neighboring properties.
- D2.d. Windows should be well detailed and consistent with the architectural design of the building.
- D2.e. Windows should be "punched" in from the exterior building wall or should be defined by well-designed trims. Trim material should contrast with wall materials.
- D2.f. Windows should overlook streets and open spaces to provide "eyes on the street" and ensure clear views for safety.

### D3. Roofs and Parapets

#### Design Guidelines

- D3.a. Use eave and parapet details to provide a strong skyline or silhouette and at visual interest to the roof line.
- D3.b. Emphasize vertical proportions of individual units rather than horizontal building massing.
- D3.c. Rooflines should correspond to variations in building massing and articulation with bays, gables, dormers and strong eave elements.
- D3.d. Roof elements should be varied to minimize the appearance of mass and bulk.
- D3.e. Gable roofs or bays with parapets are encouraged to emphasize vertical proportion and break up the massing of large hipped roofs.

### D4. Retail and Live/Work Storefronts



#### Development Standards:

- D4.1. Retail and service uses shall have a minimum interior 15 ft clear floor to ceiling height.
- D4.2. Live/work uses shall have a minimum 12 ft clear floor to ceiling height for two story units and 15' clear floor to ceiling for one story units. to allow for mezzanine.
- D4.3. Storefronts shall have a minimum depth of 40 ft, and 60 ft at corners.

#### Design Guidelines

- D4.a. Large display windows (large panes or divided lites) are strongly encouraged.
- D4.b. Clear glass should be used. Colored or reflective glass is not appropriate.
- D4.c. A well designed and/or decorative material base is desired at display windows.

- D4.d. Entries and window displays should have consistent materials and detailing.
- D4.e. Entries should be located at corners or intersection whenever possible.
- D4.f. Recesses are encouraged to identify entries and provide weather protection.
- D4.h. Awnings, canopies, trellises and/or other shade devices over storefront windows and entries are strongly encouraged to provide signage, shade, and pedestrian cover.
- D4.i. Individual awnings that articulate the building façade rhythm are desired in lieu of long continuous horizontal awnings.

## **D5. Gateway Corners**



### **Design Guidelines**

- D6.a. Buildings located on the corner of two public streets, end of a major pedestrian or shared path, and/or end of an important vista should have unique architectural element.
- D6.b. A unique architectural element can be a change in height, a definition of a public plaza, and or a change in architectural style.

## **D6. Building Signage**

### **Design Guidelines**

- D6.a. Site signage should feature individually formed lettering and should have an artistic design element as well as addressing way finding.
- D6.b. Backlit box signs are not permitted, except when required by the Fire Department.
- D6.c. Site signs should have design features consistent with the buildings in the development, and should be integrated into the site development and landscaping.
- D6.d. Attractive signage directories are encouraged to help provide way finding within the development.



## **D7. Bike Parking**

### **Development Standards:**

- D7.1. Weather protected and secure bike parking spaces shall be provided for a minimum of 30% of the maximum occupants per dwelling unit. Bike parking can be grouped into one structures or located in private garages.

## **D8. Utility and Trash Enclosures**

### **Design Guidelines**

- D8.a. Opaque screen trash and recycling enclosures or individual containers for each unit **should** be provided.
- D8.b. Enclosures should be located to minimize any conflict with individual units, common open space areas, or neighboring properties.
- D8.c. Trash enclosures are required to be of durable materials such as concrete or concrete block and finished to integrate with the building design.
- D8.d. Trash enclosures **should** be sized and designed to accommodate the City's source separated recycling program.
- D8.e. Buildings should be organized so the impact of servicing functions and utilities on streets and along pedestrian paths is minimal.
- D8.f. Utilities should be incorporated into the design of the building and integrated into landscaped areas to minimize noise and visual impact. Options may include insets into building facades or integration into low wall standards.

## **D9. Residential Storage**

### **Development Guidelines:**

- D9.1. Residential Storage: Each unit should have at least 40 cubic feet of enclosed storage area. Storage space should be outside of unit but does not need to be adjacent to unit.

## **D10. Compatibility with Surrounding Development**

### **Development Guidelines:**

- D10.1. While the densities restrictions and requirements on the three parcels are consistent it is generally desired that the design provides features which are generally compatible with residential neighborhoods across the major arterial or street. Features which assist in creating compatibility may include:

- additional landscaping including large trees within the setbacks.
- architectural treatments such as change in material at the upper floors, bays which extend a story lower to visually lower the facade, or building step backs at the top floor are all potential treatments which may be considered.

- The corners of Gibraltar and Hacienda Drive should maintain the "gateway" treatments within the design guidelines

## PART 4

### PROCESS

#### A. PLANNED UNIT DEVELOPMENT (PUD)

Applications for development of each of the three sites will be processed through the City's established Planned Unit Development review process. Criteria for review of these projects shall include the Core Development Standards, Non-core Development Standards, and Design Guidelines as included in these Transit Oriented Development Standards and Guidelines and as required by the City's Settlement Agreement, relative to Urban Habitat v. City of Pleasanton.

The City will conduct environmental analysis of each project in accordance with CEQA and CEQA Guidelines.

## PART 5

### APPENDIX

#### Usable Open Space Code:

The following was taken from the City of Pleasanton Zoning Code and is located here for reference only. Should the code change, the updated code shall be followed.

#### 18.84.170 Usable open space.

- A. Each dwelling unit in the RM and C-C districts shall have group or private usable open space as prescribed in the zoning schedule codified in table 18.84.010 of this chapter, provided that in the RM district each dwelling unit shall have private usable open space of at least the minimum area specified by subsection C of this section. Group and private usable open space may be combined to meet the requirements. Each square foot of private usable open space shall be considered equivalent to two square feet of group usable open space and may be so substituted. All required usable open space shall be planted area, or shall have a dust-free surface, or shall be water surface, provided that not less than 10 percent of the required group usable open space at ground level shall be landscaped with trees and other plant materials suitable for ornamentation. No required usable open space shall be located in a parking area, driveway, service area, or required front yard, or shall have a slope greater than 10 percent.
- B. Group usable open space shall have a minimum area of 300 square feet and a rectangle inscribed within it shall have no dimension less than 15 feet. Required usable open space may be located on the roof of an attached garage or carport, but not more than 20 percent of the required space shall be located on the roof of a building containing habitable rooms.
- C. Private usable open space located at ground level shall have a minimum area of 150 square feet and a rectangle inscribed within it shall have no dimension less than 10 feet. The minimum area of aboveground-level space shall be 50 square feet and a rectangle inscribed within it shall have no dimension less than five feet. Private usable open space shall be adjacent to, and not more than four feet above or below the floor level of the dwelling unit served. Not more than 50 percent of ground-level space may be covered by an overhang, balcony, or patio roof. Aboveground-level space shall have at least one exterior side open above railing height.
- D. Private, ground-level, usable open space on the street side of a structure shall be screened from the street.
- E. Usable open space shall be permanently maintained by the owner in orderly condition. (Prior code § 2-5.45)

**CITY OF PLEASANTON  
INITIAL STUDY AND PROPOSED MITIGATED NEGATIVE DECLARATION FOR THE  
Hacienda TOD Standards and Design Guidelines**

**January 25, 2011**

An Initial Study has been prepared under the direction of the City of Pleasanton Community Development Department to adopt the Hacienda TOD Standards and Design Guidelines which will apply to the development of three vacant parcels in the Hacienda Business Park and to the design of associated improvements such as streets, landscaping, bike and pedestrian connections and open space. The three vacant sites are located at: the southeast corner of Owens Drive and Willow Road (Assessor's Parcel Number 941 2778-013-00); at the north corner of Hacienda Drive and Gibraltar Drive (Assessor's Parcel Number 941 2778-011-00); and south of Gibraltar Drive between Willow Road and Hacienda Drive (a portion of Assessor's Parcel Number 941 2761-003-00). The Hacienda TOD Standards and Design Guidelines would be adopted as a major amendment to the Hacienda Planned Unit Development (PUD-81-30-48M/PUD-85-82-1M).

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

City of Pleasanton  
Hacienda TOD Standards and Design Guidelines  
Initial Study and Draft Mitigated Negative Declaration

PREPARED BY:

City of Pleasanton  
Community Development Department  
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**Environmental Checklist Form**

**I. BACKGROUND**

1. *Project title:*  
Hacienda TOD Standards and Guidelines
2. *Lead agency name and address:*  
City of Pleasanton  
200 Old Bernal Avenue  
P.O. Box 520  
Pleasanton, CA 94566
3. *Contact person and phone number:*  
Janice Stern, Planning Manager  
  
(916) 931-5606
4. *Project location:*  
Three sites within Hacienda, Pleasanton, California and associated improvements within a half-mile radius south of the BART station (See Section II.2, Project Location and Context, below)
5. *Project sponsor's name and address:*  
City of Pleasanton  
200 Old Bernal Avenue  
P.O. Box 520  
Pleasanton, CA 94566
6. *General plan designation:*  
Mixed Use/Business Park
7. *Zoning:*  
PUD-MU (Mixed Use)
8. *Description of project:* See Section III.2. Project Characteristics and Approvals, below.
9. *Surrounding land uses and setting: (Briefly describe the project's surroundings.)*  
See Section II.2 Project Location and Context, below.
10. *Other public agencies whose approval is required:*  
No approvals are needed from other public agencies.

**II. PROJECT DESCRIPTION**

**1. Introduction**

This Initial Study and Mitigated Negative Declaration (IS/MND) provides the California Environmental Quality Act (CEQA) environmental analysis for the proposed major modification to the PUD development regulations for Hacienda, to adopt Hacienda TOD Standards and Design Guidelines.

The environmental analysis for the proposed project uses current and historical documented information derived from proximate projects as well as previous development applications of the subject sites. The historical information has been reviewed and analyzed to ensure that no changed circumstances exist related to that information.



## Hacienda TOD Standards and Design Guidelines Initial Study

This Initial Study / Negative Declaration consists of an environmental checklist, a brief explanation of topics addressed in the checklist, and a determination that an EIR is not required.

This Initial Study analyzes project-specific environmental impacts due to applying the Hacienda TOD Standards and Design Guidelines to development of three sites in Hacienda, as well as to associated off-site improvements. For each potential impact topic, this Initial Study first summarizes the Pleasanton General Plan EIR impacts, if applicable, and incorporates them by reference. Then this Initial Study evaluates specific impacts associated with the currently proposed rezoning, and identifies any potential impacts not previously addressed in the Pleasanton General Plan EIR. Additional mitigation measures, if warranted, to reduce some impacts to a less-than-significant level or to be carried forward for evaluation in a subsequent project specific CEQA analysis will also be included herein. No actual development of the subject sites is proposed at this time, and any proposal involving residential or mixed-use development would be subject to a separate public review process and potentially to a further, more refined environmental review under CEQA.

### **2. Project Location and Context**

The Hacienda TOD Standards and Design Guidelines apply to an area located south of the existing Dublin/Pleasanton BART station and cover development of three vacant sites and associated public and private improvements. The three vacant sites are located within Hacienda in the City of Pleasanton as shown in Figure 1 (following page 4) and as described below:

1. The W.P. Carey site (Hacienda Site 7G), at the southeast corner of Owens Drive and Willow Road (Assessor's Parcel Number 941 2778-013-00), approximately 8.4 acres.
2. The BRE site (Hacienda Site 7E), at the north corner of Hacienda Drive and Gibraltar Drive (Assessor's Parcel Number 941 2778-011-00), approximately 8.2 acres.
3. The Roche Molecular Systems site (a portion of Hacienda Site 6), south of Gibraltar Drive between Willow Road and Hacienda Drive (a portion of Assessor's Parcel Number 941 2761-003-00), about 12.4 acres (of the approximate 33.4 acre Roche site).

These three project sites are located south of and within one-half mile of the Pleasanton/Dublin BART Station. The sites are generally south of Interstate 580 (I-580), east of Hopyard Road, west of Hacienda Drive and Santa Rita Road, and north of Stoneridge Drive within the Hacienda Business Park ("Hacienda"). The Iron Horse Trail is located north and east of the three sites. The W.P. Carey site (Hacienda Site 7G), and the BRE site (Hacienda Site 7G) are located on the block bounded by Owens Drive, Hacienda Drive, Gibraltar Drive, and Willow Road. The Roche Molecular Systems site is located on the block bounded by Gibraltar Drive, Hacienda Drive, Stoneridge Drive, and Willow Road. The project sites are currently zoned as PUD-MU.

The total size of the three project sites combined is about 29 acres compared to 730.4 acres (854 acres including roadways) of land within the Hacienda area. The City has previously approved office / research and development (R&D) development plans for these project sites; however, the proposed rezoning would allow residential/mixed-use development on these sites as envisioned in the General Plan. The Hacienda TOD Standards and Design Guidelines would allow residential development at a density of between 30 to 55 units per acre or a total of up to 1595 residential unit, as well as neighborhood-oriented retail and services uses, and limited live/work commercial uses. The Hacienda TOD Standards and Design Guidelines do not impose a square foot limit on the amount of retail and service uses. This

## Hacienda TOD Standards and Design Guidelines Initial Study

Initial Study assumes up to 30,000 square feet of retail, total, on the three sites. At maximum development, approximately 2,650 parking spaces would be required.

### 3. Project Characteristics

The proposed project consists of a modification to the Planned Unit Development (PUD) for Hacienda to adopt Hacienda TOD Standards and Design Guidelines that would guide residential and mixed use development and address setbacks, density, open space, height, required parking, the location of retail and live/work space, allowed retail and service uses, public street standards, pedestrian and bike path standards, site design and planning, and architectural features. For the impact analysis, this Initial Study assumes the following:

1. The W.P. Carey site (Hacienda site 7G) would accommodate between 252 and 462 dwelling units and allow approximately 10,000 square feet of neighborhood-serving retail and service uses.
2. The BRE site (Hacienda site 7E) would accommodate between 246 and 462 dwelling units and allow approximately 10,000 square feet of neighborhood-serving retail and service uses.
3. The Roche Molecular Systems site (a portion of Hacienda site 6) would accommodate between 372 and 682 dwelling units and allow approximately 10,000 square feet of neighborhood-serving retail and service uses.

For purposes of this environmental analysis the “project” is any development allowed by the Standards and Design Guidelines that was not already anticipated in the CEQA analysis of the rezoning of the subject properties approved by the City Council in November 2009. The Negative Declaration adopted for the rezoning to PUD-MU assumed up to 950 multifamily residential units and left in place the already existing entitlement for 733,000 square feet of office space.

The Hacienda TOD Standards and Design Guidelines document includes standards and guidelines related to density, affordability, bedroom mix, setbacks, required open space, height, parking, circulation, building orientation, and architecture. The document also includes a list of permitted, conditional and prohibited uses related to the retail space and the live/work units. Uses are generally those allowed in the City’s neighborhood commercial district and are uses that would address the daily needs of residents and employees of the area.

The proposed project also includes roadway changes to Owens Drive, Willow Road and Gibraltar Drive. These changes include lane reductions to the three roadways. The travel lanes are replaced by a combination of parking lanes, frontage roads, bike lanes and sidewalks. This initial study analyzes the proposed project impacts with the changes in the roadway network that include:

- Owens Drive between Willow Road and the East Bart Traffic Signal –
  - Reduction from a six lane roadway down to a two lane roadway (one lane in each direction).
    - Frontage road on both sides.
- Willow Road between Owens Drive and Gibraltar Drive –
  - reduced from a 4 lane roadway to a 2 lane roadway
    - parallel parking on both sides.
- Gibraltar Drive between Hacienda Drive and Willow Road:
  - Reduced from a 4 lane roadway to a 2 lane roadway
  - Diagonal parking on the north side of Gibraltar along the frontage of Parcel 2

Hacienda TOD Standards and Design Guidelines Initial Study

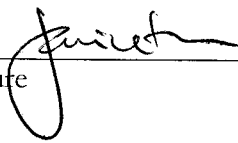
- Parallel parking on the south side of Gibraltar between Willow and Hacienda, and on the north side of Gibraltar between Willow and Parcel 2.

A public process and review of a PUD development plan would be required prior to approving any development for these sites.

**III. DETERMINATION: (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

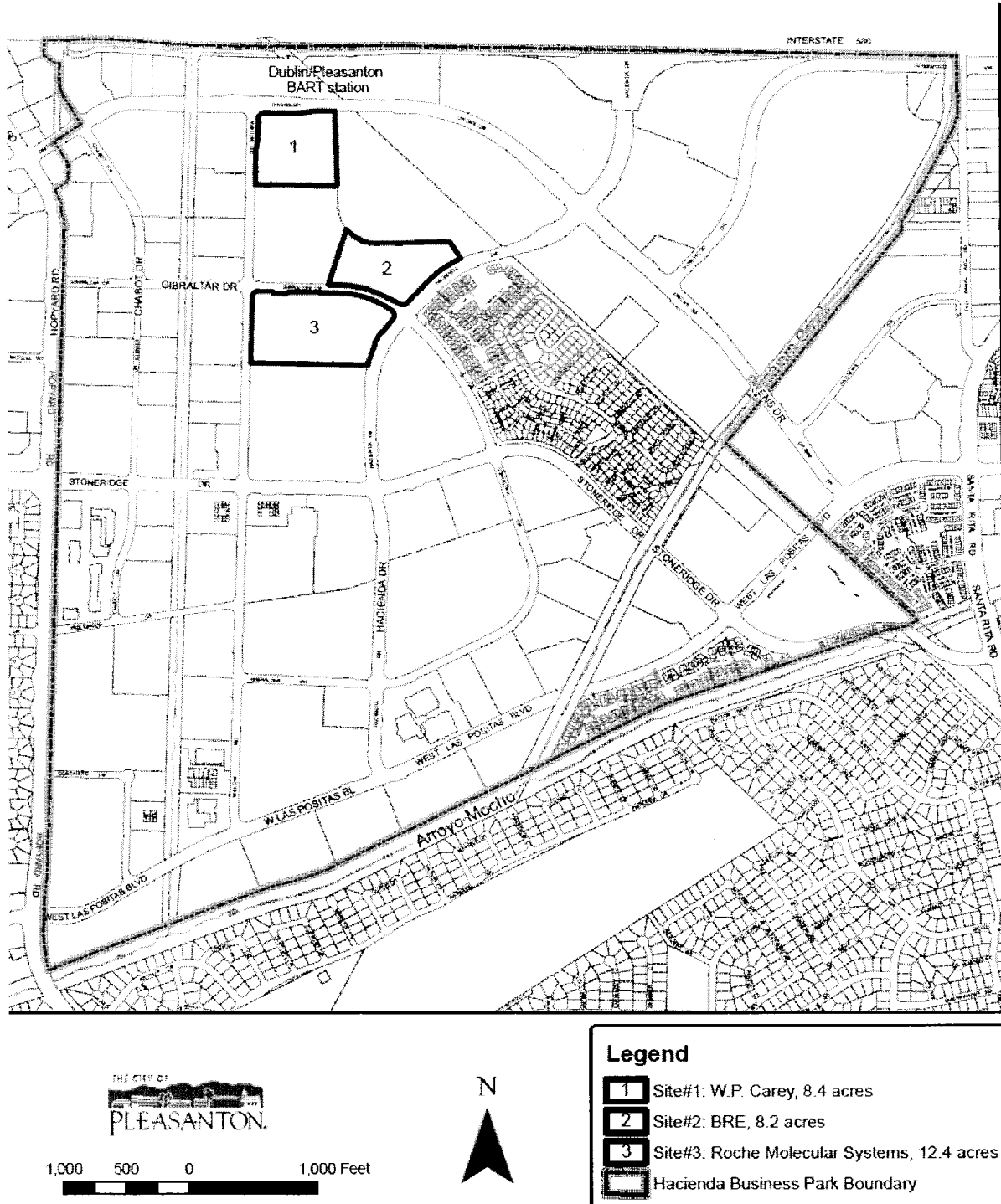
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

\_\_\_\_\_  
Signature 

\_\_\_\_\_  
Date 1/25/11

\_\_\_\_\_  
Janice Stern  
Printed name

Figure 1: Location of Parcels Covered by the Hacienda TOD Standards and Design Guidelines



#### IV. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist.

For this project, the following designations are used:

Less Than Significant: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: Any impact that does not apply to the project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>1. Aesthetics</b> – Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

#### Environmental Setting

The area south of the Interstate 580 (I-580) between Hopyard Road and Hacienda Drive that includes the three project sites is relatively flat. No scenic vistas or scenic resources are located within Hacienda although views of the surrounding hills, including Mount Diablo to the north, are available from many locations within Hacienda. In distant views from the surrounding hills, the three project sites currently appear as open areas in a campus-like setting. The project sites are located within Hacienda and are surrounded by business park buildings and other relatively new multi-residential development. The roadways within Hacienda are relatively wide and are oriented to vehicle access. The BART station and parking lot are visible from the W.P. Carey site (Hacienda site 7G).

#### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

#### Discussion of Checklist Questions

Less-than-Significant Impacts. The proposed zoning change could potentially result in development of housing and neighborhood-serving retail and service uses instead of office or light industrial uses. From distant views future development of the three project sites would show infill buildings in an already developed area that would be similar to what currently is allowed.

## Hacienda TOD Standards and Design Guidelines Initial Study

Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would therefore be considered to have a significant adverse effect on visual quality under *CEQA* only if it would cause a substantial and demonstrable negative change. In an urban area, infill development of additional structures would generally not be considered to cause a substantial and demonstrable negative change. Adoption of the Hacienda TOD Standards and Design Guidelines would not result in such a negative change, and the resulting buildings would not be expected to result in such a change as the guidelines provide for setbacks, height limitations, landscaping, and architectural details that would create development that would blend well with the existing business park.

No additional light and glare would be anticipated from buildings developed under the proposed zoning compared to those that could currently be built on the project site. In addition, given the location of surrounding buildings set back from the property lines, any future buildings resulting from the proposed zoning change would not be expected to be located in proximity to other development.

The W.P. Carey site (Hacienda site 7G) is located across from the BART station and parking lot. The zone change would allow residential buildings to be located across from potential light sources at the BART Station. During the development process, potential conflicts with BART's nighttime lighting would be considered in order to protect future residents of that site.

As there are few trees (and any heritage trees would be protected under the City's ordinance), minimal landscaping, and no buildings on any of the three sites, and as the sites are not readily visible from I-680, a scenic highway, development of the three project site due to rezoning of the project sites would result in a less than significant impact on scenic resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>2. Agriculture Resources</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? X

### Environmental Setting

The three project sites are located within Hacienda and are surrounded by office, light industrial, and residential development. The sites are already allowed to be developed under the Hacienda PUD (for which a EIR has been certified). No agricultural land uses are located within the project vicinity.

### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

### Discussion of Checklist Questions

No Impact. The project sites are not developed as farmland, or the location of forest areas, are not under *Williamson Act* contract, and are within a developed business park.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>3. Air Quality</b> – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?		X		
e) Create objectionable odors affecting a substantial number of people?			X	

### Background

Land uses such as schools, children’s daycare centers, hospitals, convalescent homes, and senior housing are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have a greater susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have a greater sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to

## Hacienda TOD Standards and Design Guidelines Initial Study

ambient air quality conditions, and because the presence of pollution detracts from the recreational experience.

### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic. Also, the significance criteria related to question 3b) are further explained below.

The significance criteria established by the Bay Area Air quality Management District (BAAQMD) is used to determine the significance of air quality impacts. A project would have a significant impact on air quality if the proposed project and uses would cause total criteria air pollutant emissions (i.e., from both stationary and mobile sources) to equal or exceed the following BAAQMD-defined thresholds:

Reactive organics	54 lbs/day
Nitrogen oxides	54 lbs/day
Particulate matter (PM <sub>10</sub> )	82 lbs/day

According to the *BAAQMD Guidelines*, a project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. No regulatory agency has adopted standards of significance with regard to toxic air emissions from mobile sources.

Future residential development projects located within 1,000 feet of a heavily travelled street or freeway would need to analyze the long-term health risks of locating homes in this location.

Greenhouse gas emissions are discussed in Section. X.X. of this initial study.

### Discussion of Checklist Items

Less-than-Significant Impacts. Currently the City is in compliance with State and federal carbon monoxide standards. In the future, carbon monoxide emission rates from motor vehicles are expected to decline from their present average values resulting in lower future carbon monoxide emissions. Future cumulative development in Alameda County would drop about 72 percent from 2005 to 2025, as shown on Table 1, below. Even with increased development in the Bay Area and in Pleasanton, carbon monoxide emission rates would also be expected to drop. Development impacts resulting from this proposed zoning change have been considered in this cumulative total.

	<u>2005</u>	<u>2025</u>	<u>% Change</u>
Vehicle Miles Traveled	36,218,000	48,872,000	35 %
Diesel Consumption (gallons)	409,030	481,420	18 %
Gasoline Consumption (gallons)	1,755,530	2,342,660	33 %
<b>Pollutants (in Tons per Day)</b>			
Reactive Organic Gases (ROG)	31.03	11.11	- 65 %
Nitrogen Oxides (NOX)	72.31	20.5	- 72 %
Sulfur Oxides (SOX)	0.57	0.27	- 53 %
Particulate Matter (PM <sub>10</sub> )	3.02	2.52	- 17 %
Carbon Monoxide (CO)	295.45	83.34	- 72 %



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Carbon Dioxide (CO <sub>2</sub> )	21.19	28.1	+ 33 %
Source: Illingworth & Rodkin, using Emfac2007 V2.3 Nov. 2006, 2007.			

