# Appendix

- A. Notice of Preparation
- B. Responses to NOP and Public Scoping Letters
- C. Air Quality
- D. Transportation Analysis
- E. Water Supply Assessment



# Appendix A Notice of Preparation



# **Appendix C**

# **Notice of Completion**

State of California Office of Planning and Research 1400 Tenth Street Sacramento, CA 95814

City of Pleasanton Housing Element	
Project Title	
Citywide	

Project Location - Specific

Pleasanton Project Location - City Alameda County Project Location – County

Description of Nature, Purpose, and Beneficiaries of Project

The project consists of an update to the City's General Plan Housing Element to meet the City's share of identified housing needs for all economic segments of the community as identified in the Regional Housing Needs Allocation (RHNA). The primary revision to the Housing Element is expansion of the inventory of land available for the production of housing to accommodate 3,277 new housing units within the City of Pleasanton through 2014. Some of the sites currently under consideration to accommodate the housing allocation may require General Plan Amendments or rezoning to allow for multi-family housing.

City of Pleasanton	Planning Department	
Lead Agency	Division	
200 Old Bernal Avenue, Pleasanto	n, CA 94566-0802 (when released)	
Address Where Copy of EIR Is Available		
May 2 through May 31, 2011		
Review Period		
Janice Stern, AICP	925-931-5606	
Contact Person	Area Code / Phone / Extension	

Funding (approx.) Federal \$			State \$				Total \$	
8. S Flooding/Drainage	15. 🛄 Se 16. 🔀 Se	eptic Systems ewer Capacity		23 🛛 24 🕅	Water Water	Quality r Supply		
	14. KAI Se	CNOOIS		22. 🛛	Vegeta	ation	30 🛛 🤇	Other Climate change an greenhouse gases
5. Coastal Zone	13; 🖾 Pi	ublic Services		21.	Traffi	c/Circulation	29. 🛛 🕻	Cumulative Effects
4. Archaeological/Historical	12. 🛛 No	bise		20. 🕅	Toxic	waste /Hazardous	27. 🔯 ( 28: 🕅 1-	prowth Inducing
2. X Agricultural Land	10. 🛛 Jo	bs/Housing Ba	lance	18.	Soil I	Erosion	26 🛛	Wildlife
1. Aesthetic/Visual	09 🖾 G	eologic/Seismi	c	17.	Socia	1	25. 🛛 V	Wetland/Riparian
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2. 🔲 Office:	Sq.ft. A	cres	Employees	S	08.	Dower:	Туре	Watts
<b>Development Type</b> 01. Residential:	Units A	cres			07 F	] Mining	Mineral	
04. 🔲 Master Plan	08. 🔲 R	edevelopment	11	. 🔲 Use	Permit			
13. General Plan Amendmen	t 07≞ □ C	ommunity Plan	1	Paro	el Map	, Tract Map, etc.)	14. 🔲	Other: Design Review a Planned Developmen
2. General Plan Update	05∷∐ A 06. ∐ S	nnexation pecific Plan	09 10	2. X Rezon 2. 🔲 Lanc	ne I Divisio	on (Subdivision.	12. 🔲 13. 🔲	Waste Mgmt Plan Cancel Ag Preserve
Local Action Type	~~ <b>¬</b>				e.			
	08. 🛄 NOD				12	20.000.00		
04. Draft EIR	07: 🛛 NOC				12.	EA	13=	Other
$02$ , $\square$ Early Cons 03, $\square$ Neg Dec		H No.:		)		FONSI		Final Document
CEQA 01. NOP	05. 🔲 Supplem	ent/Subsequen	t EIR	NEPA	09.	NOI OTH	IER 13.	Joint Document
Document Type				999 (Sug 200 as 24)	÷			
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					Arr	oyo Mocho, Pleasa	nton Cana	l, Arroyo del Valle,
c. Railway	s BART, ACE,	UP	d.	Waterway	s Arr	oyo las Positas. Ta	ssajara Cre	ek. Chabot Canal
6. With 2 miles: a. State Hy	wy# I-580 I-68	D. SR 84	эо. b	Airports	Liver	The Municipal A	rnort	
to. Assessor's Parcel No. Cit-	yw1de		4c.	Section	Ne	Twp	Ŕ	ange
4 County Alameda	·····		4a -	City/Com	munity	Pleasanton		
oject Location Citywide								
3c. County Alameda		3d. Zip 94	588		3e.	Phone 925-931	-5606	
3a Street Address 200 Old H	Bernal Avenue				3b.	City Pleasanton		
2. Lead Agency City of Ple	asanton				3.	Contact Person Ja	nice Stern	
1. Project Title City of Plea	santon Housing	Element						
						301	····	
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#### 15. Project Location and Description

Pleasanton is located within Alameda County and is generally bounded to the west by the Pleasanton ridgelands, to the north by Interstate 580 (I-580) and the City of Dublin, to the east by the City of Livermore and to the south by the San Francisco Water Department lands and other rangelands. Interstate 680 (I-680) bisects the western portion of the City, intersecting I-580 in its northwestern corner.

Although the City itself is 21.8 square miles in area, the Pleasanton Planning Area (Planning Area) encompasses a 75-square miles in area within which the City designates the future use of lands "bearing a relation to the city's planning." The General Plan Map designates land uses for the entire Planning Area even though some of the land is unincorporated and lies within the jurisdictional authority of Alameda County, with a small portion within the City of Hayward (the City's land use authority does not extend beyond the City's corporate boundaries). Figure 2 also illustrates Pleasanton's Sphere-of-Influence as well as its city limits. Pleasanton's Sphere-of-Influence is located within the Planning Area. It consists of a 42.2-square-mile area adopted by the Alameda County Local Agency Formation Commission (LAFCo) and represents the probable ultimate physical boundary and service area of Pleasanton. The Sphere-of-Influence contains unincorporated lands over which Alameda County has zoning control as well as lands incorporated within the city limits of Pleasanton and a small portion of Hayward.

Under State law, each city and county is required to prepare and adopt a general plan to govern the physical development and conservation of resources within the community. Included in state general plan law is the requirement that each local general plan analyze local housing needs, and provide a realistic set of programs to meet those needs. Among the needs identified in State law is the production of housing to meet the needs of all economic segments of the community, including housing for extremely low, very low, low, moderate, and above moderate income households. Unlike other elements of a community's general plan, state law requires that housing elements maintain short-term programs to identify and meet applicable hosuing needs. The current housing period for the San Francisco Bay Area is 2007 - 2014. Thus, the City of Pleasanton and other Bay Area cities and counties are required to prepare and adopt a housing element to identify and meet housing needs for that period of time.

New housing construction need for these households is determined through a Regional Housing Needs Allocation (RHNA) process. In the RHNA process, which starts with regional allocations throughout the state, the Department of Housing and Community Development (HCD) determines the amount of housing needed for all income groups in each region, based on existing housing need and expected population growth. In April 2007, the State HCD determined that, at a minimum, the nine county Bay Area needed to provide 214,500 units between 2007 and 2014 to satisfy regional demand.

Each city's share of regional housing demand is based on a plan prepared by the Association of Bay Area Governments (ABAG), the Regional Housing Needs Determination, which was adopted in June 2008. The City of Pleasanton (along with all other cities and counties in the State) must plan to accommodate its share of the housing need of persons at all income levels. Under the ABAG plan, Pleasanton must accommodate 3,277 new housing units between January 2007 and June 2014 to meet its "fair share" of the State's housing need. The allocation is equivalent to an annual need of 437 housing units for the planning period (2007-2014). Of the 3,277 new housing units required in Pleasanton's RHNA:

- 1,076 should be affordable to very low income households (those making below 50 percent of the median area income);
- 728 should be affordable to low income households (those making below 80 percent of the median area income);
- 720 should be affordable to moderate income households (those making below 120 percent of median area income); and
- 753 should be market rate units (or "above moderate income units").

The Housing Element will identify Key Housing Sites that could accommodate the required RHNA. Some of these sites may require General Plan Amendments or rezoning to allow for multi-family housing. Further, the Housing Element will provide policies and/or programs that would ensure that the City can fully accommodate its RHNA, either through existing sites that are zoned and available for housing development, or through Housing Element implementation actions that can make additional sites available for housing development to accommodate the RHNA needs by June 30, 2014.

#### 16. Signature of Lead Agency Representative

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NOTE: Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g., from a Notice of Preparation or previous draft document) please fill it in

# **Reviewing Agencies**

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	Resources	⊠	Caltrans District 4
	Boating / Waterways		Dept. of Transportation Planning
	Conservation		Aeronautics
$\boxtimes$	Fish and Game		California Highway Patrol
	Forestry	⊠	Housing and Community Development
	Colorado River Board		Statewide Health Planning
	Dept. Water Resources		Health
	Reclamation		Food and Agriculture
	Parks and Recreation		Public Utilities Commission
	Office of Historic Preservation		Public Works
$\boxtimes$	Native American Heritage Commission		Corrections
	S.F. Bay Conservation and Development Commission		General Services
	Coastal Commission		OLA
	Energy Commission		Santa Monica Mountains
	State Lands Commission		TRPA
$\boxtimes$	Air Resources Board		OPR – OLGA
	Solid Waste Management Board		OPR – Coastal
	SWRCB: Sacramento		Bureau of Land Management
$\boxtimes$	RWQCB: Region # 2		Forest Service
	Water Rights		Other
	Water Quality		Other

Date Received at SCH	Catalog Number	
Date Review Starts	Applicant	
Date to Agencies	Consultant	
Date to SCH	Contact	Phone
Clearance Date	Address	
Notes:		

To:	State Clearinghouse	
	(Agency)	
	1400 Tenth Street,	
	(Address)	
	Sacramento, CA 95814	

#### Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:	Consulting Firm (If applicable):
Agency Name City of Pleasanton	Firm Name ESA
Street Address 200 Old Bernal Avenue/PO Box 520	Street Address 225 Bush Street, Suite 1700
City/State/Zip Pleasanton, CA 94566-0802	City/State/Zip San Francisco, CA 94104
Contact Janice Stern, AICP	Contact Lesley Lowe, AICP

The City of Pleasanton will be Lead Agency and will prepare an environmental impact report for the project identified below. Please provide the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering permits or other approvals for the project.

The project description and location are contained in the attached materials. An Initial Study will not be prepared and the EIR will address all the CEQA topics.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Janice Stern, AICP at the address shown above. Please include the name of a contact person in your agency.

**Project Title:** City of Pleasanton

Project Location:	Citywide	Pleasanton	Alameda
		City (nearest)	County

#### **Project Description:**

The project consists of an update to the City's General Plan Housing Element to meet the City's share of identified housing needs for all economic segments of the community as identified in the Regional Housing Needs Allocation (RHNA). The primary revision to the Housing Element is expansion of the inventory of land available for the production of housing to accommodate 3,277 new housing units within the City of Pleasanton through 2014. Some of the sites currently under consideration to accommodate the housing allocation may require General Plan Amendments or rezoning to allow for multifamily housing.

Date

	1.6
Signature	quint
Title Planning M	ansger

Telephone	925-931-5606
email	jstern@ci.pleasanton.ca.u

# **Project Location and Site Description:**

Pleasanton is located within Alameda County and is generally bounded to the west by the Pleasanton ridgelands, to the north by Interstate 580 (I-580) and the City of Dublin, to the east by the City of Livermore and to the south by the San Francisco Water Department lands and other rangelands. Interstate 680 (I-680) bisects the western portion of the City, intersecting I-580 in its northwestern corner. Figure 1 presents the regional context of the City.

Although the City itself is 21.8 square miles in area, the Pleasanton Planning Area (Planning Area) encompasses a 75-square miles in area (see Figure 2) within which the City designates the future use of lands "bearing a relation to the city's planning." The General Plan Map designates land uses for the entire Planning Area even though some of the land is unincorporated and lies within the jurisdictional authority of Alameda County, with a small portion within the City of Hayward (the City's land use authority does not extend beyond the City's corporate boundaries). Figure 2 also illustrates Pleasanton's Sphere-of-Influence as well as its city limits. Pleasanton's Sphere-of-Influence is located within the Planning Area. It consists of a 42.2-square-mile area adopted by the Alameda County Local Agency Formation Commission (LAFCo) and represents the probable ultimate physical boundary and service area of Pleasanton. The Sphere-of-Influence contains unincorporated lands over which Alameda County has zoning control as well as lands incorporated within the city limits of Pleasanton and a small portion of Hayward.

## **Housing Element Characteristics:**

Under State law, each city and county is required to prepare and adopt a general plan to govern the physical development and conservation of resources within the community. Included in state general plan law is the requirement that each local general plan analyze local housing needs, and provide a realistic set of programs to meet those needs. Among the needs identified in State law is the production of housing to meet the needs of all economic segments of the community, including housing for extremely low, very low, low, moderate, and above moderate income households. Unlike other elements of a community's general plan, state law requires that housing elements maintain short-term programs to identify and meet applicable hosuing needs. The current housing period for the San Francisco Bay Area is 2007 – 2014. Thus, the City of Pleasanton and other Bay Area cities and counties are required to prepare and adopt a housing element to identify and meet housing needs for that period of time.

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Probable Environmental Affects to be Discussed in the EIR: Aesthetics; Agricultural and Forestry; Air Quality; Biology; Cultural Resources; Geophysical; Greenhouse Gas Emissions, Hazards; Hydrology and Water Quality; Land

Use and Planning; Noise; Mineral Resources; Population and Housing; Public Services and Utilities; Recreation and Open Space; and Transportation and Circulation.

**Public Review Period:** The required 30-day public comment period shall begin on May 2, 2011 and end at 5:00 p.m. on May 31, 2011. All comments regarding the Notice of Preparation must be received by this ending date/time.

You are encouraged to submit written comments and recommendations directed to Janice Stern, City of Pleasanton, Community Development Department, PO Box 520, Pleasanton, CA 94566-0802, telephone 925-931-5606, fax 925-931-5483, or email <u>jstern@ci.pleasanton.ca.us</u> by specifying "Housing Element EIR" in the subject line.



Figure 1 Regional Location Map







JERRY BROWN GOVERNOR

# STATE OF CALIFORNIA GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT



**Notice of Preparation** 

May 2, 2011

To: Reviewing Agencies

Re: City of Pleasanton Housing Element . SCH# 2011052002

Attached for your review and comment is the Notice of Preparation (NOP) for the City of Pleasanton Housing Element draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, <u>within 30 days of receipt of the NOP from the Lead</u> Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Janice Stern City of Pleasanton 200 Old Bernal Avenue Pleasanton, CA 94566-0802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at 0156 - 0-0515.

Sincerely,

Director, State Clearinghouse

Attachments cc: Lead Agency

MAY 05 2011

DITY OF PLEASANTON PLANNING DIVISION Dan Sapone 1527 Oxsen Street (Danbury Park) Pleasanton, CA 94566 925-846-3508

May 11, 2011

# Planning Commission Housing Element Scoping Session Input from Danbury Park

## **Environmental Impact Report Recommendations**

The Danbury Park neighborhood recommends strongly that the Environmental Impact Report (EIR) address the traffic impact of the proposal to approve 800 housing units on 3 sites in east side area. Since these sites are over 3 miles from BART, 3 miles from freeways, over a mile from schools, and nearly a mile from grocery stores, the EIR will need to assess the cross-town traffic impact during BOTH peak hours and weekends.

# In particular, the EIR should assess three things:

1. The traffic levels that would result if the proposed housing units are built on the east side before Busch is connected to El Charro with resulting freeway access, as planned for 2014, compared to the traffic that would result if the units were built after Busch was connected to El Charro.

2. City-wide air-quality impacts that would be the result of this increase in cross-town traffic compared to the air-quality impacts of building these units at other sites that are closer to transportation, schools, and shopping, which would generate much less cross-town traffic.

3. Potential traffic-safety impacts at the intersection of Santa Rita and Valley Avenue resulting from an increase in vehicle traffic coupled with additional pedestrians and school kids traveling to and from schools and the Safeway shopping center.

These are the specific issues that turned out to be pivotal in decisions relating to other development proposals in this part of Pleasanton in recent years (e.g., the Home Depot proposal) and certainly must be at the heart of these Housing Element decisions as well.

Thank you for your consideration,

1333 Broadway, Suites 220 & 300



PH: (510) 208-7400

www.AlamedaCTC.org

May 13, 2011

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funnes.

Ms. Janice Stern Planning Manager Community Development Department P.O. Box 520 Pleasanton, CA 94566-0802

RECEIV/ED

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MAY 17 2011

CITY OF PLEASANTON PLANNING DIVISION

SUBJECT: Comments on the Notice to Preparation (NOP) of a Draft Environmental Impact Report (DEIR) and Public DEIR Scoping Session for PGPA-17: City of Pleasanton, Housing Element Update.

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Dear Ms. Stern:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Pleasanton. This project consists of an update to the City's General Plan Housing Element to meet the City's share of housing needs for all economic segments of the community as identified in the Regional Housing Needs Allocation (RHNA). The primary revision to the Housing Element is an expansion of the inventory of land available for the production of housing to accommodate 3,277 new housing units within the City of Pleasanton through 2014. Some of the sites currently under consideration to accommodate the new housing allocation may require General Plan Amendments or rezoning to allow for multi-family housing. In addition to adding housing sites, the Housing Element Update will also recommend some changes and additions to the Goals, Policies and Programs related to housing.

From the information submitted in the NOP for the DEIR, it is not clear if the project will generate more than 100 p.m. peak hour trips above that which is allowable under the existing general plan. Please include information in the DEIR that shows the number of trips that would be generated with the project compared to the existing general plan.

If the project would generate more than 100 p.m. peak hour trips, the Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

• The City of Pleasanton adopted Resolution No. 92-135 on July 7, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

• The CMP was amended on March 26<sup>th</sup>, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Pleasanton and the ACCMA signed a Countywide Model Agreement on May 25, 2009. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 5). The MTS roads in the city of Pleasanton located in the project study area are; I-580, I-680, Rte. 84, Foothill Boulevard, Hopyard Road, Santa Rita Road, Sunol Boulevard, Kitty Hawk Road, Isabel Avenue, Stoneridge Drive, Las Positas Boulevard, Bernal Avenue, 1<sup>st</sup> Street, and Stanley Boulevard.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and LAVTA. Potential impacts of the project must be addressed for 2020 and 2035 conditions.
  - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).
  - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan is and Pedestrian Plan are available at <a href="http://www.actia2022.com/app\_pages/view/58">http://www.actia2022.com/app\_pages/view/58</a>
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 208-7405.

Sincerely,

hzerburg Walkas

Beth Walukas Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner File: CMP – Environmental Review Opinions – Responses - 2011

### Attachment

# Design Strategies Checklist for the Transportation Demand Management Element of the Alameda County CMP

The Transportation Demand Management Element included in the Congestion Management Program requires each jurisdiction to comply with the "" Required Program". This requirement can be satisfied in three ways: 1) adoption of "Design Strategies for encouraging alternatives to auto use through local development review" prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

# CHECKLIST

# **Bicycle Facilities**

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

# 2a.2 that provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process? Yes No

2a.3 that include safety elements such as convenient crossing at arterials? Yes No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance Design Review, such as ADA Accessibility Design Standards Standard Conditions of Approval Capital Improvement Program Specific Plan Other

### Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

**3a.** In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance Design Review Standard Conditions of Approval Capital Improvement Program Specific Plan Other

# **Park and Ride**

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

Yes No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

## Yes No

5b. How does your jurisdiction implement these strategies? Please identify.
Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other





May 26, 2011

City of Pleasanton Janice Stern Planning Manager 200 Old Bernal Avenue Pleasanton, CA 94566

# Re: Notice of Preparation of Draft Environmental Impact Report (DEIR) City of Pleasanton Housing Element Update (Project)

NAGEMENT CORPORA

Dear Ms. Stern:

We are writing in response to the NOP for the DEIR being prepared for the Housing Element Update, and more particularly with respect to the scope of the DEIR as it pertains to the Auf de Maur/Rickenbach site (16 acres at Stanley Blvd./Bernal Ave.). As described in the NOP, the Project to be analyzed in the DEIR includes the Pleasanton General Plan Housing Element Update as well as other potential General Plan Amendments and rezoning to permit multi-family housing on inventoried sites.

We have previously written to the City describing our vision for a sustainable mixed-use village at the Auf de Maur/Rickenbach site, to include multi-family housing and neighborhood-serving retail, and regarding the treatment of this site in the inventory of available housing sites currently under consideration by the City. Additional courtesy copies of our prior letters, dated April 28 and May 18, 2011 are enclosed.

Although the DEIR is being prepared in advance of actual development applications for the sites included in the inventory, we understand CEQA mandates that the DEIR include consideration of the probable future projects at these sites. To help assure the most complete and accurate description and analysis of both the Project and these future projects in the DEIR, the DEIR should describe and analyze the future use and General Plan land use and zoning designations of the Auf de Maur/Rickenbach site as "mixed use" capable of supporting residential (30 units/acre) and neighborhood-serving retail as described in our previous letters. In so doing, the DEIR can take the most conservative approach in identifying and reviewing any potential traffic or other impacts, while helping to avoid duplicative future review at the time of actual project application.

In our previous letters, we also set out the basis for our request that the potentially developable area for multi-family housing on the Auf de Maur/Rickenbach site be increased from 5.3 acres to 11.5 acres, leaving the balance of the site for neighborhood-serving retail. For the same reasons stated above with respect to the probable future use and land use/zoning designations for this site, the Project described and analyzed in the DEIR should be based upon future multi-family residential use of the 11.5 acre portion of the Auf de Maur/Rickenbach site as described in our prior letters. We would note that the Staff Report for the May 11, 2011 Planning Commission Scoping Session, at page 3, expressly anticipated that the CEQA-mandated analysis of "reasonable alternatives" to the Project in the DEIR would include increases or decreases in density on housing inventory sites. Similarly, Mr. Dolan specifically noted to the Planning

#### Appendix C

#### Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH#

Lead Agency: City of Pleasanton	Contact	Person: Janice Stem, Planning Manager
Mailing Address: P.O. Box 520	Phone:	925-931-5606
City: Pleasanton	Zip: <u>94566-0802</u> County:	Alameda
Project Location: County: Alameda	City/Nearest Community:	Jity of Pleasanton
Cross Streets: (Citywide)		Zip Code: 94566/88
Longitude/Latitude (degrees, minutes and seconds):°	_'"N/°'	W Total Acres:
Assessor's Parcel No.:	Section: Twp.:	Range: Base:
Within 2 Miles: State Hwy #: I-580/I-680/SR84	Waterways: Arroyo las Posi	tas, Tassajara Creek, Chabot Canal, Arra
Airports: Livermore Municipal Airport	Railways ACE, BART, UP	Schools: Pleasanton Unified School
 Document Type:		
CEOA: 7 NOP 7 Draft FIR		Other: 🗍 Joint Document
Early Cons Supplement/Subsequent Ell		Final Document
Neg Dec (Prior SCH No.)		S Other:
Mit Neg Dec Other:	☐ FONSI	
Local Action Type:		
General Plan Update Specific Plan	Rezone	Annexation
General Plan Amendment 🔲 Master Plan	Prezone	Redevelopment
General Plan Element 🗌 Planned Unit Developme	t 🔲 Use Permit	Coastal Permit
Community Plan Site Plan	Land Division (Sub	division, etc.) 🔽 Other:Climate Action 🔒
	an an an an a	
Residential: Units Acres		
Communication of the second se	Iransportation:	lype
Commercial:Sq.ft. Acres Employees		Mineral Nill
Industrial: Sq.n Acres Employees_		MW
Beareational:	Waste Treatment:	Type MGD
Water Eacilities: Ture MCD	Hazardous waste:	Type
water Facilities. Type MOD		
Project Issues Discussed in Document:		
Aesthetic/Visual	Recreation/Parks	Vegetation
Agricultural Land  Flood Plain/Flooding	Schools/Universities	V Water Ouality
Air Quality  Forest Land/Fire Hazard	Septic Systems	Vater Supply/Groundwater
Archeological/Historical  Geologic/Seismic	Sewer Capacity	Vetland/Riparian
Biological Resources Minerals	Soil Erosion/Compacti	on/Grading 7 Growth Inducement
Coastal Zone 7 Noise	Solid Waste	I Land Use
	ce 🔽 Toxic/Hazardous	Cumulative Effects
Drainage/Absorption Population/Housing Balar		
<ul> <li>✓ Drainage/Absorption</li> <li>✓ Population/Housing Balar</li> <li>✓ Economic/Jobs</li> <li>✓ Public Services/Facilities</li> </ul>	Traffic/Circulation	Other: Climate Change an

General Plan: multiple; Zoning: multiple

Project Description: (please use a separate page if necessary) This is a revised NOP, for a combined Housing Element Update and Climate Action Plan SEIR. A previous NOP was prepared for the Housing Element Update (SCH 2011052002) For a full description of the project, see Notice of Preparation, attached.

