

<u>Key: 1 = Yes; 0 = No</u>									
<i>Site</i>									
<b><u>I. Criteria for Initial Round of Evaluation</u></b>									
<b>1. Infill</b>									
a. Site is an infill site									
b. Site is not anticipated to require off-site sewer/water infrastructure improvements									
<b>2. Proximity to Modes of Transportation</b>									
a. Site is within ½ mile of BART									
b. Site is within ¾ mile of BART									
c. Site is within 1/3 mile of transit stop with 15 minute headway to BART									
d. Site is within 1/3 mile of transit stop with 30 minute headway									
e. Site is adjacent to bike route									
f. Site is within ½ mile of freeway on ramp									
<b>3. Proximity to Services and Amenities</b>									
a. Site is within ½ mile of an existing or approved grocery store									
b. Site is within ½ mile of an existing elementary school									
c. Site is within ½ mile of an existing middle school									
d. Site is within ½ mile of an existing or planned park/open space									
<b>4. Impact on Future Residents</b>									
a. Site is not anticipated to have odor impacts									
b. The project is anticipated to meet noise standards with no or with reasonable mitigation measures (if adjacent to or across the street from freeway or rail line = 0)									
c. The site is not within BAAQMD's air quality screening distance for new sensitive receptors									
d. The site is within the standard response time for emergency services									
e. The site is outside geological and fire hazard areas									
<i>Site is not within Alquist Priolo zone or fault zone</i>									
<i>Site is not within earthquake induced landslide zone</i>									
<i>Site is not within Special Fire Protection Area</i>									
f. The site is outside a 300-foot radius of an existing wireless facility									
g. The site will be at least 150 feet from overhead portions of the 230 kV line and at least 37.5 feet from underground portions of the 230 kV line									
<b>5. Height and Mass Compatibility</b>									
a. Will the project (assuming 3 stories) be no more than one story higher than all adjacent residential development or all residential development across a residential collector or local street									
b. Will the FAR of the proposed project (assuming an FAR of 80%) be less than twice of the allowable FAR for development on all adjacent sites (not including parks) and sites across a residential collector or local street									
c. Site is not adjacent to or across (a residential collector or local street) from an existing single-family detached residential home(s)									

**Site Evaluation**  
**Ranking Criteria**  
**6/3/11**

<b>6. Impact Trees, Species, Historic Resources</b>					
a. The site will not likely require a significant tree mitigation/ consideration					
b. The site will not likely require an environmental analysis related loss of suitable habitat for or the taking of sensitive species					
c. The site will not likely require an analysis related to impacts on historic resources					
<b>7. Potential Inconsistency with General Plan Themes</b>					
a. Development of the site (assuming 3-4 stories) will not likely be inconsistent with the overarching goals/themes stated in the Introduction section of Pleasanton's General Plan: preserving and enhancing Pleasanton's character <sup>1</sup> and quality of life, and encouraging sustainable <sup>2</sup> development (if potentially inconsistent score = 0)					
<b>8. Site Size</b>					
a. The site is 5 acres or more in size allowing for design flexibility					
b. The site is 1 acre or more in size allowing for more State/Federal financing opportunities					
<b>9. Interest in Site</b>					
a. Property owner/developer has expressed interest in the site for high density residential development					
<b>10. Economic Interest</b>					
a. Site is not adjacent to a freeway					
<b><u>II. Criteria for Later Round of Evaluation</u></b>					
1. The project will create no significant environmental impacts or will create no significant environmental impacts which cannot be mitigated with reasonable mitigation measures					
2. Will development of the site with housing be accepted by the surrounding community					
3. Rezoning of the site will not have a significant fiscal impact on City					
4. Project will not significantly contribute to an overconcentration of existing and potential high density housing into a few areas of Pleasanton					
<b>Total "Yes" Responses</b>					

**4th Cycle Housing Sites Selection  
(Criteria No. 7)  
General Plan Policies**

**Footnote 1. General Plan Community Character Policies**

- a. Policy 8 of the Land Use Element: "*Preserve and enhance the character of existing residential neighborhoods,*" and goes on further to state, "*Program 8.2: Use the City's development review procedures to minimize intrusions into existing neighborhoods.*"
- b. Program 8.2 of the Open Space and Conservation Element: "*Retain the scenic attributes of existing (I-680) and proposed scenic highways (I-580 and State Route 84) including views of woodlands, hills, ridges, valleys, and grazing lands.*"
- c. Policy 3 of the Community Character Element: "*Maintain the scale and character of the historic Downtown and surrounding residential areas,*" and goes on further to state, "*Require the height, mass, setbacks, and architectural style of new buildings to reflect the unique character and pedestrian scale of the Downtown, as exemplified in the Downtown Design Guidelines*" (which states new buildings shall generally be 1 to 2 stories high ...3 story buildings may be allowed on a case-by-case basis subject to special design criteria).
- d. Policy 17 of the Community Character Element: "*Maintain, enhance, and protect the quality, character, and distinctiveness of residential neighborhoods.*"
- e. Policy 19 of the Community Character Element: "*Require that design of new residential development in hillside areas complement the natural appearance of the open space.*"
- f. Policy 20 of the Community Character Element: "*Preserve scenic hillside and ridge views, and other natural features in the hills.*"

**Footnote 2. General Plan policies related to Development/Sustainability:**

- a. Policy 1 of the Public Safety Element: "*Restrict development in areas prone to seismic safety hazards,*" then goes on further to establish minimum setbacks of 50 or 100 feet from a fault line or fault trace in Programs 1.2 and 1.3."
- b. Program 20.3 of the Public Safety Element: "*Prohibit residential uses within the Livermore Municipal Airport Protection Area.*"
- c. Goal 8 of the Open Space and Conservation Element: "*Promote agricultural production in accordance with sensitive environmental management practices and to preserve agricultural uses,*" and goes on further to state, Policy 11: "*Reserve all areas designated on the General Plan Map as Agriculture and Grazing for the protection of this resource.*"
- d. Program 6.7 of the Open Space and Conservation Element: "*Continue to restrict private development in areas designated as Public Health and Safety and Wildlands Overlay to a single-family home on existing lots of record as of September 16, 1986.*"
- e. Program 8.2 of the Open Space and Conservation Element: "*Retain the scenic attributes of existing (I-680) and proposed scenic highways (I-580 and State Route 84) including views of woodlands, hills, ridges, valleys, and grazing lands.*"