In 2005, ozone was the only pollutant for which the Bay Area was in non-attainment. It is anticipated that in the future the Bay Area will be in non-attainment for particulate matter.

Because the proposed project is adoption of Hacienda TOD Standards and Design Guidelines, no construction would occur as a result of this project. At the time a development plan is considered for any of the three project sites, the City will conduct environmental analysis under CEQA to consider the potential for carbon monoxide, ozone, and particulate air quality impacts due to project construction and operation, and will identify mitigation measures, as warranted. The project site exceeds 4.0 acres. Thus an enhanced dust control program during construction would be applicable to development resulting from this project.

Future development consistent with the TOD Standards and Design Guidelines may locate residential development within 1,000 feet of the I-580 Freeway. A health risk assessment would be required for development proposed as of May 1, 2011.

Residential development resulting from the proposed zoning change would not generate objectionable odors; some automobile exhaust odors from on-site vehicles could be expected but would have a less than significant environmental impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>4. Biological Resources – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

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- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? X

## Environmental Setting

The three project sites are covered with non-landscaped, ruderal (weedy) vegetation. No special status species are found on the project sites. The three project sites contain no riparian land or wetlands; they are not a stopping point for migratory birds.

The City of Pleasanton designates trees over 55 inches in circumference or more or than 35 feet in height as heritage trees subject to regulations governing their removal in the *Pleasanton Municipal Code*, Chapter 17.16: Tree Preservation. There may be trees along the property lines or near the sidewalk of the BRE site (Hacienda site 7E) and/or the Roche Molecular Systems site (a portion of Hacienda site 6) which should be evaluated at the time a development plan is reviewed.

## Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

## Discussion of Checklist Items

Less-than-Significant Impact. Adoption of the Hacienda TOD Standards and Design Guidelines would not itself result in any loss of trees. At the time a development plan is proposed for the project sites, the impacts to any existing trees and their potential significance, if any, will be considered in the project-specific environmental review. It is anticipated that any future impacts regarding tree removal would be less than significant due to mitigation requirements of the *Pleasanton Municipal Code*, Chapter 17.16: Tree Preservation.

No Impact. The proposed project would have no impact on any special status species, riparian habitat, or migratory bird species. In addition, it would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan, as no such plans apply to the project sites.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>5. Cultural Resources – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

**Environmental Setting**

Hacienda is located in an area of relatively high archaeological sensitivity. A portion of the former Willow Marsh, which once housed aboriginal populations, was located in the western and southern portions of Hacienda. Over the millennia, the edges of this marsh and the arroyos that fed it from the east moved back and forth across the area. Given that Hacienda is located within a region of historical and archaeological significance, the potential for finds exists within the area.<sup>1</sup>

The project sites contain no historic structures. Hacienda demolished all extant buildings during development of the business park.

**Significance Criteria**

The impact questions above constitute the significance criteria for this environmental topic. The text below further explains and defines the significance criteria for impact question b).

*CEQA Guidelines* Section 15064.5(c) applies to effects on archaeological sites. Effects on non-unique archaeological resources are not considered significant. Regarding unique archaeological resources, lead agencies may require that reasonable efforts be made to allow such resources to be preserved in place or left in an undisturbed state. To the extent that unique archaeological resources are not preserved in place or left undisturbed, *Public Resources Code* Section 21083.2 requires mitigation measures to protect such resources. Additionally, mitigation measures may be imposed to provide for archaeological sites discovered during construction. Generally, imposing mitigation measures would reduce archeological resource effects to a less-than-significant level.

**Discussion of Checklist Items**

Less-than-Significant Impacts. As noted above, the project site is in an area of high archaeological sensitivity. The adoption of the TOD Standards and Guidelines itself would not include any construction, and the proposed residential and retail land uses would not be expected to result in any greater impacts, if any, than could occur under existing zoning and under the existing development plan. This issue will be addressed in the environmental review documents at the time a development plan is proposed for the project sites.

No Impact. As noted above, all pre-business park structures located at Hacienda were demolished and only the relatively new structures related to the business park remain. Therefore, the project would not result in a direct impact to historic resources. No rock outcroppings are located in the project vicinity and no paleontological remains have been identified nearby, or would be expected in this area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>6. Geology and Soils – Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other				X

<sup>1</sup> City of Pleasanton, Hacienda Business Park Planned Unit Development, PUD-81-30, Final Environmental Impact Report, May 1982.

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substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		
ii) Strong seismic ground shaking?	X	
iii) Seismic-related ground failure, including liquefaction?	X	
iv) Landslides?		X
b) Result in substantial soil erosion or the loss of topsoil?	X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?		X

### Environmental Setting

The three project sites are located on relatively flat land. The City has referred to the Public Safety Element of the Pleasanton General Plan and to the geotechnical investigation prepared for the Hacienda Business Park before its development<sup>2</sup> to analyze whether the project sites are located in areas of seismic activity. The three sites are located in the vicinity of the known Mt. Diablo Fault, although they are not in any landslide zone or in an Alquist Priolo Special Study Zone (Figures 5-1, 5-2, and 5-5 of the Public Safety Element). The sites are in an area designated as “Severe to Violent” for relative intensity of ground shaking by the California Geological Survey and are listed in a liquefaction zone in the California Geological Survey Seismic Hazards Zonation Program (Figures 5-3 and 5-4 of the Public Safety Element of the General Plan). Regarding expansive soils, the three sites have the potential to contain such soils.

### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

### Discussion of Checklist Items

Less-than-Significant Impacts. The project vicinity has a relatively high susceptibility to seismic shaking. The greatest seismic risks for the area are from a large earthquake on the Calaveras fault on the Pleasanton Ridge flank, and to a slightly lesser extent, large magnitude earthquakes on the more distant Calaveras fault segments, as well as on the Calaveras, Concord, Greenville, Hayward, or San Andreas faults. Such events could cause extensive damage to structures and infrastructure.

Because the site vicinity is located in an area susceptible to liquefaction and expansive soils, the potential exists for development due to the proposed zoning change to be subject to these hazards. Thus the project sponsor of development of the site would have to submit geotechnical or soils studies at the time development is proposed on any of the three project sites, if required to update the existing analysis conducted in 1981.

<sup>2</sup> Wahler Associates, Geotechnical Engineer, “Preliminary Geotechnical Investigation, Hacienda Business Park, Pleasanton, California,” June 1981.

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The City of Pleasanton requires all development projects to conform to the most current *California Building Code* as amended by *Pleasanton Municipal Code* Chapter 20.08: Building Code. Thus the project sponsor would be required to design and build all structures to withstand predicted peak accelerations of a maximum credible earthquake. Future development of the three project sites would require an NPDES permit. Implementation of the required NPDES permit would reduce this impact to a less-than-significant level for soil erosion issues.

No Impact. The Alquist-Priolo map for the project vicinity shows no fault trace or Alquist-Priolo special studies zone on or adjacent to any of the three project sites. The project area is located about ½ mile south of the Mount Diablo Fault and approximately 2 miles east of the Calaveras Fault. Therefore fault rupture would not be expected to impact the project.

The sites are generally level with no hills located nearby. Therefore, landsliding in the project vicinity would be unlikely.

Sanitary sewers would serve the project vicinity and development resulting from the proposed zoning change would not involve continued or proposed used of septic systems.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>7. Greenhouse Gas Emissions</b> – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

### Environmental Setting

**Description of the Greenhouse Effect.** Heat retention within the atmosphere is an essential process to sustain life on Earth. The natural process through which heat is retained in the troposphere is called the “greenhouse effect.” The greenhouse effect traps heat in the troposphere through a three-fold process as follows: Short-wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long-wave radiation; and greenhouse gases (GHGs) in the upper atmosphere absorb and emit this long-wave radiation into space and toward the Earth. This “trapping” of the long-wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. Without the greenhouse effect, the Earth’s average temperature would be approximately -18 degrees Celsius (°C) (0° Fahrenheit [°F]) instead of its present 14 °C (57 °F) (National Climatic Data Center 2008). The most abundant GHGs are water vapor and carbon dioxide. Many other trace gases have greater ability to absorb and re-radiate long-wave radiation, but they are not as plentiful.

**Primary Greenhouse Gases.** Greenhouse gases include, but are not limited to, Carbon dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), Nitrous oxide (N<sub>2</sub>O), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), and Sulfur hexafluoride.

**Contributions to Greenhouse Gas Emissions**

**State of California.** Based upon the 2004 GHG inventory data compiled by the California Air Resources Board (CARB) for the California 1990 greenhouse gas emissions inventory, California emitted 484 million metric tons of CO<sub>2</sub> equivalent (MMT<sub>CO<sub>2</sub>E</sub>), including emissions resulting from out-of-state electrical generation (CARB 2007). California is estimated to be the second largest emitter of greenhouse gases in the country, and is the 12th to 16th largest emitter of greenhouse gasses worldwide.

A California Energy Commission (CEC) emissions inventory report placed CO<sub>2</sub> produced by fossil fuel combustion in California as the largest source of GHG emissions in 2004, accounting for 81 percent of the total GHG emissions (CEC 2006). CO<sub>2</sub> emissions from other sources contributed 2.8 percent of the total GHG emissions, methane emissions 5.7 percent, nitrous oxide emissions 6.8 percent, and the remaining 2.9 percent was composed of emissions of other gases comprised primarily of refrigerants and a small contribution of sulfur hexafluoride (SF<sub>6</sub>) used as insulating materials in electricity transmission and distribution (CEC 2006).

**San Francisco Bay Area and Alameda County.** In December 2008, the Bay Area Air Quality Management District (BAAQMD) published an inventory of GHG emissions in the Bay Area for the base year 2007. Total Bay Area GHG emissions in 2007 were estimated at 102.6 MMT<sub>CO<sub>2</sub>E</sub>. Alameda County GHG emissions in 2007 were estimated at 17.7 MMT<sub>CO<sub>2</sub>E</sub>. (BAAQMD 2008).

The primary contributors to GHG emissions in the San Francisco Bay Area and in Alameda County are transportation, industry, and electric power generation. These and other primary contributors to the GHG emissions of the San Francisco Bay Area and Alameda County are presented in Table 1, GHG Sources in the San Francisco Bay Area and Alameda County.

**Table 1**  
**GHG Sources in the San Francisco Bay Area and Alameda County**  
**CO<sub>2</sub>-Equivalent (Million Metric Tons/Year)**

End-Use Sector	Alameda County	SF Bay Area
Industrial / Commercial	3.3	34.9
Residential Fuel Usage	1.3	6.8
Electricity / Co-Generation*	2.0	15.2
Off-Road Equipment	0.6	2.9
Transportation	10.4	41.6
Agriculture / Farming	0.1	1.1
<b>Total</b>	<b>17.7</b>	<b>102.6</b>

*Notes: Includes Imported Electricity emissions of 7.1 MMT<sub>CO<sub>2</sub>E</sub>*

*Source: BAAQMD, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, 2008.*

**City of Pleasanton.** Table 9.4 of the Pleasanton General Plan 2005-2025, reproduced below as Table 2, Pleasanton GHG Emissions, Existing and Projected, lists estimated existing (2005) and projected General Plan buildout (2025) GHG emissions (Million Tons/Year) for the City of Pleasanton.

**Table 2**  
**Pleasanton GHG Emissions, Existing and Projected**

Emission Source	Existing Conditions (2005)		General Plan Buildout (2025)	
	(CO <sub>2</sub> e in MT/Year)	% all CO <sub>2</sub> e	(CO <sub>2</sub> e in MT/Year)	% all CO <sub>2</sub> e
Residential	0.277	21	0.319	16
Commercial/Office/R&D/Other	0.241	18	0.404	21
Industrial	0.043	3	0.082	4
Transportation	0.777	58	1.140	59
<b>Total Annual Emissions</b>	<b>1.338</b>	<b>100</b>	<b>1.940</b>	<b>100</b>

*Notes: CO<sub>2</sub>e = carbon dioxide, e = equivalent, CO<sub>2</sub>e = carbon dioxide equivalent, MT = million tons*

*Source: City of Pleasanton General Plan 2005-2025, Table 9.4.*

The increase in GHG emissions per year shown in the table represents the “business as usual” scenario. This increase does not take into account potential reductions that would result from the implementation of AB 32 or the General Plan’s GHG emissions reduction programs and policies, which are summarized below.

**Applicable Plans and Policies**

**Executive Order S-3-05.** In June 2005, Governor Schwarzenegger established California’s GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

**Assembly Bill 32.** In furtherance of the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which Governor Schwarzenegger signed on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance. The first GHG emissions limit requires emissions reductions to 1990 levels by 2020.

AB 32 required CARB to adopt a scoping plan by January 2009 indicating how reductions in significant GHG sources would be achieved through regulations, market mechanisms, and other actions. CARB adopted the Climate Change Proposed Scoping Plan in December 2008. This plan contains an outline of the proposed State strategies to achieve the 2020 GHG emission limits. Under the Scoping Plan, approximately 85 percent of the State’s emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. It is expected that emission reduction from this cap-and trade program will account for a large portion of the reductions required by AB 32.

**Senate Bill 97.** In August 2007, the legislature enacted SB 97 (Dutton), which directed the Governor’s Office of Planning and Research (OPR) to develop guidelines under CEQA for the mitigation of greenhouse gas emissions. OPR’s guidelines became effective on March 18, 2010. The guidelines direct lead agencies to determine whether or not projects (which are not exempt from CEQA) will increase or decrease GHG emissions. The guidelines also give lead agencies discretion to choose whether to assess

a project's GHG impacts quantitatively or qualitatively, and encourages lead agencies to quantify GHG emissions where possible.

**Pleasanton General Plan 2005-2025.** The City of Pleasanton adopted the Pleasanton General Plan 2005-2025 on July 21, 2009. The General Plan includes a significant and broad-based set of policies and programs that will serve to reduce GHG emissions. They are contained in the Land Use, Circulation, Public Facilities, and Community Programs, Conservation and Open Space, Water, Air Quality and Climate Change, Energy, Community Character, and Subregional Elements of the General Plan. The programs address climate change and GHG emissions reduction through multiple approaches, including:

- A more efficient use of land and other resources;
- Measures that encourage alternative means of travel;
- Maintenance of the Urban Growth Boundary;
- The preservation of the City's urban forest;
- A pattern of urban development that facilitates pedestrian and bike access to parks, other public facilities, and neighborhood commercial uses;
- Water conservation;
- Preservation of air quality;
- Conservation of energy and the use of alternative technology to generate energy; and
- Subregional coordination of transit and subregional planning of trails for bikes and pedestrians.

The CAP will provide additional information regarding how these policies and others will assist the City of Pleasanton in meeting its targets. The CAP will set a target for GHG production, consistent with AB 32, and will include specific targets for GHG emission reductions for emissions under the control of the City, will quantify the contributions of existing programs of the General Plan, and will discuss additional measures needed to achieve the City's targets, including exploring the relationship between jobs, available housing, vehicle miles traveled and greenhouse gas production.

In the meantime, the General Plan requires development projects approved prior to adoption of the CAP to adhere to the best management practices (BMPs) for energy efficiency, vehicle trip reduction, transit and bicycle/pedestrian increases, recycling, and heat island treatments, as described in Table 3 below.

**Table 3**  
**Pleasanton General Plan 2005-2025 GHG BMPs**

<b>Pleasanton General Plan BMP</b>
BMP #1: Single- and multi-family residential and commercial development to comply with the City of Pleasanton's <i>Green Building Ordinance</i> . As far as feasible, residential projects should incorporate: resource-efficient landscaping, energy-efficient hot water distribution systems; high-efficiency toilets and other low-flow plumbing fixtures; high-efficiency heating and cooling systems; pre-plumbing for solar water heating; installation of wiring conduit for future photovoltaic systems; installation of Energy Star appliances; and Green Points in the Community Design and Planning category.
BMP #2: Development shall incorporate energy efficient appliances and systems that meet Energy Star standards.



<b>Pleasanton General Plan BMP</b>
BMP #3: Where feasible, incorporate solar roofs (or other alternative energy measures) into commercial development sufficient to meet 12.5 percent of the building’s annual energy usage. Residential development to be solar-ready, including proper solar orientation, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water system, and space provided for solar hot water storage tank.
BMP #4: Require transit and bicycle/pedestrian connections in new development, where feasible.
BMP #5: For commercial/industrial projects, prepare and implement a voluntary Trip Reduction Plan, using the resources available through the City of Pleasanton’s Transportation Systems Management program as described in Chapter 17.24 of the <i>Pleasanton Municipal Code</i> . Trip reduction goal of 15 percent within five years and 25 percent within 10 years, compared to “business as usual.”
BMP # 6: Require priority facilities for alternative-fueled vehicles such as priority parking and parking facilities, where feasible.
BMP # 7: Development and demolition to comply with the City’s <i>Construction and Demolition Debris Ordinance</i> .
BMP # 8: In new commercial and multifamily projects, include facilities to accommodate the commercial and/or community recycling of plastic, paper, green waste, and food waste.
BMP #9: Incorporate “heat island” treatments that include cool roofs, cool pavements, and strategically placed shade trees.

Source: *Pleasanton General Plan 2005-2025*.

### Discussion of Checklist Items

#### Less than Significant Impacts.

**Operational Emissions.** In assessing whether GHG emissions from the proposed project are considerable, the City considered whether the proposed project would result in more greenhouse gas emissions per year from operations than the existing entitlement on the project sites. The existing entitlement assumed in General Plan land use analyses is 732,832 square feet of office space and 333 apartments. If approved, the proposed project would replace these assumed entitlements with 1,595 apartments and 30,000 square feet of neighborhood shopping center land uses. Table 4 below compares the proposed project to the existing entitlement.

**Table 4**  
**Land Uses, Proposed and Existing\***

Project	Apartments	Office	Neighborhood Shopping Center
<b>Proposed Project</b>	1,595 units	0 sq. ft.	30,000 sq. ft.
<b>Existing Entitlement</b>	333 units	732,832 sq. ft.	0 sq. ft.

Notes: The “Existing Entitlement” is the entitlement assumed in previous General Plan land use analyses for the project sites.

As shown in Tables 1 and 2, above, transportation is the largest contributor to greenhouse gas emissions in the San Francisco Bay Area, in Alameda County, and in the City of Pleasanton. As shown in Table 5, below, it is anticipated that the proposed project would generate fewer peak hour trips than the existing entitlement.

**Table 5**  
**Estimated Peak Hour Trips, Proposed and Existing\***

Project	AM Peak Hour Trips	PM Peak Hour Trips	Total Trips
Proposed Project	675	881	1,556
Existing Entitlement	1,306	1,298	2,604

*Notes: The “Existing Entitlement” is the entitlement assumed in previous General Plan land use analyses for the project sites.  
Source: City of Pleasanton—Traffic Engineering.*

There are approximately 11,000 jobs within ½ mile of the project sites; and approximately 800 housing units. The proposed uses with less commercial square footage and with additional apartments will provide a pedestrian/bicycle and transit friendly mix of uses in this employment hub. A BART station is within ½ mile of the proposed project. It is estimated that the proposed project would generate 1,048 fewer peak hour trips daily than the existing entitlement. This reduction includes a 20% trip reduction for the proposed uses based on their location relative to the mix of existing uses within Hacienda Business Park and its proximity to BART. Hacienda Business Park is currently dominated by commercial development.

Greenhouse gas emissions from vehicular traffic are minimized when a community has housing sufficient to allow local employees to live in the community. This is based on the assumption that such a relationship (a balance between jobs and available housing) will reduce the distance travelled to work and therefore will reduce vehicular emissions. The current (as of 2006) jobs to housing relationship in the City of Pleasanton is “out of balance” with approximately 57,700 jobs, 25,765 housing units and about 36,393 employed residents (or approximately 1.6 jobs for every employed resident). The addition of up to 1,595 new residences will reduce this imbalance as compared to implementation of the existing entitled office development. For these reasons, GHG emissions due to operation of the proposed project are expected to be less than without implementation of the PUD amendments to adopt the Hacienda TOD Standards and Design Guidelines.

To further offset GHG emissions, the proposed project will incorporate best management practices (BMPs), such as BMP #1, #2, #8, and #9 as described in Table 3 (above). While these emissions would not eliminate project GHG emissions, their inclusion in the project would result in a lower GHG emission level than had they not been incorporated into the project.

**Construction Emissions.** The proposed project will incorporate best management practices (BMPs), such as recycling/reusing construction and demolition debris as described in BMP #7 in Table 3 (above), to reduce construction emissions. GHG emissions due to construction of the proposed project are considered less-than-significant.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>8. Hazards and Hazardous Materials –</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <i>Government Code</i> Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

### Environmental Setting

The three currently vacant sites are not used to store hazardous materials. The EIR for the General Plan checked the Cal EPA website in January 31, 2008 to verify whether any hazardous materials could be found in Pleasanton. Those sites are listed on Table 3.13-1 of the EIR for the General Plan. That list does not identify any sites as being located in Hacienda. The City rechecked the Cal EPA in January 2011 and found three sites in the Hacienda area with previous Leaking Underground Storage Tanks where cleanup had been completed and the case closed and one clean-up program site (Hacienda Cleaners) where clean up had been completed and the case closed. The project sites are located more than 2 miles from the Livermore Airport, and are outside both the General Referral Area and the Height Referral Area

The project sites are infill sites in an urban area and are not located close to any wildlands.

### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

### Discussion of Checklist Items

Less-than-Significant Impacts. The proposed project would not expose people to potential health hazards through the routine transport, use, storage or disposal of hazardous materials. Future residents and tenants at the potential neighborhood-serving retail establishments due to development under the Standards and Design Guidelines may use or store relatively small amounts of hazardous materials. During construction on the project sites contractors would use some hazardous materials. Hazards associated with those materials would be reduced to less-than-significant levels by compliance with State and federal transport, storage, and disposal requirements. No additional mitigation is warranted. This issue will be addressed in more detail, including any impacts on nearby schools, in the environmental review documents at the time a development plan is proposed for the project sites.

No toxic air contaminant would result from the proposed zone change, and no worse impacts than could occur under the existing zoning of the sites could occur due to project implementation. The issue of toxic air contaminant emissions will be addressed in the environmental review documents at the time a development plan is proposed for the project sites.

No Impacts. Regarding airport hazards, all three sites are located outside both the General Referral Area and the Height Referral Area and the project would have no impact on an airport.

The City has adopted a Comprehensive Emergency Management Plan to provide for the safety of the community in the event of a major emergency such as an earthquake, flood, fire, nuclear accident, civil disturbance, or hazardous materials spill. The plan provides the basis for direction and control of emergency operations and contains task assignments for City personnel under emergency conditions.<sup>3</sup> Any future development resulting from the zone change would be subject to the City's Emergency Operations Plan.

The project sites are infill sites in an urban area and are not located close to any wildlands. No wildland fires would impact the area.

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<sup>3</sup> City of Pleasanton Comprehensive Emergency Management Plan, Revised September 26, 2005

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>9. Hydrology and Water Quality – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

### Environmental Setting

All three project sites are currently located in a 500-year flood zone and are within the Del Valle Dam Inundation Area as shown on Figures 5-7 and 5-8, respectively, of the Public Safety Element of the proposed Pleasanton General Plan.

### Significance Criteria

The impact questions above constitute the significance standard for this environmental topic.

### Discussion of Checklist Items

Less-than-Significant Impacts. The proposed zone change would not cause any hydrology or water quality impacts.

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Development due to buildout under the Hacienda TOD Standards and Design Guidelines would be subject to the Construction General Permit, the Alameda Countywide Municipal Stormwater National Pollution Discharge Elimination System (NPDES) Permit, Industrial General Permit, Waste Discharge Requirements for the Livermore-Amador Valley Water Management Agency, Dublin-San Ramon Services District, City of Pleasanton, Livermore-Amador Valley Water Management Agency Export and Storage Facilities Intermittent Peak Wet Weather Discharge to the San Lorenzo Creek, Alamo Canal, or Wastewater Treatment Plant Permit, Order No. R2-2006-0026, NPDES Permit No. CA0037813), Master Water Recycling Permit, and potentially an individual Waste Discharge Requirement for construction dewatering, if substantial groundwater was encountered during construction, or an individual Waste Discharge Requirement if there would be discharges of water to the land surface, other than recycled water covered under the Master Water Recycling Permit.

Consequently, several regulatory mechanisms would ensure that the potential for violation of a Waste Discharge Requirement would not be substantial within the areas to be rezoned. Furthermore, the existing regulations are considered protective of water quality standards. The potential for discharges of polluted stormwater from construction to affect beneficial uses of groundwater recharge, fish migration and spawning, wildlife habitat, water contact and non-contact water recreation, and cold and warm freshwater habitat for nearby waterways would not be substantial. Implementation of existing regulatory requirements for the National Pollution Discharge Elimination System permit would ensure that any violation of Waste Discharge Requirements or water quality standards during any construction in Pleasanton would be less than significant.

Further, residential and retail/service land uses due to implementation of the proposed standards and guidelines would not be expected to result in any adverse water quality effects that would be significant.

The project sites are located within the 500-year flood zone and could be impacted by some flooding, although such flooding would not be considered potentially significant.