# **Reviewing Agencies Checklist**

Lead Agencies may recommend State Clearingho If you have already sent your document to the age	ouse distribution by marking agencies below with and "X". ency please denote that with an "S".
X Air Resources Board	Office of Emergency Services
Boating & Waterways, Department of	Office of Historic Preservation
California Highway Patrol	Office of Public School Construction
X Caltrans District #4	Parks & Recreation. Department of
Caltrans Division of Aeronautics	Pesticide Regulation, Department of
Caltrans Planning	Public Utilities Commission
Central Valley Flood Protection Board	X Regional WOCB #
Coachella Valley Mtns. Conservancy	Resources Agency
Coastal Commission	S.F. Bay Conservation & Development Comm.
Colorado River Board	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
Conservation, Department of	San Joaquin River Conservancy
Corrections, Department of	Santa Monica Mtns. Conservancy
Delta Protection Commission	State Lands Commission
Education, Department of	SWRCB: Clean Water Grants
Energy Commission	SWRCB: Water Quality
Fish & Game Region #	SWRCB: Water Rights
Food & Agriculture, Department of	Tahoe Regional Planning Agency
Forestry and Fire Protection, Department	of Toxic Substances Control, Department of
General Services, Department of	Water Resources, Department of
Health Services, Department of	<u> </u>
Housing & Community Development	Other:
Integrated Waste Management Board	Other:
Native American Heritage Commission	
Local Public Review Period (to be filled in by less starting Date August 23, 2011	ead agency) Ending Date September 22, 2011
Lead Agency (Complete if applicable):	
Consulting Firm: ESA	Applicant:
Address: 225 Bush Street, Suite 1/00	Address:
City/State/Zip: San Francisco, CA 94104	City/State/Zip:
Phone: 415-896-5900	Phone:
Signature of Lead Agency Representative:	Date: 8/22/11

To:	State Clearinghouse	
;	1400 Tenth Street, Suite 212 (Address)	
	Sacramento, CA 95814	

#### Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:	Consulting Firm (If applicable):
Agency Name City of Pleasanton	Firm Name ESA
Street Address 200 Old Bernal Avenue/PO Box 520	Street Address 225 Bush Street, Suite 1700
City/State/Zip Pleasanton, CA 94566-0802	City/State/Zip San Francisco, CA 94104
Contact Janice Stern, AICP	Contact Lesley Lowe, AICP

The City of Pleasanton will be Lead Agency and will prepare an environmental impact report for the project identified below. Please provide the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering permits or other approvals for the project.

The project description and location are contained in the attached materials. An Initial Study will not be prepared and the EIR will address all the CEQA topics.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Janice Stern, Planning Manager at the address shown above. Please include the name of a contact person in your agency.

Project Title: City of Pleasanton

<b>Project Location:</b>	Citywide	Pleasanton	Alameda
		City (nearest)	County

### **Project Description:**

This is a revised NOP for SCH # 2011052002, the City of Pleasanton Housing Element update to add #3, below, to the project description of the EIR being prepared by the City.

The City of Pleasanton proposes three actions: 1) General Plan land use amendments and rezonings of all or some of the potential sites for rezoning, 2) adoption of a Housing Element, which includes policies and/or programs that would ensure that the City can fully accommodate regional housing needs, and 3) adoption of a Climate Action Plan, which includes policies and programs addressing the City's intent to reduce GHG emissions.

Date

	1. 6
Signature	quid
Title Plannin	e Manager

Telephone	925-931-5506	
email	jstern@ci.pleasanton.ca.us	

# **Project Location and Description:**

Pleasanton is located within Alameda County and is generally bounded to the west by the Pleasanton ridgelands, to the north by Interstate 580 (I-580) and the City of Dublin, to the east by the City of Livermore and to the south by the San Francisco Water Department lands and other rangelands. Interstate 680 (I-680) bisects the western portion of the City, intersecting I-580 in its northwestern corner. Figure 1 presents the regional context of the City.

# **Project Characteristics:**

The City of Pleasanton proposes to amend its General Plan with three actions: 1) General Plan land use amendments and rezonings to rezone all or some of the potential sites for rezoning (see Figure 2), 2) adoption of a Housing Element, which includes policies and/or programs that would ensure that the City can fully accommodate regional housing needs, and 3) adoption of a Climate Action Plan, which includes policies and programs addressing the City's intent to reduce GHG emissions that are reasonably attributable to: (1) the City's internal activities, services, and facilities; and (2) the community that is located within the area subject to the City's land use and building permit authority.

#### Land Use Amendment and Rezoning

The General Plan Amendment and Rezonings, will change the land use designation on land formerly planned for commercial or lower density residential development and will help the City achieve the goals of both the proposed Housing Element and the proposed Climate Action Plan: 1) to accommodate the required Regional Housing Needs Allocation (RHNA) and 2) to create a more balanced jobs-housing balance to reduce vehicle miles traveled, thus reducing greenhouse gas (GHG) emissions. The sites currently under consideration are presented in Figure 2. Some of these sites may require General Plan Amendments or rezoning to allow for multi-family housing.

#### **Housing Element**

Under State law, each city and county is required to prepare and adopt a general plan to govern the physical development and conservation of resources within the community. Included in state general plan law is the requirement that each local general plan analyze local housing needs, and provide a realistic set of programs to meet those needs. Among the needs identified in State law is the production of housing to meet the needs of all economic segments of the community, including housing for extremely low, very low, low, moderate, and above moderate income households. Unlike other elements of a community's general plan, state law requires that housing elements maintain short-term programs to identify and meet applicable housing needs. The current housing period for the San Francisco Bay Area is 2007 - 2014. Thus, the City of Pleasanton and other Bay Area cities and counties are required to prepare and adopt a housing element to identify and meet housing needs for that period of time.

New housing construction need for these households is determined through a RHNA process. In the RHNA process, which starts with regional allocations throughout the state, the Department of Housing and Community Development (HCD) determines the amount of housing needed for all income groups in each region, based on existing housing need and expected population growth. In April 2007, the State HCD determined that, at a minimum, the nine county Bay Area needed to provide 214,500 units between 2007 and 2014 to satisfy regional demand.

Each city's share of regional housing demand is based on a plan prepared by the Association of Bay Area Governments (ABAG), the Regional Housing Needs Determination, which was adopted in June 2008. The City of Pleasanton (along with all other cities and counties in the State) must plan to accommodate its share of the housing need of persons at all income levels. Under the ABAG plan, Pleasanton must accommodate 3,277 new housing units between January 2007 and June 2014 to meet its "fair share" of the State's housing need. The allocation is equivalent to an annual need of 437 housing units for the planning period (2007-2014). Of the 3,277 new housing units required in Pleasanton's RHNA:

- 1,076 should be affordable to very low income households (those making below 50 percent of the median area income);
- 728 should be affordable to low income households (those making below 80 percent of the median area income);
- 720 should be affordable to moderate income households (those making below 120 percent of median area income); and
- 753 should be market rate units (or "above moderate income units").

The Housing Element will provide policies and/or programs that would ensure that the City can fully accommodate its RHNA, either through existing sites that are zoned and available for housing development, or through Housing Element implementation actions that can make additional sites available for housing development to accommodate the RHNA needs by June 30, 2014.

#### **Climate Action Plan**

The Climate Action Plan contains several major interrelated components. A reduction target to reduce emissions by 15% by 2020 is identified as the primary goal of the Plan, in alignment with Assembly Bill (AB) 32 and the California Air Resources Board (CARB) recommendations to ensure that California emissions are reduced to 1990 levels by the year 2020. The (a) greenhouse gas inventory quantifies greenhouse gas emissions for the City during baseline year 2005 and projects emissions through 2020 and 2025; (b) greenhouse gas reduction strategies are described and quantified, which will help the City reach its target reduction goals; (c) reduction strategy monitoring and implementation frameworks are outlined, along with potential funding sources; and (d) local preparation strategies for dealing with the effects of climate change on the City are identified.

The first part of the CAP, the Greenhouse Gas Inventory, is organized based on emissions category and source. An initial distinction is made between community-wide and municipal inventories. The community-wide inventory describes emissions attributable to the community-at-large, while the municipal inventory accounts for emissions directly under local government control. Each of these categories is then broken into various sources for review. Emissions sources include transportation, commercial/industrial energy, solid waste, water, and wastewater.

The Greenhouse Gas Reduction Strategies section describes the goals, supporting strategies and actions that Pleasanton will implement to reduce GHG emissions and work toward its reduction targets. The reduction measures identified in the CAP include existing and proposed state, regional, county and other local measures that will reduce GHG emissions, organized by sector. The five sectors included for targeting are: Land Use and Transportation, Energy, Solid Waste, Water and Wastewater, and Public Education and Engagement.

**Probable Environmental Affects to be Discussed in the EIR:** Aesthetics; Air Quality; Biology; Cultural Resources; Geophysical; Greenhouse Gas Emissions, Hazards; Hydrology and Water Quality; Land Use and Planning; Noise; Population and Housing; Public Services and Utilities; Recreation and Open Space; and Transportation and Circulation.

**Public Review Period:** The required 30-day public comment period shall begin on August 23, 2011, and end at 5:00 p.m. on September 22, 2011. All comments regarding the Notice of Preparation must be received by this ending date/time.

You are encouraged to submit written comments and recommendations directed to Janice Stern, City of Pleasanton, Community Development Department, PO Box 520, Pleasanton, CA 94566-0802, telephone 925-931-5606, fax 925-931-5483, or email <u>jstern@ci.pleasanton.ca.us</u> by specifying "General Plan Amendment EIR" in the subject line.



Pleasanton Housing Element . 210016 Figure 1 Regional Location Map



Housing Task Force May 26, 2011 Page 2

Commission at the Scoping Session that, based upon our prior request for an increase in residential acreage at the Auf de Maur/Rickenbach site, an increase in the total number of units at this site could be included in the DEIR alternatives analysis In the event that the DEIR does not include such increased residential acreage on this site as part of the Project itself, then at a minimum the DEIR should analyze the increased residential acreage on the Auf de Maur/Rickenbach site as one of the reasonable alternatives to the Project.

Thank you in advance for the City's consideration of these comments. We also respectfully request that these comments be included and appropriately addressed in the DEIR. We look forward to receipt and review of the DEIR in the near future. In the meantime, please feel free to contact our representative Kathy Thibodeaux at (408) 482-3910 or me with any questions.

Sincerely,

John H. Pringle President

cc: Pleasanton City Council Pleasanton Planning Commission Brian Dolan

Enclosures:

- 1. April 28, 2011 letter to City
- 2. May 18, 2011 letter to City



Edmund G. Brown Jr. Governor

# STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit



Notice of Preparation

August 23, 2011

To: Reviewing Agencies

Re: Housing Element Update and Climate Action Plan SCH# 2011052002

Attached for your review and comment is the Notice of Preparation (NOP) for the Housing Element Update and Climate Action Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, <u>within 30 days of receipt of the NOP from the Lead Agency</u>. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Janice Stem City of Pleasanton 200 Old Bernal Avenue P.O. Box 520 Pleasanton, CA 94566-0802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely, llegan

Scott Morgan Director, State Clearinghouse

Attachments cc: Lead Agency RECEIVED AUG 2.4 2011 CITY OF PLEASANTON PLANNING DIVISION

# Document Details Report State Clearinghouse Data Base

SCH# Project Title	2011052002 Housing Element Update and Clim	nate Action Plan	
Lead Agency	Pleasanton, City of		١. E
Туре	NOP Notice of Preparation		
Description	This is a revised NOP, for a combi previous NOP was prepared for the	ined Housing Element Update a e Housing Element Update (SC	and Climate Action Plan SEIR. A CH# 2011052002).
	The City of Pleasanton proposes the all or some of the potential sites for policies and/or programs that woul needs, and 3) adoption of a Climat City's intent to reduce GHG emissi	hree actions: 1) General Plan la or rezoning, 2) adoption of a Ho ld ensure that the City can fully te Action Plan, which includes p ions.	and use amendments and rezoning of using Element, which includes accommodate regional housing policies and programs addressing the
Lead Agenc	cy Contact		
Name	Janice Stem		
Agency	City of Pleasanton		
Phone	925 931-5606	<b>F</b>	
email		rax	
Address	200 Old Bernai Avenue P.O. Box 520		
City	Pleasanton	State CA	<b>Zip</b> 94 <b>5</b> 66-0802
Project Loc	ation		
County	Alameda		
City	Pleasanton		
Region			
Cross Streets	Citywide		
Lat/Long	•		
Parcel No.	Citywide		
Township	Range	Section	Base
Proximity to	:		
Highways	I-580, I-680, SR 84		
Airports	Livermore Municipal		
Railways	BART, ACE, UP		
Waterways	Arrovo las Positas, Tassaiara Cree	k Chabot Canal Arrovo Moch	Piecester Canal
Schools	Pleasanton USD	in, onabor oanai, Arroyo Moch	o, Fleasanton Canal
Land Use	GP: Multiple:		
	Z: Multiple		
Project Issues	Agricultural Land; Air Quality; Archa Plain/Flooding; Geologic/Seismic; J Schools/Universities; Sewer Capac Wetland/Riparian; Wildlife; Growth Biological Resources; Drainage/Abs Erosion/Compaction/Grading; Solid	aeologic-Historic; Economics/Jo Job Generation; Minerals; Noise ity; Toxic/Hazardous; Vegetatic Inducing; Cumulative Effects; C sorption; Population/Housing B Waste; Traffic/Circulation	obs; Fiscal Impacts; Flood e; Public Services; on; Water Quality; Water Supply; Other Issues; Aesthetic/Visual; alance; Recreation/Parks; Soil
Reviewing Agencies	Resources Agency; Department of Department of Fish and Game, Reg Commission; State Lands Commiss Department of Housing and Commu Control Board, Region 2	Parks and Recreation; Departn gion 3; Native American Heritag sion; Caltrans, Division of Aeron unity Development; Caltrans, D	nent of Water Resources; ge Commission; Public Utilities nautics; California Highway Patrol; istrict 4; Regional Water Quality

# Document Details Report State Clearinghouse Data Base

Date Received	08/23/2011	Start of Review	08/23/2011	End of Review	09/21/2011
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Note: Blanks in data fields result from insufficient information provided by lead agency.

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	Fish & Game Region 1E	Mative American Heritage		· ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
	Laurie Hamsberger	Comm. Debble Treadway	Dan Kopulsky Caltrans, District 9	Regional Water Quality Control <u>Board (RWQCB)</u>
iways	Fish & Game Region 3 Charles Armor	Leo Wong	Gayle Rosander Caltrans, District 10	Cathleen Hudson
	Fish & Game Region 4 Julie Vance	Guangyu Wang	Caltrans, District 11	North Coast Region (1)
	Fish & Game Region 5	Cy R. Oggins		Environmental Document Coordinator
	Leslie Newton-Reed Habitat Conservation Program	L Tahoe Regional Planning Agency (TRPA)	Marton Regisford	San Francisco Bay Region (2)
	Elsh & Game Region 6 Gabring Gatchel	Cherry Jacques	<u>Cal EPA</u>	Central Coast Region (3)
	Habitat Conservation Program	Business, Irans & Housing	Air Resources Board	Teresa Rodgers
	Brad Henderson invo/Mono. Habitat Conservation	Aeronautics Philib Crimmins	Jim Lemer	
	Program	Caltrans - Pianning	Transportation Projects Douglas Ito	Central Valley Region (5)
	Luept. of Fish & Game M George isaac Marine Region	lem Pencovic	Mike Tolistrup	C RWQCB 5F Central Valley Region (5) Fresno Branch Office
	Other Denartmonto	Scott Loetscher Office of Special Projects		L RWQCB 5R
		Housing & Community	State Water Kesources Control Board	Central Valley Region (5) Redding Branch Office
	Steve Shaffer Dent. of Fond and Arriculture	CEQA Coordinator	regional Programs Unit Division of Financial Assistance	
<b>6</b> 0.	Depart. of General Services	nousing rouch presson	State Water Resources Control	
	Public School Construction	<u>Dept. of</u> Transportation	Board Student Intern 101 Water Community	Lahontan Reglon (6) Victorville Branch Office
	Dept. of General Services Anna Garbeff		Certification Unit	
	Environmental Services Section	Caitrans, District 1 Rex. Jackman	Division of Water Quality	Colorado River Basin Region (7)
	Dept. of Public Health Bridgette Binning Dept. of Health/Drinking Water	Caltrans, District 2 Marcelino Gonzalez	Division of Water Rights	RWQCB 8 Santa Ana Region (8)
	Independent	Caitrans, District 3 Bruce de Tomo	Dept. of Toxic Substances Control CEQA Tracking Center	L RWQCB 9 San Diego Region (9)
	Commissions, Boards Delta Protection Commission	Caltrans, District 4	Department of Pesticide Regulation CEQA Coordinator	
_	Linda Flack Cai EMA (Emergency Manarement Account	Caltrans, District 5 David Murray		Other
	Dennis Castrillo	Caltrans, District 6 Michael Navarro		
sion ,	<ul> <li>Governor's Office of Planning &amp; Research</li> <li>State Clearinghouse</li> </ul>	Caltrans, District 7 Elmer Alvarez		Last Updated 6/28/11

#### NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364 SACRAMENTO, CA 95814 (916) 653-4082 (916) 657-5390 - Fax



August 30, 2011

Janice Stem City of Pleasanton 200 Old Bernal Avenue P.O. Box 520 Pleasanton, CA 94566-0802

#### RE: SCH# 2011052002 Housing Element Update and Climate Action Plan; Alameda County

Dear Ms. Stem:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - if the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. . USGS 7.5 minute guadrangle name, township, range and section required.
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. <u>Native American Contacts List attached.</u>
- Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely, ty Sanahez

Katy Sanchez Program Analyst (916) 653-4040

REGENVED

AUG 3 1 2011 CITY OF PLEASANTON PLANNING DIVISION

# Native American Contact List

Alameda County August 30, 2011

Indian Canyon Mutsun Band of Costanoan Ann Marie Sayers, Chairperson P.O. Box 28 Ohlone/Costanoan Hollister , CA 95024 ams@indiancanyon.org 831-637-4238

Amah/MutsunTribal Band Irene Zwierlein, Chairperson 789 Canada Road Ohlone/Costanoan Woodside , CA 94062 amah\_mutsun@yahoo.com (650) 851-7747 - Home (650) 851-7489 - Fax

Jakki Kehl 720 North 2nd Street Patterson , CA 95363 jakki@bigvallev.net (209) 892-1060

Ohlone/Costanoan

Don Hankins P.O. Box 627 Forest Ranch, CA 959421 530-343-3489 - phone/fax

Miwok

Katherine Erolinda Perez PO Box 717 Linden , CA 95236 canutes@verizon.net (209) 887-3415

Ohlone/Costanoan Northern Valley Yokuts **Bay Miwok** 

Amah/Mutsun Tribal Band Joseph Mondragon, Tribal Administrator 882 Bay view Avenue Ohlone/Costanoan Pacific Grove, CA 94062 831-372-9015 831-372-7078 - fax

Trina Marine Ruano Family Ramona Garibay, Representative 30940 Watkins Street Ohlone/Costanoan Union City , CA 94587 **Bay Miwok** soaprootmo@msn.com **Plains Miwok** Patwin 510-972-0645-home 209-688-4753-cell

Amah/Mutsun Tribal Band Melvin Ketchum III, Environmental Coordinator 7273 Rosanna Street Ohlone/Costanoan Gilroy , CA 95020 408-842-3220

Is list is current only as of the date of this document.

stribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, ction 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

is list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed H# 2011052002 Housing Element Update and Climate Action Plan; Alameda County.
#### Native American Contact List Alameda County

August 30, 2011

Muwekma Ohione Indian Tribe of the SF Bay Area Rosemary Cambra, Chairperson 2574 Seaboard Avenue Ohlone / Costanoan San Jose , CA 95131 muwekma@muwekma.org 408-205-9714 510-581-5194

Amah/MutsunTribal Band Jean-Marie Feyling 19350 Hunter Court Redding , CA 96003 jmfgmc@sbcglobal.net 530-243-1633

Ohlone/Costanoan

The Ohlone Indian Tribe Andrew Galvan PO Box 3152 Fremont , CA 94539 chochenyo@AOL.com (510) 882-0527 - Cell (510) 687-9393 - Fax

Ohlone/Costanoan **Bay Miwok** Plains Miwok Patwin

Linda G. Yamane 1585 Mira Mar Ave , CA 93955 Seaside rumsien123@yahoo.com 831-394-5915

Ohlone/Costanaon

is list is current only as of the date of this document.

stribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, ection 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

nis list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed CH# 2011052002 Housing Element Update and Climate Action Plan; Alameda County.

EDMUND G. BROWN, Jr. Governor JOHN McCAMMAN, Director



CALIFORNIA Itshi came <u>State of California – The Natural Resources Agency</u> DEPARTMENT OF FISH AND GAME Bay Delta Region 7329 Silverado Trail Napa, CA 94558 (707) 944-5500 www.dfg.ca.gov

August 30, 2011

SEP 1 2011 CITY OF PLEASANTON PLANNING DIVISION

Ms. Janice Stem City of Pleasanton Post Office Box 520 Pleasanton, CA 94566

Dear Ms. Stem:

## Subject: Housing Element Update and Climate Action Plan, SCH #2011052002, City of Pleasanton, Alameda County

The Department of Fish and Game (DFG) has reviewed the documents provided for the subject project, and we have the following comments.

Please provide a complete assessment (including but not limited to type, quantity and locations) of the habitats, flora and fauna within and adjacent to the project area, including endangered, threatened, and locally unique species and sensitive habitats. The assessment should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of the project. Rare, threatened and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380). DFG recommended survey and monitoring protocols and guidelines are available at <a href="http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols\_for\_Surveying\_and\_Evaluating\_Impacts.pdf">http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols\_for\_Surveying\_and\_Evaluating\_Impacts.pdf</a>.

Please be advised that a California Endangered Species Act (CESA) Permit must be obtained if the project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the project. Issuance of a CESA Permit is subject to CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the project will impact CESA listed species, early consultation is encouraged, as significant modification to the project and mitigation measures may be required in order to obtain a CESA Permit.

For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed, DFG may require a Lake and Streambed Alteration Agreement (LSAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant. Issuance of an LSAA is subject to CEQA. DFG, as a responsible agency under CEQA, will consider the CEQA document for the project. The CEQA document should fully identify the potential

## Conserving California's Wildlife Since 1870

Ms. Janice Stem August 30, 2011 Page 2

impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for completion of the agreement. To obtain information about the LSAA notification process, please access our website at <u>http://www.dfg.ca.gov/habcon/1600/;</u> or to request a notification package, contact the Lake and Streambed Alteration Program at (707) 944-5520.

If you have any questions, please contact Ms. Marcia Grefsrud, Environmental Scientist, at (707) 644-2812; or Mr. Liam Davis, Senior Environmental Scientist, at (707) 944-5529.

Sincerely,

Mth

Carl Wilcox Regional Manager Bay Delta Region

cc: State Clearinghouse



1333 Broadway, Suites 220 & 300

www.AlamedaCTC.org

August 30, 2011

Ms. Janice Stern Planning Manager Community Development Department P.O. Box 520 Pleasanton, CA 94566-0802 RECEIVED SEP 0 6 2011 CITY OF PLEASANTON PLANNING DIVISION

SUBJECT: Comments on the Notice to Preparation (NOP) of a Draft Environmental Impact Report (DEIR) and Public DEIR Scoping Session for PGPA-17: City of Pleasanton, Housing Element Update.

Dear Ms. Stern:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the City of Pleasanton. This project consists of an update to the City's General Plan Housing Element to meet the City's share of housing needs for all economic segments of the community as identified in the Regional Housing Needs Allocation (RHNA). The primary revision to the Housing Element is an expansion of the inventory of land available for the production of housing to accommodate 3,277 new housing units within the City of Pleasanton through 2014. Some of the sites currently under consideration to accommodate the new housing allocation may require General Plan Amendments or rezoning to allow for multifamily housing. In addition to adding housing sites, the Housing Element Update will also recommend some changes and additions to the Goals, Policies and Programs related to housing. The Climate Action Plan includes policies and programs addressing the City's intent to reduce greenhouse gas emissions to meet the targets set by AB 32 and the California Air Resources Board.

From the information submitted in the NOP for the DEIR, it is not clear if the project will generate more than 100 p.m. peak hour trips above that which is allowable under the existing general plan. Please include information in the DEIR that shows the number of trips that would be generated with the project compared to the existing general plan.

If the project would generate more than 100 p.m. peak hour trips, the Alameda County Transportation Commission (Alameda CTC), on behalf of the Alameda County Congestion Management Agency (ACCMA) through the powers delegated to Alameda CTC by the joint powers agreement which created Alameda CTC, respectfully submits the following comments:

• The City of Pleasanton adopted Resolution No. 92-135 on July 7, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the

Janice Stern August 30, 2011 Page 2

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Countywide Transportation Demand Model for projection years 2020 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.

• The CMP was amended on March 26<sup>th</sup>, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Alameda CTC and ACCMA have a Countywide model that is available for this purpose. The City of Pleasanton and the ACCMA signed a Countywide Model Agreement on May 25, 2009. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2009 CMP Figure 5). The MTS roads in the city of Pleasanton located in the project study area are; I-580, I-680, Rte. 84, Foothill Boulevard, Hopyard Road, Santa Rita Road, Sunol Boulevard, Kitty Hawk Road, Isabel Avenue, Stoneridge Drive, Las Positas Boulevard, Bernal Avenue, 1<sup>st</sup> Street, and Stanley Boulevard.

- The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include MTS roadways as shown in the attached map as well as BART and LAVTA. Potential impacts of the project must be addressed for 2020 and 2035 conditions.
  - Please note that the ACCMA and Alameda CTC have *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2009 CMP for more information).

o For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.

- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the ACCMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
  - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
  - Project mitigation measures must be fully funded to be considered adequate;
  - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

Janice Stern August 30, 2011 Page 3

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- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2009 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC / ACCMA policies discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2009 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan is and Pedestrian Plan are available at <a href="http://www.actia2022.com/app\_pages/view/58">http://www.actia2022.com/app\_pages/view/58</a>
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Once again, thank you for the opportunity to comment. Should you have any questions or require any additional information, please do not hesitate to contact me at (510) 208-7405.

Sincerely,

In Ukleyos

Beth Walukas Deputy Director of Planning

Cc: Laurel Poeton, Assistant Transportation Planner File: CMP – Environmental Review Opinions – Responses - 2011





## Design Strategies Checklist for the Transportation Demand Management Element of the Alameda County CMP

The Transportation Demand Management (TDM) Element included in Alameda County Congestion Management Program requires each jurisdiction to comply with the Required Program. This requirement can be satisfied in three ways:

 Adopting "Design Strategies for encouraging alternatives to using auto through local development review" prepared by ABAG and the Bay Area Quality Management District;
 Adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or

3) Providing evidence that existing local policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 above, the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions.