The project sites are not at any greater hazard for flood inundation due to a levee or dam failure than any other site within Pleasanton. The project sites, like most of Pleasanton, are within the Del Valle Dam Flood inundation area.

No Impact. Development of housing consistent with the Hacienda TOD Standards and Design Guidelines would not violate any water quality standards, waste discharge requirements, or otherwise degrade water quality. Furthermore, the proposed project would not involve any groundwater extraction or augmentation. There is no risk of seiche, tsunami, or mudflow at the project sites because the site is inland.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>10. Land Use and Planning</b> – Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X

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- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? X

### Environmental Setting

The three project sites are located within Hacienda, a developed business park with some residential land uses, designated on the General Plan land use map as Mixed Use/Business Park. Currently all three sites are vacant with ruderal (weedy) vegetation.

### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

### Discussion of Checklist Items

No Impact. Development according to the proposed Hacienda TOD Standards and Design Guidelines would be infill development in an established business and residential park thus it would not disrupt or divide an established community. The development would implement the PUD-MU mixed use zoning and would be consistent with the land use designation and policies in the General Plan. No habitat conservation plan is applicable in this developed area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>11. Mineral Resources – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

### Environmental Setting

No mineral resources that would be of value to the region and the residents of the state are known to occur in the project vicinity.

### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

### Discussion of Checklist Items

No Impact. The project sites are not within the mapped mineral resources zone. Several gravel quarries that are designated Aggregate Resource Areas in the City's General Plan are located on El Charro Road more than 2 miles east of the project sites. The project would not result in the loss of those mineral resource areas.

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>12. Noise –</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

## Environmental Setting

The Noise Element of Pleasanton’s General Plan incorporates State noise / land-use compatibility guidelines for various land uses. The noise goal for noise sensitive land uses including residential development is an interior noise level of 45 L<sub>dn</sub>. L<sub>dn</sub> accounts for the difference in response of people to daytime and nighttime noises by weighting the noise decibels generated during the nighttime when background noise is generally less and people are more sensitive to noise events. To compensate for people’s increased sensitivity during nighttime hours, the L<sub>dn</sub> measurement multiplies each nighttime noise event by a factor of ten, approximately equal to a doubling in perceived loudness.

Existing noise levels around the project site derive mainly from vehicular sources on I-580, including BART, and vehicle traffic on roadways within Hacienda. Figure 11-2 of the 2005-2025 General Plan (Future (2025) Noise Contours) shows outdoor noise levels at the more northerly sites in excess of 70 dBA.

Regarding airport noise, all three project sites are located more than 2 miles from the Livermore Airport.

## Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

## Discussion of Checklist Items

Less-than-Significant Impacts. The *Pleasanton Municipal Code* limits construction-related noise from any one piece of equipment to 83 dBA with up to 86 dBA total. Note that such noise levels would be sporadic rather than continuous in nature because different types of construction equipment would be used throughout the construction process. As the receptor moves away from the noise source, the rate



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of attenuation (lessening) is about six decibels (dBA) for every doubling of distance from a point source.<sup>4</sup> Average construction-related noise levels would generally be maintained below 80 dBA throughout project construction at distances of approximately 50 feet from the noise source. Distances of approximately 200 feet would generally maintain average noise levels below 70 dBA. Construction due to implementation of the proposed zone change on the BRE project site and potentially on the Roche Molecular Systems site would cause temporary noise impacts on the nearby Siena housing development. The proposed zone change itself would not result in any construction or construction noise.

Title 24 of the *California Code of Regulations* establishes uniform noise insulation standards for residential structures. Title 24 requires that residential structures (other than detached single-family dwellings) be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA<sup>5</sup> in any habitable room. In addition, the General Plan Noise Element includes standards for indoor and outdoor noise, when noise studies are required, and a requirement that noise mitigation is included as a condition of project approval. Residential development in areas with outside noise levels up to 75 dBA is conditionally allowed and would require an acoustical study and mitigation. Thus any residential development that might occur to implement the proposed zone change would be required to meet the noise standards of the General Plan.

Development subsequent to the adoption of the Hacienda TOD Standards and Design Guidelines would not include any activities that would result in excessive groundborne vibration or noise. The future residential and commercial land uses would not increase ambient noise levels in the project vicinity above existing ambient noise levels in the area.

Construction and operational noise will be addressed in more detail, including any impacts on sensitive noise receptors, in the environmental review documents subject to the *California Environmental Quality Act* at the time development plans are proposed for the project sites. In addition, vibration impacts from the nearby BART Station on proposed residential land uses will also be analyzed at that time. Mitigation measures, if warranted, would be included as part of that process.

No Impact. The site is not in the vicinity of a private airstrip or within 2 miles of a public airport.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>13. Population and Housing</b> – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

<sup>4</sup> Thus 86 dBA at 25 feet would attenuate to 80 dBA at 50 feet, 74 dBA at 100 feet, 68 dBA at 200 feet and 62 dBA at 400 feet while 83 dBA at 25 feet would attenuate to 77 dBA at 50 feet, 71 dBA at 100 feet, and 65 dBA at 200 feet.

<sup>5</sup> dbA = A weighted decibels.

**Significance Criteria**

The impact questions above constitute the significance criteria for this environmental topic.

**Discussion of Checklist Items**

Less-Than-Significant Impact. The project would induce residential population growth close to the Pleasanton/Dublin BART station. Development consistent with the Hacienda TOD Standards and Design Guidelines would be at a minimum of 30 residential units per acre in addition to the other allowed uses for a total of between 870 and 1,595 dwelling units on the three project sites.

The proposed rezoning would enable, but not require, the sites to be developed with housing rather than with the office/R&D uses that are currently allowed. Developing these sites with housing would increase the residential population in the area, but potential housing was analyzed as an alternative in the General Plan EIR and found to be not significant. Further analysis will occur when actual development plans are proposed.

No Impacts. Development due to the proposed zone change would not result in displacing any housing or residents as the land is undeveloped.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>14. Public Services</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

**Significance Criteria**

The impact questions above constitute the significance criteria for this environmental topic.

**Discussion of Checklist Items**

Less-than-Significant Impacts. The Livermore-Pleasanton Fire Department serves the City of Pleasanton and would provide fire services to the project sites. All three sites are in an area with a travel time of 5 minutes or less from the nearest fire station. The sites are located between Fire Station 2 at 6300 Stoneridge Drive and Fire Station 3 at 3200 Santa Rita Road. The Community Development and Fire Department also require built-in fire protection systems in certain new developments, including

## Hacienda TOD Standards and Design Guidelines Initial Study

automatic fire sprinklers, fire-resistant construction, and early warning fire detection systems, in addition to access and setback requirements which facilitate firefighters' entry and fire separation.

The City of Pleasanton Police Department would continue to provide police services to the project sites. The Police Department divides the City into three geographical districts. The project would be located in District Two, with two police sergeants and at least 12 officers assigned to the district. In Pleasanton, the average police response time for emergency calls in 2008 was over 4 minutes 40 seconds.

The proposed zone change would not result in development not previously planned or accounted for by fire or police service providers.

Development under the proposed standards and guidelines would accommodate between 870 and 1,595 dwelling units, compared to the 950 assumed for the previous rezonings. In early 2010, the Pleasanton Unified School District completed a demographic study<sup>6</sup> which assumed 950 new transit oriented residential units in the Hacienda area. The report used a student generation rate for TOD units of 0.41 per unit. If the maximum number of units were developed under the standards and guidelines (1,595 units), this could result in approximately 650 school age children, approximately 300 of which could be K-5 elementary school children. This growth in school-age children would impact Donlon Elementary School, Hart Middle School, and Foothill High School. According to the Demographic report, if 950 units are built by 2019, Donlon's current boundary could encompass 1,100 students, a net increase of nearly 200 students over the number in 2009. The report suggested that the expected growth points to the eventual need for a new elementary school in the northwest portion of the City. Other mitigation measures that could be used by the Pleasanton Unified School District include adding portable classrooms to school sites or adjusting attendance boundaries. The Pleasanton Unified School District collects school impact fees on new construction before the City issues building permits for such construction. Thus development of the proposed sites due to development under the standards and guidelines would result in school impact fees that would be directed toward the construction costs of accommodating additional children. By doing so, any impacts on schools would be lessened to a less-than-significant level.

For a discussion of parks and recreation, see the discussion, below, under 14. Recreation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>15. Recreation</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

<sup>6</sup> Fall 2009/2010 Report: Student Population Projections Fall 2009-Fall 2019 By Residence and At Maturity, prepared by Davis Demographic & Planning, Inc. January 2010

**Environmental Setting**

The City has developed parks in the project vicinity. Two parks are located within Hacienda: 1) Owens Plaza Park with picnic tables, barbeques, and both tot and youth play areas; and 2) Creekside Park with similar facilities to Owens Plaza Park plus restrooms, basketball, softball, and volleyball facilities. All the sites are within one-half mile of a park. The Thomas Hart Middle School gymnasium is also open to the public during some non-school hours with its basketball, volleyball, and restroom facilities.

Within the Pleasanton Planning area are 16 community parks run by the City and two regional parks – Pleasanton Ridge Park and Shadow Cliffs Recreational Area – that are run by the East Bay Regional Park District. The City also collects park in-lieu fees from multi-family development in the amount of \$7,969 per unit. The standards and design guidelines also include requirements for on-site open space that would partially meet residents’ recreational and open space needs.

**Significance Criteria**

The Pleasanton General Plan includes Program 10.18 which states that a standard of at least 5 acres of neighborhood or community park per 1,000 people should be maintained. As of the publication of the City’s General Plan in 2009, there was approximately 5.1 acres of parkland for every 1,000 population. This standard and the impact questions above constitute the significance criteria for this environmental topic.

**Discussion of Checklist Items**

Less-than-Significant Impacts. Development of the project sites according to the Hacienda TOD Standards and Design Guidelines could potentially add up to 1595 residential units and about 30,000 square feet of commercial space. Assuming 2.3 persons per unit in the TOD units, the local population could increase by approximately 3,670 persons. Offsetting this increase in need for park and recreational services will be the requirement included in the Hacienda TOD Standards and Design Guidelines for private and group open space on site, and the City’s requirement for dedication of park acreage or payment of park in-lieu fees. The park dedication requirement and the park in-lieu fees are calculated to offset the anticipated increase in population by providing additional park space or the equivalent in fees to maintain the standard of 5 acres of neighborhood and community park for every 1,000 residents. If up to 1,595 units were added, park in-lieu fees paid to the City would total \$12.7 million. Therefore, it is not expected that the additional development would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of any facility would occur or be accelerated.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**16. Transportation/Traffic –** Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

X

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

X

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- |   |   |
|---|---|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | X |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?          | X |
| e) Result in inadequate emergency access?   | X |
| f) Result in inadequate parking capacity?   | X |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?                                | X |

### Environmental Setting

The information in this section is based on the attached Hacienda Transit Oriented Development Traffic Analysis, dated January 25, 2011.

I-580, an eight-lane interstate freeway, is the northern boundary, Tassajara Creek to the Iron Horse Trail right-of-way to Arroyo Mocho is the eastern boundary, Arroyo Mocho is the southern boundary, and Hopyard Road is the western boundary of Hacienda. (See Figure 1, above.) The three sites are surrounded by Owens Drive (a four-lane road), Hacienda Drive (a four-lane road), Stoneridge Drive (a four-lane road) and Willow Road (a four-lane road). Gibraltar Drive (a two-lane road), is the boundary between the BRE site (Hacienda Site 7E) and the Roche Molecular Systems site (Hacienda Site 6).

The Pleasanton/Dublin BART station is less than ½ mile due north of the three project sites.

### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic. In addition, the project would result in a significant effect if it would:

- Result in a substantial increase in traffic that would cause the corridor or intersection level of service to drop during the peak hour below acceptable level of service (LOS) D, or contributes traffic to intersections where the levels of service are already below D.

### Discussion of Checklist Items

Less-than-Significant Impact with Mitigation. The Project Development replaces land uses on the project sites from office and light-industrial land-uses to residential and neighborhood-serving retail land uses. The project density at 55 apartment units to the acre is a moderate density residential development that produces fewer total trips than the previously approved Office Development.

This lower trip generation rate is further reduced due to the project development's inclusion of residential retail development that facilitates a Transit Oriented Design. The inclusion of retail and proximity to local and regional transit encourage alternate travel modes that further reduces the trip generation.

A traffic study was completed for the proposed project on January 21, 2011 and the analysis showed that eight intersections operated below the level of service D standard, but could be mitigated to LOS D or better. The traffic study found that the identified improvements would be required with or without the project construction and improvements are already included in either the General Plan or the Traffic Development Fee Program. While the project's vehicle trips add to the traffic volume on the roadways,

## Hacienda TOD Standards and Design Guidelines Initial Study

the development does not substantially increase traffic and does not induce the need for roadway improvements and the traffic generation is a less than significant impact. The project developer will be required to fund their share of the improvements through the Traffic Development Fee Program.

The project changes the design of the existing collector and arterial road system. To implement the Transit Oriented Design, the project will narrow two arterial roadways and one collector roadway. The narrowing of the roadways promotes pedestrian circulation, but does reduce the storage capacity and operational viability at two project intersections. While these two intersections maintain an acceptable level of service, the approach delay and storage capacity that result from the roadway narrowing requires mitigation.

***Willow Road at Gibraltar Drive*** – provide 150 foot left turn storage for the northbound and southbound left turns on Willow Road.

***Gibraltar Drive at Hacienda Drive*** – Install protected left turn signal phasing for the eastbound and westbound left turn movements at the intersection of Gibraltar Drive at Hacienda Drive.

Construction of these improvements will reduce the impact of the project to a less than significant impact level.

Less-than-Significant Impact. The project increases traffic on the regional roadway system, however the increase in traffic does not exceed the level of service standard created by the County Congestion Management Agency. The conversion of the project area from office to residential reduces the anticipated total number of future trips on the regional roadway system. The reduction of regional trips creates a less than significant impact.

No Impacts. The project would make no change to air traffic patterns, would not introduce incompatible vehicles (such as farm equipment) on the roadways, or cause conflicts with plans or policies supporting alternative transportation. The proposed project encourages alternative transportation by providing for housing and neighborhood-serving retail uses with one half mile of a BART station.

The development plans provide a design for emergency vehicle access routes and for parking.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>17. Utilities and Service Systems</b> – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	

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- |   |   |
|---|---|
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | X |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | X |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | X |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?   | X |

The City of Pleasanton currently supplies domestic water to Hacienda. The Dublin San Ramon Services District currently treats wastewater from Hacienda at its treatment plant near I-680 and Stoneridge Drive. Wastewater collection facilities within the City limits are maintained and operated by the City of Pleasanton. The Pleasanton Garbage Service provides refuse disposal to the project vicinity through a franchise agreement with the City and transports solid waste to a landfill site on Vasco Road. PG&E provides gas and electrical service to Hacienda.

### Significance Criteria

The impact questions above constitute the significance criteria for this environmental topic.

### Discussion of Checklist Items

Less-than-Significant Impacts. Capacity of the Dublin San-Ramon Sanitary District (DSRSD) treatment plant is 17 million gallons per day (mgd), of which Pleasanton's allotted share is 8.5 mgd. Pleasanton is currently using about 6 mgd of its allocation. Therefore, adequate capacity exists to serve the development accommodated by the proposed zone change. DSRSD has a maximum treatment plant ultimate design capacity of 20.7 mgd, although it has not begun expansion planning for its current sewage treatment plant.

The three development sites allowed under the Hacienda TOD Standards and Guidelines would generate an estimated total average dry weather wastewater flow of 270,000 gallons per day. In peak dry weather periods this additional wastewater flow is estimated to increase to an additional 450,000 gallons compared to what was planned in City's Wastewater System Master Plan dated August 2007. There is sufficient pipeline capacity in local sewer lines that are immediate and downstream of these three sites for average and peak dry weather flow discharges. However, this additional sewer flow impact would exacerbate the capacity issues in the existing sewer trunk main (East Amador Trunk Sewer, EATS) where this additional discharge would flow into. Although based on the City's engineering analysis it is estimated that there is sufficient capacity remaining in the EATS pipeline for one of the vacant sites to be developed with no additional improvements in place, development of the second and third sites would require repair to an existing "currently out of service" sewer trunk main, and construction of a new pump station. The cost of these improvements is estimated at \$3.5 million, and would be financed utilizing the City's sewer Development Fund, and Replacement Improvement Fund. The split between the two sewer funds will be based on a pro rata share between the existing City sewer customers and future development in accordance with a benefit assessment analysis. These improvement projects are currently included in the City's Capital Improvement Program to be constructed in fiscal year 2015/2016 and are planned to be moved forward to 2011/2012 (with City Council approval) to accommodate the additional sewer discharge from the new housing units.

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Construction of the new improvements is estimated to be completed in 24 to 36 months subsequent to approval. This mitigation will reduce the wastewater impacts of new development to less than significant levels.

The City requires that new development install appropriately-sized storm drains. As identified and budgeted in the City's Capital Improvement Program, the City has scheduled improvements in periodic increments to older portions of the storm drain network.

Buildout consistent with the City of Pleasanton General Plan will lead to additional water supply needs. Due to anticipated growth, the City plans to construct two new water tanks. If future residential developments on these sites were to exceed 500 units, they may be subject to a requirement to complete a Water Supply Assessment.

Buildout consistent with the City of Pleasanton General Plan will lead to additional landfill needs. The proposed project would incrementally increase demand on landfill capacity, but this impact is not considered to be significant. Development at the project site has been accounted for and considered in Pleasanton's plans. There is sufficient local landfill capacity.

The incremental increase in the project's demand for utilities would not exceed amounts expected and provided for in the area. Residential and neighborhood serving development due to the proposed zone change would not generate solid waste in excess of the capacity of waste-disposal services, and would not increase water and energy consumption, in excess of amounts planned and provided for in this area. Hence, this project would not adversely affect utilities and service systems.

Yes No

### 18. Mandatory Findings of Significance

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

### Discussion

Based on these findings, the City of Pleasanton has determined that this project would not have a significant effect on the environment and this project requires preparation of a Negative Declaration.



# **HACIENDA - TRANSIT ORIENTED DEVELOPMENT**

## **Traffic Analysis**

**Prepared by:  
City of Pleasanton**

**January 25, 2011**

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## **Introduction**

This report documents the Transportation Impact analysis (TIA) for the Hacienda Transit Oriented Development (TOD) Project in Pleasanton California. The proposed refinement to the Hacienda Planned Unit Development (PUD) allows the conversion of the land use on three parcels, from Office to mixed use residential and retail. This potential conversion eliminates the 732,832 square feet of future office on the Shaklee and Roche Molecular parcels and potentially replaces the office with 1595 housing units (333 units in General Plan + 1262 new units – total units equal 55 units/acre) and 30,000 square feet of retail. The purpose of this study is to determine and address the transportation effects of the allowed development on the surrounding street system.

## **Analysis Scenarios**

The Traffic Impact Analysis is based on the following development conditions:

### Existing Traffic Conditions

Existing traffic conditions are based on the existing roadway geometries and traffic controls. The traffic counts used in the City of Pleasanton Travel Demand Model and are used as the base case benchmark.

### Cumulative conditions without the project

Based on the City of Pleasanton's 2005 General Plan Model. This model includes all land use changes approved with the 2005 General Plan update (preferred plan model) and a placeholder for future Bart development. All assumed roadway geometry changes included in the 2005 General Plan are included in the model.

### Cumulative conditions with the project

Based on the City of Pleasanton's 2005 General Plan Model. This model includes all land use changes approved with the 2005 General Plan update (preferred plan model) and a placeholder for future Bart development. All of the allowed land use and roadway geometry changes in the proposed project are included in the model.

## **Analysis Methods**

In order to forecast the General Plan traffic volumes and LOS, the City of Pleasanton has developed a comprehensive traffic forecasting model. Summarized briefly, the model utilizes information regarding the city's existing and future land uses as well as the existing and future roadway network to project traffic volumes and the performance of major intersections within the city.

Using the land development present in Pleasanton in 2006, the model was calibrated such that the model's traffic volumes and distribution projections for the "existing" conditions closely matched the actual traffic counts collected in the spring of 2006. Based on the assumption that the model then closely reflects the city's real-life roadway network, traffic controls, and local and regional traffic origins and destinations, the model is able to simulate changing traffic conditions and travel patterns as land

development adds additional traffic to the roadway network and as various network improvements are made to the transportation infrastructure.

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.

Table 1 relates the operational characteristics associated with each level of service category for both signalized and unsignalized intersections.

**Table 1 – Intersection Level of Service Definitions**

<b>Level of Service</b>	<b>Description</b>	<b>Signalized Average control delay per vehicle (sec/vehicle)</b>	<b>Unsignalized Average control delay per vehicle (sec/vehicle)</b>
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Source: Transportation Research Board, *Highway Capacity Manual 2000*, National Research Council, 2000.

## Existing Conditions

This section describes the existing transportation conditions in the project study area, including the roadway network and transit, pedestrian, and bicycle facilities in the vicinity of the Project site.

The project area is located along Owens Drive and Willow Road and includes three separate parcels.

**I-580** extends in an east/west direction, from San Rafael toward Tracy and the San Joaquin Valley. In the vicinity of Pleasanton, I-580 forms the northern city boundary with four to five lanes in each direction

**Hopyard Road** is a southeast-northwest arterial which begins at Del Valle Parkway in the southeast and ends north of I-580. Hopyard Road varies in width from between two and six travel lanes, and the speed limit varies between 35 and 40 mph.

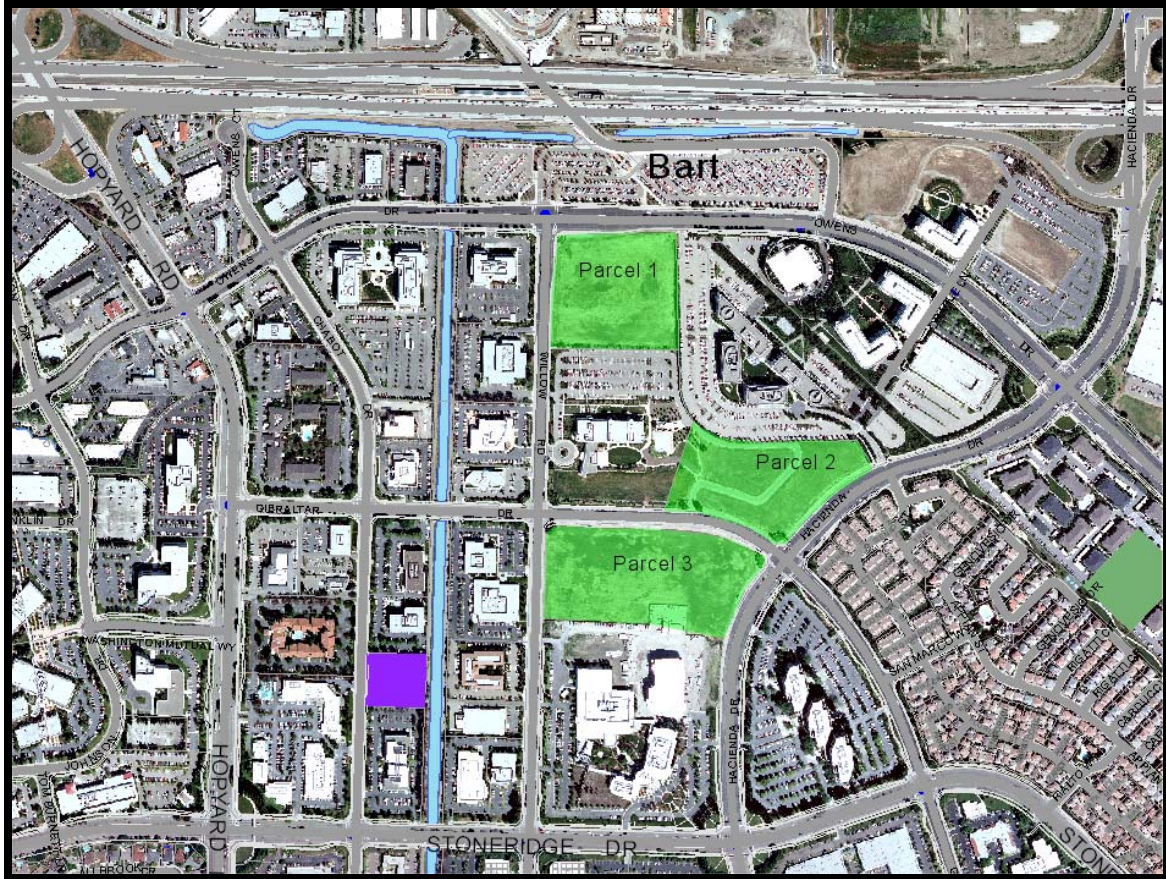
**Owens Drive** is a predominately east-west arterial that extends from Johnson Drive in the west to West Las Positas Boulevard in the east. Owens Drive provides 6 travel lanes with no on-street parking permitted. The speed limit is 40 mph from Johnson Drive to the Chabot Canal, 45 mph from the Chabot Canal to Rosewood Drive and 40 mph from Rosewood Drive to West Las Positas Boulevard

**Willow Road** is a north-south arterial that extends from Owens Drive in the north to West Las Positas Boulevard in the south. There are 4 travel lanes with no on-street parking permitted. The speed limit is 40 mph north of Stoneridge Drive and 35 mph south of Stoneridge Drive.

**Hacienda Drive** is predominately a north-south arterial that extends from I-580 in the north to West Las Positas Boulevard in the south. There are 6 travel lanes separated by a landscaped median with no on-street parking. The speed limit is 40 mph on the entirety of this roadway. This roadway provides direct access to I-580 for the Hacienda Business Park.

**Gibraltar Drive** is a 4 lane arterial that forms a half loop roadway intersecting with Hopyard Road in the north and Willow Road in the south. On-street parking is prohibited and the speed limit is 35 mph on the entirety of this roadway.

**Stoneridge Drive** is an east-west arterial that extends from Foothill Road in the west to Trevor Parkway in the east and provides direct access to I-680. There are 6 travel lanes between Foothill Road and Willow Road, 5 travel lanes (2 for eastbound and 3 for westbound) between Willow Road and West Las Positas Boulevard and 4 travel lanes for between West Las Positas Boulevard and Trevor Parkway. The speed limit is 40 mph between Foothill Road and Stoneridge Mall Road, 45 mph between Stoneridge Mall Road and Hopyard Road, 40 mph between Hopyard Road and Santa Rita Road and 35 mph between Santa Rita Road and Trevor Parkway. On-street parking is prohibited on this roadway. The City of Pleasanton plans on extending Stoneridge Drive to the east to connect with El Charro Road as part of the Staples Ranch Development.



## EXISTING LOS

The level of service baseline used for this analysis is the General Plan Model Existing Conditions. Intersection level of service (LOS) was analyzed for the weekday morning (AM) and evening (PM) peak-hours, using methodologies described in the 2000 Highway Capacity Manual by the Transportation Research Board and the volumes used are based on modeled intersection vehicle turning movements. Signalized intersection analyses were conducted using the operational methodology outlined in the Highway Capacity Manual. This procedure calculates an average stopped delay in seconds per vehicle at a signalized intersection and assigns a level of service designation based upon the delay.

Pleasanton's General Plan, Chapter III, Policy 2, Program 2.2, states that a significant impact will occur when the Project causes an intersection to operate at LOS E or worse.

The level of service for each roadway is included in Appendix A. The three intersections listed in Table 2 are the three intersections within Hacienda Business Park that experience unacceptable levels of service today.

**Table 2 - Existing Intersections – unacceptable Level of Service**

NS Street	EW Street	AM PEAK		PM PEAK	
		Existing LOS	Existing Delay	Existing LOS	Existing Delay
Hacienda	Owens Drive	C	22.5	F	96.4
Hopyard	Owens Drive	D	36.2	F	345.5
Hopyard	Stoneridge	D	44.2	E	78.4

The City of Pleasanton General Plan has identified mitigations for each of these intersections that will return the intersections to an acceptable level of service at build out. (see page 3-22 of Pleasanton General Plan).

## TRANSIT SERVICE

Several forms of transit and transit agencies operate within the City of Pleasanton. The Livermore Amador Valley Transit Authority (LAVTA) operates Wheels, which provides local bus service within Pleasanton. The regional heavy rail system, BART (Bay Area Rapid Transit District), operates a single station within the city and connects Pleasanton with the rest of the Bay area.

The Altamont Commuter Express (ACE) also has a stop in Pleasanton and provides commuter rail service from Stockton to San Jose.

### ***Wheels Transit***

Wheels is a service of the greater LAVTA which provides public transit to Dublin, Livermore, and Pleasanton. Wheels provides bus service to the Hacienda Business Park via routes 1, 3, 8, 9, 10, and 54.

**Route 1A/1B** provides service from the east Dublin/Pleasanton BART station to the Rosewood Pavilion shopping center, Carr America Corporate Center, and the City of Dublin.

**Route 3/3V** provides service from the east Dublin/Pleasanton BART station to Stoneridge Mall and Dublin. Route 3/3V routing includes Owens Drive along the BART frontage.

**Route 8** connects the east Dublin/Pleasanton BART station and the Hacienda Business Park with downtown Pleasanton. The primary routing is along Hopyard Road to the BART station using Owens Drive along the BART frontage.

**Route 9** provides weekday peak hour service from the east Dublin/Pleasanton BART station to employment destinations in the Hacienda Business Park. Route 9 uses both Willow Road and Owens Drive along the BART frontage.



**Route 10** provides service between Stoneridge Mall, the east Dublin/Pleasanton BART station, and Livermore.

**Route 54** provides connection from the Pleasanton Ace Train Station to the east Dublin/Pleasanton BART station and travels on both Willow Road and Owens Drive along the BART frontage.

All the routes listed have bus stops at the east Dublin/Pleasanton BART station. There is an existing unused bus stop with shelter and bus pullout on eastbound Gibraltar Drive east of Willow Road, adjacent to the site. There is an existing bus stop on eastbound Owens Drive east of Willow Road adjacent to the site and serves Route 9.

## Cumulative Conditions without Project

The 2005 General Plan Land Use and Circulation network was used to determine the level service within the City of Pleasanton at build out. The 2005 General Plan allowed residential development on these properties in addition to office development and the General Plan EIR evaluated both office and residential on the three project parcels at buildout. The table below shows the assumed development in the General Plan EIR.

**Table 3 - 2005 General Plan – future development**

Development	LandUse	Future development	
Parcel 1 and 2	Office	368700	sf
	Apartments	333	units
Parcel 3	Office	364132	sf

These anticipated land uses account for 1306 future AM Peak hour trips and 1298 future PM peak hour trips. The Calculations of the trips are shown in the tables below.

**Table 4 – 2005 General Plan trip generation rates**

Land Use	Units	AM Peak-Hour			PM Peak-Hour			Daily
		In	Out	Total	In	Out	Total	
Office	KSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Apartments	units	0.10	0.41	0.51	0.40	0.22	0.62	6.65

**Table 5 - 2005 General Plan trip generation**

Development	LandUse	Additional development		AM Peak-Hour			PM Peak-Hour			Daily
				In	Out	Total	In	Out	Total	
Parcel 1 and 2	Office	368.7	ksf	502.9	68.6	571.5	93.4	456.0	549.4	4059.4
	Apartments	333.0	units	34.0	135.9	169.8	134.2	72.3	206.5	2214.5
Parcel 3	Office	364.1	ksf	496.7	67.7	564.4	92.2	450.3	542.6	4009.1
<b>Total</b>				1034	272	1306	320	979	1298	10283

In addition to these assumptions, the cumulative no project analysis added development on the East Dublin/Pleasanton Bart parking area.

- Bart parking lot assumption:
  - 1303 parking spaces (existing number of spaces 1303)
  - 289.2 ksf office
  - 15K neighborhood retail
  - 200 room hotel

**Table 6 - Future BART parking lot development trip generation rates**

Land Use	Units	AM Peak-Hour			PM Peak-Hour			Daily
		In	Out	Total	In	Out	Total	
Office	KSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
Shopping Center	KSF	0.61	0.39	1.00	1.83	1.90	3.73	42.94
Hotel	Rooms	0.34	0.22	0.56	0.31	0.28	0.59	8.17

**Table 7 - Future BART parking lot development trip generation**

Development	LandUse	Additional development	AM Peak-Hour			PM Peak-Hour			Daily
			In	Out	Total	In	Out	Total	
Bart	Office	289.2 KSF	394.5	53.8	448.3	73.3	357.7	430.9	3184.1
Bart	Retail	15.0 KSF	9.2	5.9	15.0	27.4	28.5	56.0	644.1
Bart	Hotel	200.0 rooms	68.3	43.7	112.0	62.5	55.5	118.0	1634.0
<b>Total</b>			<b>472</b>	<b>103</b>	<b>575</b>	<b>163</b>	<b>442</b>	<b>605</b>	<b>5462</b>

The City of Pleasanton Traffic Model was used to determine the level of service at each signalized intersection within the City at buildout without the proposed changes to the Hacienda PUD. Nine intersections are identified with failing levels of service at buildout.

All of these intersections are identified in the General Plan or in the Pleasanton Traffic Impact fee and have mitigations that will restore the service level to an acceptable range. The mitigations for these intersections are listed in Table 9.

**Table 8 - Cumulative no project Intersection failing LOS intersections**

		AM Peak Hour LOS		PM Peak Hour LOS	
		2005 GP + Bart dev - No Project		2005 GP + Bart dev - No Project	
Intersection		LOS	Delay	LOS	Delay
Bernal	I-680 NB Off	C	23.2	E	59.1
Bernal	Valley	F	88.1	E	75.0
Owens Drive	Hopyard	D	37.6	F	279.4
Stoneridge	Hopyard	D	37.9	E	67.1
Owens Drive	Hacienda	C	31.7	E	60.7
Stoneridge	W Las Positas	C	27.9	F	88.3
EB off to Santa Rita	Santa Rita	D	35.1	F	83.1
Valley	Santa Rita	D	44.9	E	61.5
Stanley Blvd	Valley	D	44.0	F	142.7

**Table 9 - Cumulative no project Intersection Mitigations**

Hacienda TOD - no Project + BART Development - Mitigations		
Intersection		Mitigation
Bernal	I-680 NB Off	construct Westbound through + right lane
Bernal	Valley*	construct free southbound right turn
Owens Drive	Hopyard*	Provide 2 NBL, 3 NBT, 1 NBR; 3 SBL, 3 SBT, 1 SBR (free); 2 EBL, 2 EBT, 1 EBR; 2 WBL, 2 WBT, 1 WBR (free). Unsplit EB/WB, narrow lane to reduce ped clearance to 20 seconds, and change cycle length to 130 seconds (PM).**Gateway**
Stoneridge	Hopyard*	Free EB Right Turn. Remove SB through
Owens Drive	Hacienda*	construct third EB LT lane
Stoneridge	W Las Positas	convert nb and sb WLP through lane to left turn lane
EB off to Santa Rita	Santa Rita	construct second sb lt lane
Valley	Santa Rita*	construct second wb lt lane
Stanley Blvd	Valley*	construct eb through lane

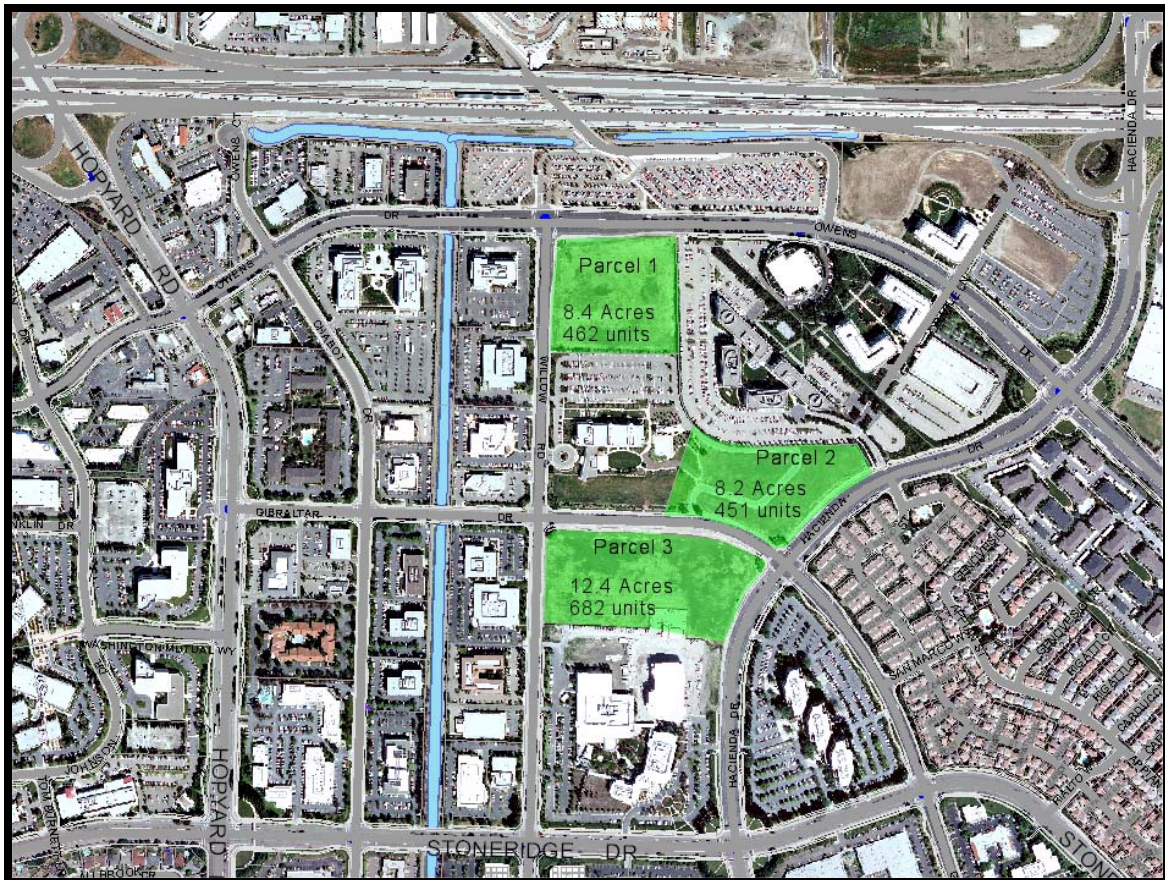
\* General Plan mitigation

**Table 10 - Cumulative no project Intersection LOS with Mitigations**

Intersection		AM Peak Hour LOS		PM Peak Hour LOS	
		2005 GP + Bart dev - No Project		2005 GP + Bart dev - No Project	
Intersection		LOS	Delay	LOS	Delay
Bernal	I-680 NB Off to Bernal	C	23.2	C	33.4
Bernal	Valley	C	31.0	D	38.8
Owens Drive	Hopyard	D	37.6	D	53.7
Stoneridge	Hopyard	D	37.9	D	40.0
Owens Drive	Hacienda	C	31.7	D	38.4
Stoneridge	W Las Positas	C	27.9	D	46.7
EB off to Santa Rita	Santa Rita	D	35.1	D	37.2
Valley	Santa Rita	D	44.9	D	47.9
Stanley Blvd	Valley	D	44.0	D	50.9

## Proposed Project

The proposed project contemplates the change in land use from 732,832 square feet of office that is spread across three parcels, to mixed use residential and retail. The density of the residential development ranges from 30 units to the acre up to 55 units to the acre. For the purposes of this report, it will be assumed that the maximum density of 55 units to the acre is used on all three parcels. This density allows for a total number of 1595 housing units on the 29 acres. In addition to the housing a small amount of retail is assumed on the three parcels. This study assumes that 10,000 square feet of retail will be constructed on each parcel for a total of 30,000 square feet of retail.



The proposed project would have the following land uses:

- Parcel 1
  - 8.4 Acres
  - 462 Apartment Units
  - 10k Neighborhood Shopping Center
- Parcel 2
  - 8.2 Acres
  - 451 Apartment Units

- 10k Neighborhood Shopping Center
- Parcel 3
  - 12.4 Acres
  - 682 Apartment Units
  - 10k Neighborhood Shopping Center

**Table 11 - Proposed Project Land Uses**

Parcel	Development	LandUse	Proposed Project	
Parcel 1	Shaklee	Apartments	462	units
		Shopping Ctr.	10	ksf
Parcel 2	Shaklee	Apartments	451	units
		Shopping Ctr.	10	ksf
Parcel 3	Roche Molecular Systems	Apartments	682	units
		Shopping Ctr.	10	ksf

### Project Trip Generation

The AM and PM vehicular trips for the proposed project were developed based on trip generation rates contained in the Institute of Transportation Engineers (ITE) publication Trip Generation, 8th Edition. This is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies at numerous locations in areas of various populations.

The land use trip generation rates are shown in Table 8. The proposed project is estimated to generate 843 AM peak hour trips and 1101 PM peak hour trips.

**Table 12 - Proposed Project Trip Generation Rates**

Project Trip Generation Rates

Land Use	Units	AM Peak-Hour			PM Peak-Hour			Daily
		In	Out	Total	In	Out	Total	
Apartments	units	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Shopping Center	KSF	0.61	0.39	1.00	1.83	1.90	3.73	42.94

**Table 13 - Proposed Project Trip Generation**

Parcel	LandUse	Proposed Project		AM Peak-Hour			PM Peak-Hour			Daily
				In	Out	Total	In	Out	Total	
Parcel 1	Apartments	462	units	47.1	188.5	235.6	186.2	100.3	286.4	3072.3
	Shopping Ctr.	10	ksf	6.1	3.9	10.0	18.3	19.0	37.3	429.4
Parcel 2	Apartments	451	units	46.0	184.0	230.0	181.8	97.9	279.6	2999.2
	Shopping Ctr.	10	ksf	6.1	3.9	10.0	18.3	19.0	37.3	429.4
Parcel 3	Apartments	682	units	69.6	278.3	347.8	274.8	148.0	422.8	4535.3
	Shopping Ctr.	10	ksf	6.1	3.9	10.0	18.3	19.0	37.3	429.4
<b>Total</b>				181	662	843	698	403	1101	11895

## Transit oriented development trip reduction

The ITE *Trip Generation, 8<sup>th</sup> Edition* was developed to establish trip rates based on single use destination land uses that are not in close proximity to transit. Several studies have been completed to measure the reduction in vehicle trips that result from development adjacent or in close proximity to transit. The Hacienda Owners Association funded a literature review in 2004 to summarize these various studies and the review found that between 20 and 40 percent fewer trips have been recorded at locations where development occurred next to transit.

For the purposes of this report, the lower end of the trip reduction will be used to account for the projects proximity to the East Dublin/ Pleasanton Bart station and LAVTA bus system. A 20% vehicle reduction would produce variations shown in the table below and result in the project generating 675 trips in the AM peak and 881 trips in the PM peak.

**Table 14 - Proposed Project Trip Generation with TOD reduction**

20.00% trip reduction

Parcel	LandUse	Proposed Project	AM Peak-Hour			PM Peak-Hour			Daily
			In	Out	Total	In	Out	Total	
Parcel 1	Apartments	462 units	37.7	150.8	188.5	148.9	80.2	229.2	2457.8
	Shopping Ctr.	10 ksf	4.9	3.1	8.0	14.6	15.2	29.8	343.5
Parcel 2	Apartments	451 units	36.8	147.2	184.0	145.4	78.3	223.7	2399.3
	Shopping Ctr.	10 ksf	4.9	3.1	8.0	14.6	15.2	29.8	343.5
Parcel 3	Apartments	682 units	55.7	222.6	278.3	219.9	118.4	338.3	3628.2
	Shopping Ctr.	10 ksf	4.9	3.1	8.0	14.6	15.2	29.8	343.5
<b>Total</b>			145	530	675	558	323	881	9516

## Project Circulation Network

The proposed project includes roadway changes to Owens Drive, Willow Road and Gibraltar Drive. These changes include lane reductions to the three roadways. The travel lanes are replaced by a combination of parking lanes, frontage roads, bike lanes and sidewalks.

This report analyzes the proposed project impacts with the changes in the roadway network that include:

- Owens Drive between Willow Road and the East Bart Traffic Signal –
  - Reduction from a six lane roadway down to a two lane roadway (one lane in each direction).
    - Frontage road on both sides.
- Willow Road between Owens Drive and Gibraltar Drive –
  - reduced from a 4 lane roadway to a 2 lane roadway
    - parallel parking on both sides.
- Gibraltar Drive between Hacienda Drive and Willow Road
  - reduced from a 4 lane roadway to a 2 lane roadway

- angle parking northeastern segment
- parallel parking on all remaining sections

## Proposed Project Level of Service Analysis

For the three project parcels, the General Plan land use included 732,832 square feet of office and 333 apartments. These land uses generate 1306 AM peak hour trips and 1298 PM peak hour trips. The Proposed Project replaces the land uses with 1595 apartments and 30,000 square feet of neighborhood shopping center. These new land uses, with the assumed 20% trip reduction, generate 675 AM peak hour trips and 881 PM peak hour trips. **The proposed project reduces the AM trip generation by 631 vehicles and reduces the PM peak hour trip generation by 417 vehicles.**

The city of Pleasanton Traffic Model was used to distribute the Proposed Project trips onto the 2005 General Plan roadway network. Prior to distribution, the lane geometries of Owens Drive, Willow Road and Gibraltar Drive were reduced as described in the previous section.

The traffic model identified 8 intersections with an unacceptable level of service. All eight of the intersections were identified as having a failing level of service without the project and the mitigations identified on Page 11 of this report are sufficient to mitigate all intersection impacts. Table 8 (no project LOS) is included next to Table 15 below to provide a direct comparison between the existing General Plan and the Proposed Project.

**Table 15 - Cumulative + project Intersections failing LOS**

		AM Peak Hour LOS	PM Peak Hour LOS		
		Hacienda TOD - lane reduction			
Intersection		LOS	Delay	LOS	Delay
Bernal	I-680 NB Off	C	23.7	E	68.2
Bernal	Valley	F	89.7	E	79.8
Owens Drive	Hopyard	D	38.6	F	280.6
Stoneridge	Hopyard	D	36.7	E	60.7
Owens Drive	Hacienda	D	43.8	D	52.7
Stoneridge	W Las Positas	C	28.2	F	91.2
EB off to Santa Rita	Santa Rita	C	34.6	F	81.9
Valley	Santa Rita	D	46.2	E	66.6
Stanley Blvd	Valley	D	47.7	F	150.6

**Table 8 - Cumulative no project LOS**

		AM Peak Hour LOS	PM Peak Hour LOS		
DATA FROM TABLE 8 - BUILDOUT OFFICE					
		LOS	Delay	LOS	Delay
		C	23.2	E	59.1
		F	88.1	E	75.0
		D	37.6	F	279.4
		D	37.9	E	67.1
		C	31.7	E	60.7
		C	27.9	F	88.3
		D	35.1	F	83.1
		D	44.9	E	61.5
		D	44.0	F	142.7

Owens Drive at Hacienda, with the proposed project changes from LOS E in the PM Peak to LOS D and would not require the General Plan mitigation of a third eastbound left turn lane.

## **Proposed Project Mitigations**

**Bernal at I-680 Northbound off ramp** – convert westbound number two through lane to westbound through + right lane. Widen northbound on ramp to accommodate second right turn lane.

This project is included in the Pleasanton Traffic Fee and is required with and without the project. *Project Developer shall pay TIF to mitigate impact.*

**Bernal at Valley** – Construct free southbound right turn lane.

This project is included in the Pleasanton Traffic Fee and is identified in the City of Pleasanton General Plan as a future mitigation and is required with and without the project. *Project Developer shall pay TIF to mitigate impact.*

**Hopyard at Owens** – reconstruct intersection to provide 2 NBL, 3 NBT, 1 NBR; 3 SBL, 3 SBT, 1 SBR (free); 2 EBL, 2 EBT, 1 EBR; 2 WBL, 2 WBT, 1 WBR (free). Unsplit EB/WB, narrow lane to reduce pedestrian clearance to 20 seconds, and change cycle length to 130 seconds (PM).

This project is included in the Pleasanton Traffic Fee and is identified in the City of Pleasanton General Plan as a future mitigation and is required with and without the project. *Project Developer shall pay TIF to mitigate impact.*

**Hopyard at Stoneridge** - Construct free eastbound right turn lane and remove southbound through lane.

This project is included in the Pleasanton Traffic Fee and is identified in the City of Pleasanton General Plan as a future mitigation and is required with and without the project. *Project Developer shall pay TIF to mitigate impact.*

**Stoneridge at West Las Positas** – convert northbound and southbound through lanes (WLP) to second left turn lane.

This project is included in the Pleasanton Traffic Fee as a future mitigation and is required with and without the project. *Project Developer shall pay TIF to mitigate impact.*

**Santa Rita at Pimlico/ 580 EB Off ramp** – construct second southbound left turn lane.

This project is included in the Pleasanton Traffic Fee as a future mitigation and is required with and without the project. *Project Developer shall pay TIF to mitigate impact.*

**Santa Rita at Valley** - Construct second westbound left turn lane.



This project is included in the Pleasanton Traffic Fee and is identified in the City of Pleasanton General Plan as a future mitigation and is required with and without the project. *Project Developer shall pay TIF to mitigate impact.*

**Stanley at Valley** - Construct third eastbound through lane.

This project is included in the Pleasanton Traffic Fee and is identified in the City of Pleasanton General Plan as a future mitigation and is required with and without the project. *Project Developer shall pay TIF to mitigate impact.*

## **Proposed Project Circulation Analysis**

### **Vehicle Circulation**

The combination of the change in roadway geometries, volume reduction and changes to the inbound and outbound travel patterns that occur as a result of the project, contributes to the alteration of travel patterns in the Hacienda Business Park.

The roadway lane reductions on Owens Drive, and to a lesser degree, Willow Road and Gibraltar Drive, shift vehicle trips away from these roadways.