## CHECKLIST

## **Bicycle Facilities**

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: examples of facilities are bike paths, lanes or racks.)

Local Responsibilities:

-

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or nonresidential development to other major activity centers? Yes No

1a.2bicycle facilities that provide access to transit?YesNo

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap closure), not provided through the development review process? Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No 1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments? Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: Design Review: Standard Conditions of Approval: Capital Improvement Program: Specific Plan: Other:

## **Pedestrian Facilities**

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 provide reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

## 2a.2 provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process? Yes No

2a.3 include safety elements such as convenient crossing at arterials? Yes No

2a.4 provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: Design Review: Standard Conditions of Approval: Capital Improvement Program: Specific Plan: Other:

## Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

**3a.2** provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

## Yes No

## 3a.3 include a process for including transit operators in development review?

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

STATE OF CALIFORNIA-BUSINESS, TRANSPORTATION AND HOUSING AGENCY

## DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE P. O. BOX 23660 OAKLAND, CA 94623-0660 PHONE (510) 286-5541 FAX (510) 286-5559 TTY 711

September 21, 2011

Ms. Janice Stern City of Pleasanton 200 Old Bernal Avenue P.O. Box 250 Pleasanton, CA 94565-0802

Dear Ms. Stem:

## City of Pleasanton Housing Element Update and Climate Action Plan – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the environmental review process for the City of Pleasanton Housing Element Update and Climate Action Plan. The following comments are based on the Notice of Preparation.

#### **Transportation Goals and Policies**

As a part of the Climate Action Plan, the Department recommends the City of Pleasanton to include strategies that would encourage non-vehicular modes of transport for future developments. Zoning ordinances should include standards that encourage pedestrian, bicyclist and transit activities. Appropriate use of these design standards can significantly reduce vehicle miles traveled and help the City to meet its greenhouse gas emissions reduction target.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely; GARYARNOLD District Branch Chief

Local Development - Intergovernmental Review

c: State Clearinghouse

EDMUND G. BROWN JR., Governor



Flex your power! Be energy efficient!

ALAGEN252 SCH#2011052002

Sep-21-11 2:23PM;

## **Janice Stern**

From: Sent: To: Subject: James Paxson [james@hacienda.org] 2011-09-21 5:59 PM Janice Stern Housing Element\Climate Action Plan NOP Comments

#### Janice-

Please accept the points outlined in the message below as comments on the NOP. As it appears that the city will be relying on the traffic analysis referenced in these remarks, it will be important to address the discrepancies and concerns noted in order to insure the adequacy of the environmental review. Please let me know if any of the following needs elaboration or clarification.

Regards

James Paxson General Manager, Hacienda

4473 Willow Road, Suite 105 Pleasanton, California 94588-8570 925.734.6500 [main] | 925.734.6510 [direct] | 925.734.6501 [fax] www.Hacienda.org | Hacienda Online! | LinkedIn

----- Forwarded Message -----From: "James Paxson" <james@hacienda.org> To: "BDolan" <BDolan@ci.pleasanton.ca.us> Sent: Wednesday, September 14, 2011 9:59:16 PM GMT -08:00 US/Canada Pacific Subject: City Traffic Analysis

Brian-

I wanted to follow up on our recent conversations concerning traffic studies the city has been conducting. As a result of a series of meetings with staff, there are some questions and comments that have been generated about the various modeling efforts that have recently been conducted. As promised, I am summarizing these into a few categories to outline the points of discussion and areas where there are questions or additional information needed.

#### <u>General</u>

- There is currently no Conference Center trip rate listed in the ITE tables being used by the city. We had, at one time, used a rate of .3 (am and pm) but I have not seen anything listed recently. The model notes a 'reduced trip rate' but it is not clear what rate or how this is being applied.
- The model shows an approved 14 Ksf expansion for 5871 that I do not have in my records. Confirmation of this additional entitlement on this site would be appreciated.
- The 185.70 Ksf approved project at 4510 Oracle Lane (now Owens Drive) is built.
- The 1.01 Ksf approved project at 5901 Gibraltar Drive is built.
- The model shows 56.21 Ksf for 4770 Willow Road. Our records, which we had previously confirmed with city staff show 54.21 Ksf. The difference may be due to the 24 Hour Fitness buildout. Confirmation of the actual sf would be appreciated.
- The 24.50 Ksf approved project at 4733 Chabot Drive is built.
- The Phase I Commons Building at 4425 Oracle Lane (now Owens Drive) is shown with a Club/Recreation trip rate. However, based on previous conversations with staff it had been agreed that this building would carry no trip impacts as the use was exclusively for the employees at this campus.
- The 138.16 Ksf approved project at 5800 Stoneridge Drive is built.
- The 1.91 Ksf approved project at 5725 W. Las Positas Blvd. is built.

- Our records indicate a maximum occupancy of 252 students at the Hacienda Child Development Center at 4671 Chabot Drive with no future additional occupancy planned or available. The model shows a lesser current amount with some future additional students. Confirmation of the numbers would be appreciated.
- The model shows 45.10 Ksf for 5075 Hopyard Road. Our records, which we had previously confirmed with city staff show 44.25 Ksf. Confirmation of the actual sf would be appreciated.
- The Middle School trip rate is considerably higher than what has been used in earlier city models. While the importance of using verifiable information is important, the current trip rate suggests that there is considerably more traffic in the pm peak than is currently observed. A review of this rate would be appreciated.
- The parking on the Dublin side of the East Dublin/Pleasanton BART station is included in the city model. I wanted to be sure that this traffic was not showing up in North Pleasanton as the model designation shows these stalls as being located on Owens Drive.
- The allocation of Shaklee entitlement is somewhat confusing given the lot split that occurred subsequent to the original approval. We have allocations on a parcel by parcel basis that may be of some use; particularly as this relates to issues of traffic modeling and entitlement noted in the sections below.
- The city has resumed use of pass-by credits in the model. I would like to get a complete list of these credits by trip rate.
- We have historically been given percent distributions of trips, by trip rate, assumed by the model on major arterials divided into seven categories; trips headed for/coming from: 580W, 580E, 680N, 680S, Dublin, Livermore and Pleasanton. This information is very helpful and would be appreciated for the current model.
- The model has a number of very outdated project descriptions. At some point, it would be helpful to update these references to reduce any confusion about the projects.

#### Hacienda Rezonings

A copy of the model runs for the studies done in conjunction with the Hacienda Rezonings would be appreciated. In particular, an understanding is needed about the disposition of existing entitlement within the model for the sites where projects are proposed that are different than an existing approval. As you know, a portion of Hacienda's PUD contemplates an overall allowance for development that is tied to the trip rates impuned to the projects on certain sites within the development. If a project is proposed that has a lesser trip impact than an existing entitlement, the residual entitlement allowed under the PUD needs to be accounted for within the model to maintain consistency of the modeling approach with our PUD conditions.

#### Housing Element and Climate Action Plan

- The same comment as noted above for the Hacienda Rezonings is noted here as well. As there is conflicting information about whether the model runs for the Housing Element and Climate Action plan included the original office entitlement for the TOD sites or whether some TOD project was modeled, I would like to request that some confirmation be made about the assumptions used. Again, if a TOD project was modeled that had a lesser impact than the original office entitlement, some allowance within the model needs to be made to account for the difference as this entitlement is secured within the PUD.
- An identical entitlement issue exists with some of the proposed housing sites and how they are treated under some of the alternatives. The Nearon site has an existing entitlement of ~56.0 Ksf. If the projects proposed on this site are, on a traffic trip basis, less intense than the existing entitlement, the residual needs to be reallocated elsewhere in the park. More importantly, in Alternative 1, the model assumes that no new residential project is built but the existing entitlement is not replaced; meaning, the model does not account for the existing ~56.00 Ksf of approved building. The same is true of the two CM Capital sites. It does not appear that any residual entitlement was reapportioned within the model for those alternatives that looked at future housing projects. Likewise, in Alternatives 1 and 2, when no housing units were modeled on the site, none of the ~188.00 Ksf of existing approved buildings was put back into the model.
- There is some discrepancy regarding the number of housing units modeled in the CarrAmerica base case. Confirmation of the number of units modeled would be appreciated.

Thank you for your consideration of the foregoing. Please let me know if there is anything I can do to clarify these points or assist with your response.

Regards

#### *James Paxson* General Manager, Hacienda

4473 Willow Road, Suite 105 Pleasanton, California 94588-8570 925.734.6500 [main] | 925.734.6510 [direct] | 925.734.6501 [fax] www.Hacienda.org | Hacienda Online! | LinkedIn

Click <u>here</u> to report this email as spam.

Sent: 2011-09-22 10:01 PM To: Janice Stern Subject: Fwd: Housing Element Update and Climate Action Plan

Dear Janice,

Thanks for the updated information. I do not have any new comments, I still have the same concerns that I have previously communicated regarding the high number of units on the east side of Pleasanton. My other concern is that the documentation suggests that an incentive will be given to builders who go over the IZO 15 %.

Thank you for your time, Blair

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: Design Review: Standard Conditions of Approval: Capital Improvement Program: Specific Plan: Other:

## **Carpools and Vanpools**

....

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

## Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance: Design Review: Standard Conditions of Approval: Capital Improvement Program: Specific Plan:

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

## Appendix B

Responses to NOP and Public Scoping Letters



## PGPA-17, City of Pleasanton Housing Element Update

## Scoping Session and Notice of Preparation of a Draft EIR for the Housing Element Update

Janice Stern presented the staff report. She introduced the consultants from Environmental Science Associates (ESA), Lloyd Zola, project director, and Leslie Lowe, project manager. She stated that the consultants will be listening tonight, and staff will continue to provide them input on what the Environmental Impact Report (EIR) should address.

Ms. Stern stated that the purpose of the public scoping session is to receive information from the public and any agencies that may be present regarding any issues that should be addressed and discussed in the EIR. She explained that this session is not the forum to necessarily talk about the substance of the Housing Element but rather, what the EIR really needs to address.

Ms. Stern then gave a brief overview of tonight's process, stating that she will start with a brief description of the project; followed by a brief explanation of the California Environmental Quality Act (CEQA) and why the City is going through this EIR process; the approach for an EIR for a General Plan Housing Element; the CEQA process and the schedule, including dates for the Draft and the Final EIR. She continued that the Commission Chair would then open the public hearing and the Commission will receive public comment, to be followed by the Commission's discussion and feedback.

Ms. Stern emphasized that this scoping session, while dedicated to this subject, is not the only venue for providing information about what the EIR should cover; there is a 30-day review period for the scoping of this project, which runs through May 31<sup>st</sup>, during which time written comments may be submitted. She added that staff can also take comments at the Housing Element Update Task Force meetings on May 18<sup>th</sup> and June 1<sup>st</sup>. She indicated that staff will address any comments made, and depending on timing, staff may address some of those comments in greater depth.

Ms. Stern stated that there will be additional opportunities for public input prior to the submission of the Draft Housing Element at the Housing Commission meeting on June 15<sup>th</sup>, the Planning Commission meeting on June 22<sup>nd</sup>, and the City Council meeting on July 19<sup>th</sup>. She noted that once the Draft Housing Element EIR is completed, there will be a 45-day review period to receive public comments, which will then be addressed in the Final EIR. She added that there will be additional public hearing sessions when the project goes through the formal hearing process for the re-zonings of the sites and the adoption of the Housing Element.

Ms. Stern then proceeded to describe the project, which identifies the 17 potential land use changes to be considered for rezoning, as well as the Goals, Policies, and Programs for housing. She stated that the Housing Element Task Force has had the opportunity to look at the preliminary draft. She indicated that the Housing Element Draft EIR will be based upon those Housing Element Goals, Policies, and Programs and that land use changes that have been identified. She noted that the alternatives to the

project are still being refined; however, the work on the EIR needs to be started in order to meet the deadline imposed by the Settlement Agreement.

Ms. Stern stated that this project has been identified as one that could have significant environmental effects. She explained that if this were a simple program and plan with several policies and programs, staff would have approached it through a Negative Declaration; however, since staff would like to include addressing the impacts of making land use changes and General Plan amendments and rezonings, an EIR would be necessary. She then spelled out the objectives of the EIR: disclose any significant environmental effects; reduce any significant effects with mitigation measures or alternatives, which would be included in the EIR; and provide opportunity for public participation.

Ms. Stern indicated that a Program EIR would be prepared and will also address the impacts of making the land use changes. She stated that the process would include a "First Tier," which means that potential subsequent analysis for future proposed development could be required; it will address the environmental impacts of programs and actions identified in the Housing Element; and it will analyze the impact of all the sites, which will yield approximately 3,000 units, and choose the sites for the approximately 2,000 units needed. She noted that analyzing all the sites will provide enough flexibility for the City Council to make its decisions on the sites later on.

Ms. Stern stated that the EIR will address a full array of topics that are identified as potential areas where there could be some impact, including Aesthetics, Agriculture and Forestry, Air Quality and Green House Gases, Biological Resources, Cultural Resources, Geology and Soils, Hydrology, Hazards and Hazardous Materials, Land Use and Planning, Population and Housing, Public Services and Utilities, Recreation, and Transportation and Traffic. She noted that some of the topics will have more specific impacts, and others will be barely addressed: for example, under "Aesthetics," it is not known at this time what those projects will look like, but the number of stories is known, and some judgments about aesthetic impacts can be identified; on the other hand, no sites have been identified as having active prime agricultural land, so "Agriculture and Forestry," therefore, will be only briefly addressed. She also noted that one site, the Irby-Kaplan-Zia, has some potential cultural resources in the older buildings on-site, and the EIR will address these to the extent of providing some direction in terms of what needs to be done regarding those resources. Ms. Stern advised that any members of the public who think something more specific within those topics should be addressed should say so at this time.

Ms. Stern stated that there are other sections in the EIR: alternatives to the proposed project will be addressed and may include a subset of the sites that is not necessarily all of the sites, and alternatives in terms of a circulation system that does not include EI Charro Road because that road may not be built by the time these sites come on line; cumulative effects; and growth inducing effects. She explained that the Housing Element addresses the City's share of regional housing growth, and to that extent, it is growth inducing and accommodates the growth that is part of that regional share. She added that it is also looking at jobs-housing balance, and to that extent, there would not

be as many growth inducing effects outside of this area in the larger region. She noted that this aspect will be dealt with in greater detail in the Draft EIR.

In terms of the EIR process, Ms. Stern stated that the first step is the Notice of Preparation (NOP) and the EIR Scoping Meeting: staff wrote and mailed out the NOP to all interested parties, who have 30 days to respond to the NOP; and is now holding this Scoping Meeting at which comment from the public and agencies are received. She indicated that the City will continue to accept public comment on this matter at the Housing Element hearings and in writing or by email to Planning staff. She added that staff anticipates the completion of the Draft EIR in late July, which will be followed by a 45-day public comment period through early September, with the Final EIR completed in October. She noted that the Final EIR will not be ready before the City has to submit the Draft Housing Element to the State Department of Housing and Community Development (HCD), although some traffic information may be available. She indicated that the Draft Housing Element will be subject to the findings of the Final EIR.

Ms. Stern stated that the next step in the EIR process is the Planning Commission review of the documents: once the Final EIR is completed, the Commission will hold public hearings on the Draft Housing Element and the General Plan amendments and rezonings of the sites, consider the adequacy of the Final EIR, and make a recommendation to the City Council regarding the Final EIR and the General Plan amendments and rezonings.

Ms. Stern continued that the final step in the process is the City Council consideration of the documents: the Council will hold public hearings on the Housing Element and the General Plan amendments and rezonings, consider certification of the EIR, followed by approval of the Housing Element and the General Plan amendments and rezonings. She noted that the Housing Element and the General Plan amendments and rezonings will be approved only if significant effects are mitigated to less-than-significant levels or if the City makes findings of overriding social or economic concerns.

Mr. Dolan indicated that he believes the Commission and possibly most of the people in attendance are familiar with the EIR process; however, he emphasized that this scoping session is about the content of the analysis in the EIR and not about the merits of any individual site. He noted that staff is aware that there are people in the community who have strong opinions about some of the sites, and reiterated that tonight is not the time to voice those concerns; the scoping meeting is about what needs to be evaluated so the merits can be considered.

Commissioner Blank thanked Mr. Dolan for his comment. He noted that the presentation slide on areas to be addressed in the EIR did not include "Noise" but was referred to in the staff report. He inquired if this would be the right time for the public, for example, to request that it be included.

Mr. Dolan said yes and explained that it was inadvertently omitted from the slide.

Commissioner Blank inquired if the EIR consultant has previously worked with the City.

Mr. Dolan replied that the consultant is currently working on the City's EIR for the Climate Action Plan.

Commissioner Blank suggested that staff might want to share some better examples of really dynamic EIRs the City has had so the consultant is aware of what works in the City. He commented that some EIRs in the past generated more controversy than less.

Commissioner Blank stated that he wanted to understand the symbology of the attachment regarding the half-mile radius from the BART station.

Ms. Stern replied that this has been used generally in the past to indicate those sites that might be considered Transit Oriented Development (TOD) and is not necessarily useful in this map.

Commissioner Blank inquired if the black line around First Street signifies the Downtown Specific Plan area.

Ms. Stern said yes.

Commissioner Blank noted that Ms. Stern mentioned there were 17 sites but that the staff report mentions that there are 18 sites.

Ms. Stern replied that one of the 18 sites, the "Goodnight Inn" site, had been removed from the list, leaving a total of 17 sites.

## THE PUBLIC HEARING WAS OPENED.

Dan Sapone, representing several members of the Danbury Park Neighborhood, stated that he is not here to advocate for units to be built or not be built in any particular site, but to say what they want to see addressed in the EIR. He indicated that they are interested in the traffic impact of the proposal to approve 800 housing units on three sites in the east side area. He noted that since these sites are over three miles from BART, three miles from freeways, over a mile from schools, and nearly a mile from grocery stores, the EIR will need to assess the cross-town traffic impact during both peak hours and weekends.

Mr. Sapone stated that specifically, there are three things they would like to see assessed in the report:

- 1. Traffic levels that would result if the proposed housing units are built on the east side before Busch Road is connected to El Charro Road with resulting freeway access, as planned for 2014, compared to the traffic that would result if the units were built after Busch Road was connected to El Charro Road;
- 2. Citywide air-quality impacts that would be the result of this increase in cross-town traffic compared to the air-quality impacts of building these units at other sites that are closer to transportation, schools, and shopping, which would generate much less cross-town traffic; and

3. Potential traffic safety impacts at the intersection of Santa Rita Road and Valley Avenue resulting from an increase in vehicle traffic coupled with additional pedestrians and school children traveling to and from schools and the Safeway shopping center.

Mr. Sapone stated that these are the specific issues that turned out to be pivotal in decisions relating to other development proposals in this part of Pleasanton in recent years, for example, a proposal for a large retail establishment, and they believe that certainly must be at the heart of these Housing Element assessments as well.

Commissioner Blank asked Mr. Sapone if he was referring to the Home Depot that was proposed but was not approved.

Mr. Sapone said yes. He pointed out that traffic on Valley Avenue and Santa Rita Road and traffic safety at that intersection were cited as important impacts that had a bearing on the decision for the Home Depot proposal.

Heather Truro echoed Mr. Sapone's comments on the three issues of traffic, air quality, and traffic safety. She stated that she wanted to make sure that traffic studies are done on both peak hours and weekends, as, opposed to the Home Depot project, this is for residential development and the impact would be different from that of a retail project. She noted that there would also be a difference between building the units after, versus prior to, the construction of El Charro Road proposed for 2014. With respect to air quality concerns, she noted that Sites 8, 11, and 14 would be affected by cross-town traffic due to the distances to BART, the two freeways, schools, and Safeway. She added that residents of these units will most likely have children walking to schools, which would entail going through some very traffic-intense areas.

Chair Narum noted that the site numbers have been changed and clarified with Ms. Truro that the areas she referred to are the former Home Depot site owned by Auf der Maur, which is now Site 7; the Kiewit property, Site 10; and the Legacy Partners, Site 13.

Mr. Dolan clarified that some sites have been removed and staff has renumbered the remaining sites, which has caused a fair amount of confusion. He noted that the Notice of Preparation map has the new numbers, but staff has decided to go back to the original numbering and have gaps in the sequence, as people are having issues with the new system.

Commissioner Blank requested staff to clear the revised "old" map of markings that are not relevant to the Housing EIR.

Ivan Hendren, representing Roem Corporation in Santa Clara stated that they recently acquired control of the Downtown mobilehome site, which is currently not on the Housing Element list but which they would like considered for residential housing. He requested that it be included in the EIR scope at this time instead of being added later on and retroactively having to update the EIR.

Mr. Hendren stated that the site has very strong potential arguments to be added on to list. He indicated that the site was initially on the list and was taken off because a three-story, 30-unit-per-acre development would not fit into the fabric of the Downtown area. He noted that they spoke with several local architects and verified that a two-story building is possible for a 30-unit-per-acre development, especially if subterranean parking is utilized. He noted that the current zoning on the site is Commercial Freeway (C-F) District, which allows for very impactful uses of 40-foot height limits and a 40-percent Floor Area Ratio (FAR), and that hotels, motels, office, medical office, and self-storage facilities can be built there without a Conditional Use Permit. He added that they ran some numbers for medical office buildings, which would incur five to six times more than the number of parking stalls for a 30-unit-per-acre residential development. He stated that he understood that traffic studies have already been started and that they are willing to work with staff to help mitigate or offset costs if necessary to have the studies updated at this point.

Commissioner O'Connor inquired if the site is the small mobilhome park on Stanley Boulevard.

Mr. Hendren said yes and added that it is an approximately 2.08-acre site located at 4202 Stanley Boulevard, formerly owned by Jerry Wagner.

Chair Narum asked Mr. Dolan to comment on the site.

Mr. Dolan stated that no interest on the site was generated by the Task Force. He indicated that he believes it is a good housing infill site but that it would be a challenge to develop a project in that neighborhood at the densities needed to fulfill the City's housing obligations. He stated that it could be added to the list; however, it has been presented to the Task Force, which is charged with the initial site selection; to the Planning Commission and the City Council with opportunities to add and subtract, and adding the site did not come up in the process.

Commissioner O'Connor inquired if the property was originally on the list and was removed or if it was never on the list.

Ms. Stern replied that at one time it was on the earlier list and was subsequently taken off the list by the Task Force.

Commissioner O'Connor inquired if the Pleasanton Downtown Association (PDA) weighed in on this, since it is looking for this density in the Downtown.

Mr. Dolan replied that staff has not had a Housing Element meeting with the PDA and that staff has not heard from PDA in any of the public hearings.

Commissioner Olson asked Mr. Hendren if they have considered the cost for building a subterranean parking.

Mr. Hendren replied that they have done so and that with the current market for affordable housing, tax credits, and public subsidies needed, this cost can easily be absorbed. He added that even without subterranean parking, they can achieve close to 30 units per acre and can also easily achieve a two-story development with 23 units per acre.

Commissioner O'Connor inquired what the acreage is on the Axis Community Health site.

Ms. Stern replied that it is .6 of an acre.

Commissioner O'Connor noted that this is smaller than the mobilehome park site and inquired why the park site was not feasible.

Mr. Dolan replied that the settings are different. He noted that the Axis site is right in the middle of the Downtown, and something can be envisioned on that site that covers a large percentage of the site's area.

Commissioner Blank inquired who the authoritative body is that can add or remove sites from the list, and noted that if it is the Task Force, and with deference to the speaker, the Commission should not be discussing this issue. He also referred to Mr. Dolan's earlier statement that this meeting is to discuss the content of the EIR and not the sites.

Mr. Dolan replied that he believes it is a collective process. He noted that staff has had a large input into this but has taken its lead from the Task Force. He added that it was brought to the Planning Commission and the City Council for input, and since either made the change to add the site, staff has not included it. He indicated that including the site to the list would not necessarily be a big deal site but would be strange in terms of process.

Commissioner O'Connor commented that it would have been a recommendation one way or another.

Chair Narum explained that at the time the Task Force was adding and subtracting sites, there was no representative in attendance from the mobilehome park site, and because it was a small site, the Task Force removed it. She noted that Mr. Hendren then attended the last Task Force meeting and proposed that it be added, but there was a certain discomfort among the Task Force members regarding not having given the neighbors a chance to participate through a public process, just like the neighbors of other sites had. She indicated that she believes this was generally the reason the Task Force chose not to put it back on the list.

Mr. Hendren noted that Mr. Wagner, the property owner, recently passed away, and they were not able to secure control of the site until about one week ago.

Chair Narum stated that she would not have a problem including the site but reiterated that the opportunity for public comment needs to be provided somewhere along the

way. She noted that this property is in the Downtown, and there are some aspects to this that are intriguing, in addition to all the other things the Task Force and staff are trying to accomplish for the Housing Element and the environmental requirements.

Commissioner Blank agreed with the need for public input; he noted, however, that he would hate to eliminate the site just because it came in late in the process, and its representatives could not be here because of circumstances they could not control.

Chair Narum suggested that the Commission discuss this matter after the public comment is closed.