Owens Drive is an arterial roadway and serves the primary purpose of carrying vehicles to and from the East Dublin/Pleasanton BART station. The section of Owens Drive that the project reduces in the number of lanes occurs between the two BART station entrances. This section of roadway carries the fewest vehicles of any segment of roadway on Owens Drive. As a result of the lane reduction, approximately 150 vehicles in the PM peak hour alter their travel pattern to use Stoneridge Drive, Gibraltar Drive, West Las Positas and I-580 instead of Owens Drive. **Because the overall diversion volume is low, and there are several alternate parallel roadways available, the overall increase to any of the parallel arterials is minimal and does not reduce the level of service along any of these roadways.**

The Pleasanton Traffic Model predicts a small amount of diversion from Willow Road and Gibraltar Drive with the lane reductions on these roadways. The General Plan buildout volumes without the project indicate that these two roadways do not carry enough traffic to require four lane roadways. Because the traffic model assumptions included a speed reduction along these two sections, (the change in on street parking interaction will induce slower travel speeds), the model predicts a small percentage of vehicles will choose an alternate path (Hacienda, Chabot, Hopyard or Stoneridge Drive). This diversion is under 50 vehicles in the peak hour and has no impact on level of service.

The shift in travel patterns is not sufficient to reduce the levels of service at any location below the levels identified by the No Project traffic model analysis.

The lane reductions, however, do impact the traffic signal operation at the signalized intersections by increasing the queue lengths. The intersection of Willow at Gibraltar is

designed to have permissive left turns (left turn vehicles must yield to oncoming traffic and wait for gaps in traffic to make their left turn). With the reduction of travel lanes on Willow Road, all northbound and southbound through movements will occur in a single lane. This increases the line of vehicles crossing the roadway and reduces the number of available gaps in traffic for the opposing left turn. The traffic volumes at this location do not suggest that a protected left turn is necessary, but the project should provide left turn pockets on Willow Road to allow for the left turn vehicles to wait for a gap in traffic outside of the through traffic stream.

**Project Mitigation** – provide 150 foot left turn storage for the northbound and southbound left turns on Willow Road.

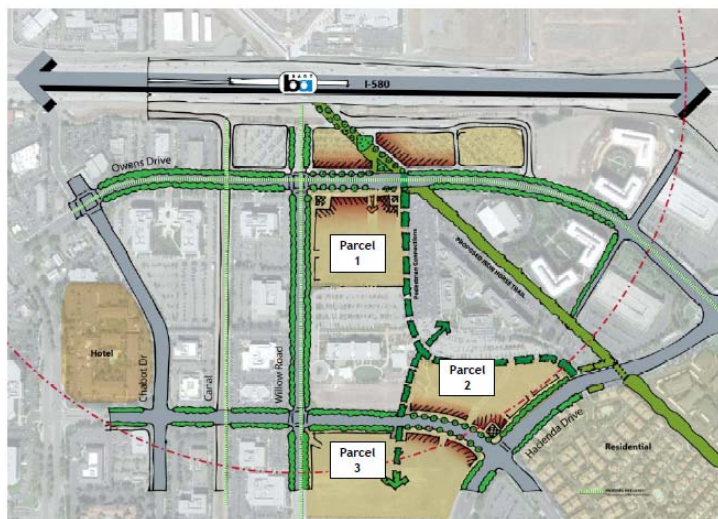
The intersection of Gibraltar at Hacienda has a similar permissive left turn design. The number of eastbound left turn vehicles and opposing westbound through and right vehicles that are present with the proposed project indicate that that a protected left turn movement is necessary.

**Project Mitigation** – Install protected left turn phasing for the eastbound and westbound left turn movements at the intersection of Gibraltar Drive at Hacienda Drive.

### Bicycle Circulation

The Proposed Project adds Class II bike lanes to Owens Drive and Willow Road. These two roadways are identified in the City of Pleasanton Pedestrian and Bicycle Master Plan as future Class II bike lanes. The six foot bike lane width conforms to the Pleasanton Pedestrian and Bicycle Master Plan’s recommended design of bike lanes. The project does not include bike lanes on Gibraltar Drive. With the inclusion of on street parking combined with narrow travel lanes on this roadway, bicycle access to parcel 2 and 3 will be difficult on Gibraltar Drive. The roadway design characteristics are discussed in greater detail in the safety analysis section later in this report.

The Iron Horse Trail is located at the northeastern corner of Parcel 1. The project design anticipates a connection to the Iron Horse trail. In addition to this connection, the project will construct a class I bike/pedestrian trail along the eastern edge of Parcel 1 and along the north side and west side of parcel 2 to provide access to parcel 3 and Hacienda Drive.



The project provides weather protected and secure bike parking spaces for a minimum of 30% of the maximum

occupants per dwelling unit. Bike parking can be grouped into one structures or located in private garages.

### **Pedestrian Circulation**

The Hacienda TOD Standards and Design Guidelines provide a comprehensive system of walkways around and through the project. The project will construct sidewalks along Owens Drive, Willow Road Gibraltar Drive where gaps currently exist. The design width of the walkways depend on the adjacent land use and vary from a 5 foot minimum on internal streets and next to residential, up to 33 feet next to commercial developments.

In addition to the interconnection of sidewalks next to roadways, the project will construct a system of 16 feet wide shared use paths to connect the three parcels.

### **Transit Circulation**

Multiple transit routes use Willow Road and Owens Drive and will provide direct access to the project. The majority of the bus routes travel along Willow Road or Owens Drive where the proposed lane reductions occur. This change in the circulation network may alter the bus travel time schedules, however, it is not clear to what level, if any, the bus routes and schedules will need to be altered.

Consideration may be given to provide a bus access option from the Owens Drive at Willow Road entrance to the East Dublin/ Pleasanton Bart Station. This would eliminate or reduce the need for buses to travel through the reduced roadway section of Owens Drive.

### **Internal Circulation**

The Design Guidelines briefly outline the potential internal street structures with roadways that vary in width from 29 to 36 feet. This provides sufficient roadway width for the low volume residential traffic anticipated in the internal circulation. The internal circulation does not provide parking or drop off areas for the retail sections of the project. It is assumed that vehicular access to the commercial uses will be from the external roadways only. A more detailed project design review will be needed at the time of plan submittal.

### **Proposed Project Safety Analysis**

The Proposed Project introduces a Transit Oriented Development (TOD) to the Hacienda Business Park. The purpose of a TOD is to create an infrastructure that promotes alternate transportation (walking, biking and transit).

The Design Guidelines introduce several new concepts to the Hacienda Business Park. These concepts include:

- Reduced roadway widths on arterial streets
- On street parking on arterial streets
- Bicycle facilities
- Pedestrian facilities

The purpose of this section is to review and summarize the safety aspects of the new concepts.

## Owens Drive

The Hacienda TOD Design Guidelines provides two options for the Owens Drive Lane reduction.

**Option A1a** reduces the number of travel lanes on Owens Drive from 6 lanes to 2 lanes. The area previously used by vehicle lanes will be converted into diagonal parking along a new frontage road.

The frontage road design provides one way vehicular access that is separated from through traffic by a landscaped island.



This landscaped island provides a buffer that allows easier entry and exit from the on street parking. The bike lane is located away from the angle parking on the “through” section of Owens Drive. This separation of the bike lane from the on street angle parking eliminates a safety hazard that exists between vehicles backing out of angle parking and cyclists riding adjacent to the parking lane.

The east side of the Owens Drive and Willow Road intersection contains curb extensions to reduce the pedestrian crossing and limit the pedestrian’s exposure to vehicular traffic. This design also improves the visibility of pedestrians waiting to cross. In addition to this crossing enhancement, a new mid-block crossing will be constructed at the Iron Horse Trail. This crossing will be signalized to provide a controlled crossing location for pedestrians and cyclists.

The sidewalk cross section shows 20 to 33 feet of walkway adjacent to the proposed buildings. This provides sufficient pathway for walking as well as the potential for outdoor dining and other on sidewalk uses that are commonly found in mixed use TOD designs.

**Option A1b** reduces the number of travel lanes on Owens Drive, from 6 lanes to 4 lanes. The area previously used by vehicle lanes will be converted into diagonal parking. This option does not include the frontage road to separate through movements and bicycle traffic from the parking movements.

The result of this design creates a safety concern related to the interaction between the parking and the through vehicles and bicycles. Vehicle speeds on the arterial roadway will likely resemble other similar multilane arterial roadways in Pleasanton. These

vehicle speeds range between 30 and 40 miles per hour. Vehicles exiting diagonal parking spaces have limited visibility and this design would force parked vehicles to back directly into arterial traffic. Any type of on street parking that has direct access to the arterial decreases the through capacity, impedes traffic flow and increases crash potential.<sup>1</sup>



In addition to this increased crash potential, the design in Option A1b installs a bike lane adjacent to the diagonal parking. Drivers backing out have poor visibility of oncoming cyclists and parked vehicles obscure the bicyclist's vision of other vehicles backing out. Detailed angle parking dimensions were not specified in the Hacienda TOD Design Guidelines, but, stall length should be considered so that larger vehicles and delivery vehicles do not park such that the end of the vehicle extends into the bike lane.

Given the sight distance and safety concerns present with on street angle parking, Option A1b is not recommended.

### **Willow Road**

The Hacienda TOD Design Guidelines provide one option for the Willow Road Design. The design changes the current 5 lane design (4 travel lanes and a two way left turn lane) by eliminating the outside travel lane, creating a roadway design that includes a single northbound and a single southbound travel lane (13 feet wide) with a two way left turn lane or landscaped median. There is an 8 foot parallel parking lane and a 6 foot bike lane on both sides of the roadway.

Addition of on street parking will increase the number of vehicle conflict points on Willow Road. The increased parking maneuvers could impact the operational characteristics of the roadway. The proposed design includes a 13 foot travel lane, 6 foot bike lane and an 8 foot parking lane. This design could provide drivers with the opportunity to drive around vehicles that are conducting parking maneuvers, as the 13 foot travel lane and 6 foot bike lane provide a 19 foot driving surface that provides the ability for a car traveling on the roadway to pass a vehicle in the process of parking.

### **Gibraltar Drive**

The Hacienda TOD Design Guidelines outline two designs for Gibraltar Drive. The eastern segment of Gibraltar drive is identified as the commercial design. It reduces Gibraltar Drive in the westbound direction from two lanes down to one and the curb lane

<sup>1</sup> *A Policy on the Geometric Design of Highways and Streets*. American Association of State Highway and Transportation Officials (AASHTO), Washington D.C., 1994 . pg 412.

is replaced with angle parking. The eastbound travel lane is also reduced from two travel lanes to a single travel lane. The curb lane is replaced with parallel parking. The left turn pocket approaching Hacienda Drive is retained. The Gibraltar Drive design presented in the Guidelines does not include bicycle lanes on Gibraltar Drive.

The angle parking in the westbound travel direction creates the same conflict as described in Option A1b of Owens Drive. Although the travel speed and volume of traffic is lower on Gibraltar Drive which reduces the number of conflicts, the same sight distance and safety concerns are present with angle parking at this location.

In addition to the previously identified conflict with sight distance, the angle parking design identifies a 14 foot travel lane and an 18 foot parking lane. This design would require parked vehicles to overhang the curb to ensure that the vehicle does not extend into the travel lane. If vehicles do not park and overhang the walkway, cyclists that use the edge of the roadway will have to move away from the edge of the roadway into the center of the travel lane to avoid the parked vehicles.

The parallel parking in the eastbound travel lane is shown to have an 8 foot parking lane and a 12 foot travel lane. The City of Pleasanton's Pedestrian and Bicycle Master Plan provides bicycle design guidelines that recommend a 6 foot bike lane (although 5 foot is also acceptable) adjacent to parallel parking lanes to provide roadway width to avoid car doors and motorists entering and exiting their vehicles.

The western segment of Gibraltar Drive is identified as the residential design. This section is also reduced from four travel lanes to two travel lanes. The curb lane is replaced by parallel parking and designed the same as the commercial segment with 8 foot parking lane and a 12 foot travel lane. Cyclists will have to share the 12 foot travel lane with vehicles to avoid door openings and other parking related events.

While Gibraltar Drive is not identified in the Pedestrian and Bicycle Master Plan as a proposed bike route, the roadway should be designed to encourage bicycle usage.

There are several alternatives that would improve the bicycle circulation and safety on Gibraltar Drive and encourage bicycle usage.

#### Provide 5 foot bike lanes on Gibraltar Drive

- Angle Parking could be removed and replaced with parallel parking along the commercial frontage. This would provide 10 additional feet of roadway that could be marked as 5 foot bike lanes in each direction.
- Median Island, travel lanes and landscaped frontages could be slightly reduced to provide necessary width for 5 foot bike lanes in each direction

Provide internal circulation within the development that creates safe and convenient access from the residential units to Willow Road and Hacienda Drive.

## Summary of Impacts and Mitigations

Eight intersections were identified as having a failing level of service with or without the proposed project. Each of these intersections are identified in the Traffic Impact Fee and most are included in the General Plan as future intersection improvements.

### The project developer will pay fees to mitigate the project's impact.

- **Bernal at I-680 Northbound off ramp** – convert westbound number two through lane to westbound through + right lane. Widen northbound on ramp to accommodate second right turn lane.
- **Bernal at Valley** – Construct free southbound right turn lane.
- **Hopyard at Owens** – reconstruct intersection to provide 2 NBL, 3 NBT, 1 NBR; 3 SBL, 3 SBT, 1 SBR (free); 2 EBL, 2 EBT, 1 EBR; 2 WBL, 2 WBT, 1 WBR (free). Unsplit EB/WB, narrow lane to reduce pedestrian clearance to 20 seconds, and change cycle length to 130 seconds (PM).
- **Hopyard at Stoneridge** - Construct free eastbound right turn lane and remove southbound through lane.
- **Stoneridge at West Las Positas** – convert northbound and southbound through lanes (WLP) to second left turn lane.
- **Santa Rita at Pimlico/ 580 EB Off ramp** – construct second southbound left turn lane.
- **Santa Rita at Valley** - Construct second westbound left turn lane.
- **Stanley at Valley** - Construct third eastbound through lane.

The project potentially reduces the number of travel lanes on Owens Drive, Willow Road and Gibraltar Drive. The lane reductions on Willow Road and Gibraltar Drive create additional vehicle queuing at the intersections and require the following mitigations to address the impacts:

***Willow Road at Gibraltar Drive*** – provide 150 foot left turn storage for the northbound and southbound left turns on Willow Road.

***Gibraltar Drive at Hacienda Drive*** – Install protected left turn phasing for the eastbound and westbound left turn movements at the intersection of Gibraltar Drive at Hacienda Drive.

## Appendix A –Existing LOS

City Of Peasanton - 2006 Baseline LOS Summary					
Existing LOS					
		AM PEAK		PM PEAK	
NS Street	EW Street	Existing		Existing	
		LOS	Delay	LOS	Delay
Bernal	Hearst	A	4.1	A	2.1
Bernal	Kottinger	B	12.2	C	19.8
Bernal	Nevada	A	0.7	A	1.1
Bernal	Vineyard	C	28.3	B	16.7
Bernal	Vineyard	C	28.6	C	21.8
Blackbird	Valley	C	15.3	D	32.6
Busch	Valley	B	12.5	A	7.9
Case	Junpero	C	19.1	A	7.8
Chabot Dr	Gibraltar Dr (N)	A	4.9	A	5.7
Chabot Dr	Owens Drive	A	6.7	A	9.9
Chabot Dr	Stoneridge	A	8.3	B	11.2
Coronado	W Las Positas	A	1.0	A	3.1
Crestline	Valley	B	12.1	C	15.9
Division	Del Valle Pwy	A	9.4	C	20.8
Dorman	W Las Positas	C	33.7	B	11.5
East Bart	Owens Drive	B	15.3	C	21.6
Fabian	Stoneridge Mall	B	15.5	D	41.2
First	Neal St	B	16.8	B	16.1
First	Ray St	F	81.1	F	117.9
First	Spring	D	42.9	D	49.6
First St	Bernal	D	49.5	D	42.1
Foothill Rd	Bernal	C	24.3	B	18.7
Foothill Rd	Deodar	A	5.7	B	12.5
Foothill Rd	Dublin Cyn	C	27.5	C	20.3
Foothill Rd	Foothill High School	F	224.8	B	10.0
Foothill Rd	Highland Oaks	A	2.8	A	0.8
Foothill Rd	I-580 WB Off to Foothill	B	12.1	B	10.1
Foothill Rd	Laurel Creek	B	10.1	A	9.1
Foothill Rd	Muirwood (S)	A	1.8	A	0.8
Foothill Rd	Stoneridge	B	18.8	B	19.8
Foothill Rd	W Las Positas	C	23.0	B	12.2
Franklin	Stoneridge	C	23.6	B	14.8
Gibraltar Dr	Stoneridge	A	7.5	B	15.3
Greenwood Dr	Valley	C	28.7	B	16.8



Hacienda	Gibraltar Dr (N)	B	10.8	B	15.9
Hacienda	Gibraltar Dr (S)	A	8.2	A	7.2
Hacienda	I-580 EB Off	B	12.7	C	23.5
Hacienda	I-580 WB Off to Hacienda	A	8.2	A	8.6
Hacienda	Owens Drive	C	22.5	F	96.4
Hacienda	Stoneridge	C	28.9	C	33.8
Hacienda	W Las Positas	C	32.2	C	22.7
Hopyard	Black Ave.	B	17.3	B	16.0
Hopyard	Coronado Ln	A	3.0	A	0.7
Hopyard	Gibraltar Dr (N)	A	7.4	A	10.0
Hopyard	I-580 EB Off	B	13.7	D	52.0
Hopyard	I-580 WB Off	A	9.4	C	24.9
Hopyard	Inglewood Dr	C	26.5	B	11.7
Hopyard	Owens Drive	D	36.2	F	345.5
Hopyard	Providian	A	2.9	A	4.8
Hopyard	Stoneridge	D	44.2	E	78.4
Hopyard	Valley	C	27.3	C	28.3
Hopyard	Valley Trails (North)	B	13.2	A	8.4
Hopyard	Valley Trails (South)	B	10.5	C	31.9
Hopyard	W Las Positas	C	28.2	C	24.7
I-680 NB	Bernal	B	16.7	C	21.3
I-680 NB	Stoneridge	D	45.1	C	25.3
I-680 SB	Stoneridge	C	26.8	B	17.3
Independence	Bernal	B	13.8	D	47.7
Johnson	Owens Drive	B	14.7	C	27.0
Johnson	Providian	A	5.6	A	6.1
Johnson	Stoneridge	B	17.2	C	32.6
Kamp	Stoneridge	A	7.8	A	6.1
Koll Ctr Dr	Bernal	A	5.8	A	6.2
Kolln	Valley	B	18.8	B	12.9
Main St	Bernal	F	120.3	A	7.1
Main St	Del Valle Pwy	B	12.1	B	14.0
Main St	Ray St	F	192.9	F	87.5
Main St	Rose	C	25.7	A	8.6
Main St	St Mary	B	11.7	C	15.6
Main St	St. John ST	B	15.5	F	106.5
Main St	Stanley Blvd	C	29.9	C	28.2
Meadowlark	Bernal	B	18.0	B	11.6
Montevino	Vineyard	B	15.5	C	20.8
Muirwood (N)	W Las Positas	C	22.2	D	28.7
Old Bernal	Bernal	D	46.5	D	38.3
Oracle Lane	Owens Drive	B	14.1	A	9.7
Owens Drive	W Las Positas	B	15.0	C	23.5
Payne	W Las Positas	A	1.2	A	1.5

Pleasanton Ave	Bernal	B	14.1	B	19.5
Quarry	Valley	A	8.4	B	16.2
Reflection	Stanley Blvd	B	15.7	B	13.0
Rheem	Stoneridge	A	7.7	A	6.9
Rosewood	Owens Drive	A	9.4	A	9.1
Rosewood	Rose Pav	A	6.5	B	10.8
Rosewood	Walmart	A	7.1	B	11.8
Ruby Hill	Vineyard	B	13.7	B	13.9
Santa Rita	Amador High School	A	2.6	A	2.6
Santa Rita	Black Ave.	D	35.7	C	34.8
Santa Rita	Francisco	A	0.5	A	9.4
Santa Rita	I-580 WB	B	14.5	B	18.3
Santa Rita	Mohr Avenue	C	26.4	C	31.9
Santa Rita	Old Santa Rita Rd	A	5.1	A	5.8
Santa Rita	Rosewood Dr	B	13.6	C	23.3
Santa Rita	Stoneridge	D	50.5	D	36.0
Santa Rita	Sutter Gate	D	25.1	A	1.0
Santa Rita	Valley	D	39.8	E	59.3
Santa Rita	W Las Positas	C	30.8	C	34.1
Santa Rita	Pimlico/ I-580 EB Off	C	25.1	C	31.5
Springdale	Stoneridge	B	13.3	C	21.1
Stoneridge Mall	Canyon Way	A	7.8	A	7.9
Stoneridge Mall	Embarcadero	A	9.9	B	13.8
Stoneridge Mall	McWilliams	A	9.4	B	12.1
Stoneridge Mall	Stoneridge	B	10.5	B	14.9
Sunol	Arlington Dr	B	12.4	B	15.9
I-680 SB	Sunol	A	8.0	A	6.1
Sunol	Junpero	D	46.7	B	14.0
Sunol	Sycamore Rd	B	11.6	B	14.5
I-680 NB	Sunol	A	1.3	A	2.0
Sunol Blvd	Mission Dr	A	9.8	A	9.7
Vallecitos	Ruby Hill East	A	7.0	A	6.0
Valley	Bernal	C	25.1	D	40.6
Valley	Boulder	B	13.2	B	15.6
Valley	Hansen	B	11.9	B	12.0
Valley	Koll Center (N)	B	16.8	C	25.3
Valley	Koll Center (S)	A	2.5	F	83.0
Valley	Paseo Santa Cruz (N)	C	15.8	B	14.6
Valley	Paseo Santa Cruz (S)	B	14.9	B	12.9
Valley	Stanley Blvd	D	51.8	D	43.7
W Las Positas	Stoneridge	C	30.6	C	33.6
Willow	Gibraltar Dr (N)	B	11.8	B	13.3
Willow	Stoneridge	B	12.1	B	10.6
Willow	W Las Positas	C	31.9	B	13.5

Willow Rd	Owens Drive	A	9.8	B	10.5
El Charro	Stanley Blvd				
El Charro	Busch				
El Charro	I-580 EB off	A	4.5	F	249.9
El Charro	Stoneridge				
Fallon	I-580 WB Off	A	4.8	A	1.2
Foothill Rd	Muirwood (N)	B	16.2	A	7.9
I-680 SB	Bernal	E	37.5	E	48.7
Old Stanley	Stanley Blvd/ First Street	B	19.3	D	41.4

## Appendix B –Cumulative No Project LOS

Intersection			AM Peak Hour LOS		PM Peak Hour LOS	
			2005 GP + Bart dev - No Project		2005 GP + Bart dev - No Project	
			LOS	Delay	LOS	Delay
1	Dublin Cyn	Foothill Rd	C	30.7	D	48.6
2	Deodar	Foothill Rd	B	13.8	B	16.4
3	Laurel Creek	Foothill Rd	B	14.7	B	14.0
4	Laurel Creek Drive	Foothill Rd	C	22.5	C	22.9
5	Serenity Terrace	Foothill Rd	A	8.6	A	6.6
6	W Las Positas	Foothill Rd	C	21.8	B	17.6
7	Foothill High School (Circle Dwy) OUT	Foothill Rd	A	0.0	A	0.0
8	Bernal	Foothill Rd	B	13.0	B	13.8
9	Canyon Way	Stoneridge Mall	A	8.4	A	8.4
10	Stoneridge Mall	Fabian	B	13.8	E	73.6
11	McWilliams	Stoneridge Mall	A	7.3	B	11.2
12	Stoneridge	Springdale	C	23.8	C	35.0
13	Stoneridge	Stoneridge Mall	B	13.9	C	31.6
14	Stoneridge	I-680 SB	D	39.3	C	22.2
15	Stoneridge	I-680 NB Off to Stoneridge	B	14.9	D	43.5
16	Stoneridge	Johnson	B	12.1	C	33.5
17	Stoneridge	Franklin	C	32.1	C	27.6
18	W Las Positas	Dorman	C	21.5	B	13.2
19	Bernal	Meadowlark	A	7.9	A	6.0
20	Bernal	SB On from Bernal	A	0.0	A	1.4
21	Bernal	I-680 NB Off to Bernal	C	23.2	E	59.1
22	Bernal	Koll Ctr Dr	A	7.3	A	9.1
23	Bernal	Valley	F	88.1	E	75.0
24	Bernal	Fire Station No. 4	A	0.0	A	0.0
25	Bernal	Pleasanton Ave	B	19.7	B	16.1
26	Bernal	Old Bernal	D	39.2	D	54.8
27	I-580 WB Off	Hopyard	C	32.8	D	44.2
28	I-580 EB Off	Hopyard	C	23.1	C	29.9
29	Owens Drive	Hopyard	D	37.6	F	279.4
30	Gibraltar Dr (N)	Hopyard	B	11.9	B	13.0
31	Washington Mutual	Hopyard	A	6.5	B	10.3
32	Stoneridge	Hopyard	D	37.9	E	67.1

33	Inglewood Dr	Hopyard	C	21.1	B	15.6
34	Coronado Ln	Hopyard	A	6.2	A	2.7
35	W Las Positas	Hopyard	C	29.5	D	54.2
36	Valley Trails (North)	Hopyard	A	6.6	C	23.6
37	Valley Trails (South)	Hopyard	A	6.3	B	17.2
38	Valley	Hopyard	C	32.1	D	45.7
39	Black Ave.	Hopyard	B	18.2	B	15.7
40	Owens Drive	Johnson	B	17.9	C	20.6
41	Washington Mutual	Johnson	A	6.0	A	5.8
42	Koll Center (N)	Valley	C	29.8	D	38.4
43	Valley	Case	A	0.0	A	0.0
44	Owens Drive	Chabot Dr	B	11.1	B	17.2
45	Owens Drive	BART Entrance	B	15.0	B	16.6
46	Owens Drive	East Bart	A	7.3	B	13.5
47	Owens Drive	Oracle Lane	B	16.1	B	16.7
48	Gibraltar Dr (N)	Chabot Dr	A	5.5	A	5.7
49	Gibraltar Dr (N)	Willow	B	10.4	B	12.1
50	Stoneridge	Chabot Dr	B	11.8	B	16.1
51	Stoneridge	Willow	B	18.1	B	19.5
52	W Las Positas	Willow	B	15.0	A	9.6
53	I-580 WB Off to Hacienda	Hacienda	B	10.9	B	13.3
54	I-580 EB Off	Hacienda	B	18.6	C	26.0
55	Owens Drive	Hacienda	C	31.7	E	60.7
56	Gibraltar Dr (N)	Hacienda	B	13.1	C	21.1
57	Stoneridge	Hacienda	C	31.5	D	36.2
58	Gibraltar Dr (S)	Hacienda	A	8.0	A	6.1
59	W Las Positas	Hacienda	B	19.6	B	12.6
60	Owens Drive	Rosewood	B	10.5	A	9.8
61	Walmart	Rosewood	A	7.7	B	12.2
62	Rose Pav	Rosewood	A	5.3	A	9.3
63	Stoneridge	Gibraltar Dr	B	11.3	B	12.9
64	Stoneridge	W Las Positas	C	27.9	F	88.3
65	W Las Positas	Owens Drive	B	15.9	B	15.7
66	Valley	Greenwood Dr	C	28.3	B	16.7
67	I-580 WB	Santa Rita	B	10.3	C	26.2
68	EB off to Santa Rita	Santa Rita	D	35.1	F	83.1
69	Rosewood	Santa Rita	A	7.1	B	19.6
70	Old Santa Rita Rd	Santa Rita	B	16.3	B	11.5
71	W Las Positas	Santa Rita	D	47.1	D	53.2
72	Stoneridge	Santa Rita	D	38.4	D	45.9
73	Mohr Avenue	Santa Rita	C	21.3	C	23.1
74	Valley	Santa Rita	D	44.9	E	61.5

75	Francisco	Santa Rita	0.0	0.0	0.0	0.0
76	Black Ave.	Santa Rita	C	26.5	D	40.0
77	Amador High School	Santa Rita	A	2.9	A	3.9
78	Stanley Blvd	Main St	C	26.6	B	15.4
79	Ray St	Main St	F	101.7	F	137.6
80	Rose	Main St	C	21.4	A	9.7
81	Stoneridge	Rheem	A	7.3	A	7.2
82	Stoneridge	Kamp	B	10.1	A	8.9
83	Hansen	Valley	0.0	0.0	0.0	0.0
86	Valley	Kolln	B	14.6	B	13.1
87	Valley	Quarry	A	9.5	C	20.9
88	Valley	Busch	B	15.6	C	32.2
89	Boulder	Valley	B	10.4	B	13.2
90	Stanley Blvd	Valley	D	44.0	F	142.7
91	Stanley Blvd	Reflection	B	18.5	D	54.0
92	Stanley Blvd	Driveway	B	10.1	B	13.3
93	Ray St	First	D	41.5	F	132.3
94	Spring	First	D	38.2	F	130.4
95	Neal St	First	C	32.6	D	39.0
96	Bernal	First St	E	58.7	E	65.8
97	Mission Dr	Sunol Blvd	A	8.8	A	7.8
98	Valley	Sunol	F	99.8	D	44.8
99	Sycamore Rd	Sunol	C	23.0	C	32.8
100	Arlington Dr	Sunol	C	23.2	B	17.1
101	Bernal	Main St	0.0	0.0	0.0	0.0
103	Busch	Ironwood	A	0.0	A	0.0
105	Driveway	Bernal	B	15.5	B	15.0
106	Vineyard	Bernal	D	40.6	C	23.9
107	Bernal	Independence	B	12.3	D	52.6
108	Vineyard	Montevino	A	6.0	A	5.4
109	Vineyard	Pietronave	A	0.0	A	0.0
110	Vineyard	Ruby Hill	B	11.4	B	14.0
118	Bernal		0.0	0.0	0.0	0.0
125	Castlewood	Sunol	0.0	0.0	0.0	0.0
126	W Las Positas	Fairlands	0.0	0.0	0.0	0.0
138	I-580	I-580 EB Off to Hacienda	0.0	0.0	0.0	0.0
139	Amador valley	Hopyard	A	0.0	A	0.0
		I-580 WB Off to				
141	I-580	Hopyard	0.0	0.0	0.0	0.0
146	St Mary	Main St	0.0	0.0	0.0	0.0
157	Paseo Santa Cruz (N)	Valley	0.0	0.0	0.0	0.0
162	Stoneridge		0.0	0.0	0.0	0.0

171	I-580 WB Off to Foothill	Foothill Rd	0.0	0.0	0.0	0.0
178	Valley	Driveway	0.0	0.0	0.0	0.0
183	Koll Ctr Pkwy	Valley	0.0	0.0	0.0	0.0
184	I-680 SB Off to Bernal	I-680	0.0	0.0	0.0	0.0
187	Black Ave.	Crestline	0.0	0.0	0.0	0.0
190	I-580 WB On	Hopyard	0.0	0.0	0.0	0.0
192	SB Off to I-580 EB		0.0	0.0	0.0	0.0
197	Old Bernal	Peters	0.0	0.0	0.0	0.0
198	Inglewood Dr	Chabot Dr	0.0	0.0	0.0	0.0
200	Gleason	Tasajara	A	0.0	A	0.0
204	Santa Rita		0.0	0.0	0.0	0.0
205	I-580 WB Off to Foothill	Off to NB Foothill	0.0	0.0	0.0	0.0
209	I-580 EB	Foothill Rd	0.0	0.0	0.0	0.0
214	I-580 WB Off to Foothill	On from SB Foothill	0.0	0.0	0.0	0.0
220	Mission Dr	Dolores	0.0	0.0	0.0	0.0
225	Stoneridge Mall	Laurel Creek	0.0	0.0	0.0	0.0
231	Stoneridge Mall	Springdale	0.0	0.0	0.0	0.0
233	Embarcadero	Stoneridge Mall	C	25.4	0.0	0.0
243	Stoneridge	Pleasant Hill	0.0	0.0	0.0	0.0
245	Oak Creek	Foothill Rd	0.0	0.0	0.0	0.0
246	I-580	I-680 to I-580 EB On Ramp	0.0	0.0	0.0	0.0
248	Highland Oaks	Foothill Rd	0.0	0.0	0.0	0.0

## Appendix C –Cumulative No Project LOS - mitigated

Intersection			AM Peak Hour LOS		PM Peak Hour LOS	
			2005 GP + Bart dev - No Project		2005 GP + Bart dev - No Project	
			LOS	Delay	LOS	Delay
1	Dublin Cyn	Foothill Rd	C	30.7	D	48.6
2	Deodar	Foothill Rd	B	13.8	B	16.4
3	Laurel Creek	Foothill Rd	B	14.7	B	14.0
4	Laurel Creek Drive	Foothill Rd	C	22.5	C	22.9
5	Serenity Terrace	Foothill Rd	A	8.6	A	6.6
6	W Las Positas	Foothill Rd	C	21.8	B	17.6
7	Foothill High School (Circle Dwy) OUT	Foothill Rd	A	0.0	A	0.0
8	Bernal	Foothill Rd	B	13.0	B	13.8
9	Canyon Way	Stoneridge Mall	A	8.4	A	8.4
10	Stoneridge Mall	Fabian	B	13.8	E	73.6
11	McWilliams	Stoneridge Mall	A	7.3	B	11.2
12	Stoneridge	Springdale	C	23.8	C	35.0
13	Stoneridge	Stoneridge Mall	B	13.9	C	31.6
14	Stoneridge	I-680 SB	D	39.3	C	22.2
15	Stoneridge	I-680 NB Off to Stoneridge	B	14.9	D	43.5
16	Stoneridge	Johnson	B	12.1	C	33.5
17	Stoneridge	Franklin	C	32.1	C	27.6
18	W Las Positas	Dorman	C	21.5	B	13.2
19	Bernal	Meadowlark	A	7.9	A	6.0
20	Bernal	SB On from Bernal	A	0.0	A	1.4
21	Bernal	I-680 NB Off to Bernal	C	23.2	C	33.4
22	Bernal	Koll Ctr Dr	A	7.3	A	9.1
23	Bernal	Valley	C	31.0	D	38.8
24	Bernal	Fire Station No. 4	A	0.0	A	0.0
25	Bernal	Pleasanton Ave	B	19.7	B	16.1
26	Bernal	Old Bernal	D	39.2	D	54.8
27	I-580 WB Off	Hopyard	C	32.8	D	44.2
28	I-580 EB Off	Hopyard	C	23.1	C	29.9
29	Owens Drive	Hopyard	D	37.6	D	53.7
30	Gibraltar Dr (N)	Hopyard	B	11.9	B	13.0
31	Washington Mutual	Hopyard	A	6.5	B	10.3
32	Stoneridge	Hopyard	D	37.9	D	40.0



33	Inglewood Dr	Hopyard	C	21.1	B	15.6
34	Coronado Ln	Hopyard	A	6.2	A	2.7
35	W Las Positas	Hopyard	C	29.5	D	54.2
36	Valley Trails (North)	Hopyard	A	6.6	C	23.6
37	Valley Trails (South)	Hopyard	A	6.3	B	17.2
38	Valley	Hopyard	C	32.1	D	45.7
39	Black Ave.	Hopyard	B	18.2	B	15.7
40	Owens Drive	Johnson	B	17.9	C	20.6
41	Washington Mutual	Johnson	A	6.0	A	5.8
42	Koll Center (N)	Valley	C	29.8	D	38.4
43	Valley	Case	A	0.0	A	0.0
44	Owens Drive	Chabot Dr	B	11.1	B	17.2
45	Owens Drive	BART Entrance	B	15.0	B	16.6
46	Owens Drive	East Bart	A	7.3	B	13.5
47	Owens Drive	Oracle Lane	B	16.1	B	16.7
48	Gibraltar Dr (N)	Chabot Dr	A	5.5	A	5.7
49	Gibraltar Dr (N)	Willow	B	10.4	B	12.1
50	Stoneridge	Chabot Dr	B	11.8	B	16.1
51	Stoneridge	Willow	B	18.1	B	19.5
52	W Las Positas	Willow	B	15.0	A	9.6
53	I-580 WB Off to Hacienda	Hacienda	B	10.9	B	13.3
54	I-580 EB Off	Hacienda	B	18.6	C	26.0
55	Owens Drive	Hacienda	C	31.7	D	38.4
56	Gibraltar Dr (N)	Hacienda	B	13.1	C	21.1
57	Stoneridge	Hacienda	C	31.5	D	36.2
58	Gibraltar Dr (S)	Hacienda	A	8.0	A	6.1
59	W Las Positas	Hacienda	B	19.6	B	12.6
60	Owens Drive	Rosewood	B	10.5	A	9.8
61	Walmart	Rosewood	A	7.7	B	12.2
62	Rose Pav	Rosewood	A	5.3	A	9.3
63	Stoneridge	Gibraltar Dr	B	11.3	B	12.9
64	Stoneridge	W Las Positas	C	27.9	D	46.7
65	W Las Positas	Owens Drive	B	15.9	B	15.7
66	Valley	Greenwood Dr	C	28.3	B	16.7
67	I-580 WB	Santa Rita	B	10.3	C	26.2
68	EB off to Santa Rita	Santa Rita	D	35.1	D	37.2
69	Rosewood	Santa Rita	A	7.1	B	19.6
70	Old Santa Rita Rd	Santa Rita	B	16.3	B	11.5
71	W Las Positas	Santa Rita	D	47.1	D	53.2
72	Stoneridge	Santa Rita	D	38.4	D	45.9
73	Mohr Avenue	Santa Rita	C	21.3	C	23.1
74	Valley	Santa Rita	D	44.9	D	47.9

75	Francisco	Santa Rita	0.0	0.0	0.0	0.0
76	Black Ave.	Santa Rita	C	26.5	D	40.0
77	Amador High School	Santa Rita	A	2.9	A	3.9
78	Stanley Blvd	Main St	C	26.6	B	15.4
79	Ray St	Main St	F	101.7	F	137.6
80	Rose	Main St	C	21.4	A	9.7
81	Stoneridge	Rheem	A	7.3	A	7.2
82	Stoneridge	Kamp	B	10.1	A	8.9
83	Hansen	Valley	0.0	0.0	0.0	0.0
86	Valley	Kolln	B	14.6	B	13.1
87	Valley	Quarry	A	9.5	C	20.9
88	Valley	Busch	B	15.6	C	32.2
89	Boulder	Valley	B	10.4	B	13.2
90	Stanley Blvd	Valley	D	44.0	D	50.9
91	Stanley Blvd	Reflection	B	18.5	D	54.0
92	Stanley Blvd	Driveway	B	10.1	B	13.3
93	Ray St	First	D	41.5	F	132.3
94	Spring	First	D	38.2	F	130.4
95	Neal St	First	C	32.6	D	39.0
96	Bernal	First St	E	58.7	E	65.8
97	Mission Dr	Sunol Blvd	A	8.8	A	7.8
98	Valley	Sunol	F	99.8	D	44.8
99	Sycamore Rd	Sunol	C	23.0	C	32.8
100	Arlington Dr	Sunol	C	23.2	B	17.1
101	Bernal	Main St	0.0	0.0	0.0	0.0
103	Busch	Ironwood	A	0.0	A	0.0
105	Driveway	Bernal	B	15.5	B	15.0
106	Vineyard	Bernal	D	40.6	C	23.9
107	Bernal	Independence	B	12.3	D	52.6
108	Vineyard	Montevino	A	6.0	A	5.4
109	Vineyard	Pietronave	A	0.0	A	0.0
110	Vineyard	Ruby Hill	B	11.4	B	14.0
118	Bernal		0.0	0.0	0.0	0.0
125	Castlewood	Sunol	0.0	0.0	0.0	0.0
126	W Las Positas	Fairlands	0.0	0.0	0.0	0.0
138	I-580	I-580 EB Off to Hacienda	0.0	0.0	0.0	0.0
139	Amador valley	Hopyard	A	0.0	A	0.0
141	I-580	I-580 WB Off to Hopyard	0.0	0.0	0.0	0.0
146	St Mary	Main St	0.0	0.0	0.0	0.0
157	Paseo Santa Cruz (N)	Valley	0.0	0.0	0.0	0.0
162	Stoneridge		0.0	0.0	0.0	0.0

171	I-580 WB Off to Foothill	Foothill Rd	0.0	0.0	0.0	0.0
178	Valley	Driveway	0.0	0.0	0.0	0.0
183	Koll Ctr Pkwy	Valley	0.0	0.0	0.0	0.0
184	I-680 SB Off to Bernal	I-680	0.0	0.0	0.0	0.0
187	Black Ave.	Crestline	0.0	0.0	0.0	0.0
190	I-580 WB On	Hopyard	0.0	0.0	0.0	0.0
192	SB Off to I-580 EB		0.0	0.0	0.0	0.0
197	Old Bernal	Peters	0.0	0.0	0.0	0.0
198	Inglewood Dr	Chabot Dr	0.0	0.0	0.0	0.0
200	Gleason	Tasajara	A	0.0	A	0.0
204	Santa Rita		0.0	0.0	0.0	0.0
205	I-580 WB Off to Foothill	Off to NB Foothill	0.0	0.0	0.0	0.0
209	I-580 EB	Foothill Rd	0.0	0.0	0.0	0.0
214	I-580 WB Off to Foothill	On from SB Foothill	0.0	0.0	0.0	0.0
220	Mission Dr	Dolores	0.0	0.0	0.0	0.0
225	Stoneridge Mall	Laurel Creek	0.0	0.0	0.0	0.0
231	Stoneridge Mall	Springdale	0.0	0.0	0.0	0.0
233	Embarcadero	Stoneridge Mall	C	25.4	0.0	0.0
243	Stoneridge	Pleasant Hill	0.0	0.0	0.0	0.0
245	Oak Creek	Foothill Rd	0.0	0.0	0.0	0.0
246	I-580	I-680 to I-580 EB On Ramp	0.0	0.0	0.0	0.0
248	Highland Oaks	Foothill Rd	0.0	0.0	0.0	0.0

## Appendix D –Cumulative + Hacienda TOD Project LOS

Intersection			AM Peak Hour LOS		PM Peak Hour LOS	
			Hacienda TOD - lane red		Hacienda TOD - lane red	
			LOS	Delay	LOS	Delay
1	Dublin Cyn	Foothill Rd	C	31.1	D	47.6
2	Deodar	Foothill Rd	B	13.8	B	16.5
3	Laurel Creek	Foothill Rd	B	14.9	B	14.0
4	Laurel Creek Drive	Foothill Rd	C	21.2	C	24.5
5	Serenity Terrace	Foothill Rd	A	8.6	A	6.6
6	W Las Positas	Foothill Rd	C	20.8	B	16.6
7	Foothill High School (Circle Dwy) OUT	Foothill Rd	A	0.0	A	0.0
8	Bernal	Foothill Rd	B	13.6	B	14.5
9	Canyon Way	Stoneridge Mall	A	8.3	A	8.6
10	Stoneridge Mall	Fabian	B	13.5	F	80.1
11	McWilliams	Stoneridge Mall	A	7.4	B	12.4
12	Stoneridge	Springdale	C	23.4	D	35.2
13	Stoneridge	Stoneridge Mall	B	14.6	C	32.6
14	Stoneridge	I-680 SB	D	39.5	C	23.8
15	Stoneridge	I-680 NB Off to Stoneridge	B	14.9	D	43.8
16	Stoneridge	Johnson	B	12.1	C	31.9
17	Stoneridge	Franklin	D	35.9	C	27.2
18	W Las Positas	Dorman	C	21.8	B	13.6
19	Bernal	Meadowlark	A	7.8	A	7.2
20	Bernal	SB On from Bernal	A	5.5	A	2.5
21	Bernal	I-680 NB Off to Bernal	C	23.7	E	68.2
22	Bernal	Koll Ctr Dr	A	7.6	A	9.9
23	Bernal	Valley	F	89.7	E	79.8
24	Bernal	Fire Station No. 4	A	0.0	A	0.0
25	Bernal	Pleasanton Ave	B	19.1	B	16.5
26	Bernal	Old Bernal	E	56.0	E	55.6
27	I-580 WB Off	Hopyard	C	27.3	D	47.2
28	I-580 EB Off	Hopyard	B	16.6	D	51.0
29	Owens Drive	Hopyard	D	38.6	F	280.6
30	Gibraltar Dr (N)	Hopyard	A	7.8	B	13.0
31	Washington Mutual	Hopyard	A	6.4	B	10.6
32	Stoneridge	Hopyard	D	36.7	E	60.7
33	Inglewood Dr	Hopyard	C	20.5	B	16.3

34	Coronado Ln	Hopyard	A	6.4	A	2.7
35	W Las Positas	Hopyard	C	28.5	D	51.6
36	Valley Trails (North)	Hopyard	A	6.5	C	24.2
37	Valley Trails (South)	Hopyard	A	6.4	B	17.3
38	Valley	Hopyard	C	32.2	D	47.2
39	Black Ave.	Hopyard	C	20.0	B	15.8
40	Owens Drive	Johnson	B	17.5	C	21.2
41	Washington Mutual	Johnson	A	5.9	A	5.9
42	Koll Center (N)	Valley	C	30.0	D	42.5
43	Valley	Case	A	0.0	A	0.0
44	Owens Drive	Chabot Dr	B	12.9	B	16.9
45	Owens Drive	BART Entrance	B	15.1	B	14.0
46	Owens Drive	East Bart	A	7.2	B	13.4
47	Owens Drive	Oracle Lane	B	16.0	B	17.5
48	Gibraltar Dr (N)	Chabot Dr	A	4.9	A	5.6
49	Gibraltar Dr (N)	Willow	A	8.2	A	7.3
50	Stoneridge	Chabot Dr	B	12.2	B	16.4
51	Stoneridge	Willow	C	21.5	C	20.1
52	W Las Positas	Willow	B	15.1	A	9.6
53	I-580 WB Off to Hacienda	Hacienda	B	10.6	B	11.7
54	I-580 EB Off	Hacienda	B	18.5	C	20.2
55	Owens Drive	Hacienda	D	43.8	D	52.7
56	Gibraltar Dr (N)	Hacienda	B	13.1	B	17.7
57	Stoneridge	Hacienda	C	31.2	C	30.6
58	Gibraltar Dr (S)	Hacienda	A	8.7	A	5.6
59	W Las Positas	Hacienda	B	18.5	B	14.4
60	Owens Drive	Rosewood	B	10.5	A	9.9
61	Walmart	Rosewood	A	7.7	B	12.2
62	Rose Pav	Rosewood	A	5.3	A	9.4
63	Stoneridge	Gibraltar Dr	B	10.9	B	14.0
64	Stoneridge	W Las Positas	C	28.2	F	91.2
65	W Las Positas	Owens Drive	B	16.0	B	15.9
66	Valley	Greenwood Dr	C	28.9	B	17.1
67	I-580 WB	Santa Rita	B	10.3	C	25.5
68	EB off to Santa Rita	Santa Rita	C	34.6	F	81.9
69	Rosewood	Santa Rita	A	7.1	B	19.1
70	Old Santa Rita Rd	Santa Rita	B	15.8	B	11.5
71	W Las Positas	Santa Rita	D	46.2	D	53.1
72	Stoneridge	Santa Rita	D	40.2	D	47.2
73	Mohr Avenue	Santa Rita	C	21.7	C	24.2
74	Valley	Santa Rita	D	46.2	E	66.6
75	Francisco	Santa Rita	0.0	0.0	0.0	0.0

76	Black Ave.	Santa Rita	C	27.0	D	39.8
77	Amador High School	Santa Rita	A	2.9	A	3.9
78	Stanley Blvd	Main St	C	30.3	B	16.7
79	Ray St	Main St	F	102.6	F	138.0
80	Rose	Main St	C	22.0	A	9.5
81	Stoneridge	Rheem	A	7.4	A	7.2
82	Stoneridge	Kamp	B	10.4	A	9.4
83	Hansen	Valley	0.0	0.0	0.0	0.0
86	Valley	Kolln	B	14.6	B	13.1
87	Valley	Quarry	B	10.1	C	21.0
88	Valley	Busch	B	16.9	C	20.3
89	Boulder	Valley	B	10.3	B	12.7
90	Stanley Blvd	Valley	D	47.7	F	150.6
91	Stanley Blvd	Reflection	B	18.0	D	54.6
92	Stanley Blvd	Driveway	B	10.8	B	14.0
93	Ray St	First	F	80.3	F	136.1
94	Spring	First	D	41.2	F	137.6
95	Neal St	First	C	27.9	D	43.8
96	Bernal	First St	E	58.4	E	74.8
97	Mission Dr	Sunol Blvd	A	9.0	A	7.9
98	Valley	Sunol	D	50.4	D	46.6
99	Sycamore Rd	Sunol	C	23.9	C	32.9
100	Arlington Dr	Sunol	C	23.2	B	17.1
101	Bernal	Main St	0.0	0.0	0.0	0.0
103	Busch	Ironwood	A	0.0	A	0.0
105	Driveway	Bernal	B	16.2	B	15.2
106	Vineyard	Bernal	D	42.2	C	26.8
107	Bernal	Independence	B	12.1	D	53.4
108	Vineyard	Montevino	A	6.0	A	5.7
109	Vineyard	Pietronave	A	0.0	A	0.0
110	Vineyard	Ruby Hill	B	11.2	B	14.2
118	Bernal		0.0	0.0	0.0	0.0
125	Castlewood	Sunol	0.0	0.0	0.0	0.0
126	W Las Positas	Fairlands	0.0	0.0	0.0	0.0
138	I-580	I-580 EB Off to Hacienda	0.0	0.0	0.0	0.0
139	Amador valley	Hopyard	A	0.0	A	0.0
		I-580 WB Off to				
141	I-580	Hopyard	0.0	0.0	0.0	0.0
146	St Mary	Main St	0.0	0.0	0.0	0.0
157	Paseo Santa Cruz (N)	Valley	0.0	0.0	0.0	0.0
162	Stoneridge		0.0	0.0	0.0	0.0
171	I-580 WB Off to Foothill	Foothill Rd	0.0	0.0	0.0	0.0