Chandra, representing the residents of Site 7, the Pleasanton Gateway property, stated that they would like the following addressed in the EIR:

- 1. Traffic. The site was originally planned for Office use, which would have a different traffic pattern and would not impact the neighborhood as much because the direction of traffic would be toward the other side on Bernal Avenue; whereas rezoning the site to residential would direct traffic the opposite direction.
  - Consider Valley Avenue from Bernal Avenue to Case Avenue, single lanes with roundabouts;
  - Also consider Laguna Creek Lane connection to Valley Avenue; and
  - Consider not only current traffic, not only with the proposed housing density, but also traffic with the new Safeway and the Bernal Sports Park, which would bring a lot of traffic to the area when soccer fields, basketball, and other sports are added to the already existing baseball fields.
    She requested that the traffic study be done while the school year is still in session, before the summer break which starts on June 10<sup>th</sup>.
- 2. Noise and Pollution. Pleasanton Gateway is close to the highway and train tracks. She requested that the study be conducted when trains are passing by and during highway peak hours to have an idea of what the residents will be faced with when more trips are added from increased housing development.
- 3. Protection of the Pleasanton Ridge, rolling hills, habitat, and rare species. This is considered the crown jewel of Pleasanton. She requested that the study ensure that adding homes to area does not take away from the crown jewel.
- 4. Nature. Consider how additional houses will affect the birds in the area, the different migration birds, and other rare species.

## THE PUBLIC HEARING WAS CLOSED.

Commissioner Blank noted that some of the Commissioners may be living within 500 feet of the sites. He inquired if these Commissioners will need to recuse themselves when the discussion of the sites comes back before the Commission, which may result in not having enough voting members in the Commission.

Ms. Harryman stated that she would come back with a response at a future Commission meeting.

Commissioner Blank stated that because of the proximity of some of the sites to the Livermore Airport, he would like to make sure that the projected growth of the Airport is included in the noise evaluations, given the fact that in good weather, most of the Livermore aircraft traffic will be north of I-680, and in times of inclement weather, most of the aircraft will be circling south of the airport runway and potentially right over some of the sites.

Commissioner Olson stated that he wanted to weigh in on the possible inclusion of another site. He noted that at its last meeting, the Commission was asked to provide input regarding which sites it felt should be included, which it did. He indicated that he does not see anything wrong with the Commission discussing the matter and making a decision tonight on whether this additional site should be included.

Chair Narum agreed with Commissioner Olson's comment.

Commissioner Pentin disagreed. He noted that while it was unfortunate that the site's representative had the opportunity to present the site only a week ago so late in the game, there have already been so many open hearings. He expressed concern that the whether or not the site should be included was nor properly noticed and would come as a really big surprise to the neighborhood.

Commissioner Blank inquired if the Commission could suggest that staff notice it.

Commissioner Pentin stated that the suggestion is fine; however, staff has indicated that the discussion tonight should not be site-specific, and if the Commission cannot discuss taking sites off the list tonight, then it should not have any discussion on adding sites either.

Commissioner O'Connor stated that at the last meeting, the Commission discussed whether to leave sites on or off of the specific list, and this property was not on that list. He indicated that he understands process; however, he feels this is important, and he would hate to leave something off the table just because it missed the discussion by a week. He asked staff if there would be adequate time for public hearings through the CEQA process if the Commission were to recommend to the Task Force that the site be added.

Mr. Dolan replied that the formal legally-required public hearings on the CEQA document will occur much later after the completion of the Draft Housing Element, and there will be hearings and the opportunity to comment on the Draft. He indicated that the neighbors would have another opportunity, but because they have not been notified early enough, their opportunity would be less than what the other neighborhoods have had.

Commissioner O'Connor inquired if those neighbors would have the opportunity before the Draft Housing Element is submitted to the State.

Mr. Dolan replied that there would be hearings on the Draft Housing Element before the Planning Commission and the City Council before the Draft is submitted to the State.

Chair Narum inquired if this would be in June and July.

Mr. Dolan said yes.

Commissioner O'Connor inquired if there would be ample time for the neighborhood to voice opinion where the Commission could remove the site from the list before the Draft Housing Element is submitted.

Mr. Dolan replied that the Commission could recommend that the site be removed.

Commissioner Blank noted that both Commissioners Olson and Pentin are correct. He indicated that he was not sure whether he was in favor of adding or removing a site, or whether the Commission could legally add or remove any sites tonight, because it has not been agendized. He suggested that the Commission ask staff to come up with a process that would be inclusionary, ensuring that notice is done, and to work this into a process so the Commission is not undoing all the work the Task Force has done.

Commissioner Pentin agreed.

Commissioner O'Connor noted that it would be a recommendation to the Task Force.

Chair Narum stated that she believed the question was whether this should be included in the scope of the EIR in terms, for example, of the traffic impact, because she believed it cannot be added later if it is not in the EIR.

Mr. Dolan stated that was correct. He added that the Commission should recognize the fact that the number of units that can be generated on this site is minimal compared to the big picture. He added that he does not anticipate there would be enormous traffic impacts; it will generate some traffic on the street that would not have been there before and would upset the neighborhood, but it is not very likely to trigger some level-of-service impact. He indicated that it would simply be a noticing and process type of issue.

Commissioner Blank asked Mr. Dolan if he had any suggestions on the best way to proceed in the sense of having the site considered but doing it the right way without undoing a whole process.

Mr. Dolan replied that the first question to consider is whether or not the Commission thinks the site should be added, and if it does, then staff would figure out a way to get everyone noticed and caught up. He noted that if the Commission did this, it will be subject to some criticism from some quarters.

Ms. Harryman clarified that if the Commission is interested in including the site, this would be as something to consider in the scoping for the EIR and not as adding to the list as it has not been agendized.

Commissioner Pentin agreed. He clarified that he did not necessarily disagree with adding the site but was concerned about the process.

Commissioner Blank inquired if this would require a motion.

Mr. Dolan advised that staff would consider this suggestion like it would every comment made tonight. He cautioned that because someone made a comment does not necessarily mean it will be done.

Commissioner Blank clarified that he wanted to know if staff is interested to hear if all five Commissioners think it should be included in the scope of the EIR.

Mr. Dolan replied that it would be helpful to staff to know if this was the thinking of a majority of the Commission.

# Commissioner Blank moved to include the property at 4202 Stanley Boulevard in the scope of the EIR.

Commissioner O'Connor seconded the motion.

Commissioner Olson indicated that he would like the record to reflect that the reason he took his position relative to this property is because the City has a developer that wants to engage, and he thinks this is important to ultimately bring housing units into the City. He added that he also agrees with Commissioner Pentin it should be done within the proper process.

## **ROLL CALL VOTE:**

AYES:Commissioners Blank, Narum, O'Connor, Olson, and PentinNOES:NoneABSTAIN:NoneRecused:NoneABSENT:Commissioner Pearce

Chair Narum inquired, with respect to the question of massing raised by the speaker on the Pleasanton Gateway site, if the impact of the additional housing will be assessed in comparison to the office use approved for the site.

Mr. Dolan replied that staff has not really had the chance to completely consider this but that he is certain that in some way, the assessment will acknowledge and will be compared to what could be there and what is approved. He added that there will also be some information about what kind of massing would result from this rezoning, independent of the existing approval.

Commissioner O'Connor inquired if it is part of the process to look at all the sites to be rezoned in the same way, i.e., considering the delta between the current zoning and the rezoning.

Mr. Dolan replied that those types of issues will be evaluated; however, staff has not yet determined the precise methodology on how they will be evaluated.

Commissioner Pentin stated that for the Pleasanton Gateway site and any other sites that have the same situation where something has already been planned or approved, he would like to see the delta between what the sites have been zoned or planned for and what could be.

Mr. Dolan stated that this is useful information for both the Planning Commission and the City Council to consider; however, he was not certain as to whether or not this is within the context of the EIR. He indicated that in some cases, massing on a particular site can create an adverse environmental impact, but sometimes it does not. He thanked the Commission for requesting this kind of analysis and added that if it does not end up in EIR, staff will do some work on it.

Commissioner O'Connor stated that the reason he brought up this issue of comparing current zoning versus residential rezoning, which he thinks is important, is not necessarily how it affects the EIR as that will be covered when how the residential units affects the environment is addressed. He indicated that at the last Planning Commission meeting, there were many residents who were very focused on the site near their neighborhood, especially those on the east side, Sites 8, 11, and 14, who were very concerned about putting so many units in one area. He noted that if these people see and understand that if, based on its current zoning, a business park were built in the area, the impacts might be much worse, then they might be less concerned over having high-density residential in the area. He added that although this does not have a direct impact on the EIR, it would be a nice piece of information to have as it has a lot to do with what the folks feel about.

Chair Narum noted that there would normally be a "No Project" alternative and inquired it this is an option in this case.

Mr. Dolan replied that the "No Project" alternative is required by CEQA.

Chair Narum inquire if this is still the case even if the City if under court order to do this.

Mr. Dolan replied that it is just an analytical tool and not a possible outcome.

Chair Narum inquired if different components of some of the sites will be considered in relation to "Alternative Projects."

Mr. Dolan replied that staff already started considering and will try to extract from public dialogue what would make sense. He indicated that there may be mixes and matches that respond to a stream of comments that can be pulled out and be an alternative. He

## VERBATIM TRANSCRIPTION OF PUBLIC HEARING TESTIMONY Planning Commission Meeting September 14, 2011

<u>PGPA17, City of Pleasanton</u>, Scoping Session and Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Housing Element Update and the Climate Action Plan

<u>Carl Pretzel</u>: I'm Carl Pretzel, 3633 Glacier Court, Pleasanton, and I'm here specifically to talk about the Climate Action Plan. I've tried to read it a couple of times; it's a pretty poorly worded document. And my personal opinion is that climate action plan is probably the largest single scientific fraud that's ever been placed on this planet. It is far beyond the cold fusion and, at the same time, it is certainly no joke because the economic disaster that it can lead this country into can result in death of many, many people that are literally freezing to death or dying from the poverty that it causes that far exceeds the previous scientific fraud of nicotine being non-carcinogenic and non-addictive.

In terms of ESA as a technical expert in this, I pulled just one line from them, this is on page 49 if you have the Acrobat page, or 311 by their page. It says, "For instance, carpooling is exponentially more efficient than single-occupancy-vehicle (SOV) use." Oh, really? But the word "exponential" means is that if you have two people in the car, you have four times the capacity of traffic; if you have three people per car, your traffic goes up to nine-fold, that is , if anyone drives in three cars, three to a car, that you'll have only one-tenth the traffic. Clearly that is not correct.

The Draft Plan is replete with continual propaganda on why there's global warming. Also, it is very difficult to understand where the effect is on the City. Now, I understand that the people that brought us the med fly problem, the people that brought us MTBE are the people that wrote this into the California Plan, into California law. I know we gotta follow it. But the thing is, this Plan goes over the top and tries to exceed that. Years from now what's gonna happen is this whole global warming thing is gonna seem to us as putting masking tape over your outlets to prevent electrons from contaminating your air. That's not a joke. That was a scare. People used to do that. They are afraid of the electricity.

The other thing that's very interesting is that if you go into this more and more, there is something called global warming potential (GWP), and this global warming potential is actually calculated or advertised by the people

that are most entrenched in the economic part of climate change. It is to their advantage to promote this. I pulled this off the web, because it turns out the greatest greenhouse gas – and you might want to cover that pitcher – is water vapor. And if you ask the Department of Energy what is the global warming potential of water vapor, you can't get it; no one will get it to you. I don't know if ESA knows how to calculate global warming potential. But it's not just a simple calculation with the definition of it is, it is you take the quantity in the lifetime of the gas, and you look at the absorption of it of the spectrum, on the ultraviolet. What that means is that you have to assume a quantity of gas before you can assume what the global warming potential is, and so it's sort of an incestuous calculation.

I pulled this one thing, and I'll give it to you. It basically lists the contribution of the greenhouse effect from natural and man-made sources. Water vapor – 95 percent. The contribution of man to water vapor in the atmosphere is .001 percent.  $CO_2$ , which is the big one we're talking about, is 3.6 percent. Man's contribution to the atmosphere – 1.117 percent. Then there is methane and nitrous oxide and miscellaneous gases. The total man-made contribution to global warming is 0.28 percent. That's the real number.

And so what I implore you to do is be very, very careful, look very hard at this report and really dig into it to see our economic impacts are going to be, what's it gonna do to the City, because everything says it's zero impact and it's not at all looking that well. As a City, we're gonna economically suffer from this, where our businesses are gonna economically suffer from it, and we need to really lowball this and go in with the bare minimum that the State of California requires. Ultimately, all this will be reversed; it's gonna be quite some time before that happens. In the meantime, the City ought not to pin itself into a corner.

That is all I have to say. Thank you.

- Mary Huk: Hi. Good evening. Just a couple of quick questions. I have been a resident with the City for about 26 years now. My two questions are the traffic and what impact on the school district is this going to have as far as students and, I believe it's high density housing that is being planned and so I'm kind of curious about that.
- <u>Wesley Lum</u>: I'd like to thank the Committee for giving me this opportunity to speak once again. I want to address a hot topic, actually one we visited. This is the topic of the impact of the increased amount of traffic, and road rage, and the amount of commuter traffic that is going to be impacted with

the development of the houses in Site 7, with the new housing developments and the new commercial developments.

I really implore any member of the Council; I would be happy to host a tour of just walking on the streets near Hearst and Pleasanton Middle School between the hours of 7:30 and 8:30 in the morning. Also, just walking near Valley Avenue, by the intersection of 680 going north and south, it's already at overflow right now, and adding any more residents and any more students to the mix, I am really, really concerned about our community's safety and the increased amount of road rage that I have already experienced in our neighborhood.

The close proximity to where we live in Site 7 of having both Pleasanton Middle School, Hearst, Amador, and Foothill, and, you know, adding, you know, more, more high density housing, adding more students, you know, adding more traffic to the mix, it's gonna go to a tipping point where, I really, really believe, it's going to, there's going to be blood spilled. And I really want it to go on record of making that warning right now, and I'm making some videos to put up on *YouTube* of you walk over to Pleasanton Middle School, and there's lines of cars, both directions, and, you know, people almost get run over, you have people not yielding to traffic. It's just a nightmare, and it's just going to get worse. And I really want to make that point because I don't think you can put a price on safety. I really don't think you can put on price on, you know, letting one person get mowed down or one person getting injured from road rage. And that is really what I wanted to, you know, bring up to the Planning Commission.

If you all have kids, if you all walk your kids to school, you really should take a field trip and just walk near the schools and try to drop your kids off in the morning.

Thank you for giving me this opportunity to speak.

{end}

noted that the issue about "with" and "without" the connection to El Charro Road could also be an alternative and would provide very useful information to decision-makers. He added that there are also some sites where there is at least an ongoing dialogue regarding accommodating a higher number, which could also be an alternative.

Chair Narum inquired if one of these sites is the Auf der Maur property on Stanley Boulevard.

Mr. Dolan replied that there is a request to increase the number of units on that site. He noted that there was a specific request made to the Council to get more units at the mall, which staff is pursuing. He added that he will be attending a meeting tomorrow with BART representatives to discuss their thinking, and their alternatives exceed what has been discussed with staff in terms of residential.

Chair Narum inquired if there were any further discussion about additional units on the CarrAmerica site beyond what the Task Force has.

Mr. Dolan replied that this is another ongoing dialogue.

Chair Narum inquired if this could also be a project alternative like the Auf der Maur property.

Mr. Dolan said yes. He noted that in some cases, people have asked for more acres and in other cases, staff if talking to them about potentially higher density which would increase their number of units, and then the City would need less land.

Chair Narum asked staff if they had sufficient information, to which staff replied that they did. She then thanked everybody for their comments.

## Appendix C Air Quality



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9/15/2011 4:12:18 PM

Urbemis 2007 Version 9.2.4

## Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\mxm\Desktop\Current Project Shortcuts\210016 - Pleasanton Housing Element EIR\Revised AQ Data 09-15-2011\Pleasanton GHGs.urb924

Project Name: Pleasanton Housing Element

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

## Page: 2

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Summary Report:											
CONSTRUCTION EMISSION ESTIMATES	6										
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	PM10 Dust PM	/10 Exhaust	<u>PM10</u>	PM2.5 Dust	PM2.5 Exhaust	<u>PM2.5</u>	<u>CO2</u>
2012 TOTALS (tons/year unmitigated)	3.64	24.18	44.95	0.05	134.19	1.23	135.41	28.05	1.12	29.17	6,431.36
2013 TOTALS (tons/year unmitigated)	3.40	22.30	41.84	0.05	134.19	1.13	135.31	28.05	1.03	29.08	6,433.24
2014 TOTALS (tons/year unmitigated)	3.15	20.46	39.00	0.05	134.19	1.03	135.21	28.05	0.93	28.99	6,434.95
AREA SOURCE EMISSION ESTIMATES											
		ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>			
TOTALS (tons/year, unmitigated)		52.77	5.76	71.78	0.20	11.01	10.60	7,508.06			
OPERATIONAL (VEHICLE) EMISSION ES	STIMATES										
		ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>			
TOTALS (tons/year, unmitigated)		26.28	32.04	300.22	0.33	60.74	11.57	32,883.01			
SUM OF AREA SOURCE AND OPERATIO	ONAL EMISSION	ESTIMATES									
		ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>			
TOTALS (tons/year, unmitigated)		79.05	37.80	372.00	0.53	71.75	22.17	40,391.07			
Construction Unmitigated Detail Report:											
CONSTRUCTION EMISSION ESTIMATES	S Annual Tons Per	Year, Unmitiga	ated								
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	PM10 Dust	PM10 Exhaust	PM10	<u>) PM2.5 Dust</u>	PM2.5 Exhaust	PM2.5	<u>CO2</u>
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2012	3.64	24.18	44.95	0.05	134.19	1.23	135.41	28.05	1.12	29.17	6,431.36
Asphalt 01/01/2012-12/31/2014	0.41	2.33	1.52	0.00	0.00	0.20	0.20	0.00	0.19	0.19	212.00
Paving Off-Gas	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.37	2.26	1.34	0.00	0.00	0.20	0.20	0.00	0.18	0.18	185.16
Paving On Road Diesel	0.00	0.06	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.20
Paving Worker Trips	0.01	0.01	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.64
Building 01/01/2012-12/31/2014	1.93	10.89	37.62	0.05	0.21	0.51	0.72	0.08	0.46	0.53	5,032.08
Building Off Road Diesel	0.45	2.67	1.78	0.00	0.00	0.19	0.19	0.00	0.17	0.17	294.84
Building Vendor Trips	0.51	6.55	5.37	0.01	0.06	0.24	0.30	0.02	0.22	0.24	1,587.83
Building Worker Trips	0.97	1.67	30.47	0.03	0.15	0.08	0.23	0.06	0.06	0.12	3,149.41
Fine Grading 01/01/2012- 12/31/2014	1.31	10.97	5.81	0.00	133.97	0.51	134.49	27.98	0.47	28.45	1,187.28
Fine Grading Dust	0.00	0.00	0.00	0.00	133.97	0.00	133.97	27.98	0.00	27.98	0.00
Fine Grading Off Road Diesel	1.30	10.95	5.49	0.00	0.00	0.51	0.51	0.00	0.47	0.47	1,153.99
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.02	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.29

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2013	3.40	22.30	41.84	0.05	134.19	1.13	135.31	28.05	1.03	29.08	6,433.24
Asphalt 01/01/2012-12/31/2014	0.38	2.21	1.49	0.00	0.00	0.19	0.19	0.00	0.17	0.17	212.01
Paving Off-Gas	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.35	2.15	1.32	0.00	0.00	0.19	0.19	0.00	0.17	0.17	185.16
Paving On Road Diesel	0.00	0.05	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.20
Paving Worker Trips	0.00	0.01	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.65
Building 01/01/2012-12/31/2014	1.76	9.82	34.82	0.05	0.21	0.46	0.67	0.08	0.42	0.49	5,033.93
Building Off Road Diesel	0.42	2.48	1.74	0.00	0.00	0.17	0.17	0.00	0.15	0.15	294.84
Building Vendor Trips	0.47	5.82	5.01	0.01	0.06	0.22	0.28	0.02	0.20	0.22	1,587.91
Building Worker Trips	0.88	1.52	28.07	0.03	0.15	0.08	0.23	0.06	0.06	0.12	3,151.18
Fine Grading 01/01/2012- 12/31/2014	1.25	10.28	5.53	0.00	133.97	0.47	134.45	27.98	0.44	28.42	1,187.30
Fine Grading Dust	0.00	0.00	0.00	0.00	133.97	0.00	133.97	27.98	0.00	27.98	0.00
Fine Grading Off Road Diesel	1.24	10.26	5.23	0.00	0.00	0.47	0.47	0.00	0.44	0.44	1,153.99
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.02	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.31

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2014	3.15	20.46	39.00	0.05	134.19	1.03	135.21	28.05	0.93	28.99	6,434.95
Asphalt 01/01/2012-12/31/2014	0.36	2.09	1.47	0.00	0.00	0.18	0.18	0.00	0.16	0.16	212.01
Paving Off-Gas	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.33	2.04	1.31	0.00	0.00	0.18	0.18	0.00	0.16	0.16	185.16
Paving On Road Diesel	0.00	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.20
Paving Worker Trips	0.00	0.01	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.66
Building 01/01/2012-12/31/2014	1.61	8.85	32.23	0.05	0.21	0.42	0.63	0.08	0.38	0.45	5,035.62
Building Off Road Diesel	0.38	2.30	1.70	0.00	0.00	0.14	0.14	0.00	0.13	0.13	294.84
Building Vendor Trips	0.43	5.17	4.67	0.01	0.06	0.19	0.25	0.02	0.18	0.20	1,588.02
Building Worker Trips	0.79	1.38	25.85	0.03	0.15	0.08	0.23	0.06	0.06	0.12	3,152.76
Fine Grading 01/01/2012- 12/31/2014	1.18	9.53	5.30	0.00	133.97	0.43	134.40	27.98	0.40	28.38	1,187.32
Fine Grading Dust	0.00	0.00	0.00	0.00	133.97	0.00	133.97	27.98	0.00	27.98	0.00
Fine Grading Off Road Diesel	1.18	9.51	5.02	0.00	0.00	0.43	0.43	0.00	0.40	0.40	1,153.99
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.01	0.01	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.32

Phase Assumptions

Phase: Fine Grading 1/1/2012 - 12/31/2014 - Default Fine Site Grading Description

Total Acres Disturbed: 205.31

Maximum Daily Acreage Disturbed: 51.33

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

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Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day
 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 1/1/2012 - 12/31/2014 - Default Paving Description Acres to be Paved: 51.33

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 1/1/2012 - 12/31/2014 - Default Building Construction Description Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

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#### Area Source Unmitigated Detail Report:

#### AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.35	4.52	1.92	0.00	0.01	0.01	5,771.87
Hearth	19.05	1.24	69.72	0.20	11.00	10.59	1,735.94
Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	29.33						
Architectural Coatings	4.03						
TOTALS (tons/year, unmitigated)	52.77	5.76	71.78	0.20	11.01	10.60	7,508.06

#### Area Source Changes to Defaults

Operational Unmitigated Detail Report:							
OPERATIONAL EMISSION ESTIMATES	S Annual Tons Per Y	ear, Unmitigated					
Source	ROG	NOX	СО	SO2	PM10	PM25	CC
Apartments low rise	26.28	32.04	300.22	0.33	60.74	11.57	32,883.0
TOTALS (tons/vear. unmitigated)	26.28	32.04	300.22	0.33	60.74	11.57	32.883.0

**Operational Settings:** 

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2014 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summar	v of	Land	Uses

Land Use Type	Ac	creage Trip R	ate Unit Type	No. Units	Total Trips	Total VMT
Apartments low rise	2	205.31 6	6.90 dwelling units	3,285.00	22,666.50	193,791.78
					22,666.50	193,791.78
		Vehicle F	leet Mix			
Vehicle Type		Percent Type	Non-Cataly	st	Catalyst	Diesel
Light Auto		53.8	0	.4	99.4	0.2
Light Truck < 3750 lbs		12.7	0	.8	96.8	2.4
Light Truck 3751-5750 lbs		19.9	0	.5	99.5	0.0
Med Truck 5751-8500 lbs		6.6	0	.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs		0.9	0	.0	77.8	22.2
Lite-Heavy Truck 10,001-14,000 lbs		0.6	0	.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs		1.0	0	.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs		0.4	0	.0	0.0	100.0
Other Bus		0.1	0	.0	0.0	100.0
Urban Bus		0.1	0	.0	0.0	100.0
Motorcycle		3.2	50	.0	50.0	0.0
School Bus		0.1	0	.0	0.0	100.0
Motor Home		0.6	0	.0	83.3	16.7
		Travel Co	onditions			
		Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4

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		Travel Cond	<u>ditions</u>			
		Residential		Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

#### Summary Results

Project Name: Pleasanton Housing Element Project and Baseline Years: 2014 N/A Unmitigated Project-Mitigated Project-Baseline CO2e (metric Baseline CO2e Results (metric tons/year) tons/year) Transportation: 29,228.62 29,228.62 1,702.34 1,702.34 Area Source: Electricity: 4,425.92 4,425.92 3,924.71 3,924.71 Natural Gas: Water & Wastewater: 389.71 389.71 Solid Waste: 2,477.90 2,477.90 Agriculture: 0.00 0.00 Off-Road Equipment: 0.00 0.00 0.00 0.00 Refrigerants: Sequestration: N/A 0.00 Purchase of Offsets: N/A 0.00 Total: 42,149.21 42,149.21



#### **Detailed Results**

Baseline is currently: OFF

Baseline Project Name:

Go to Settings Tab to Turn On Baseline

Unmitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				29,228.62	69.35%
Area Source:	1,575.49	5.67	0.02	1,702.34	4.04%
Electricity:	4,418.85	0.04	0.02	4,425.92	10.50%
Natural Gas:	3,914.68	0.37	0.01	3,924.71	9.31%
Water & Wastewater:	389.08	0.00	0.00	389.71	0.92%
Solid Waste:	18.09	117.13	N/A	2,477.90	5.88%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				42,149.21	100.00%

Baseline	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				0.00	N/A
Area Source:	0.00	0.00	0.00	0.00	N/A
Electricity:	0.00	0.00	0.00	0.00	N/A
Natural Gas:	0.00	0.00	0.00	0.00	N/A
Water & Wastewater:	0.00	0.00	0.00	0.00	N/A
Solid Waste:	0.00	0.00	N/A	0.00	N/A
Agriculture:	0.00	0.00	0.00	0.00	N/A
Off-Road Equipment:	0.00	0.00	0.00	0.00	N/A
Refrigerants:	N/A	N/A	N/A	0.00	N/A
Sequestration:	N/A	N/A	N/A	N/A	N/A
Purchase of Offsets:	N/A	N/A	N/A	N/A	N/A
Total:				0.00	0.00%

\* Several adjustments were made to transportation emissions after they have been imported from URBEMIS.