178	Valley	Driveway	0.0	0.0	0.0	0.0
183	Koll Ctr Pkwy	Valley	0.0	0.0	0.0	0.0
184	I-680 SB Off to Bernal	I-680	0.0	0.0	0.0	0.0
187	Black Ave.	Crestline	0.0	0.0	0.0	0.0
190	I-580 WB On	Hopyard	0.0	0.0	0.0	0.0
192	SB Off to I-580 EB		0.0	0.0	0.0	0.0
197	Old Bernal	Peters	0.0	0.0	0.0	0.0
198	Inglewood Dr	Chabot Dr	0.0	0.0	0.0	0.0
200	Gleason	Tasajara	A	0.0	A	0.0
204	Santa Rita		0.0	0.0	0.0	0.0
205	I-580 WB Off to Foothill	Off to NB Foothill	0.0	0.0	0.0	0.0
209	I-580 EB	Foothill Rd	0.0	0.0	0.0	0.0
214	I-580 WB Off to Foothill	On from SB Foothill	0.0	0.0	0.0	0.0
220	Mission Dr	Dolores	0.0	0.0	0.0	0.0
225	Stoneridge Mall	Laurel Creek	0.0	0.0	0.0	0.0
231	Stoneridge Mall	Springdale	0.0	0.0	0.0	0.0
233	Embarcadero	Stoneridge Mall	C	25.4	0.0	0.0
243	Stoneridge	Pleasant Hill	0.0	0.0	0.0	0.0
245	Oak Creek	Foothill Rd	0.0	0.0	0.0	0.0
246	I-580	I-680 to I-580 EB On Ramp	0.0	0.0	0.0	0.0
248	Highland Oaks	Foothill Rd	0.0	0.0	0.0	0.0

## Appendix E –Cumulative + Hacienda TOD Project LOS Mitigated

Intersection			AM Peak Hour LOS		PM Peak Hour LOS	
			Hacienda TOD - lane red		Hacienda TOD - lane red	
			LOS	Delay	LOS	Delay
1	Dublin Cyn	Foothill Rd	C	31.1	D	47.6
2	Deodar	Foothill Rd	B	13.8	B	16.5
3	Laurel Creek	Foothill Rd	B	14.9	B	14.0
4	Laurel Creek Drive	Foothill Rd	C	21.2	C	24.5
5	Serenity Terrace	Foothill Rd	A	8.6	A	6.6
6	W Las Positas	Foothill Rd	C	20.8	B	16.6
7	OUT	Foothill Rd	A	0.0	A	0.0
8	Bernal	Foothill Rd	B	13.6	B	14.5
9	Canyon Way	Stoneridge Mall	A	8.3	A	8.6
10	Stoneridge Mall	Fabian	B	13.5	F	80.1
11	McWilliams	Stoneridge Mall	A	7.4	B	12.4
12	Stoneridge	Springdale	C	23.4	D	35.2
13	Stoneridge	Stoneridge Mall	B	14.6	C	32.6
14	Stoneridge	I-680 SB	D	39.5	C	23.8
15	Stoneridge	I-680 NB Off to Stoneridge	B	14.9	D	43.8
16	Stoneridge	Johnson	B	12.1	C	31.9
17	Stoneridge	Franklin	D	35.9	C	27.2
18	W Las Positas	Dorman	C	21.8	B	13.6
19	Bernal	Meadowlark	A	7.8	A	7.2
20	Bernal	SB On from Bernal	A	5.5	A	2.5
21	Bernal	I-680 NB Off to Bernal	C	23.7	C	34.4
22	Bernal	Koll Ctr Dr	A	7.6	A	9.9
23	Bernal	Valley	C	31.2	D	39.0
24	Bernal	Fire Station No. 4	A	0.0	A	0.0
25	Bernal	Pleasanton Ave	B	19.1	B	16.5
26	Bernal	Old Bernal	E	56.0	E	55.6
27	I-580 WB Off	Hopyard	C	27.3	D	47.2
28	I-580 EB Off	Hopyard	B	16.6	D	51.0
29	Owens Drive	Hopyard	D	38.6	D	53
30	Gibraltar Dr (N)	Hopyard	A	7.8	B	13.0
31	Washington Mutual	Hopyard	A	6.4	B	10.6

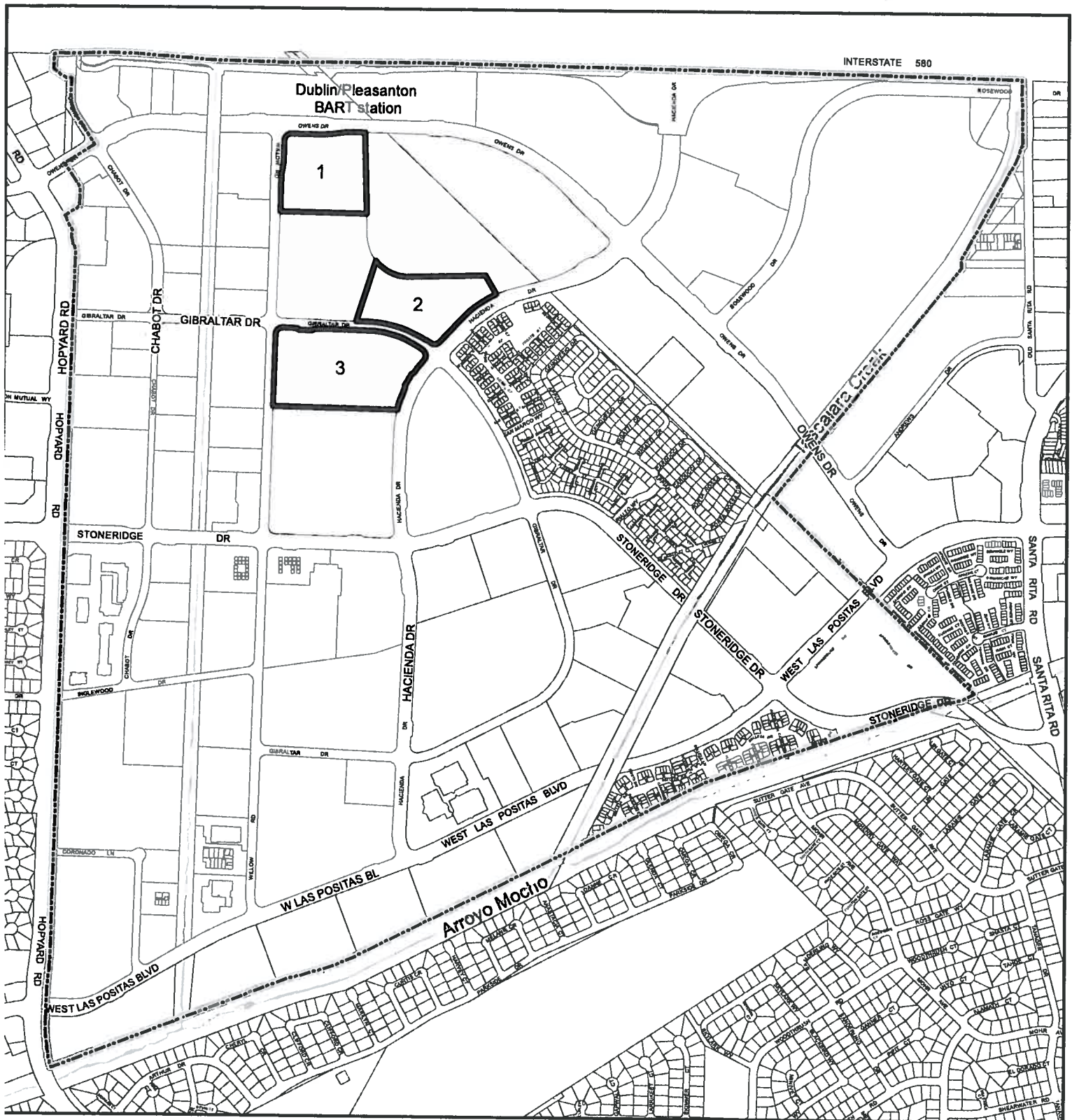


32	Stoneridge	Hopyard	D	36.7	D	38.1
33	Inglewood Dr	Hopyard	C	20.5	B	16.3
34	Coronado Ln	Hopyard	A	6.4	A	2.7
35	W Las Positas	Hopyard	C	28.5	D	51.6
36	Valley Trails (North)	Hopyard	A	6.5	C	24.2
37	Valley Trails (South)	Hopyard	A	6.4	B	17.3
38	Valley	Hopyard	C	32.2	D	47.2
39	Black Ave.	Hopyard	C	20.0	B	15.8
40	Owens Drive	Johnson	B	17.5	C	21.2
41	Washington Mutual	Johnson	A	5.9	A	5.9
42	Koll Center (N)	Valley	C	30.0	D	42.5
43	Valley	Case	A	0.0	A	0.0
44	Owens Drive	Chabot Dr	B	12.9	B	16.9
45	Owens Drive	BART Entrance	B	15.1	B	14.0
46	Owens Drive	East Bart	A	7.2	B	13.4
47	Owens Drive	Oracle Lane	B	16.0	B	17.5
48	Gibraltar Dr (N)	Chabot Dr	A	4.9	A	5.6
49	Gibraltar Dr (N)	Willow	A	8.2	A	7.3
50	Stoneridge	Chabot Dr	B	12.2	B	16.4
51	Stoneridge	Willow	C	21.5	C	20.1
52	W Las Positas	Willow	B	15.1	A	9.6
53	I-580 WB Off to Hacienda	Hacienda	B	10.6	B	11.7
54	I-580 EB Off	Hacienda	B	18.5	C	20.2
55	Owens Drive	Hacienda	D	43.8	D	52.7
56	Gibraltar Dr (N)	Hacienda	B	13.1	B	17.7
57	Stoneridge	Hacienda	C	31.2	C	30.6
58	Gibraltar Dr (S)	Hacienda	A	8.7	A	5.6
59	W Las Positas	Hacienda	B	18.5	B	14.4
60	Owens Drive	Rosewood	B	10.5	A	9.9
61	Walmart	Rosewood	A	7.7	B	12.2
62	Rose Pav	Rosewood	A	5.3	A	9.4
63	Stoneridge	Gibraltar Dr	B	10.9	B	14.0
64	Stoneridge	W Las Positas	C	28.2	D	48.7
65	W Las Positas	Owens Drive	B	16.0	B	15.9
66	Valley	Greenwood Dr	C	28.9	B	17.1
67	I-580 WB	Santa Rita	B	10.3	C	25.5
68	EB off to Santa Rita	Santa Rita	C	34.6	D	37.2
69	Rosewood	Santa Rita	A	7.1	B	19.1
70	Old Santa Rita Rd	Santa Rita	B	15.8	B	11.5
71	W Las Positas	Santa Rita	D	46.2	D	53.1
72	Stoneridge	Santa Rita	D	40.2	D	47.2
73	Mohr Avenue	Santa Rita	C	21.7	C	24.2

74	Valley	Santa Rita	D	46.2	D	51.4
75	Francisco	Santa Rita	0.0	0.0	0.0	0.0
76	Black Ave.	Santa Rita	C	27.0	D	39.8
77	Amador High School	Santa Rita	A	2.9	A	3.9
78	Stanley Blvd	Main St	C	30.3	B	16.7
79	Ray St	Main St	F	102.6	F	138.0
80	Rose	Main St	C	22.0	A	9.5
81	Stoneridge	Rheem	A	7.4	A	7.2
82	Stoneridge	Kamp	B	10.4	A	9.4
83	Hansen	Valley	0.0	0.0	0.0	0.0
86	Valley	Kolln	B	14.6	B	13.1
87	Valley	Quarry	B	10.1	C	21.0
88	Valley	Busch	B	16.9	C	20.3
89	Boulder	Valley	B	10.3	B	12.7
90	Stanley Blvd	Valley	D	47.7	D	51.5
91	Stanley Blvd	Reflection	B	18.0	D	54.6
92	Stanley Blvd	Driveway	B	10.8	B	14.0
93	Ray St	First	F	80.3	F	136.1
94	Spring	First	D	41.2	F	137.6
95	Neal St	First	C	27.9	D	43.8
96	Bernal	First St	E	58.4	E	74.8
97	Mission Dr	Sunol Blvd	A	9.0	A	7.9
98	Valley	Sunol	D	50.4	D	46.6
99	Sycamore Rd	Sunol	C	23.9	C	32.9
100	Arlington Dr	Sunol	C	23.2	B	17.1
101	Bernal	Main St	0.0	0.0	0.0	0.0
103	Busch	Ironwood	A	0.0	A	0.0
105	Driveway	Bernal	B	16.2	B	15.2
106	Vineyard	Bernal	D	42.2	C	26.8
107	Bernal	Independence	B	12.1	D	53.4
108	Vineyard	Montevino	A	6.0	A	5.7
109	Vineyard	Pietronave	A	0.0	A	0.0
110	Vineyard	Ruby Hill	B	11.2	B	14.2
118	Bernal		0.0	0.0	0.0	0.0
125	Castlewood	Sunol	0.0	0.0	0.0	0.0
126	W Las Positas	Fairlands	0.0	0.0	0.0	0.0
138	I-580	I-580 EB Off to Hacienda	0.0	0.0	0.0	0.0
139	Amador valley	Hopyard	A	0.0	A	0.0
141	I-580	I-580 WB Off to Hopyard	0.0	0.0	0.0	0.0
146	St Mary	Main St	0.0	0.0	0.0	0.0
157	Paseo Santa Cruz (N)	Valley	0.0	0.0	0.0	0.0

162	Stoneridge		0.0	0.0	0.0	0.0
171	I-580 WB Off to Foothill	Foothill Rd	0.0	0.0	0.0	0.0
178	Valley	Driveway	0.0	0.0	0.0	0.0
183	Koll Ctr Pkwy	Valley	0.0	0.0	0.0	0.0
184	I-680 SB Off to Bernal	I-680	0.0	0.0	0.0	0.0
187	Black Ave.	Crestline	0.0	0.0	0.0	0.0
190	I-580 WB On	Hopyard	0.0	0.0	0.0	0.0
192	SB Off to I-580 EB		0.0	0.0	0.0	0.0
197	Old Bernal	Peters	0.0	0.0	0.0	0.0
198	Inglewood Dr	Chabot Dr	0.0	0.0	0.0	0.0
200	Gleason	Tasajara	A	0.0	A	0.0
204	Santa Rita		0.0	0.0	0.0	0.0
205	I-580 WB Off to Foothill	Off to NB Foothill	0.0	0.0	0.0	0.0
209	I-580 EB	Foothill Rd	0.0	0.0	0.0	0.0
214	I-580 WB Off to Foothill	On from SB Foothill	0.0	0.0	0.0	0.0
220	Mission Dr	Dolores	0.0	0.0	0.0	0.0
225	Stoneridge Mall	Laurel Creek	0.0	0.0	0.0	0.0
231	Stoneridge Mall	Springdale	0.0	0.0	0.0	0.0
233	Embarcadero	Stoneridge Mall	C	25.4	0.0	0.0
243	Stoneridge	Pleasant Hill	0.0	0.0	0.0	0.0
245	Oak Creek	Foothill Rd	0.0	0.0	0.0	0.0
246	I-580	I-680 to I-580 EB On Ramp	0.0	0.0	0.0	0.0
248	Highland Oaks	Foothill Rd	0.0	0.0	0.0	0.0

# Exhibit C: Location of sites covered by the Hacienda TOD Standards and Design Guidelines



## Legend

- 1 Site#1: W.P. Carey, 8.4 acres
- 2 Site#2: BRE, 8.2 acres
- 3 Site#3: Roche Molecular Systems, 12.4 acres
- Hacienda Business Park Boundary

## City of Pleasanton

### Joint Workshop of the City Council, Planning Commission and the Hacienda Transit Oriented Development Plan Task Force

#### December 16, 2010 Minutes Concerning Options for the Hacienda Transit Oriented Non-Core Development Standards and Design Guidelines

Community Development Director Brian Dolan said this matter will be coming to the City Council in January and February with an adoption requirement date of March 1, 2011, and the update will allow for public comment, response and direction in moving forward in preparation for the hearings.

The Task Force began in March with a completion target deadline of 12 months; however, the timeline was affected by the settlement agreement. They held 14 productive meetings, received diverse input, and there are some areas where there is agreement as well as areas requiring more discussion.

The group spent time first reviewing the existing regulatory framework in the General Plan and the Hacienda PUD and understanding existing development in Hacienda. A retail demand study was then prepared, a review of past examples of mixed use and Transit-Oriented Development (TOD), and a discussion of key physical issues of the three key sites and their challenges. When presented with the terms of the settlement agreement in the summer, staff was somewhat constrained with the core development standards and the additional timeframe and accelerated dialogue. They invited TOD experts, including Will Fleissig who has been in the field for many years, as well as Rick Williams from Van Meter, Williams and Pollack.

During the same time, most of the task force attended a field trip to Pleasant Hill to see the most recent and well known example of TOD and the South Bay to see several older examples in the San Jose area. Various design concepts were then applied and refined to the various sites, concentrating on traffic and school-related impacts, and formulated standards and guidelines, as assisted by Mr. Williams and Fleissig.

Materials open for discussion tonight include a vision statement, design standards and guidelines, and graphics. While there are general areas of agreement, some are clearer than others. They hope to take the information tonight, hold another task force meeting in January, work on issues identified at this workshop, and refine the document for the formal hearing process.

Mr. Dolan emphasized that the second packet of materials includes graphics and a mechanical testing of the guidelines for the W.P. Carey site. Sample projects were created of how they could be applied to the site and what the resultant project could be.

William Kohn Fleissig, TransACT, gave the presentation first thanking members of the Task Force, staff and colleagues for their trust and work to educate and determine best practices in the Bay Area. He noted there are various TOD's which are typically expensive and go on for 2-3 years to get to an in-depth level of detail. The approach recommended to the Task Force was to give a set of choices to the property owners and a set of direction of intention to the Planning

Commission and Council so that when the property owners come forward, there would be a range of options they could pick and choose from to arrive at character connections.

He presented a plan of the existing business park with a sample TOD pedestrian and bicyclist framework and guidelines specific to the three parcels. Core settlement PUD regulations and non-core PUD regulations which identify setbacks, densities, usable open space, height, parking requirements, and permitted uses. A big issue in the City is striking a balance with high quality landscaping, open space and pedestrian qualities.

For projects up to 35 units to the acre in using the current multi-family standard, the Task Force looked for ways of people getting credit for providing both group open space and public open space. The Task Force lowered the standard to 250 square feet per unit for projects that provided some sort of public plaza on Gibraltar Drive which would count toward providing the private open space.

For those more dense projects, the per-unit amount of open space would be reduced down to 200 square feet per dwelling unit. And, if specific patios or balconies were provided, this could be deducted from the group open space. The Task Force used the same formulas the City currently has in its zoning code provisions. In terms of open space issues, the most important point is that in a TOD, residents have something that works for them. Not every single unit will have its own particular open space, there would be group areas, and there is the notion of the public having access to a plaza or small park.

The next issue was parking. The Task Force found that individuals who live within ½ mile of a transit station typically do not own the same number of cars or do not use cars as is typical in a suburban setting. Some of the more recent numbers seen nationally is that usage is half of what the typical engineering manual states it will be. Therefore, the Task Force recommended a 25% reduction which is conservative for a TOD project ½ mile within transit. The Task Force is at 1.5 cars per unit and 2 spaces per unit for live/work units. Visitor parking is 1 space per every 10 units, and 3 spaces per 1,000 for non-residential retail. The Task Force also included that in the event that someone would demonstrate a further reduction is warranted, the burden would be on them to prove this.

Regarding retail and live/work, TOD and retail typically have an odd relationship and over time, as the area gets built out, there might be 20,000 to 40,000 square feet in the larger overall TOD which could support quite a bit of retail. But in starting out, this is a very dangerous assumption to hold. The Task Force recommends a minimum amount and to identify where it should be located. He thinks there are certain key corners brought up by the task force and consultants, such as at the corner of Willow and Owens on the northwestern side of parcel one, and opposite BART and next to the Iron Horse Trail on the northeast corner of parcel one. The other two corners were Hacienda at Gibraltar on either side of parcel two or parcel three. The 10,000 square feet applied across all three parcels and would be a good starting point as a minimum amount of support retail to serve as an amenity to residents.

When the BART site ultimately develops, it should feel like a village TOD. The future developer could build live/work units and first floors could be used by those with services. These would count as residential units. Over time the units could be converted into a retail space and slowly add more retail, as the market supports it.

Mayor Hosterman questioned if this could go in the other direction if retail did not take off. Mr. Fleissig said in theory, this is something to be discussed with the City Attorney; if someone built

at exactly 30 units to the acre and after a year they found retail did not work, a person may be able to convert it to something else.

Mr. Fleissig then presented an overview of conceptual streets, site planning, building types and architectural features. While the Task Force worked with staff on determining easements, the plans are conceptual and will require refinement and flexibility. The idea of creating a village main street and to support some minimal retail or future retail, having diagonal parking would make sense. He pointed out areas which would allow encroachments into the setback to help offset the fact there may be street improvements done, and in some cases, at the property line or within the property.

Planning Commissioner Pentin questioned and confirmed with Mr. Fleissig that this street model is used in other TOD developments. Mr. Fleissig added that the Task Force agreed this may provide some extra burden in terms of cost and a footnote states that the payment would be a combination to be determined with the property owner, the City, other funding sources such as MTC, and he noted the City is in a Priority Development Area (PDA) and eligible for grant funds.

Councilmember McGovern questioned if they would only have the choice of Owens Drive being made one lane each direction. Mr. Fleissig said there are two or three options identified as being essential to provide some future frontage for a more pedestrian quality. Mr. Dolan said one of the alternatives maintains the current functionality of two lanes, but no matter what is done, something will need to be done with the curb line. In response to Commissioner Pentin, he said Engineering and Fire divisions have looked at the plans and thinks it will work, but there is not a level of detail for today's meeting.

Councilmember McGovern questioned if what was being presented was voted on by the task force and questioned whether the vote was unanimous. Mr. Dolan said there have been a number of iterations on this issue. There was a request to maintain the two-lane traffic in both directions and it has been included. They did not have votes but rather tried to build consensus. Whenever a minority opinion was identified, they made sure it was reported out. They conducted survey taking and received written responses, which was shared with the task force over several meetings.

Councilmember Cook-Kallio said she and Planning Commissioner Pearce serve as task force members, and there are some items where she did not remember being presented. She discussed this with the City Manager and thought there were questions at the task force meeting and will bring up those comments later. She also said there are people in the audience who also thought public comment was going to be first and not after the presentation.

Mr. Fleissig noted that some of the sections and options could be returned after public comment. He concluded with an overview of the hierarchy of circulation of streets, parking, and pedestrian areas and said the task force was presented with the notion of residential building mix of 6 types of projects which are very familiar to developers. They have a range of densities, and the idea would be to mix at least 2 types in the larger sites. This would give a range that even now under difficult economic circumstances some very nice projects could be done at 30 units to the acre. With the market improving, some different parking scenarios would allow for some higher density. They wanted to show this range and said not all buildings would be built in 2011 and 2012.

He presented examples of a tuck under garage where residents would walk up to get to their unit, a section of live/work that could be either one story or two stories with some narrow and

wider units, briefly described and presented samples of architectural qualities, and emphasized that what is being shown are not development proposals but rather tests of the guidelines. He presented a sample podium project which is more expensive to build, but are more of a garden style apartment. Lastly, he showed upper ranges of densities and presented a wrap product with garages, with less land used for parking.

### **Public Comment**

Carl Farrington, Social Justice Committee of the Catholic Community of Pleasanton, expressed support for affordable housing and reducing dependence upon automobiles, creation of a neighborly and welcoming social environment with provisions for ample green spaces, attractive landscaping, and pedestrian and bicycle thoroughfares. He asked that the projects bring as much stability, peacefulness, community pride, and active civic and cultural life as possible.

Becky Dennis, Pleasanton Citizens for a Caring Community, spoke of the great experience in being part of the task force process, thinks there are many good possibilities, and asked for clarification of the core settlement hearings in terms of housing affordability. She said unless people come with Section 8 vouchers they are not going to be accepted if they earn much less than 50% of the median income. Their preference is to have non-profit developers involved in providing at least some of the very low income housing. She also supported the design guidelines, having development spread over the three parcels, and invited people to a tour on January 29, 2011 to visit sites on the Peninsula.

Wayne Corcoran, Electrical Union Local No. 595, cited the poor economy and unemployment, and asked to see that jobs be given to local skilled craftsmen.

Cory Moore, Sheet Metal Workers International Association Local Union No. 104, echoed comments of the previous speaker that jobs be given to local workers.

Scott Bohner, expressed support for the hiring of local workers.

Peter Cohen, East Bay Housing Organizations, said they are an advocacy member organization for affordable housing development, felt the disperse retail nodes is critical to support residents in the fairly close geography, it makes the properties highly competitive for tax credit financing which is another way to subsidize costs by developers, and he supported the mix and match of building type policies. He questioned the opportunity for joint development to have some pieces built by an affordable housing partner in order to focus on certain household types, or whether the proposal will include inclusionary housing which can be dispersed throughout the project, or both types.

Delores Bengston, Citizens for a Caring Community, thinks the focus of retail was to serve BART customers and not necessarily the residents. She asked the Council to carefully examine prioritizing retail on the corner of Hacienda and Gibraltar higher than it is now prioritized, and that retail be convenient and safe for residents.

Mayor Hosterman closed the public comment period and asked task force members to provide comments on the proposal.

Task Force Member John McPartland, BART Director, District 5, said his concern regarding BART's ability to actively participate in this is to ensure there is balance of retail and residential



for Owens Drive development on both sides of the street, and re-emphasize the need to maintain parking during construction.