After importing from URBEMIS, CO2 emissions are converted to metric tons and then adjusted to account for the "Pavley"

regulation. Then, CO2 is converted to CO2e by multiplying by 100/95 to account for the contribution of other GHGs (CH4, N2O, and HFCs [from leaking air conditioners])

Finally, CO2e is adjusted to account for th low carbon fuels rule.

Mitigated	CO2 (metric tpy)	CH4 (metric tpy)	N2O (metric tpy)	CO2e (metric tpy)	% of Total
Transportation*:				29,228.62	69.35%
Area Source:	1,575.49	5.67	0.00	1,702.34	4.04%
Electricity:	4,418.85	0.04	0.02	4,425.92	10.50%
Natural Gas:	3,914.68	0.37	0.01	3,924.71	9.31%
Water & Wastewater:	389.08	0.00	0.00	389.71	0.92%
Solid Waste:	18.09	117.13	N/A	2,477.90	5.88%
Agriculture:	0.00	0.00	0.00	0.00	0.00%
Off-Road Equipment:	0.00	0.00	0.00	0.00	0.00%
Refrigerants:	N/A	N/A	N/A	0.00	0.00%
Sequestration:	N/A	N/A	N/A	0.00	0.00%
Purchase of Offsets:	N/A	N/A	N/A	0.00	0.00%
Total:				42,149.21	100.00%

#### Mitigation Measures Selected:

Transportation: Go to the following tab: Transp. Detail Mit for a list of the transportation mitigation measures selected (in URBEMIS)

Electricity: The following mitigation measure(s) have been selected to reduce electricity emissions.

Natural Gas: The following mitigation measure(s) have been selected to reduce natural gas emissions.

Water and Wastewater: The following mitigation measure(s) have been selected to reduce water and wastewater emissions.

Solid Waste: The following mitigation measure has been selected to reduce solid waste related GHG emissions.

Ag: No existing mitigation measures available.

Off-Road Equipment: No existing mitigation measures available.

# Appendix D Transportation Analysis



# Fehr & Peers

# MEMORANDUM

Subject:	Pleasanton Vehicle Miles of Travel with Climate Action Plan (CAP) Implementation
From:	Mackenzie Watten and Kathrin Tellez, Fehr & Peers
То:	Jeff Caton, ESA Steve Coyle, Town-Green
Date:	June 9, 2011

WC10-2758

This memorandum documents the potential reduction in vehicle miles of travel (VMT) that are expected to occur with implementation of the City of Pleasanton Climate Action Plan (CAP) by 2020. Existing and projected future conditions under the future Business as Usual (BAU) scenario were documented in our memorandum dated November 12, 2010 (attached). The Climate Action Plan scenario assumes additional residential units in the City that reflect the proposed Housing Element, increased transit oriented development (TOD) around the City's two BART stations, and implementation of the plans and policies included in the CAP.

#### CONCLUSIONS

The total VMT generated by residents and employees of Pleasanton business are expected to increase as new housing units are development and new jobs are created through 2020, with VMT per capita (includes residents and employees) expected to increase by approximately 3 percent under the BAU scenario by 2020.

The CAP transportation measures reduce overall daily VMT in 2020 by 143,870 miles (5 percent reduction), as compared to the 2020 BAU scenario, and reduce VMT per capita by 8 percent. VMT per capita with CAP implementation is also expected to decrease by 6 percent as compared to the Base Year, although total VMT will increase.

#### MODEL PREPARATION

The Alameda County CMA Travel Demand Model ("ACCMA Model"), modified to better reflect the City's land use projections and network characteristics, was used to develop the VMT estimates. Modifications to the Base Year (2005) and BAU model were discussed in our November 12, 2010 memo. Under the CAP scenario, the number of housing units was increased with the identification of locations where multi-family dwelling units could be constructed at 20 to 30 units per acre. At some of the locations, job generating land uses that were assumed to be developed under the BAU scenario would not be constructed. The residential population and the number of jobs under each scenario are summarized in Table 1.

TABLE 1 PLEASANTON POPULATION SUMMARY								
Scenario	Population	Employment						
2005 Baseline	71,375	56,730						
2020 BAU	76,505	79,374						
2020 CAP 82,211 78,458								
Source: ACCMA Model, City of Pleasant	on and Fehr & Peers.							

#### VMT CALCULATIONS

Pleasanton's greenhouse gas inventory is defined as the total amount of VMT generated by Pleasanton land uses. This includes:

a) all of the VMT associated with trips made completely internally within Pleasanton;

b) half of the VMT generated by jobs and residences located within Pleasanton but that travels to/from external destinations (this is consistent with the recent SB 375 Regional Targets Advisory Committee (RTAC) decision that the two generators of an interjurisdictional trip should each be assigned half of the responsibility for the trip and its VMT); and

c) none of the responsibility for travel passing completely through the City with neither an origin point or a destination within the City (also consistent with RTAC decision).

This means that Pleasanton will be held responsible for some VMT occurring outside of its borders, if they are related to employees commuting from out of the area to employment centers in Pleasanton.

#### CLIMATE ACTION PLAN VMT CALCULATIONS

The ACCMA model was modified to reflect the land use changes planned under the CAP and raw VMT estimates were produced. The raw model results, which include total tips and trip length by purpose were then reviewed and adjusted based on the CAP strategies developed by the Project team. The major CAP trip reduction categories that have proven effectiveness in reducing the potential for vehicle trips, vehicle miles of travel and greenhouse gas emissions are listed below:

- 1. Density
- 2. Diversity
- 3. Design
- 4. Non-Motorized Transportation
- 5. Traffic Calming
- 6. Alternative Work Schedules/ Telecommuting
- 7. Affordable Housing

- 8. Live/Work Units
- 9. Park and Ride Lots
- 10. Transit
- 11. Car Sharing
- 12. Parking Policies
- 13. Commute Trip Reductions
- 14. Traffic Smoothing

Discussion with the project team targeted transportation measures under each strategy that could be fully in place by 2020. These measures were then grouped into categories that are both quantifiable and mutually dependent. The final list of grouped measures in each category, their VMT reductions, and data source for the reduction can be found in **Attachment 1**.

Some of the measures were quantified using the ACCMA model, including known land use changes such as those proposed for the CAP housing sites. Other measures were quantified using published documents and research, such as information presented in the publication Growing Cooler, Urban Land Institute, the publication from the California Air Pollution Control Officers Association (CAPCOA), *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*, August 2010, and projected increases in non-motorized travel documented in the City of Pleasanton Bike Plan were also used. The trip reduction source/analysis method is also noted in Attachment 1. The resulting total VMT and VMT per capita with implementation of the CAP is shown in **Table 2** and compared to the BAU and Base Year condition.

TABLE 2         PLEASANTON VMT PER CAPITA CALCULATIONS										
Scenario	Total Daily VMT	Population + Employment	Daily VMT per capita							
Existing (2005)	2,089,024	128,105	16.31							
2020 BAU	2,618,545	155,879	16.80							
2020 CAP	2,474,675	160,669	15.40							
Source: Fehr &	Peers, April 2011.									

The total VMT generated by residents and employees of Pleasanton business are expected to increase as new housing units are development and new jobs are created through 2020, with VMT per capita (includes residents and employees) expected to increase by approximately 3 percent under the BAU scenario. The CAP transportation measures reduce overall daily VMT by 143,870 miles (5 percent reduction), as compared to the 2020 BAU scenario, and reduce VMT per capita by 8 percent. VMT per capita with CAP implementation is expected to decrease by 6 percent as compared to the Base Year, although total VMT will increase. The contribution to VMT reductions from each major strategy is presented in **Table 3**. Some measures are not directly expected to reduce VMT, although they are expected to reduce greenhouse gases by making the transportation system more efficient, such as traffic smoothing which provides for more even traffic flow along regional corridors. Additional GHG reductions are also expected through the changing vehicle fleet that will achieve better fuel economy in the future.

Additional reductions in VMT could occur if fuel prices significantly rise above historic levels or if the gas tax is increased; however, fuel prices and taxes are not dictated by City of Pleasanton. Additionally, it should be noted that many of the CAP measures would only be implemented as new developments occur and no transportation measures are mandatory for existing residents. Many CAP measures strive to encourage behavior, or modify City codes in such a way to facilitate a lifestyle with less driving. Additional VMT reductions could occur with implementation of mandatory measures, but it is not likely that those measures would be implemented over the life of the plan.

TABLE 3 REDUCTIONS SUMMARY							
Measure	Potential VMT Reduction per day in 2020						
Policies, strategies, and incentives for increasing higher intensity infill and new development at key locations (density & affordable housing)	35,031						
Policies, strategies, and incentives for increasing mixed-use infill and new development at key locations (diversity and live/work units)	29,685						
Design strategies and incentives for improving transit, bicycle, and pedestrian-oriented development (design and traffic calming)	11,184						
Policies, strategies, and incentives for increasing transportation options (non-motorized transportation and transit)	13,004						
Policies, strategies, and incentives for providing Single Occupancy Vehicle (SOV) and other commute alternatives (car sharing, alternative work schedules/telecommuting, park and ride lots, commute trip reductions )	38,848						
Policies, strategies, and incentives for increasing Transportation Demand Management (parking policies, traffic smoothing)	16,117						
TOTAL	143,869						
Source: Fehr & Peers, April 2011.							

#### VOLUNTARY MEASURES

The VMT reductions that are expected to result with implementation of the CAP mostly apply to new development proposed within the City and the potential for slight modifications to existing resident travel behavior. There are, however, additional modifications to travel behavior that the average citizen can undertake that could result in large VMT reductions should sufficient numbers of people make small changes to their daily travel routines, such as walking their children to school one day a week, working from home one day a month and taking an alternative mode of transportation, such as biking, transit or carpooling, to work one day at month. Table 4 summarizes the potential VMT reductions from voluntary measures.

#### **RISING FUEL PRICES**

The traffic model used to project Pleasanton's future vehicle miles traveled (VMT) does not take into account potential changes in fuel prices. Based on recent trends and expected developments over the next decade, it is reasonable to expect that petroleum fuel prices will rise significantly, and have a resulting impact on driving behavior.

Although the direct relationship between fuel prices and travel behavior is difficult to quantify with precision, there have been a number of studies over the last three decades, based on data from California and other parts of the United States, that have quantified short (less than one year), medium (1 to 5 years) and long-term (5+ years) fuel price elasticity's ranging from -0.02 to -0.30.

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This means that with a 100 percent increase in the real cost of fuel (accounting for inflation) VMT is expected to decrease by 2 to 30 percent.

In 2008 the, the Sacramento Area Council of Governments (SACOG) evaluated historical VMT and transit boardings with respect to gas prices, and through the use of their SACSIM model, they were able to calculate an elasticity range of -0.17 to -0.21, which is within the range of other available data. There are numerous other societal factors that play a role in changing travel behavior, such as the availability of affordable housing in a jobs-rich area, the availability of alternative travel options, such as convenient transit or safe bicycle/walking facilities, and the purchase more fuel efficient vehicles.

For the purposes of this analysis, a VMT/fuel price elasticity of -0.10 was selected for use. Other measures that are expected to result in a decrease in VMT have already been accounted for, such as the provision of additional affordable housing opportunities, improvements to the non-motorized transportation system, and potential expansions of transit service. Table 4 shows the potential VMT reduction if the real cost of fuel (accounting for inflation) increased by 100 percent. It should be noted that the strategies presented in Table 4 are provided for informational purposes.

TABLE 4 OTHER MEASURES								
Strategy Quantity								
Safe Routes to School	For each additional 10% of K-8 students walk/bike instead of being driven to/from school (10% included in CAP)	4,326						
Safe Routes to School	For each 10% of High School students walk/bike instead of being driven to/from school (0% included in CAP)	3,878						
Employment Based TDM	All new employers meet 20 % reduction (5% included in CAP)	71,583						
Voluntary TDM	Each 1 percent participation by residents and workers (Includes employer based reduction above)	11,435						
Fuel Price Increase	Assuming elasticity of -0.10, a 100 percent increase in fuel price would lead to a 10 percent decrease in VMT	247,468						
Source: Fehr & Peers, June 2	011.							

This completes our assessment of the VMT reductions that are likely to occur with implementation of the City of Pleasanton CAP and presents information on the effectiveness of other voluntary strategies. Please call Kathrin or Mackenzie with any questions.

	ATTACHMENT 1 ASSUMPTIONS BY MEASURE										
		Development Types Affected		Trip			VMT				
Measure	Description	All/ New	Residential/ Non- Residential	Purposes Affected	Affected	Assumptions/Source	Reduction				
Α.	Policies, strategies, and incentives for increasing	ng higher in	tensity infill	and new	developme	ent at key locations					
		Densit	t <b>y</b>								
LU1-1	Modify municipal development codes where feasible to reuse vacant and underutilized parcels in urban areas	New	Both	All	Citywide	ACCMA Model/ABAG Growth Projections	Quantified as part of proposed Land Use changes				
LU1-2	Modify municipal development codes where feasible to provide higher density dwelling unit structures in infill locations (Housing Element update)	New	Residential	Home-based trips	Infill Areas	ACCMA Model assuming development of Housing Element Sites	4,396				
LU1-3	In the Downtown, modify municipal development codes where feasible to implement mixed-use development which incorporates higher density and affordable residential units consistent with the Downtown Specific Plan	New	Both	All	Downtown	ACCMA Model/Post Processing; for parcels where new development is proposed based on methods described by CAPCOA <sup>1</sup> .	4,090				
LU1-4	Modify municipal development codes as necessary to provide transit-compatible development near BART stations, along transportation corridors, in business parks and the Downtown	New	Both	All	BART, transport corridors, business parks and Downtown	ACCMA Model/Post Processing; for parcels where new development is proposed based on methods	24,590				
LU1-5	Modify municipal development codes where feasible to provide high density development near transportation hubs	New	Both	All	ACE/BART Stations	described by CAPCOA					

ATTACHMENT 1 ASSUMPTIONS BY MEASURE									
		Developm Affe	ent Types cted	Trip	A	Trip Reduction Method/ Assumptions/Source			
Measure	Description	All/ New	Residential/ Non- Residential	Purposes Affected	Affected		Reduction		
		Affordable H	lousing						
LU1-7	Modify municipal development codes where feasible at vacant infill sites to increase densities to appropriate levels that facilitate development, including affordable housing, while protecting the character of surrounding uses.	New	Residential	Home Based	Housing Sites	ACCMA Model/Post Processing; assuming 2/3rds of new multi-family units would be affordable. VMT Reductions based on information provided by CAPCOA <sup>1</sup> . Calculation influenced by auto- ownership rates.	1,955		
Total VMT F	Reduction for Policies, strategies, and incentives for increasing	higher intensit	ty infill and new	v developm	ent at key lo	cations	35,031		
В.	Policies, strategies, and incentives for increasing	ng mixed-us	e infill and r	new devel	opment at	key locations			
		Diversi	ity						
LU2-1	Modify municipal development codes where feasible to locate work, residences, and services close together	New	Both	All	Citywide				
LU2-2	Modify municipal development codes where feasible to locate new housing and/or new employment within 1/2 mile <i>walking/biking</i> proximity of <i>complimentary land uses</i>	Both	Both	All	Citywide	ACCMA Model/Post Processing; for parcels	4,802		
LU2-3	Modify municipal development codes to expand mixed use and employment in infill locations where appropriate	New	Both	All	Citywide	proposed based on information provided in the			
LU2-4	Modify municipal development codes where feasible to provide land use flexibility for the Hacienda Business Park, portions of Stoneridge Mall area, and other areas through the Mixed Use/Business Park, and Mixed Use land use designations	New	Both	All	ID's locations in measure	CAPCOA' publication.	23,875		

ATTACHMENT 1 ASSUMPTIONS BY MEASURE									
		Development Types Affected		Trip	-	Trip Poduction Mothod/			
Measure	Description	All/ New	Residential/ Non- Residential	Purposes Affected	Affected	Assumptions/Source	Reduction		
LU2-5	City land-use policies, programs, and development codes that increase transit oriented development around rail, BART	New	Both	All	BART/ACE				
LU2-6	Establish a well-planned mixture of land uses around the BART Stations	New	Both	All	BART/ACE				
LU2-7	Create and adopt a comprehensive planned unit development amendment for the Hacienda Business Park with special emphasis on creating a <i>mixed-use</i> , pedestrian-friendly area around the East Pleasanton/Dublin BART Station	New	Both	All	East Pleasanton/ Dublin BART				
LU2-8	Create incentive program(s) that attract and support local-serving shopping opportunities	All	Both	All	Citywide	Not Measurable	-		
		Live/Work	Units						
LU2-9	Create incentive program(s) and modify municipal development codes where feasible to allow and expand live-work and work-live uses in existing and future residential development, and more liberal home occupation requirements.	All	Both	All	All	Assumed that new housing developments with over 100 units, up to 5% of units would allow live/work; in existing areas, creation of an incentive program has an unknown impact on VMT and was not included in this calculation. Reduction based on information provided by Town-Green	1,008		
Total VMT F	Reduction for Policies, strategies, and incentives for increasing	mixed-use infi	ill and new dev	/elopment a	at key location	าร	29,685		

Fehr \* Peers

	ASS	UMPTIONS B	Y MEASURE				
		Development Types Affected		Trip	•	Trip Reduction Method/	VMT
Measure	Description	AII/ New	Residential/ Non- Residential	Purposes Affected	Affected	Assumptions/Source	Reduction
C.	Design strategies and incentives for improving	transit, bicy	cle, and peo	destrian-o	riented dev	velopment	
		Desig	ın				
LU3-1	Modify the development codes to encourage the location of key services, such as grocery stores within $\frac{1}{2}$ (preferred) to $\frac{1}{2}$ mile of walking distance of residential areas	New	Both	All	Citywide		
LU3-2	Incorporate development design features that encourage transit, bicycle, and pedestrian access	New	Both	All	Citywide	-	
LU3-3	Create incentive program(s) to assure adequate transit service and pedestrian and bicycle facilities at new major commercial, office, and institutional centers	New	Non- residential	All	Employment Centers	ACCMA Model/Post	
LU3-4	Create and adopt a comprehensive planned unit development amendment for the Hacienda Business Park with special emphasis on creating a mixed-use, <i>pedestrian-friendly</i> area around the East Pleasanton/Dublin BART Station	New	Both	All	HBP/BART	Processing; for parcels where new development is proposed, based on information provided by	10,665
LU3-5	Require that new projects that include the provision of two or more bus shelters include seating in each shelter and infrastructure to incorporate nextbus technologies	New	Both	All	Citywide	CAPCOA <sup>1</sup> .	
LU3-6	Modify the municipal street standards to incorporate AB 1358 Complete Streets to improve safe, convenient, and efficient mobility for pedestrians, bicyclists, motorists, and transit riders	All	Both	All	Citywide		
LU3-7	Modify the municipal development codes to require that new projects include pedestrian and bicycle access through cul-de- sacs, except where prohibited by topography	New	Both	All	Citywide		

	ATTACHMENT 1 ASSUMPTIONS BY MEASURE									
		Development Types Affected		Trip	A					
Measure	Description	All/ New	Residential/ Non- Residential	Purposes Affected	Affected	Assumptions/Source	Reduction			
		Traffic Ca	Iming							
LU3-8	Neighborhood traffic calming	All	Residential	Residential based	Residential Areas	Assumes 5% of residential neighborhoods implement traffic calming. Source: <i>Moving Cooler</i> <sup>2</sup>	519			
Total VMT F	Reduction for Design strategies and incentives for improving tra	ansit, bicycle, a	and pedestrian	-oriented de	evelopment		11,184			
D.	Policies, strategies, and incentives for increasing	ng transport	ation optior	IS						
	Non-M	Notorized Tr	ansportatio	n						
NM1-1	Create incentive program(s), include in the City's CIP, and/or modify municipal development codes where necessary to implement the Community Trails Master Plan	All	Both	All	Citywide					
NM1-2	Implement that Pleasanton Pedestrian and Bicycle Master Plan, June 2009	All	Both	All	Citywide	VMT reductions based on				
NM1-3	Develop Downtown Transportation Corridor for pedestrian, bicyclists and parking, consistent with the 2002 Master Plan for the Downtown Parks and Trails System and with the Downtown Specific Plan.	All	Both	All	Downtown	estimated increases in bicycle trips from the City of Pleasanton Pedestrian and Bicycle Master Plan <sup>3</sup> .	6,500			
	Modify municipal development codes to require developers to finance and install sidewalks and pedestrian and bicycle pathways, where appropriate, in future developments.	New	Both	All	Citywide					
NM1-4	Require appropriate bicycle-related improvements (i.e., work-place provision for showers, bicycle storage, bicycle lanes, etc.) with new development.	New	Both	All	Citywide					

ATTACHMENT 1 ASSUMPTIONS BY MEASURE									
		Development Types Affected		Trip		Trip Doduction Mothod/	VMT		
Measure	Description	All/ New	Residential/ Non- Residential	Purposes Affected	Affected	Assumptions/Source	Reduction		
NM1-5	Modify municipal development codes to require bike parking for non-residential and multi-family uses	New	Both	All	Citywide				
NM1-6	Maintain bicycle routes with adequate sweeping and pavement repairs.	All	Both	All	Citywide				
NM1-7	Incorporate bicycle detection at signalized intersections.	All	Both	All	Citywide				
NM1-8	Encourage schools, businesses and office parks to provide safe, convenient bike racks.	All	Non- residential	All	Citywide				
NM1-9	Work with East Bay Park District to complete Iron Horse Trail through Hacienda Business Park (HBP)	N/A	N/A	All	HBP				
NM1-10	Install bicycle/pedestrian underpass at 580/680 interchange (Johnson Drive canal) for connection to Dublin	N/A	N/A	All	580/680 interchange				
	Create a bike sharing program in appropriate locations.	All	Both	All	Citywide				
NM1-11	Create incentive program(s), include in the City's CIP, and/or modify municipal development codes to place more bike racks throughout the city, for secure, covered bicycle parking at major transit hubs	N/A	N/A	All	Transit Hubs				
NM1-12	Provide secure, covered bicycle parking at major transit hubs including BART stations	N/A	N/A	All	Transit Hubs/BART				
	Use flood control; channels for bikeways	All	Both	All	Citywide				
NM1-13	Develop a pedestrian trail system which connects all major portions of the Planning Area.	N/A	N/A	All	Citywide				

ATTACHMENT 1 ASSUMPTIONS BY MEASURE									
Measure		Development Types Affected		Trip	_	Trip Doduction Mothod/			
	Description	All/ New	Residential/ Non- Residential	Purposes Affected	ed Affected	Assumptions/Source	Reduction		
NM1-14	Cooperate with EB Regional Parks District to complete regional trail system and with Zone 7 in completing its Arroyo Management Plan.	N/A	N/A	All	Citywide				
NM1-15	Educate residents about bike/pedestrian safety. Enforce laws.	All	N/A	All	Citywide				
NM1-16	Skateboard racks (locking) at schools	N/A	Non- residential	School	School Vicinity				
NM1-17	Work w/ School District to continue Rides to School program.	N/A	Non- residential	School	School Vicinity				
NM1-18	Preserve rights-of-way needed for local and regional roadway improvements that create "complete streets" through dedication of land, as adjacent properties develop.	New	All	All	Citywide				
		Trans	it						
0	Encourage Carpool and bikeshare programs to / from transit station parking (not a city program)	All	Both	All	Transport Hubs	Assumes 10% of employees eligible. Source: VTPI TDM Encyclopedia <sup>4</sup>			
TR1-2	Support Livermore Amador Valley Transit Authority's Rapid Bus Program.	Neither	Neither	All	Stoneridge Mall	Rapid Bus serves Stoneridge Mall area, 1% reduction in total VMT. Source: CAPCOA and NHTS <sup>5</sup> .	4,334		
TR1-3	Encourage a more direct and convenient connection of BART with ACE rail service.	All	Both	All	BART/ACE	Part of other measures; increased frequency and transit service.			
TR1-4	Increase frequency of buses that access BART or other destination centers such as Hacienda Business Park LNL	All	Both	All	Citywide	Measure assumes a 25% reduction in headways			

	ATTACHMENT 1 ASSUMPTIONS BY MEASURE									
	Description	Development Types Affected		Trip			VAT			
Measure		AII/ New	Residential/ Non- Residential	Purposes Affected	Areas Affected	Assumptions/Source	VMI Reduction			
TR1-5	Provide transit service within $\frac{1}{2}$ mile of all residents in the city where the density is 10-12 units/acre	All	Residential	All	Citywide	Most residents (at 10-12 units/acre) already located within ½ mile of some sort of transit. Source: Travel Characteristics of Transit- Oriented Development in California <sup>6</sup>				
TR1-6	Require new residential developments to offer discounted transit passes as part of HOA amenities, payable through the HOA dues.	New	Residential	Home	Citywide	0.7% reduction in VMT based on Santa Monica Land Use and Circulation Element <sup>7</sup>	2,170			
Total VMT F	Reduction for Policies, strategies, and incentives for increasing	transportation	options				13,004			
E.	Policies, strategies, and incentives for providin	g Single Oc	cupancy Vel	hicle (SOV	/) and othe	r commute alternatives				
	Alternate W	ork Schedu	le / Telecom	muting						
TDM2-1	Promote the use of flextime and other measures to employers and employees through the City's Transportation Systems Management (TSM) Ordinance.	All	Non- Residential	Commute	Citywide	The Promotion/ Encourage Incentive programs do not identify specific steps that				
TDM2-2	Encourage employers to allow employees to telecommute.	All	Non- Residential	Commute	Citywide	will be taken to increase the current level of AWS and	3,566			
TDM2-3	Promote or offer alternative work week (e.g. 9/80, work from home, 10-hour shifts) to reduce employee commutes	All	Non- Residential	Commute	Citywide	telecommuting. For CAP purposes, it was assumed that 10 percent of				

ATTACHMENT 1 ASSUMPTIONS BY MEASURE							
		Development Types Affected		Trip	A # 0 0 0	Tein Deduction Method/	
Measure	Description	AII/ New	Residential/ Non- Residential	Purposes Affected	Affected	Assumptions/Source	Reduction
TDM2-4	Create incentive program(s) that encourage neighborhood telecommuting centers.	All	Non- Residential	Commute	Citywide	employees (above current levels) would be eligible to participate.	
Commute Trip Reduction							
TDM2-5	Create incentives for non-single-auto commute modes (e.g. carpool programs, transit vouchers, alternative work week plans, telecommuting) through City employee programs, public outreach	All	Non- Residential	Commute	Citywide	VMT measurements assume	3,341
TDM2-6	Create an incentive program for City employees who use commute alternatives.	All	Non- Residential	Commute	City Employees	an additional 10 percent of employees Citywide become	
TDM2-7	Require new development to provide transit passes or other transit use incentives for an interim period	New	Non- Residential	Commute	Citywide	eligible for transit vouchers. Source: TDM Case Studies <sup>8</sup> .	
TDM2-8	Encourage community-based carpool and ride share programs for residents, businesses, and City employees	All	Non- Residential	Commute	Citywide		
TDM2-9	Modify municipal development codes to require new non- residential projects over a certain size to implement a TDM program that reduces weekday peak period vehicle trips by 20%.	New	Non- Residential	Commute	Citywide	Although goal stipulates 20% reduction, its effectiveness is unknown.	
TDM2-10	Require parking spaces in existing and new development for carpool, vanpool, and carshare vehicles.	New	Non- Residential	Commute	Citywide	Assumes that 5% reduction is achieved for new workplaces with over 100 employees.	23,861

ATTACHMENT 1 ASSUMPTIONS BY MEASURE							
		Development Types Affected		Trip			Var
Measure	Description	All/ New	Residential/ Non- Residential	Purposes Affected	Affected	Assumptions/Source	Reduction
		Car Sha	ring				
TDM2-11	Encourage a car-sharing service at the Pleasanton BART stations if residential development is added to these areas.	New	Residential	All	Citywide	Trip Reduction Source: <i>Moving Cooler</i> <sup>2</sup>	2,545
Park and Ride							
TS1-7	Park and ride lots for key buses that access BART or other destination centers such as Hacienda Business Park or LNL	All	Both	Commute Trips	Region	Expanding park and ride system could result in up to	
TS1-8	Identify, evaluate the feasibility of, and create incentives to develop park and ride lots.	All	Both	Commute Trips	Region	0.5 % reduction in commute trips based on data from WSDOT <sup>9</sup> .	5,535
Total VMT reduction for Policies, strategies, and incentives for providing Single Occupancy Vehicle (SOV) and other commute alternatives						38,848	
F. Policies, strategies, and incentives for increasing Transportation Demand Management							
		Traffic Smo	othing				
RN6	Traffic smoothing through congestion management; Upgrade signal timers to improve traffic flow and reduce traffic congestion.	N/A	N/A	All	Arterials	Barth curves can provide estimate; Detailed simulation required for refined estimations.	No VMT reduction, but can reduce GHG by up to 10 % on implementation corridors.
Parking Policies							
TDM1-1	Create incentive program(s) and modify municipal development codes where feasible to provide shared parking lots.	New	Both	All	Citywide	VMT reduction not quantifiable	

ATTACHMENT 1 ASSUMPTIONS BY MEASURE							
		Development Types Affected		Trip			
Measure	Description	AII/ New	Residential/ Non- Residential	Purposes Affected	Areas Affected	Assumptions/Source	VMI Reduction
TDM1-2	Unbundle parking costs from property costs near BART. Price parking separately from home rents/purchase prices or office leases New Both All BART BART Assumes cost of new parking space at BART station developments is \$30,000 a space.				14,542		
TDM1-3	Require new large employers to offer parking cash-out programs and/or price parking at or above market rates:       New       Non-Residential       Commute       Citywide       Measure assumes that of new employees would eligible.		Measure assumes that 10% of new employees would be eligible.	1,575			
TDM1-4	4Implement residential area parking permits to prevent spill-over parking into neighboring residential areas.AllResidentialAllResidentialVMT Reduction potential not quantifiable						
Total VMT	Total VMT reduction for Policies, strategies, and incentives for increasing Transportation Demand Management       16,117						16,117
<ol> <li>Sources:         <ol> <li>California Air Pollution Control Officers Association (CAPCOA), Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures, August 2010.</li> <li>Ewing, et al, 2008. Growing Cooler – The Evidence on Urban Development and Climate Change. Urban Land Institute.</li> <li>City of Pleasanton Pedestrian and Bicycle Master Plan, Fehr &amp; Peers and RHAA, January 2010.</li> <li>Victoria Transport Policy Institute, TDM Encyclopedia; <u>http://www.vtpi.org/tdm/tdm34.htm</u></li> </ol> </li> </ol>							
<ol> <li>National Household Travel Surveys, 2001 http://www.dot.ca.gov/hq/tsip/ tab/documents/travelsurveys/ Final2001_StwTravelSurvey WkdayRpt.pdf, p.150 (Suburban – SCAG, SANDAG, Fresno County.</li> <li>Lund et al. Travel Characteristics of Transit-Oriented Development in California, http://www.csupomona.edu/~rwwillsop/tod/Pictures/TOD2.pdf</li> </ol>							
7. Ne <u>htt</u>	<ul> <li>7. Nelson\Nygaard, 2010. City of Santa Monica Land Use and Circulation Element EIR Report, Appendix – Santa Monica Luce Trip Reduction Impacts Analysis (p.401). http://www.shapethefuture2025.net/</li> </ul>						
8. Tra <u>htt</u> 9. Wa	<ul> <li>8. Transportation Demand Management Institute of the Association for Commuter Transportation. TDM Case Studies and Commuter Testimonials. Prepared for the US EPA. 1997. <u>http://www.epa.gov/OMS/stateresources/rellinks/docs/tdmcases.pdf</u></li> <li>9. Washington State Department of Transportation. Cost Effectiveness of Park-and-Ride Lots in the Puget Sound Area. &lt;a href="http://www.wsdot.wa.gov/research/reports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullreports/fullr&lt;/td&gt;</li></ul>						
Fehr & Peers	Fehr & Peers, 2011.						



# MEMORANDUM

Date: November 12, 2010

To: Jeff Caton, ESA

From: Tien-Tien Chan and Mark Feldman, Fehr & Peers

# Subject: Pleasanton Climate Action Plan Transportation Baseline and Future Year VMT Estimates

WC10-2758

This technical memo documents the base year and future business as usual VMT estimated by Fehr & Peers as part of the City of Pleasanton Climate Action Plan. The Alameda County CMA Travel Demand Model ("ACCMA Model"), modified to reflect the City Staff's land use projections and network characteristics, was used to develop the VMT estimates. This memo consists of the following sections:

- 1. Modifications Made to the ACCMA Model
- 2. Base Year (2005) VMT Estimates
- 3. Base Year Comparison to ICLEI Report
- 4. 2020 Business As Usual VMT Estimates

#### Modifications Made to the ACCMA Model

#### Land Use

The City of Pleasanton Engineering Division verified that the use of the ACCMA model land use database was sufficient as a baseline for this project. The 2005 ACCMA model year data was used for our Year 2005 scenarios. The ACCMA model does not have year 2020 data, so it was agreed that for our Year 2020 scenarios, interpolation between years 2015 and 2035 was sufficient for this analysis, both within and outside of the City of Pleasanton. 2020 alternatives will pivot from this interpolated data.

#### <u>Network</u>

The ACCMA model networks were modified based on instructions provided by the Engineering Division at the City of Pleasanton. The following changes were made to each network:

#### 2005 Roadway Network

- 1. Made Hopyard Road / St Mary Street south of Black Avenue a 2 lane roadway all the way to Main Street
- 2. Made Springdale Avenue a 4 lane roadway

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- 3. Verified Stoneridge Drive Between Foothill Road and Stoneridge Mall Road is a 4 lane roadway
- 4. Made Stoneridge Drive between West Las Positas Boulevard and Santa Rita Road a 4 lane roadway
- 5. Made Rosewood Drive between Owens Drive and Old Santa Rita Road a 6 lane roadway
- 6. Made Main Street from Abbie Street to Bernal Avenue a 2 lane roadway
- 7. Made Old Bernal Avenue a 2 lane roadway
- 8. Made Bernal Avenue between I-680 and Valley Avenue a 6 lane roadway

2020 Roadway Network (Started with 2015 network and 2005 roadway network changes and made the following updates):

- 1. Verified that Stoneridge Drive from Stoneridge Mall Road to West Las Positas Boulevard is a 6 lane roadway
- 2. Extended Stoneridge Drive from its current terminus to El Charro Road
- 3. Made Vineyard Drive east of Bernal Avenue a 2 lane roadway

#### Base Year (2005) VMT Estimates

After making the above modifications for 2005, Fehr & Peers conducted a model run to calculate base year daily VMT by speed bin and VHT/VHD estimates. Using select link analysis, three types of vehicle trips were tracked separately:

- 1. Vehicle trips that remained internal to Pleasanton.
- 2. Vehicle trips with one end in Pleasanton and one end outside of Pleasanton (IX/XI trips).
- 3. Vehicle trips with neither end in Pleasanton (XX trips).

Using the set of "accounting rules" recommended for VMT inventories in Climate Action Plans by the Bay Area Regional Transportation Advisory Committee (RTAC), VMT from trips of type 1, 2 and 3 were counted 100%, 50%, and 0% respectively towards Pleasanton-generated VMT. Table 1 shows the 2005 Pleasanton Baseline VMT estimates by speed bin. Table 2 shows the estimated daily vehicle hours traveled (VHT) and vehicle hours of delay (VHD) using the same accounting rules.

Ir

Speed Bin VMT					
From	То	Internal (counted 100%)	IX/XI (counted 50%)	Total	
0	5	-	996	996	
5	10	-	1,425	1,425	
10	15	-	1,324	1,324	
15	20	96	22,213	22,309	
20	25	9,094	29,185	38,279	
25	30	57,907	110,550	168,457	
30	35	29,335	114,131	143,466	
35	40	82,680	200,048	282,728	
40	45	35	169,986	170,021	
45	50	426	239,188	239,614	
50	55	56	228,175	228,231	
55	60	11,116	506,752	517,868	
60	65	3,825	270,475	274,300	
65	70	-	6	6	
Tota	al	194,570	1.894.454	2.089.024	

TABLE 2 BASE YEAR DAILY VHT AND VHD				
	Vehicle Hours Traveled (VHT)	Vehicle Hours Delayed (VHD)		
Internal (counted 100%)	5,504	44		
IX/XI (counted 50%)	41,834	5,545		
Total	47,338	5,589		
Fehr & Peers, 2010				

#### Base Year Comparison to ICLEI Report

The above VMT estimate of approximately 2.1 million per day was compared to the estimate from the *City of Pleasanton Greenhouse Gas Emissions Analysis*, published by ICLEI in 2008. The ICLEI annual estimate of 949 million VMT was divided by 365 to obtain a daily VMT of approximately 2.60 million, about 24% higher than the ACCMA model.

However, the methodology behind the ICLEI estimate differs from the estimate in Table 1 significantly. The ICLEI estimate relied primarily on Caltrans HPMS data, which is tied to traffic



counts. In other words, the 2.60 million VMT represents VMT on roadways within the City of Pleasanton, regardless of the trip origin and/or destination. The differences between this estimate and the 2.09 million estimate from the ACCMA model reflect the following:

- 1. The ICLEI VMT includes trips which neither start nor end in Pleasanton (XX trips), whereas the ACCMA model VMT does not include these trips.
- The ICLEI VMT includes only the portion of IX/XI trips which occurs on roadways in Pleasanton, whereas the ACCMA model VMT includes 50% of the *entire* trip lengths from those trips.

As an additional step, we checked the VMT from the model using the ICLEI method, including all VMT on Pleasanton roads, regardless of trip origin or destination. For the purpose of this exercise, we took 50% of the VMT on I-580 between Foothill Road and El Charro Road, which essentially straddles the Dublin / Pleasanton border. The VMT estimate from that analysis was 2.87 million, within 10% of the 2.60 million estimate from ICLEI. This helps confirm that the 2.09 million VMT estimate from the model using the RTAC-recommended method differs from the ICLEI estimate due primarily to the differences between the estimation methods, and that the ACCMA model is a reasonable tool for the analysis, producing similar numbers to previously-established tools.



#### 2020 Business As Usual (BAU) VMT Estimates

Using the modifications discussed for Year 2020, Fehr & Peers ran the resulting ACCMA model and obtained a Year 2020 BAU VMT estimate, representing the future VMT without any specific greenhouse gas-reduction measures. Tables 3 and 4 show the results of this run:

TABLE 3 2020 BUSINESS AS USUAL DAILY VMT BY SPEED BIN						
Speed	Speed Bin VMT					
From	То	Internal (counted 100%)	IX/XI (counted 50%)	Total		
0	5	212	4,000	4,212		
5	10	2	6,098	6,100		
10	15	255	19,253	19,508		
15	20	86	12,571	12,657		
20	25	10,844	35,559	46,403		
25	30	69,968	148,339	218,307		
30	35	37,562	270,348	307,910		
35	40	99,705	569,853	669,558		
40	45	3,194	262,297	265,491		
45	50	1,292	313,732	315,024		
50	55	9,997	370,906	380,903		
55	60	3,036	265,727	268,763		
60	65	904	102,802	103,706		
65	70	0	3	3		
Tota	al	237,057	2,381,488	2,618,545		
% Increase from	% Increase from Base Year 22% 26% 25%					
Source: Fehr & Peers, 2010.						

TABLE 4 2020 BUSINESS AS USUAL DAILY VHT AND VHD				
	Vehicle Hours Traveled (VHT)	Vehicle Hours Delayed (VHD)		
Internal (counted 100%)	6,828	181		
IX/XI (counted 50%)	59,860	13,278		
Total	66,688	13,459		
% Increase from Base Year	41%	141%		
Fehr & Peers, 2010				

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Tables 3 and 4 show that in the absence of any greenhouse gas reduction strategies, VMT for the City of Pleasanton would increase by 25% from 2005 to 2020, VHT would increase by 41%, and VHD would increase by 141%. The ACCMA model projections, based on ABAG's *Projections* 2007, anticipate the number of dwelling units in the City of Pleasanton to increase by 7%, the number of retail jobs to increase by 23%, and the number of non-retail jobs to increase by 44%. The 25% increase in VMT is reasonable, given these growth assumptions with no accompanying VMT-reduction measures.

# Fehr & Peers

## **MEMORANDUM**

Date:July 18, 2011To:Mike Tassano, City of PleasantonFrom:Kathrin Tellez, Fehr & PeersSubject:Pleasanton Housing Element Transportation Analysis

WC11-2835

Fehr & Peers conducted a transportation analysis to evaluate potential intersection and roadway segment impacts of the Housing Element Update (Project) for Pleasanton, California. The Housing Element proposes to alter the zoning of approximately 17 parcels within the City to allow for construction of approximately 3,285 multi-family housing units that would otherwise not be permitted under current zoning. The potential housing element sites are shown on **Figure 1** (all figures are provided at the end of this memo).

For this assessment, peak hour intersection operations at 33 critical intersections in the City were evaluated both without and with the Housing Element under existing, near-term and General Plan build out conditions. Approved (projects that are approved and likely to be constructed in the near-term) and pending (projects not yet approved but likely to be approved and constructed in the near-term) developments were also considered without and with the El Charro Road extension from Stoneridge Drive to Stanley Boulevard in the near-term condition. Three alternative housing element scenarios were also evaluated for a subset of the study intersections. An assessment of potential impacts to the Metropolitan Transportation System (MTS), including freeways and roadways as designated by the Alameda County Transportation Commission (ACTC) is also provided. This assessment is based on information provided to Fehr & Peers by City of Pleasanton Staff in June 2011 and analysis assumptions reflected in this memorandum may not reflect the most current information, but the best information available during the course of this study.

#### SUMMARY OF RESULTS

Results of the intersection analysis are summarized in **Table 1** and discussed below.

## **Proposed Project**

In the existing condition, development consistent with the proposed Housing Element would not degrade the operation of the study intersections beyond the City's LOS D standard (average control delay per vehicle at all study intersections would be less than or equal to 55.0 seconds).

In the near-term condition, considering traffic from approved and pending projects in the City and roadway improvements planned to be constructed in the near-term, one intersection would degrade to potentially unacceptable operations:

• Bernal Avenue/Valley Avenue (LOS E in AM peak hour)

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TABLE 1 ANALYSIS RESULTS SUMMARY						
Scenario	Existing	Existing Plus Approved Projects and EPAP Plus Pending Projects	Cumulative			
No Project	All study intersections operate at acceptable service levels.	Considering construction of planned intersection improvements, intersection of Bernal Avenue/Valley Avenue would degrade to LOS E in AM peak hour; all other study intersections projected to operate acceptably.	<ul> <li>Three study intersections projected to operate at potentially unacceptable levels:</li> <li>Bernal Avenue/Valley Avenue (LOS E in AM peak hour)</li> <li>Junipero Street/Sunol Boulevard (LOS E in AM peak hour)</li> <li>Stanley Boulevard/El Charro Road (LOS E in AM peak hour)</li> </ul>			
Proposed Project	All study intersections projected to continue operating at acceptable service levels with addition of Project traffic.	Operations would improve to LOS D at Bernal Avenue/Valley Avenue; no study intersection would degrade from acceptable to unacceptable; construction of El Charro Road extension would <b>not</b> result in unacceptable operations at study intersections.	Improves operation of intersections listed above to LOS D; no intersections would degrade from acceptable to unacceptable conditions.			
Project Alternative 1	Same as proposed Project.	Same as proposed Project.	Same as proposed Project.			
Project Alternative 2	Same as proposed Project.	Same as proposed Project.	Improves operation of Junipero Street/Sunol Boulevard and Stanley Boulevard/El Charro Road to LOS D; LOS E conditions would remain at Bernal Avenue/Valley Avenue; no intersections would degrade from acceptable to unacceptable conditions.			
Project Alternative 3	Same as proposed Project.	Same as proposed Project.	Same as proposed Project.			
Source: Fehr & Peers, 2011						

The Housing Element would result in traffic shifts through the Bernal Avenue/Valley Avenue intersection, resulting in acceptable intersection operations under the near-term with Housing Element scenarios.

Construction of the El Charro Road extension, connecting Stoneridge Drive to Stanley Boulevard would reduce average vehicular delay at some intersections and increase average vehicular delay at other intersections; however, no intersections would degrade from acceptable to unacceptable operations with the El Charro Road extension.

In the far-term condition, considering build out of the General Plan land uses and roadway improvements planned to be constructed, three intersections are projected to operate at potentially unacceptable levels:

- Bernal Avenue/Valley Avenue (LOS E in AM peak hour)
- Junipero Street/Sunol Boulevard (LOS E in AM peak hour)
- Stanley Boulevard/El Charro Road (LOS E in AM peak hour)

Operations at the above intersections would improve to LOS D operations in the AM peak hour with the Housing Element as compared to the current General Plan due to the different traffic patterns expected with the Housing Element.

Overall, results of the transportation assessment show that the existing, near-term and cumulative intersection impacts associated with development of the Housing Element are *less-than-significant*.

#### Project Alternatives

Three alternatives to the proposed Housing Element were also evaluated at a subset of intersections. Similar to the proposed Project, none of the Housing Element alternatives would result in deficient service levels in the existing condition. In the near-term condition, conditions would improve at the Bernal Avenue/Valley Avenue to LOS D under all three alternatives.

With Alternative 1 in the Cumulative Condition, operations of the three intersections projected to operate deficiently in the No Project Scenario would improve to LOS D and no intersections would degrade from acceptable to unacceptable conditions.

With Alternative 2, operation of the Bernal Avenue/Valley Avenue intersection would remain at LOS E during the AM peak hour, as no housing development was assumed on the Gateway site. Alternative 2 would increase traffic through the intersection by more than 10 vehicles, potentially resulting in a *significant impact*. Improvements above those identified in the General Plan would be needed to provide acceptable operations; since this is a designated Gateway intersection, LOS E may be considered acceptable and the impact would be considered *less-than-significant*. Operation of Junipero Street/Sunol Boulevard and Stanley Boulevard/El Charro Road intersections would improve to LOS D and no intersections would degrade from acceptable to unacceptable in the cumulative condition.

With Alternative 3, operations of the three intersections projected to operate deficiently in the No Project Scenario would improve to LOS D and no intersections would degrade from acceptable to unacceptable conditions.

## MTS Roadway System

Results of the MTS analysis indicate that the following regional roadway segments would potentially be impacted by the proposed Project:

- Sunol Boulevard (First Street) between Vineyard Avenue and Stanley Boulevard (2015 and 2035)
- Hopyard Road between Owens Drive and I-580 (2035)

No capacity improvements are planned for these facilities, although construction of parallel facilities and the provision of additional transit service in the corridors could reduce future travel demand. However, impacts to the MTS system are expected to remain *significant and unavoidable*. It should be noted that these deficient operations would occur without or with the Housing Element and that as individual projects, the Housing Element land uses would not significantly impact the MTS system; the impact would occur when considering all housing element projects cumulatively.

The remainder of the report details our analysis methods and results.

#### STUDY AREA AND ANALYSIS SCENARIOS

The study area for this analysis was selected in consultation with City traffic engineering staff and consists of intersections that have been previously identified to operate poorly or located in close proximity to a housing element site and could be negatively impacted by the Project. Intersections are listed below and shown on Figure 1.

- 1. Foothill Road / Dublin Canyon Road
- 2. Owens Drive / Willow Road
- 3. Owens Drive / East BART Station Driveway
- 4. Hacienda Drive / Owens Drive
- 5. Santa Rita Road / Rosewood Drive
- 6. Santa Rita Road / Pimlico Drive
- 7. Foothill Road / Stoneridge Drive
- 8. Stoneridge Drive / Springdale Avenue
- 9. Stoneridge Drive / Stoneridge Mall Road

#### 10. Stoneridge Drive / Johnson Drive

11. Stoneridge Drive / Hopyard Road

- 12. Stoneridge Drive / Hacienda Drive
- 13. Owens Drive / West Las Positas Boulevard
- 14. West Las Positas Boulevard / Santa Rita Road
- 15. Foothill Road / West Las Positas Boulevard
- 16. West Las Positas Boulevard / Hopyard Road
- 17. West Las Positas Boulevard / Hacienda Drive
- 18. Stoneridge Drive / West Las Positas Boulevard
- 19. Stoneridge Drive / Santa Rita Road
- 20. Santa Rita Road / Mohr Avenue
- 21. Santa Rita Road / Valley Avenue
- 22. Valley Avenue / Busch Road
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- 23. Bernal Avenue / I-680 NB Ramps
- 24. Koll Center Drive / Bernal Avenue
- 25. Bernal Avenue / Valley Avenue
- 26. Stanley Boulevard / Santa Rita Road
- 27. Stanley Boulevard / First Street
- 28. Stanley Boulevard at Bernal Avenue / Valley Avenue

- 29. Bernal Avenue / Vineyard Drive (N)
- 30. Bernal Avenue / Vineyard Drive (S)
- 31. Junipero Street / Sunol Boulevard
- 32. Stoneridge Drive / El Charro Road
- 33. Stanley Boulevard / El Charro Road

The intersections indicated in **BOLD** text above are identified as gateway intersections in the General Plan and are exempt from the LOS D standard if all feasible improvements have been implemented. The intersections identified above were evaluated for the following scenarios for both the AM and PM peak hours:

**Scenario 1:** Existing Conditions – Existing volumes obtained from traffic counts and the existing roadway system configuration.

**Scenario 2:** Existing Plus Project – Existing volumes obtained from traffic counts and the existing roadway system configuration plus traffic estimated for the Project. The roadway system is the same as Scenario 1.

**Scenario 3:** Existing Plus Approved Projects (EPAP) No Project Conditions – Existing volumes plus traffic estimates for approved developments and/or traffic increases due to regional growth. No regional roadway system improvements were assumed for this scenario.

**Scenario 4a:** EPAP Plus Project – Traffic volumes from Scenario 3 plus traffic estimated for the project. The roadway system is the same as Scenario 3.

**Scenario 4b:** EPAP Plus Project <u>Plus El Charro Road Extension</u> – Land uses consistent with Scenario 4a, but considers traffic patterns with construction of the El Charro Road extension.

**Scenario 5:** EPAP Plus Pending Projects No Project Conditions – Traffic from Scenario 3, plus traffic from anticipated projects (projects not yet approved or included in the travel demand model but likely to be approved in the near-term) identified by City staff, including proposed, but not yet approved development on the CarrAmerica site and at the east Pleasanton BART station. No roadway system improvements were assumed for this scenario.

**Scenario 6a:** EPAP Plus Pending Projects Plus Project – Traffic volumes from Scenario 5 plus traffic estimated for the project. The roadway system is the same as Scenario 5.