Task Force Member Valerie Arkin, Pleasanton Unified School District Board of Trustees, agreed with the priority for retail at Hacienda and Gibraltar, expressed concerns for the schools and said District staff has prepared a report on the significant impacts with this development. She asked to continue discussions on impacts, cited the walk ability of the project as being a high priority, and pointed out that there is no nearby school.

Task Force Member Joel Wicks, Springhouse Apartments, said he liked being able to develop options which identified opportunities for both retail and residential, but questioned the there being consensus from task force members on the density and location of retail.

Task Force Member Bob Plemmons, Verona Owners Association, said staff did an outstanding job of providing information and documentation, and noted there was opportunity to provide input. He expressed concerns about the narrowing on Owens, said there is an excellent location for taxicabs that service BART, and asked that consideration be given as to where they will be relocated.

Task Force Member-at-large George Hagarty, echoed comments regarding staff support, and questioned the importance of consensus. He would argue that the group is creating a framework to allow a TOD to develop over time and he believed vision was needed to allow it to evolve and create the desired character.

Task Force Member-at-large John Carroll, said he was hoping more details could have been accomplished and agreed upon. He feels the combination of having some retail on Owens and some on Gibraltar would be appropriate. He suggested further study of Owens by traffic engineers. If a trail is to be located mid-block when coming to the west on Owens, he suggested one lane do a loop back or having it turn into the BART parking lot as it narrows. He asked to make it convenient for people to get in and out of BART rather than making people park. He suggested saving money by not having to build too many barriers and medians, provide the best livable community at this location, and hoped to iron out more details.

Task Force Member-at-large Ann Welsch, cited the concept's evolution with the help of consultants. As parcels were reviewed, the vision for the entire area developed. In terms of dislikes, the scale of Owens has concerned her. There are nice designs that show how Owens could be built, but she sees nothing in the design guidelines that strongly encouraged this. The minimum height along Owens is two stories but there is a minimum roadway, and she is concerned that a positive community space may not be able to be developed without some height along either side of Owens Drive.

Task Force Member Steve Bursley, Valencia Homeowners Association, said they are a residential neighborhood closest to the development and he expressed concerns regarding impacts to services and schools, and the influence and focus of retail on the project, which he felt has framed the discussion from the beginning.

Task Force Member James Paxson, Hacienda Business Park, concurred with many comments, said there is a great potential for the development being a valuable amenity, and the process has been very sensitive to integrating a new type of form for the park into what is there already. He likes the flexibility built into the guidelines, likes the comment made about having an overall

sense of vision for the entire area which has evolved, thinks good concepts have been laid down which can be used as the park matures.

Karla Brown, speaking for Task Force Member-at-large Anne Fox, said her concern is the amount of open space. She did not think a ½ acre park was acceptable given the number of units, voiced concerns about key traffic flow on Owens Drive and the boxy nature of the plan, and asked that they be softened with meandering trails.

Task Force Member John Steinbuch, W.D. Carey, agrees with comments regarding the retail conversation. They were given core guidelines and the main issue was high density residential. They spent a lot more time talking about retail than design of residential buildings. BRE Properties will invest \$150 million in the community on two parcels which is a big risk. The project needs to be feasible, provide a return on investment and also a product that the City is proud of and is successful, along with retail leased to viable, long-term tenants.

Mayor Hosterman noted that part of the settlement order was that the City could not set conditions that would preclude a development project.

Task Force Member Zaka Ashraf, Archstone Apartments, said he has lived in Pleasanton without a car for 8 years up until about 5 months ago, his focus has been to ensure livable development for different types of families. His main focus has been ensuring the plan has biking, public open space for kids to play, transportation connections, buses, and park places. He agrees there was a focus on retail, but the truncation of timelines affected the number of questions they could have delved into. He cares about the green aspect of the development, the Iron Horse Trail, and the need to be educated on the financial viability of the project.

Task Force Member Don Reber, BRE Properties, said they have owned Parcel 2 since 2007 and recently came into contract to purchase Parcel 1. He said they want to arrive at a financial feasible project and one that meets the settlement agreement at 30 units to the acre requirement. In looking at today's guidelines, some items need work that would help meet the density and economics of the project, stating the product modeled is a little more dense and vertical than they had in mind. Because of market dynamics, there are only two building types that could be economically viable; the three-story garden product with a four story wood podium to get up to 30 units to the acre. These are a little more horizontal than vertical and take up space, and it starts becoming a problem to hit the 30 units to the acre along setbacks and the street.

The other issue is the live/work units. Each unit takes up two residential units and this works against providing density, as well. He also suggested being careful with live/work products, and often spaces are found with blinds drawn year round 24/7 because it is live/live and people want privacy.

Another issue relates to retail. They have been vocal about it being a very high risk proposition. Most mixed use projects are in far better locations and they are very difficult to make work, hold tenants, and from becoming vacant space most of the time. However, they are willing to give it a try. They will provide the bulk of retail at the corner of Owens and Willow on their site and will need to park it conveniently and angled. The problem with the frontage on Owens is that there is an acceleration lane there now which tapers in and out, and this is an important piece of real estate. To get lower density buildings, all diagrams show a continuous line of diagonal parking against Owens, which eats up into 20 feet of space they really need. He noted that BRE has done their own site plan and financial modeling and can share this information with the City.

Mayor Hosterman questioned the dilemma with building out to the stated densities, and Mr. Reber said there are four different product types in the package which he briefly reviewed. They need to go to the lower density building units to make this financial viable from the beginning, given setbacks, a portion of diagonal parking that tapers out with the acceleration lane on Owens, and live/work units. They also have a major concern with putting retail on Parcel 2 because it will eat into the amount of density and does not have the synergy being located across from BART.

Mayor Hosterman invited comments and questions from Planning Commissioners and Council Members.

Planning Commissioner Pentin said he is interested in circulation, transit, and understands the discussion about retail which is just as important as residential density. He is also interested in circulation of the bike paths, pedestrian use, likes seeing streets slowed down and thanked the applicant team and staff for their hard work.

Planning Commissioner Narum said she is very happy with documents, likes a lot of the flexibility, acknowledged that the project will not all be built in 2011, and some things that are not economically viable now might be later. Her largest concern is that she would really like to see a half- to one-acre public park somewhere in one of the parcels. She is also a member of the Housing Element Task Force. There are a number of properties in this general area that could be subject to rezoning for high density housing. She thinks the City should try to develop a public park and she would like to see the property owners have a discussion with staff on if there was some way to get a park with flexibility on some non-core PUD standards or discussion about in-lieu park fees. Otherwise, she thinks the exercise was great, appreciates the visioning and new concepts.

Planning Commission Chair Olson said he was delighted to see the package and acknowledged the amount of work done in a relatively short period of time. He voiced a concern with schools and noted he has had limited exposure with TOD in other areas through reading, but thinks solving the school issue will be a key item. He knows historically the town has not had busing but it may be that limited busing be considered with respect to this area to help solve the school problem.

His second concern is the issue of affordable housing. The City is under pressure to provide an answer and the specifics of affordable housing having not been addressed, and at some point they will need to be. He asked the task force to develop at least a list of financing alternatives available to us. Someone made the point that Pleasanton is a PDA which will hopefully provide funding that could be used to finance affordable housing.

Planning Commissioner Blank acknowledged the 14 meetings of the task force since March which is impressive. He agrees with the need for flexibility but asked for clear flexibility. He also agrees this is a framework as opposed to an actual PUD development and a vision, and outlined the following items as comments: He assumes condo conversions would not be permitted in these areas. Looking at the list of neighborhood uses, he saw some odd things such as "stamp and coin stores" and also "hobby shops". One is specific and one is general, and he encouraged they be made one way or another. He is very concerned with affordable housing. Typically, the denser the environment, the more affordable the housing. It also might allow for the open space. He agrees the open space in this environment seems light. If there is a proposal for tucked up under garages, he wants to ensure handicapped spaces are included. He was not sure he supported trading off balconies with open space, but to a great extent the

market will drive this and this detail will need to be determined. He is concerned about the location of the retail of Lot 2 and 3, which does not make sense to him. It is not clear whether it is drive up retail or people outside or whether it is retail for people within the TOD. He agrees with the comment about live/work units and encouraged the task force to do detailed research. If allowed, a subset of live/work or a special category might be taken because some work better than others. Because the City is a Priority Development Area (PDA), he questioned if there were grant funds to do something for undergrounding a portion of Owens and encouraged the task force to look at all options. He also agrees with Chair Olson--the City may want to consider engineering special transit facilities for the school district because in this particular area, there will be a lot of young kids going to elementary school. Overall, he thanked the team for doing a fantastic job.

Planning Commissioner Jennifer Pearce requested a description from Mr. Reber on the narrowing of Owens.

Don Reber, BRE, said their primary concern is the parking configuration along that frontage to make sure it does not go all the way down and eat up space to get the density. Beyond that, he feels it is more of a community issue and they are willing to live with the ultimate outcome. Some of it would be way beyond the scope of their project from a financial standpoint.

Commissioner Pearce thanked Will Fleissig for his work and input and wished he had come into process earlier on. She echoed the need for flexibility and would love to see a park. She thinks it is critical to narrow Owens as it speaks to this project as a walk able TOD, but questioned whether it is financial feasible to do so. She is hearing the developers and the task force coming closer together than previously, which is good, and said her final concern is affordable housing. It is not only a legal but also a moral requirement of the community to provide it and do it in the best way possible.

Planning Commissioner O'Connor said he has the same concerns around affordable housing and schools. Part of the school issue is a parking issue; at 1.5 spaces per unit coupled only with 1 visitor parking space for every 10 units. He discussed Dublin's study and what they felt was needed. In the last 2-3 years, there were many complaints from residents that they could not find parking, but he was not sure if their mix is different. Similarly, in listening to some of the lawsuit issues, if more affordable housing is provided all of the workers could live here and would not have to be traveling back and forth. But, the reality is, if the community provides that many more jobs today than we have housing, we should all be working in Pleasanton which is not the case. Only 25% of residents work within the City and he is concerned about parking, especially if there are no schools nearby and there is no transportation to schools.

He also thinks a lot more emphasis was placed on retail. He thought the group was looking for affordable housing and doing a TOD development with people closer to home and out of their cars. He suggested retail should be the type residents would need on a daily basis, i.e., a small store or dry cleaning. He also thinks retail in the City is and has been suffering and does not know how much more could be supported. He envisioned there would be ground-floor retail to support those buildings and not putting it all into one area or "beefing up" Owens Drive to make this a second main street that might attract people from other parts of the City, which he thinks would be a bad idea. He also looked at the list of retail uses and asked that it be more tailored.

Councilmember Sullivan said he was also on the task force and its goal was to get a lot of community participation and get community acceptance. He thanked the members for their work and Will Fleissig who added a lot to the process, as well as staff. As far as consensus, he thinks

this meeting was nothing compared to some of their meetings and there are still issues. He thinks there is lack of consensus on some fundamental issues which should be addressed. He hoped that there is a way to move forward to the Planning Commission and City Council hearing process and still engage the Task Force in parallel.

Councilmember Sullivan said the vision statement is very good and important; however, it focuses on this as a residential development, which is an area of disagreement. The idea of these properties being a mixed use transit-oriented development inherently means there is retail, services, and walk ability. The vision statement needs to more strongly reflect language about "complete, integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily lives of residents".

Regarding retail, the task force focused a lot on it because it is a new idea, but many are at opposite ends of the spectrum. The retail study done analyzed and indicated that 45,000 square feet of retail can be supported. He did not want retail stealing from other businesses in town but more for residents here, the office, and BART passengers. He is concerned that the minimum of 10,000 square feet is too low. If it gets too low, it will not be viable.

Regarding live/work units, he supports the idea as a way to ramp up to additional retail and not preclude the City from using space that cannot be used for retail later. If residential is built all the way out to Owens, they will lose the opportunity for retail forever. He thinks a good compromise is to build the retail proposed with live/work units that can be converted.

Councilmember Sullivan said he supports the reduced parking and depending on what is built, there is plenty of documentation and evidence to support it. He supports narrowing Owens with the focus on retail at Owens. To make retail viable, they need the proximity to BART, as he would use it daily on his way home. By narrowing it, it provides a hometown kind of feel and it allows one to walk between stores and across the street without having to try to cross Owens. Putting retail on the existing Owens will not work, and it will fail without parking. On the non-core standards on page 13, it states "site area per dwelling unit", there is a minimum of 30 units per acre and a maximum of 55 units per acre. He thinks 55 units per acre as too dense. He thinks there needs to be an average per site to allow a range of densities that does not exceed that average.

He was glad to see the PUD and CEQA language incorporated into the guidelines, has been supportive of the dispersed or inclusionary concept for the affordable units, but he is also interested in some of the comments Becky Dennis raised regarding services to affordable housing units. He would like to learn a little bit more about what she is proposing and keep this open for discussion. He is also interested in the idea of requiring local jobs and stimulating local business with the project and incorporating them into the standards.

Regarding BART, he said the City needs to get some stronger signals from BART as to what they want to do with the property and when, especially if retail on Owens is being discussed. He asked BART representatives to firm up some of their plans and ideas.

Regarding flexibility and feasibility, the property owners have been consistent about what is feasible and asking for the maximum flexibility. His problem with this is that if we provide this, what the City has done over the last year will have been a waste of time. He wants the area to look like the guidelines, and while there needs to be flexibility, there has to be enough teeth to end up with standards of the guidelines and not "vanilla apartments" which will not be walk able, that people will drive to and from, and will not provide the type of community envisioned.

He would like to look at the pro forma on the feasibility analysis from Mr. Reber and he thinks an independent review should also be obtained because he does not think the City should simply take the developer's word on it, and the City should validate that independently.

Finally, Councilmember Sullivan said while the City is in a hurry, the City is also presenting what it is doing to the larger community, and more time should be taken in workshops with visuals and explaining to the community.

Councilmember Thorne said he would like to talk about the prescriptiveness of the guidelines because he is very concerned about getting to the end of the process and having a set of standards and guidelines that will not allow anything to be built. He noted that the East Bay Regional Park District has funding for the Iron Horse Trail and suggested taking this into consideration.

Regarding live/work units, units take up more parking spaces than a normal unit. They also take up more density and it may be that the City ends up with something it does not want if they look like residences.

Regarding retail, he thinks the City should be cautious in having the right amount of retail, that it be vital and occupied. Regarding Owens Drive, he thinks the City should listen to the developer on their need for setbacks and density requirements. He does not have a problem with narrowing of the street. He would like to hear from traffic engineers about backups on Owens Drive if this is done, and he agrees with speakers about putting barriers in the street and to ensure there is the right look as being able to navigate the street with fire trucks. He voiced concern with the school issue. At the last liaison meeting with the school board, they talked a little bit about the issue. It turns out that elementary schools servicing the area are already the most crowded in the City. They will work on this diligently with the liaison group and task force. As far as busing is concerned, Wheels has a school tripper service. They are cutting back on services right now due to the downturn in the economy, but there could be discussion about increasing school tripper service to the Hacienda Business Park to service student's needs.

Lastly, regarding affordability, he suggested reviewing the possibility to involve one of the non-profit developers because the City must meet its affordability requirements.

Mayor Hosterman said when she and Councilmember McGovern went through the settlement negotiations, they received a pro forma from the developers and from BRIDGE Housing Corporation and she was not sure this has been shared with the task force or not.

Councilmember McGovern said they had BRIDGE looking at doing different levels of affordability. They saw that at that point it was not a viable idea due to the fact that there was no funding for units at \$200,000 each. She said the whole idea with inclusionary housing is that it has been used in Pleasanton and for families. She thinks it is no one's business if family's units are affordable or not, that the inclusionary zoning helps protect this, and more discussion is needed on this.

She said the City first must be a livable community, a community where people need to live, and it should be an integral part of the community. The vision statement is important and there needs to be specific guidelines in it when talking about open space play areas, trail connections, pedestrian amenities, pool areas, fitness centers, community rooms, access to all modes of transportation, public plazas, water features, greens and trees, and she is looking for these things to be included. Secondly, there must be buy-in from the community on this.

Councilmember McGovern questioned whether the square footage for the mixed use TOD was removed from their already-approved square footage done originally when the footprint of the business park was written up. Mr. Dolan said he thinks the General Plan allows this to be added, but it is reasonable to discuss this if one is replacing the potential for commercial with residential, as it is not a complete additive. One alternative the City should look at is, not necessarily on a square foot by square foot basis, but on a traffic basis. If residential is proposed, it generates a certain amount of traffic. When compared, the net difference might be able to be transferred, but not that the residential would be on top of the total square footage, and he thinks it is appropriate to consider there would be some reduction in development potential.

City Manager Fialho said the business park is governed by a development agreement. Each of the sites has a certain capacity that has been designated. If the City ultimately approves a PUD project on one of the sites for residential, you are basically replacing the commercial with residential. From his perspective, it is a trade-off. Notwithstanding Mr. Dolan's comments, the Council and Planning Commission has some flexibility to transfer things around, but from staff's perspective, once a project is approved, you have replaced the opportunity for commercial on that particular site.

Councilmember McGovern agreed this is her impression. It was worked out in the beginning of Hacienda Business Park when the infrastructure was built. Traffic impacts actually change over time and she did not think today's traffic might be the traffic in the future. She also stated it is not clear whether guidelines are for the three parcels or whether someone will take those guidelines and interpret them for any kind of rezoning that might be done with a Housing Element. She said the Council has always said the task force was to look at the three parcels and those guidelines were for those parcels.

Mr. Fialho confirmed they were just for the three sites, and Councilmember McGovern then confirmed that any rezoning in Hacienda is a building block that could be used or transferred to other sites as the City considers additional development in the park.

She questioned why there is a need to reduce Owens Drive down so much. The report speaks of 45,000 to 65,000 square feet of retail and now there is talk about 5,000 square feet on that property, which is drastically different. She also questioned the need for diagonal parking if there is such a small amount of retail and asked that the task force think about this because of the significant reduction.

Regarding traffic impacts, circulation has not been resolved and there are large differences in the number of units per acre. Mr. Dolan said a more detailed report will be included with the package for approval in the CEQA considerations. Staff did a preliminary traffic impact analysis and was very conservative in terms of the number assumed. They assumed more units than they get, a large number of retail, and also they did not lease out the office. When they refine it down to more detail, they will obtain a similar conclusion.

Councilmember McGovern asked to ensure the traffic impacts are clearly understood and make sense to the community. She said she was having trouble with the flexibility issue from the standpoint that there are so many issues on the table and some guidelines are higher priorities than others. She suggested the task force look at these, as well. School issues are also extremely important, given the number of apartments and families with children. She referred to the bike lane pictures on page 17 which shows a bike lane behind parked cars which is dangerous.

Regarding the Iron Horse Trail, she has been approached by nearby Valencia residents who are concerned about EBRPD's changes to the park. Currently, it is a walk able area, good for tots, but they see a high speed bike trail which removes that amenity. She would like to continue working with staff on the project, wants a livable, safe place to raise a family, connection to open space throughout the park, adequate room for families and children to play, minimized noise from freeways, and thinks the City needs to work with the developer on adequate open space and a park.

Vice Mayor Cook-Kallio said she was also a member of the task force. It is nice to hear people talk about validating the work done, as it was sometimes difficult given the amount of time. She thanked all participants, supports the need for community buy-in, and voiced frustration in the fact that those on the Council were privy to information the task force did not have, and they could not make decisions until more was known about the settlement. She thinks it shortened the timeline to deal with issues. She thinks it is also important that everyone understands the difference between the core and non-core standards. She is appreciative of the fact that Don Reber offered sharing of the pro forma and said that understanding what is and is not feasible will make this a different document. She added the following concerns: Schools are an issue in terms of getting students back and forth to elementary school; for the project to be livable and have buy-in, the on-going conversations after the task force has ended will be important. She referred to page 3 of 4 of the staff report and it talks about the discussion where a tentative agreement was made. Things relating to open space, retail and density still need to be vetted more thoroughly, as they are significant items for consensus. Particularly the section on retail, the last line states, "...and whether or not the retail can be located both on Owens and on Gibraltar Drive and still remain a critical mass as the new residential sites are being developed." Then, in the draft report's section on page 14, the second bullet states, "50% of Gibraltar Drive's building frontage is required to provide live/work or retail space on the ground floor." She did not remember the task force coming to consensus on this part. What she does not want to happen in this particular situation, because the City is under court order to get this workable, is to have somebody come up and say the community thought this was true, and then it is overruled. She did not feel the Task Force came to consensus on this, and she asked that the language be softened or somehow be made consistent with the core standards and the vision statement. Page 6 and 7 of the vision statement mentions it has to be consistent with the settlement agreement with Urban Habitat. She suggested a need for something reflected that shows it is consistent, as saying "shall" and "be required" are not flexible words. She also would love to see an opportunity to give local workers jobs in a local project.

Mayor Hosterman said she thinks all important issues have been covered. She appreciates George Hagarty's comments, said she is a big picture person, thinks there is more than a good working framework towards a viable project that can be good for the community, and asked if there were any remaining comments or questions from task force members.

Don Reber said he noticed in the exhibit handed out yesterday with the different product types there is an example of stand-alone retail. It used the remainder of the site for the density calculation, so you get 200 units and still meet the 30 units to the acre on parcel one. He thought the settlement agreement took into account all of the acreage and applied 30 units to the acre to it and came out with a specific number. He asked for clarity from staff on this.

Mr. Dolan said staff very specifically negotiated not having to hold to the acreages; however, the hard and fast number of 130 total affordable units was calculated on doing the 29 acres at 30 units per acre. If the parcel size dipped by a little bit or a lot, the obligation is still to do 30 units per acre. The only place it comes back is that there needs to be 130 affordable units.



Zaka Ashraf said he assumes that the Pleasanton School District is looking at a school site possibility. Given all of the comments it is clear to him that the task force should meet again and discuss these, but he said he was unclear as to how to do this to do the process justice.

Mayor Hosterman asked for feedback and options that could be crafted for consideration by the task force for their last meeting. Mr. Dolan said staff received a lot of input, most of which staff is familiar with but also some new, interesting issues. Some can be resolved easily as simple fixes to the document, but he thinks staff needs to go back and determine an achievable package, receive more input from the task force, and bring them an agenda they can handle in the timeframe. Realistically, there is one meeting scheduled and to go beyond that, there is very little time.

Mayor Hosterman suggested taking the retail question and setting it aside since it was discussed at length and focus on other issues. She confirmed there were no other comments from task force members. She thanked everyone for their participation, recognized some differences of opinion, but thinks they are close to having a good project for the community.

The workshop adjourned at 9:15 p.m.



1.17.2011

## Memorandum

To: Janice Stern, AICP  
Planning Manager  
City of Pleasanton

Re: Hacienda TOD Standards and Design Guidelines Relative to LEED ND

This Memorandum summarizes how the proposed Hacienda TOD Standards and Design Guidelines corresponds to the LEED ND (LEED for Neighborhood Development rating system) criteria. The standards and design guidelines are generally consistent with the LEED ND goals and objectives, while being somewhat more flexible on a few issues which have been discussed by the committee. There is nothing in the standards and guidelines, which would preclude you from achieving a LEED ND rating, and following the spirit of the standards and guidelines would assist the developer in achieving a LEED ND rating.

Critical to achieving the LEED ND rating are the prerequisites. Among these prerequisites, the Hacienda TOD Standards and Design Guidelines cover:

SLL Prerequisite 1: Smart Location  
NPD Prerequisite 1: Walkable Streets  
NPD Prerequisite 2: Compact Development  
NPD Prerequisite 3: Connected and Open Community

In our review of the LEED ND criteria, the design guideline which recommends a through street with public access would need to be met to achieve Prerequisite #3: Connected and Open Community; specifically, at least one through street and intersection at a maximum 800' interval(s) would need to be provided. As only 20% of the through connections could be non-vehicular, the first through connection would have to be a street. Thus the development would need to meet the design guideline recommending a through street, with sidewalks on both sides of the street to achieve this prerequisite.

There are other site planning and location criteria, which are not part of the standards and design guidelines, including criteria regarding imperiled species, wetlands, agricultural land conservation and floodplain avoidance which we have not addressed and may not directly apply. These are typically addressed in other state and City regulations.

Other LEED ND prerequisites include:

GIB Prerequisite 1: Certified Green Building

This requires one of the buildings to be a LEED certified building or a certification for a building under a similar rating system, which is certified by a third party.

Other prerequisites not addressed in the TOD standards and guidelines include: Green Infrastructure and Building Criteria requirements; minimum energy and water efficiency, and construction pollution prevention criteria. Some of these are addressed in other City standards and Ordinances.

In summary, the TOD Standards and Design Guidelines address the design issues relative to LEED ND requirements and if the spirit of the specific of the standard and design guidelines are met then they would enhance the ability for the project to achieve a LEED ND rating. However there are LEED ND criteria which are not addressed in the Standards and Design Guidelines and are not generally appropriate for this document. Thus meeting the requirements of this document go a long way to achieving, but, do not guarantee a LEED ND rating.

If you have any further questions please feel contact me directly,

A handwritten signature in black ink, appearing to read 'Rick Williams', with a long horizontal flourish extending to the right.

Rick Williams  
Architect