**Scenario 6b:** EPAP Plus Pending Projects Plus Project <u>Plus El Charro Road Extension</u> – Land uses consistent with Scenario 6a, but evaluates traffic patterns with construction of the El Charro Road extension.

**Scenario 7:** Far-Term (Cumulative) No Project Conditions – Projected traffic volumes and the projected roadway system using the City of Pleasanton Travel Demand Model. The traffic forecasts include Approved and Pending projects from Scenarios 3 and 5, in addition to build out of land uses consistent with the General Plan. This scenario includes roadway system improvements consistent with the General Plan Circulation element, including the El Charro Road extension.

**Scenario 8:** Far-Term (Cumulative) Project Conditions – Traffic volumes from Scenario 7 plus changes from development of the Project. The proposed Housing Element land uses were added to the build out travel demand model, replacing current or planned uses where applicable, to estimate traffic volume changes at the study intersections. The roadway system is the same as Scenario 7.

#### MTC ROADWAY ANALYSIS STUDY AREA

Freeway and surface street segments in Pleasanton were included in this analysis:

- I-580 (7 segments)
- I-680 (4 segments)
- SR 84/Isabel Avenue/Kitty Hawk Road (5 segments)
- Foothill Boulevard (4 segments)
- Stoneridge Drive (8 segments)
- W. Las Positas Road (5 segments)

#### ANALYSIS METHODS

#### Level of Service

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. Level of service D is the service standard at intersections in Pleasanton, although exceptions are permitted under certain circumstances outlined in the General Plan.

#### Signalized Intersections

Traffic conditions at signalized intersections were evaluated using methods outlined in Chapter 19 of the Transportation Research Board's 2000 *Highway Capacity Manual*. This method uses

- Hopyard Road (6 segments)
- Stanley Boulevard (4 segments)
- Santa Rita Road (8 segments)
- Sunol Boulevard (4 segments)
- Bernal Avenue (5 segments)

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various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through it. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. Table 1 summarizes the relationship between average delay per vehicle and LOS for signalized intersections. Intersection delays were calculated and are correlated to a LOS designation as described in **Table 2**.

#### Unsignalized Intersections

No unsignalized intersections are included in this assessment.

#### MTS Segment Analysis

Operations of the MTS freeway and surface street segments were assessed based on volume-tocapacity (V/C) ratios. For freeway segments, a per-lane capacity of 1,950 vehicles per hour was used. This capacity is consistent capacities assumed for the ACTC analysis presented in the City of Pleasanton General Plan Update. For surface streets, a per-lane capacity of 900 vehicles per hour was used. Roadway segments with a V/C ratio greater than 1.0 are assigned LOS F.

TABLE 2 SIGNALIZED INTERSECTION LOS CRITERIA									
Level of Service	Description	Average Control Delay Per Vehicle (Seconds)							
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	<u>≤</u> 10.0							
В	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0							
С	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0							
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0							
E	Operations with long delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0							
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0							
Source: Highway Capacity Manual (Transportation Research Board, 2000).									

#### SIGNIFICANCE CRITERIA

The following criteria were used to identify significant off-site intersection impacts of the proposed project.

- Deterioration of an intersection from LOS D (or better) to LOS E or LOS F<sup>1</sup>
- The project adds ten or more trips to an intersection projected to operate at LOS E or F prior to the addition of project traffic

Level of Service E is considered acceptable on the Alameda County Metropolitan Transportation System. Impacts to the Alameda County Metropolitan Transportation System were evaluated against the following criteria:

• The project would cause a roadway segment on the Metropolitan Transportation System to operate at LOS F or would increase the V/C ratio by more than 0.03<sup>2</sup> for a roadway segment that would operate at LOS F without the project

#### **EXISTING CONDITIONS**

Weekday morning and evening peak hour turning movement volume data, as well as existing lane configurations and intersection control devices were provided by the City of Pleasanton. The existing traffic volumes are shown on **Figure 2** and the existing lane configurations are shown on **Figure 3**. Existing intersection operations were evaluated for both peak hours. **Table 3** (at the end of this report) summarizes the intersection analysis results. All the study intersections included in this assessment currently operate at acceptable service levels during both peak hours.

#### **PROJECT CHARACTERISTICS**

Development of approximately 3,285 new housing units on numerous sites throughout the City is proposed as part of the Housing Element. The potential housing sites were shown previously on Figure 1. **Table 4** summarizes development potential of each site considered in this analysis; detailed land use assumptions are provided in Attachment A.

To assess the changes in traffic flow through the City with development of the housing element, the City of Pleasanton Travel Demand model was used to assess citywide vehicular travel changes. Land uses in the model were adjusted for each Travel Analysis Zone (TAZ) where new housing development could occur under the Housing Element. Existing land uses that would be removed to accommodate housing development, or approved or potential land uses development that would otherwise not occur with housing development was also modified in the model.

<sup>&</sup>lt;sup>1</sup> Gateway intersections would be potentially exempt from the LOS D standard if all feasible improvements have been considered.

<sup>&</sup>lt;sup>2</sup> Note that the Alameda County Transportation Commission (ACTC) does not have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the Congestion Management Program (CMP). This threshold was also used for the MTS analysis presented in the General Plan Update Environmental Impact Report (EIR).

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TABLE 4   HOUSING ELEMENT LAND USE SUMMARY <sup>1</sup>										
Map ID	Description	Land Use Assumptions								
1	BART Site	250 multi-family homes								
2	Wyndham Garden Hotel/Sheraton	99 multi-family homes and removal of existing site uses								
3	Stoneridge Mall Parking Lot	400 multi-family homes								
4	Kaiser Site	183 multi-family homes; replace medical-office zoning								
5	Rosewood	Site no longer considered in Housing Element								
6	Irby-Kaplan-Zia	138 multi-family homes; existing single-family home removed.								
7	Gateway	300 multi-family homes; 88 single family homes; replace approved office use								
8	Auf de Mar/Rickenback	159 multi-family homes; replace portion of retail zoned property								
9	Nearon Site	129 multi-family homes; replace existing and approved office use								
10	CarrAmerica	336 multi-family homes								
11	Kiewit	300 multi-family homes; replace some industrial zoned property								
12	Goodnight Inn	Site no longer considered in Housing Element								
13	CM Capital Properties	360 multi-family homes; replace existing office								
14	Legacy Partners	360 multi-family homes; replace some industrial zoned property								
15	Valley Trails Church	Site no longer considered in Housing Element								
16	Vintage Hills Shopping Center	Site no longer considered in Housing Element								
17	Axis Community Health	13 multi-family homes; replace existing uses								
18	Downtown	46 multi-family homes								
19	Sunol at Sonoma	30 multi-family homes; replace industrial zoned property								
20	Sunol at Sycamore	53 multi-family homes; replace office zoned property								
21	4202 Stanley	41 multi-family homes; replace existing uses								
Notes:	Notes: Land uses identified for inclusion in the Housing Element as of June 6, 2011 by <i>City of Pleasanton.</i>									

Model plots showing the magnitude of expected vehicular demand changes are provided in Attachment B for each housing element scenario; post processing adjustments were made at select locations where the travel demand model did not load traffic onto the roadway network as would be expected. The expected changed in vehicular demand at each study intersection was added/subtracted from the base volume for each scenario. Although traffic is generally expected to increase with additional residential development, traffic for some intersection turning movements may decrease as traffic generated by residential uses has different travel patterns than some of the land uses that would be replaced, such as employment uses. Potential changes in travel patterns could result in better utilization of the existing and planned roadway network, and in select cases result in better intersection operations than would occur with development consistent with the General Plan.

#### TRAFFIC FORECASTS AND ROADWAY NETWORK ASSUMPTIONS

Traffic forecasts and roadway network assumptions for analysis scenarios 2 through 8 are discussed below. A computerized traffic model was used to develop future traffic forecasts for the near-term and far-term conditions, and asses potential travel changes with land use modifications associated with the Housing Element. This model was developed for the City by Dowling Associates for the General Plan Update and was calibrated to traffic conditions in 2010. The resulting model estimates future traffic conditions based on land use and transportation network changes.

#### Existing Plus Project Conditions (Scenario 2)

Traffic changes expected to occur with land use changes proposed as part of the housing element were added/subtracted from the Existing traffic volumes (Figure 2) and are shown on **Figure 4**. Traffic volumes are generally expected to increase at the study intersections, although traffic for some intersection turning movements may decrease with the removal of existing land uses that have different travel patterns than the proposed Housing Element development.

No changes to the roadway system were assumed as part of the Existing Plus Project analysis.

#### Existing Plus Approved Projects (EPAP) (Scenario 3)

Preliminary traffic forecasts for the EPAP scenario were obtained from City staff, representing existing traffic, plus traffic from approved developments in the City. These forecasts were developed using a computerized traffic model and represent likely traffic conditions in the area over the next five to ten years. Adjustments were made to the forecasts to include projects that were approved since the development of the traffic model. The Existing Plus Approved Project peak hour intersection volumes are shown on **Figure 5**.

Improvements are expected to be completed at several intersections in the near-term condition as these improvements are already under construction or conditioned on approved development, including:

- Santa Rita Road/Stoneridge Drive
- Bernal Avenue/I-680 Northbound Ramps
- Bernal Avenue/Koll Center Drive
- Bernal Avenue/Valley Avenue

• Stoneridge Drive/El Charro Road

Completion of the Stoneridge Drive extension was also included in this analysis scenario. The intersection lane configurations where intersection modifications were assumed in the EPAP analysis are shown on **Figure 6**. Signal timings were optimized for AM and PM peak hour operations at signalized intersections, as the City regularly monitor traffic signal timing to ensure optimal traffic flow through critical corridors. The same traffic signal timings/phasings were used for all EPAP scenarios.

#### EPAP Plus Project (Scenario 4a)

Traffic changes expected to occur with the Project were added/subtracted from the EPAP traffic volumes (Figure 5) and are shown on **Figure 7**. No additional roadway system improvements were assumed above those identified on Figure 6.

#### EPAP Plus Project Plus El Charro Road Extension (Scenario 4b)

The travel demand model that reflects Scenario 4a was modified to include the extension of El Charro Road from Stoneridge Drive to Stanley Boulevard. The citywide changes in travel are shown in Attachment B; the resulting peak hour intersection turning movement volumes are shown on **Figure 8**. The resulting intersection configuration at the El Charro Road/Stanley Boulevard intersection is shown on Figure 6.

#### EPAP Plus Pending Projects (Scenario 5)

Development on the CarrAmerica site within the Hacienda Business Park, potentially including a hotel, retail and additional office uses, and development at the east Pleasanton BART station including office, retail and hotel uses, have been proposed though not yet approved. Adjustments were made to the forecasts from Scenario 3 to reflect expected traffic volumes including this pending development. The resulting forecasts are shown on **Figure 9**. No additional roadway system improvements were assumed above those identified on Figure 6.

#### EPAP Plus Pending Projects Plus Project (Scenario 6a)

Traffic changes expected to occur with the Project were added/subtracted from the EPAP Plus Pending Projects traffic volumes (Figure 9) and are shown on **Figure 10**. No additional roadway system improvements were assumed above those identified on Figure 6.

#### EPAP Plus Pending Projects Plus Project Plus El Charro Road Extension (Scenario 6b)

The travel demand model that reflects Scenario 6a was modified to include the extension of El Charro Road from Stoneridge Drive to Stanley Boulevard. The citywide changes in travel are shown in Attachment A; the resulting peak hour intersection turning movement volumes are shown on **Figure 11**. The resulting intersection configuration at the El Charro Road/Stanley Boulevard intersection is shown on Figure 6.

#### Far-Term (Cumulative) No Project (Scenario 7)

Preliminary traffic forecasts for the Cumulative scenario were obtained from City staff, representing existing traffic, plus traffic from approved and pending developments, as well as development that could occur under the current General Plan. These forecasts were developed using a computerized traffic model and represent likely traffic conditions in the area over the next twenty years. Adjustments were made to the forecasts to include project refinements as

additional information became available since the development of the traffic model. The Far-Term (Cumulative) No Project intersection turning movement volumes are shown on **Figure 12**.

The City of Pleasanton plans to construct a number of roadway improvements that would result in improved service levels at a number of existing study intersections in the General Plan Update build out condition. Some of the planned improvements include the El Charro Road extension and the Stoneridge Drive extension. The baseline planned roadway improvements have been incorporated into the traffic forecast model and the intersection operations analysis. Intersection improvements over the existing condition were shown previously on Figure 6 and include improvements to the Foothill Road/ Canyon Way intersection.

#### Far-Term (Cumulative) With Project (Scenario 8)

Under Far-term with Project conditions traffic changes expected to occur with the Project were added/subtracted from the Far-Term (Cumulative) No Project traffic volumes (Figure 12) and are shown on Figure **13**.

#### INTERSECTION ANALYSIS RESULTS

Peak hour intersection operations were evaluated using the intersection turning movement forecasts discussed above and the lane configurations assumed under each scenario using the analysis methods outlined previously. The results are shown in Table 3 and intersection level of service worksheets are included as Attachment C.

#### Existing Conditions (Scenario 1)

All study intersections currently operate at acceptable service levels during both the AM and PM peak hours.

#### **Existing Plus Project Conditions (Scenario 2)**

With the addition of traffic from the Housing Element in the Existing Condition, all study intersections are projected to continue operating at acceptable service levels, resulting in a *less-than-significant impact* in the Existing condition.

#### EPAP (Scenario 3)

Considering development of approved projects in the near-term, one intersection is projected to degrade to potentially unacceptable conditions:

• Bernal Avenue/Valley Avenue (LOS E in AM peak hour)

#### EPAP Plus Project (Scenario 4a)

With the addition of traffic from Housing Element, operations of the Bernal Avenue/Valley Avenue would improve to LOS D given the construction of housing as opposed to office uses at the Pleasanton Gateway site. No intersections that are projected to operate at acceptable service levels without the Housing Element are projected to degrade with the Housing Element in the EPAP condition.

#### EPAP Plus Project Plus El Charro Road Extension (Scenario 4b)

With the extension of El Charro Road with the Housing Element, study intersections would continue to operate at acceptable levels although some intersections may experience slight increases or decreases in average delay. No intersections would degrade from acceptable to unacceptable operations in this scenario.

#### EPAP Plus Pending Projects (Scenario 5)

With the addition of traffic from pending developments in the near-term, the Bernal Avenue/Valley Avenue intersection would continue to operate at LOS E in AM peak hour; no intersections degrade from acceptable to unacceptable. These results are consistent with Scenario 3 (EPAP) results.

#### EPAP Plus Pending Projects Plus Project (Scenario 6a)

Results of scenario 6a the same as Scenario 4a (EPAP Plus Project); conditions improve from unacceptable to acceptable at the Bernal Avenue/Valley Avenue intersection. No additional intersections that are projected to operate at acceptable service levels without the Housing Element are projected to degrade with the Housing Element in the EPAP Plus Pending Projects condition.

#### EPAP Plus Pending Projects Plus Project Plus El Charro Road Extension (Scenario 6b)

With the extension of EI Charro Road with the Housing Element considering pending development and the Project, study intersections would continue to operate at acceptable levels although some intersections may experience slight increases or decreases in average delay as compared to Scenario 5. No intersections would degrade from acceptable to unacceptable operations in this scenario.

#### Far-Term (Cumulative) No Project (Scenario 7)

In the Cumulative Condition with the City's General Plan (no Housing Element growth), the following study intersections are projected to operate at potentially unacceptable levels:

- Bernal Avenue/Valley Avenue (LOS E in AM peak hour)
- Junipero Street/Sunol Boulevard (LOS E in AM peak hour)
- Stanley Boulevard/El Charro Road (LOS E in AM peak hour)

#### Far-Term (Cumulative) With Project (Scenario 8)

With the Housing Element in the Cumulative condition, operations of the intersections noted as deficient under Scenario 7 would improve to LOS D during the AM peak hour as traffic patterns shift with housing development as opposed the land uses designated in the General Plan. No intersections would degrade from acceptable to unacceptable operations in this scenario.

As all intersections are projected to operate at acceptable service levels considering the proposed Housing Element land uses, the intersection impacts of the Project are *less-than-significant* and no project specific mitigation measures have been identified. It should be noted that all Housing Element projects would be required to pay the City's traffic impact fee (TIF), which would fund transportation improvements identified in the TIF.

-1

#### ALTERNATIVES ANALYSIS

Three housing element alternatives were evaluated in the plus project conditions using the same analysis procedures described previously. The residential uses assumed for each Housing Element site are summarized in **Table 5** for each alternative; detailed assumptions are provided in Attachment A.

TABLE 5     PROJECT ALTERNATIVES HOUSING ELEMENT LAND USE SUMMARY <sup>1</sup>										
Map ID	Site	Project	Alternative 1 – Large Properties	Alternative 2 – Transit Oriented	Alternative 3 – Exclude East Side					
1	BART Site	250 multi-family homes	300 multi-family homes	249 multi-family homes	300 multi-family homes					
2	Sheraton	99 multi-family homes	No HE development	99 multi-family homes	No HE development					
3	Stoneridge Mall Parking Lot	400 multi-family homes	300 multi-family homes	300 multi-family homes	300 multi-family homes					
4	Kaiser Site	183 multi-family homes	No HE development	183 multi-family homes	No HE development					
6	Irby-Kaplan-Zia	138 multi-family homes	180 multi-family homes	138 multi-family homes	270 multi-family homes					
7	Gateway	300 multi-family; 88 single family	279 multi-family homes	No HE development	279 multi-family homes					
8	Auf de Mar/ Rickenback	159 multi-family homes	345 multi-family homes	345 multi-family homes	345 multi-family homes					
9	Nearon Site	129 multi-family homes	No HE development	168 multi-family homes	150 multi-family homes					
10	CarrAmerica	336 multi-family homes	252 multi-family homes	252 multi-family homes	252 multi-family homes					
11	Kiewit	300 multi-family homes	300 multi-family homes	300 multi-family homes	No HE development					
13	CM Capital Properties	360 multi-family homes	No HE development	No HE development	290 multi-family homes					
14	Legacy Partners	360 multi-family homes	276 multi-family homes	276 multi-family homes	No HE development					
17	Axis Community Health	13 multi-family homes	14 multi-family homes	14 multi-family homes	14 multi-family homes					
18	Downtown	46 multi-family homes	No HE development	No HE development	No HE development					
19	Sunol at Sonoma	30 multi-family homes	No HE development	No HE development	No HE development					
20	Sunol at Sycamore	53 multi-family homes	No HE development	No HE development	No HE development					
21	4202 Stanley	41 multi-family homes	No HE development	No HE development	No HE development					
Total	Units	3,285	2,246	2,324	2,200					
Notes	Notes: Housing Element Alternatives identified for inclusion in the Housing Element as of July 7, 2011 by City of Pleasanton.									

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# FEHR PEERS

28. Stanley Boulevard at Bernal Avenue / Valley Avenue

31. Junipero Street / Sunol Boulevard

Intersection operations were evaluated for the each Alternative for each scenario using the same methods outlined previously at a subset of intersections identified by City staff:

#### 1. Foothill Road / Dublin Canyon Road

- 19. Stoneridge Drive / Santa Rita Road
- 21. Santa Rita Road / Valley Avenue
- 33. Stanley Boulevard / El Charro Road

#### 25. Bernal Avenue / Valley Avenue

Forecasts were developed for each With Project scenario with each Alternative; the resulting peak hour turning movement volumes are shown on **Figures 14, 15 and 16** for Alternatives 1 through 3 respectively. Level of service results are presented in **Tables 6, 7** and **8** for Alternatives 1 through 3. Key findings for each alternative as compared to the Project are discussed below.

Similar to the proposed Project, none of the Housing Element Alternatives would result in deficient service levels in the existing condition. In the near-term condition, conditions would improve at the Bernal Avenue/Valley Avenue to LOS D under all three alternatives.

With Alternative 1 in the Cumulative Condition, operations of the three intersections projected to operate deficiently in the No Project Scenario would improve to LOS D and no intersections would degrade from acceptable to unacceptable conditions.

With Alternative 2, operation of the Bernal Avenue/Valley Avenue intersection would remain at LOS E during the AM peak hour, as no housing development was assumed on the Gateway site. Alternative 2 would increase traffic through the intersection by more than 10 vehicles, potentially resulting in a *significant impact*. Improvements above those identified in the General Plan would be needed to provide acceptable operations; since this is a designated Gateway intersection, LOS E may be considered acceptable and the impact would be considered *less-than-significant*. Operation of Junipero Street/Sunol Boulevard and Stanley Boulevard/El Charro Road intersections would improve to LOS D and no intersections would degrade from acceptable to unacceptable in the cumulative condition.

With Alternative 3, operations of the three intersections projected to operate deficiently in the No Project Scenario would improve to LOS D and no intersections would degrade from acceptable to unacceptable.

#### MTS ANALYSIS

#### Forecasts

Fehr & Peers used the ACCMA 2015 and 2035 model traffic forecasts for this analysis. The forecasts for the MTS system differ from the intersection forecasts presented in the memorandum in the following aspects:

• The land use data sets used for the intersection forecasts and the MTS forecasts are different for areas outside Pleasanton (The City of Pleasanton provided land use inputs for the City) and are consistent with Association of Bay Area Governments (ABAG) population and employment projections.

• The MTS roadway analysis reports the outputs of the ACCMA model directly on a roadway segment level.

The results of the ACCMA model were used to forecast the No Project condition for 2015 and 2035. Project trips were distributed to the MTS roadway segments (including both freeways and surface streets) identified above using the project trips for the increment of traffic growth projected for Pleasanton with the Housing Element not accounted for in the ACCMA model. The distribution of project trips onto the MTS segments results in the With Project volumes for 2015 and 2035.

#### MTS Analysis Results and Mitigation Measures

The MTS AM and PM peak hour roadway segment analysis under 2015 and 2035 conditions are summarized in Tables 9, 10, 11 and 12.

In 2015, the proposed project would worsen LOS F on Sunol Boulevard (First Street) between Vineyard Avenue and Stanley Boulevard during the evening peak hour and increase the volume to capacity ratio by more than 0.03. No other segments would worsen from acceptable to unacceptable conditions with the Project. For other segments operating unacceptably, the proposed project would not increase the volume to capacity ratio by more than 0.03. Mitigation measures to address significant MTS Project impacts are discussed below.

**2015 MTS Impact 1:** The proposed project would worsen LOS F conditions on Sunol Boulevard (First Street) between Vineyard Avenue and Stanley Boulevard during the evening peak hour in increasing the volume to capacity ratio by more than 0.03. Based on the significance criteria, this is considered a significant impact.

**2015 MTS Mitigation Measure 1:** Widening this segment of Sunol Boulevard (First Street) is not considered feasible or desirable due to the surrounding built environment. Improvements to parallel corridors in the region would provide alternative routes and provide additional capacity. Future Projects consistent with the Housing Element would contribute funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements.

Provision of additional transit service in this corridor or implementation of transportation demand management for existing and planned land uses could potentially reduce vehicular travel demand in this corridor; however, the effectiveness of such measures is unknown. The impact to this segment is expected to remain *significant and unavoidable*.

In 2035, numerous regional roadway facilities are projected to operate at deficient LOS F conditions. The Project would not worsen operations of any segment projected to operate acceptably to unacceptable conditions; however, the project would increase the volume-to-capacity ratio by more than 0.03 on two roadway segments projected to operate at LOS F:

- Sunol Boulevard (First Street) between Vineyard Avenue and Stanley Boulevard
- Hopyard Road between Owens Drive and I-580

Mitigation measures to address significant MTS Project impacts are discussed below.

**2035 MTS Impact 2:** The proposed project would worsen LOS F conditions on Sunol Boulevard (First Street) between Vineyard Avenue and Stanley Boulevard during the morning peak hour in increasing the volume to capacity ratio by more than 0.03. Based on the significance criteria, this is considered a significant impact.

**2035 MTS Mitigation Measure 2:** Widening this segment of Sunol Boulevard (First Street) is not considered feasible or desirable due to the surrounding built environment. Improvements to parallel corridors in the region would provide alternative routes and provide additional capacity. Future Projects consistent with the Housing Element would contribute funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements.

Provision of additional transit service in this corridor or implementation of transportation demand management for existing and planned land uses could potentially reduce vehicular travel demand in this corridor; however, the effectiveness of such measures is unknown. The impact to this segment is expected to remain *significant and unavoidable*.

**2035 MTS Impact 3:** The proposed project would worsen LOS F conditions on Hopyard Road between Owens Drive and I-580 during the morning peak hour in increasing the volume to capacity ratio by more than 0.03. Based on the significance criteria, this is considered a significant impact.

**2035 MTS Mitigation Measure 3:** Widening this segment of Hopyard Road is not considered feasible due to the surrounding built environment. Improvements to parallel corridors in the region would provide alternative routes and provide additional capacity. Future Projects consistent with the Housing Element would contribute funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements.

Provision of additional transit service in this corridor or implementation of transportation demand management for existing and planned land uses could potentially reduce vehicular travel demand in this corridor; however, the effectiveness of such measures is unknown. The impact to this segment is expected to remain *significant and unavoidable*.

Attachments:

Table 3	Intersection Level of Service Summary
Table 6 through 8	Project Alternatives Level of Service Summary
Tables 9 through 12	MTS Roadway Segment Analysis Results

Attachment B	Model Plots for each Housing Element Scenario
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Attachment C Level of Service Worksheets

Figures 1 though 13

Figure 1 Study Intersection Locations and Housing Element Sites

Figure 2 Existing Peak Hour Intersection Turning Movement Volumes

Figure 3 Existing Intersection Lane Configurations and Traffic Control

Figure 4 Existing Plus Project Peak Hour Intersection Turning Movement Volumes

Figure 5 EPAP No Project Conditions Peak Hour Intersection Turning Movement Volumes

Figure 6 Future Intersection Lane Configurations and Traffic Control

Figure 7 EPAP Plus Project Peak Hour Intersection Turning Movement Volumes

Figure 8 EPAP Plus Project *Plus El Charro Road Extension* Peak Hour Intersection Turning Movement Volumes

Figure 9 EPAP Plus Pending No Project Conditions Peak Hour Intersection Turning Movement Volumes

Figure 10 EPAP Plus Pending Plus Project Peak Hour Intersection Turning Movement Volumes

Figure 11 EPAP Plus Pending Plus Project Plus El Charro Road Extension Peak Hour Intersection Turning Movement Volumes

Figure 12 Far-Term (Cumulative) No Project Conditions Peak Hour Intersection Turning Movement Volumes

Figure 13 Far-Term (Cumulative) Project Conditions Peak Hour Intersection Turning Movement Volumes

Figure 14 Alternative 1 Peak Hour Intersection Turning Movement Volumes

Figure 15 Alternative 2 Peak Hour Intersection Turning Movement Volumes

Figure 16 Alternative 3 Peak Hour Intersection Turning Movement Volumes

TABLE 3 INTERSECTION LEVEL OF SERVICE SUMMARY																						
Intersection	Traffic Control	Peak Hour	Exist (Scena	ting <sup>1</sup> ario 1)	Existir Pro (Scen	ng Plus pject ario 2)	us Existing Plus Approved 2) Projects (Scenario 3)		Existing Plus Approved Projects Plus Project (Scenario 4a)		Existing Plus S Approved Projects Plus S Project Plus El Charro Road a) Extension (Scenario 4b)		Existing Plus Approved Projects Plus Pending Projects (Scenario 5)		Existing Plus Approved Projects Plus Pending Projects Plus Project (Scenario 6a)		Existing Plus Approved Projects Plus Pending Projects Plus El Charro Road Extension (Scenario 6b)		Cumulative Without Project (Scenario 7)		Cumulative With Project (Scenario 8)	
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1. Foothill Road / Dublin	Signal	AM	21	C	22	C	36	D	36	D	37	D	35	C	36	D	36	D	31	C	32	C
Canyon Road		PM	30	C	31	C	52	D	53	D	53	D	53	D	52	D	52	D	53	D	48	D
2. Owens Drive / Willow Road /	Signal	AM	16	B	15	B	15	B	15	B	15	B	16	B	17	B	17	B	16	B	17	B
BART		PM	16	B	15	B	16	B	16	B	16	B	16	B	17	B	17	B	16	B	16	B
3. Owens Drive / East BART	Signal	AM	6	A	6	A	6	A	6	A	6	A	7	A	7	A	7	A	7	A	7	A
Station Driveway		PM	9	A	9	A	9	A	9	A	9	A	10	A	10	A	10	A	9	A	10	A
4. Hacienda Drive / Owens	Signal	AM	16	B	17	B	16	B	17	B	16	B	20	B	20	B	20	B	21	C	23	C
Drive		PM	29	C	30	C	33	C	34	C	34	C	37	D	38	D	38	D	31	C	31	C
5. Santa Rita Road / Rosewood	Signal	AM	9	A	9	A	9	A	9	A	10	A	8	A	8	A	9	A	8	A	8	A
Drive		PM	17	B	17	B	19	B	20	B	21	C	22	C	22	C	23	C	26	C	27	C
6. Santa Rita Road / Pimlico Drive	Signal	AM PM	21 26	C C	24 26	C C	21 20	СВ	22 19	C B	22 20	C B	21 19	СВ	21 19	C B	22 19	C B	21 22	C C	21 22	сc
7. Foothill Road / Stoneridge	Signal	AM	19	B	20	B	23	с	24	C	23	с	24	с	25	C	25	C	31	C	31	C
Drive		PM	19	B	19	B	21	с	21	C	21	с	21	с	21	C	21	C	21	C	21	C
8. Stoneridge Drive /	Signal	AM	17	B	18	B	18	B	18	B	18	B	18	B	19	B	19	B	22	C	22	с
Springdale Avenue		PM	25	C	25	C	37	D	38	D	39	D	38	D	38	D	38	D	27	C	27	с
9. Stoneridge Drive / Stoneridge Mall Road	Signal	AM PM	7 27	A C	7 25	A C	15 35	вC	16 36	B D	17 36	B D	15 35	вс	16 35	B C	16 36	B D	11 22	B C	11 22	ВС
10. Stoneridge Drive /	Signal	AM	11	B	11	B	10	A	11	B	11	B	11	B	10	A	11	B	11	B	11	B
Johnson Drive		PM	16	B	16	B	14	B	14	B	14	B	14	B	14	B	14	B	14	B	14	B
11. Stoneridge Drive / Hopyard Road	Signal	AM PM	25 36	C D	25 35	C C	31 34	с с	31 34	C C	26 32	сc	31 34	с с	31 35	сс	26 32	с с	28 29	C C	28 30	сc
12. Stoneridge Drive / Hacienda Drive	Signal	AM PM	23 23	C C	25 23	C C	22 21	с с	25 21	C C	25 21	с с	24 21	сc	25 21	СС	25 21	с с	25 21	C C	26 21	сс
13. Owens Drive / West Las	Signal	AM	10	A	10	A	10	A	10	A	10	A	11	B	11	B	11	B	11	B	12	B
Positas Boulevard		PM	13	B	13	B	14	B	14	B	14	B	16	B	16	B	15	B	15	B	16	B
14. West Las Positas Boulevard / Santa Rita Road	Signal	AM PM	24 23	C C	27 23	C C	25 25	с с	26 25	C C	27 25	C C	30 31	сc	31 30	C C	33 28	C C	28 24	C C	31 24	C C
15. Foothill Road / West Las	Signal	AM	14	B	14	B	17	B	18	B	18	B	18	B	18	B	18	B	32	C	33	C
Positas Boulevard		PM	11	B	11	B	13	B	14	B	14	B	14	B	14	B	14	B	14	B	13	B
16. West Las Positas	Signal	AM	24	C	24	C	27	C	27	C	24	C	27	C	27	C	24	с	30	C	29	C
Boulevard / Hopyard Road		PM	37	D	41	D	32	C	32	C	27	C	33	C	33	C	29	с	28	C	28	C
17. West Las Positas	Signal	AM	15	B	19	B	16	B	19	B	19	B	17	B	18	B	18	B	20	B	20	B
Boulevard / Hacienda Drive		PM	14	B	15	B	16	B	17	B	16	B	16	B	17	B	16	B	18	B	18	B
18. Stoneridge Drive / West Las	Signal	AM	21	C	21	C	26	C	28	C	29	C	28	C	28	C	28	C	36	D	40	D
Positas Boulevard		PM	24	C	26	C	37	D	37	D	36	D	37	D	37	D	36	D	33	C	34	C

TABLE 3 INTERSECTION LEVEL OF SERVICE SUMMARY																						
Intersection	Intersection Traffic Peak (Scenario 1) Existing Plus Project (Scenario 2)		Existing Plus Approved Projects (Scenario 3) Existing Plus Approved Projects Plus Project (Scenario 4a)		Existing Plus Approved Projects Plus Project Plus El Charro Road Extension (Scenario 4b)		Existing Plus Approved Projects Plus Pending Projects (Scenario 5)		Existing Plus Approved Projects Plus Pending Projects Plus Project (Scenario 6a)		Existing Plus Approved Projects Plus Pending Projects Plus El Charro Road Extension (Scenario 6b)		Cumulative Without Project (Scenario 7)		Cumulative With Project (Scenario 8)							
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
19. Stoneridge Drive / Santa	Signal	AM	29	C	31	C	36	D	36	D	36	D	37	D	38	D	38	D	44	D	48	D
Rita Road		PM	28	C	29	C	30	C	29	C	26	C	32	C	30	C	26	C	33	C	32	C
20. Santa Rita Road / Mohr	Signal	AM	16	B	18	B	16	B	17	B	17	B	16	B	18	B	17	B	16	B	17	B
Avenue		PM	15	B	16	B	15	B	17	B	15	B	16	B	17	B	16	B	15	B	16	B
21. Santa Rita Road / Valley	Signal	AM	35	C	36	D	36	D	37	D	35	C	36	D	37	D	35	C	41	D	41	D
Avenue		PM	44	D	45	D	39	D	40	D	39	D	38	D	40	D	38	D	42	D	43	D
22. Valley Avenue / Busch	Signal	AM	11	B	13	B	9	A	11	B	11	B	9	A	11	B	11	B	17	B	18	B
Road		PM	7	A	12	B	7	A	12	B	27	C	7	A	12	B	25	C	41	D	53	D
23. Bernal Avenue / I-680 NB	Signal	AM	21	C	28	C	24	C	24	C	24	C	23	C	24	C	24	C	21	C	22	C
Ramps		PM	12	B	12	B	12	B	11	B	12	B	12	B	11	B	11	B	10	A	10	A
24. Koll Center Drive / Bernal	Signal	AM	6	A	6	A	16	B	17	B	17	B	16	B	17	B	17	B	22	C	23	C
Avenue		PM	3	A	3	A	30	C	24	C	31	C	30	C	24	C	24	C	36	D	31	C
25. Bernal Avenue / Valley	Signal	AM	29	C	32	C	<b>57</b>	<b>Е</b>	37	D	36	D	<b>56</b>	<b>Е</b>	36	D	35	C	<b>56</b>	<b>Е</b>	52	D
Avenue		PM	22	C	23	C	49	D	36	D	36	D	48	D	36	D	36	D	45	D	39	D
26. Stanley Boulevard / Santa	Signal	AM	16	B	17	B	19	B	19	B	21	C	19	B	18	B	21	C	25	C	23	C
Rita Road		PM	22	C	23	C	16	B	17	B	15	B	16	B	17	B	16	B	16	B	16	B
27. Stanley Boulevard / First	Signal	AM	16	B	18	B	11	B	11	B	11	B	11	B	11	B	11	B	11	B	12	B
Street		PM	13	B	14	B	12	B	12	B	13	B	12	B	12	B	13	B	17	B	18	B
28. Stanley Boulevard at Bernal	Signal	AM	48	D	42	D	53	D	46	D	50	D	55	D	49	D	49	D	41	D	46	D
Avenue / Valley Avenue		PM	46	D	43	D	34	C	36	D	41	D	35	C	34	C	41	D	43	D	41	D
29. Bernal Avenue / Vineyard	Signal	AM	15	B	15	B	18	B	18	B	17	B	18	B	18	B	18	B	24	C	24	C
Drive (N)		PM	11	B	11	B	11	B	11	B	11	B	11	B	11	B	11	B	12	B	12	B
30. Bernal Avenue / Vineyard	Signal	AM	16	B	16	B	21	C	23	C	23	C	21	C	23	C	24	C	40	D	36	D
Drive (S)		PM	9	A	11	B	11	B	11	B	11	B	11	B	11	B	11	B	12	B	12	B
31. Junipero Street / Sunol	Signal	AM	29	C	31	C	40	D	39	D	41	D	40	D	39	D	40	D	<b>56</b>	<b>Е</b>	50	D
Boulevard		PM	21	C	21	C	22	C	22	C	22	C	23	C	23	C	22	C	27	С	24	C
32. Stoneridge Drive / El	Signal	AM	Intersec	tion Does	Intersect	tion Does	19	B	21	C	27	C	21	C	21	C	27	C	39	D	40	D
Charro Road		PM	Not	Exist	Not	Exist	23	C	23	C	27	C	23	C	23	C	28	C	32	C	32	C
33. Stanley Boulevard / El	Signal	AM	Intersec	tion Does	Intersect	tion Does	Intersect	ion Does	Intersec	tion Does	28	C	Intersect	ion Does	Intersect	ion Does	32	C	<b>64</b>	<b>Е</b>	54	D
Charro Road		PM	Not	Exist	Not	Exist	Not	Exist	Not	Exist	21	C	Not	Exist	Not	Exist	21	C	36	D	32	C
lotes: <sup>1</sup> Based on intersection turning movement volumes and intersection geometries provided to Fehr & Peers by City of Pleasanton.																						

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

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

TABLE 6 INTERSECTION LEVEL OF SERVICE SUMMARY – ALTERNATIVE 1															
Intersection	Traffic Control	Peak Hour	Existin Proj (Scena	g Plus ject ario 2)	Existing Plus Approved Projects Plus Project (Scenario 4a)		Existing Plus Approved Projects Plus Project Plus El Charro Road Extension (Scenario 4b)		Existing Plus Approved Projects Plus Pending Projects Plus Project (Scenario 6a)		Existin Appr Project Pending Plus El Road Ex (Scena	g Plus oved ts Plus Projects Charro ctension ario 6b)	Cumulative With Project (Scenario 8)		
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1. Foothill Road / Dublin	Signal	AM	21	C	38	D	35	D	38	D	38	D	33	D	
Canyon Road		PM	32	C	52	D	52	D	51	D	52	D	48	D	
19. Stoneridge Drive / Santa	Signal	AM	32	C	38	D	37	D	39	D	39	D	50	D	
Rita Road		PM	29	C	30	C	26	C	32	C	27	C	32	C	
21. Santa Rita Road / Valley	Signal	AM	36	D	37	D	35	C	37	D	35	C	41	D	
Avenue		PM	47	D	41	D	38	D	39	D	38	D	43	D	
25. Bernal Avenue / Valley	Signal	AM	32	C	34	C	35	C	37	D	35	C	52	D	
Avenue		PM	23	C	36	D	36	D	36	D	36	D	39	D	
28. Stanley Boulevard at Bernal	Signal	AM	44	D	48	D	48	D	47	D	49	D	48	D	
Avenue / Valley Avenue		PM	43	D	36	D	41	D	34	C	42	D	41	D	
31. Junipero Street / Sunol	Signal	AM	31	C	40	D	40	D	40	D	41	D	53	D	
Boulevard		PM	21	C	22	C	22	C	22	C	22	C	24	C	
33. Stanley Boulevard / El	Signal	AM	Intersecti	ion Does	Intersecti	ion Does	33	C	Intersect	ion Does	32	C	54	D	
Charro Road		PM	Not I	Exist	Not I	Exist	19	B	Not I	Exist	20	B	32	C	
Bold indicates gateway intersection, potentially exempt from the LOS D standard. Bold Italics indicates potentially significant impact.															

**Bold** indicates gateway intersection, potentially exemp Source: Fehr & Peers and City of Pleasanton, 2011.

TABLE 7 INTERSECTION LEVEL OF SERVICE SUMMARY – ALTERNATIVE 2															
Intersection	Traffic Control	Peak Hour	Existing Plus Project (Scenario 2)		Existing Plus Approved Projects Plus Project (Scenario 4a)		Existing Plus Approved Projects Plus Project Plus El Charro Road Extension (Scenario 4b)		Existing Plus Approved Projects Plus Pending Projects Plus Project (Scenario 6a)		Existin Appr Projec Pending Plus El Road Ea (Scena	ig Plus oved ts Plus Projects Charro ktension ario 6b)	Cumulative With Project (Scenario 8)		
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1. Foothill Road / Dublin	Signal	AM	21	C	36	D	36	D	36	D	35	C	32	D	
Canyon Road		PM	32	C	53	D	53	D	52	D	52	D	48	D	
19. Stoneridge Drive / Santa	Signal	AM	32	C	37	D	36	D	39	D	38	D	48	D	
Rita Road		PM	29	C	30	C	26	C	31	C	27	C	33	C	
21. Santa Rita Road / Valley	Signal	AM	36	D	37	D	35	C	37	D	35	C	41	D	
Avenue		PM	46	D	42	D	38	D	40	D	39	D	41	D	
25. Bernal Avenue / Valley	Signal	AM	29	C	33	C	33	C	33	C	31	C	<b>56</b>	<b>E</b>	
Avenue		PM	23	C	35	C	35	C	35	C	35	C	45	D	
28. Stanley Boulevard at Bernal	Signal	AM	43	D	47	D	48	D	48	D	48	D	46	D	
Avenue / Valley Avenue		PM	43	D	36	D	41	D	35	C	41	D	42	D	
31. Junipero Street / Sunol	Signal	AM	31	C	39	D	40	D	40	D	41	D	50	D	
Boulevard		PM	21	C	23	C	22	C	23	C	22	C	27	C	
33. Stanley Boulevard / El	Signal	AM	Intersecti	ion Does	Intersect	ion Does	32	C	Intersect	ion Does	32	C	54	D	
Charro Road		PM	Not l	Exist	Not i	Exist	21	C	Not	Exist	21	C	31	C	
Bold indicates gateway intersection, potentially exempt from the LOS D standard. Bold Italics indicates potentially significant impact.															

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

TABLE 8 INTERSECTION LEVEL OF SERVICE SUMMARY – ALTERNATIVE 3															
Intersection	Traffic Control	Peak Hour	Existing Plus Project (Scenario 2)		Existing Plus Approved Projects Plus Project (Scenario 4a)		Existing Plus Approved Projects Plus Project Plus El Charro Road Extension (Scenario 4b)		Existing Plus Approved Projects Plus Pending Projects Plus Project (Scenario 6a)		Existin Appr Projec Pending Plus El Road Ex (Scena	ng Plus roved ts Plus Projects Charro ctension ario 6b)	Cumulative With Project (Scenario 8)		
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
1. Foothill Road / Dublin	Signal	AM	21	C	38	D	38	D	39	D	38	D	32	C	
Canyon Road		PM	32	C	53	D	51	D	50	D	52	D	54	D	
19. Stoneridge Drive / Santa	Signal	AM	30	C	36	D	35	C	37	D	37	D	47	D	
Rita Road		PM	28	C	29	C	26	C	30	C	27	C	32	C	
21. Santa Rita Road / Valley	Signal	AM	36	D	36	D	35	C	36	D	34	C	41	D	
Avenue		PM	44	D	38	D	38	D	37	D	37	D	41	D	
25. Bernal Avenue / Valley	Signal	AM	32	C	37	D	37	D	36	D	35	C	53	D	
Avenue		PM	23	C	36	D	36	D	36	D	37	D	39	D	
28. Stanley Boulevard at Bernal Avenue / Valley Avenue	Signal	AM PM	44 45	D D	48 36	D D	48 40	D D	51 34	DC	47 39	D D	47 41	D D	
31. Junipero Street / Sunol	Signal	AM	31	C	38	D	40	D	39	D	39	D	52	D	
Boulevard		PM	21	C	22	C	22	C	22	C	22	C	24	C	
33. Stanley Boulevard / El	Signal	AM	Intersecti	ion Does	Intersecti	ion Does	31	C	Intersect	ion Does	31	C	52	D	
Charro Road		PM	Not I	Exist	Not I	Exist	20	B	Not	Exist	20	B	31	C	
Bold indicates gateway intersection, potentially exempt from the LOS D standard. Bold Italics indicates potentially significant impact.															

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

FIGURE 1

#### HOUSING ELEMENT SITES AND STUDY INTERSECTION LOCATIONS



# Fehr / Peers



Fehr / Peers

FIGURE 2

**EXISTING PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES** 

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# Fehr / Peers

FIGURE 4

**EXISTING PLUS PROJECT PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES** 

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# EXISTING PLUS APPROVED PROJECT (EPAP) NO PROJECT CONDITIONS PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



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# FUTURE CONDITIONS INTERSECTION LANE CONFIGURATIONS AND TRAFFIC CONTROL



Fehr / Peers

# EXISTING PLUS APPROVED PROJECT (EPAP) PLUS PROJECT CONDITIONS PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



FEHR / PEERS

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# EXISTING PLUS APPROVED CONDITIONS PLUS PROJECT PLUS EL CHARRO ROAD EXTENSION PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



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### FAR-TERM (CUMULATIVE) NO PROJECT CONDITIONS PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



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### FAR-TERM (CUMULATIVE) PROJECT CONDITIONS PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



FEHR / PEERS

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Table 9 MTS Roadway System Analysis Summary - 2015 AM													
Link				Model	Project	With Project	Percent	V/C Patio	V/C Ratio -	No Project	With Broject	Change in	Significant
Location	Seame	nt Limits	# Lanes	Volume	Volume	Volume	Increase	No Project	Project	LOS	LOS	V/C >3%	Impact?
Freewav S	Seaments												
I-580 Eastbo	und (Mixed Flow)		_	_	_	_	_	_	_	_	_	_	
West of	Foothill Road		5	5.813	(11)	5.802	0%	0.60	0.60	С	С	No	No
Between	Foothill Road	1-680	5	4.927	14	4,941	0%	0.51	0.51	B	B	No	No
Between	1-680	Hopvard Road	5	4,468	13	4,480	0%	0.46	0.46	B	B	No	No
Between	Hopyard Road	Hacienda Drive	7	7,043	13	7,056	0%	0.52	0.52	В	В	No	No
Between	Hacienda Drive	Santa Rita Road	6	5,484	96	5.581	2%	0.47	0.48	В	В	No	No
Between	Santa Rita Road	El Charro Road	5	5,146	121	5,267	2%	0.53	0.54	B	B	No	No
East of	El Charro Road		5	5,625	140	5,765	2%	0.58	0.59	В	С	No	No
I-580 Westbo	ound (Mixed Flow)												
East of	El Charro Road		4	8,643	(50)	8,593	-1%	1.11	1.10	F	F	No	No
Between	El Charro Road	Santa Rita Road	5	8,365	(20)	8,345	0%	0.86	0.86	D	D	No	No
Between	Santa Rita Road	Hacienda Drive	5	8,541	0	8,542	0%	0.88	0.88	D	D	No	No
Between	Hacienda Drive	Hopyard Road	5	8,275	29	8,304	0%	0.85	0.85	D	D	No	No
Between	Hopyard Road	1-680	5	8,625	7	8,632	0%	0.88	0.89	D	D	No	No
Between	1-680	Foothill Road	5	8,095	(9)	8,085	0%	0.83	0.83	D	D	No	No
West of	Foothill Road		5	9,952	41	9,993	0%	1.02	1.02	F	F	No	No
I-680 Northb	ound (Mixed Flow)												
South of	Sunol Blvd		3	4,965	(40)	4,925	-1%	0.85	0.84	D	D	No	No
Between	Sunol Blvd	Bernal Avenue	3	4,333	(17)	4,315	0%	0.74	0.74	С	С	No	No
Between	Bernal Avenue	Stoneridge Drive	3	4,568	58	4,626	1%	0.78	0.79	D	D	No	No
Between	Stoneridge Drive	I-580	4	6,012	57	6,069	1%	0.77	0.78	D	D	No	No
I-680 Southb	ound (Mixed Flow)												
Between	1-580	Stoneridge Drive	4	6,175	(15)	6,160	0%	0.79	0.79	D	D	No	No
Between	Stoneridge Drive	Bernal Avenue	3	6,369	18	6,388	0%	1.09	1.09	F	F	No	No
Between	Bernal Avenue	Sunol Blvd	3	6,742	15	6,757	0%	1.15	1.16	F	F	No	No
South of	Sunol Blvd		3	7,063	47	7,110	1%	1.21	1.22	F	F	No	No
Arterials													
SR 84 (Isabe	el Avenue/Kitty Hawk	(Road) - Eastbound											
Between	Ruby Hill Drive	Vallecitos Road	1	1,455	20	1,475	1%	1.62	1.64	F	F	No	No
Between	Vallecitos Road	Vineyard Avenue	1	976	2	978	0%	1.08	1.09	F	F	No	No
Between	Vineyard Avenue	Stanley Boulevard	1	1,513	(35)	1,478	-2%	1.68	1.64	F	F	No	No
Between	Stanley Boulevard	West Jack London	1	1,482	9	1,491	1%	1.65	1.66	F	F	No	No
Between	West Jack London	Airway Boulevard	2	2,035	(4)	2,031	0%	1.13	1.13	F	F	No	No
SR 84 (Isabe	el Avenue/Kitty Hawk	(Road) - Westbound											
Between	Airway Boulevard	West Jack London	2	1,174	14	1,187	1%	0.65	0.66	С	С	No	No
Between	West Jack London	Stanley Boulevard	1	960	(1)	959	0%	1.07	1.07	F	F	No	No
Between	Stanley Boulevard	Vineyard Avenue	1	765	3	768	0%	0.85	0.85	D	D	No	No
Between	Vineyard Avenue	Vallecitos Road	1	750	(1)	748	0%	0.83	0.83	D	D	No	No
Between	Vallecitos Road	Ruby Hill Drive	1	1,513	2	1,514	0%	1.68	1.68	F	F	No	No
Foothill Bou	levard - Northbound						-	-	-				
Between	Castlewood Drive	Bernal Avenue	1	361	(2)	359	0%	0.40	0.40	В	В	No	No
Between	Bernal Avenue	West Las Positas	1	189	(10)	179	-5%	0.21	0.20	A	A	No	No
Between	West Las Positas	Stoneridge Drive	1	695	13	708	2%	0.77	0.79	D	D	No	No
Between	Stoneridge Drive	1-580	2	991	87	1,078	9%	0.55	0.60	В	C	Yes	No
			N	ITS Roadwa	T ay System <i>I</i>	able 9 Analysis Su	mmary - 20	15 AM					
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						With	_		V/C Ratio -		With		
Link			<b># 1</b>	Model	Project	Project	Percent	V/C Ratio	With	No Project	Project	Change in	Significant
Location	Segmer	nt Limits	# Lanes	volume	volume	volume	Increase	No Project	Project	LOS	LOS	V/C >3%	Impact?
Foothill Bou	levard - Southbound	0: :- D:		0.040	(0.0)	0.500	00/		4.40			N	N
Between	I-580 Otananidan Drive	Stoneridge Drive	2	2,643	(80)	2,563	-3%	1.47	1.42	F	F	No	No
Between	Stoneridge Drive	West Las Positas	1	868	18	886	2%	0.96	0.98	E	E	NO	NO No
Between	VVest Las Positas	Bernal Avenue	1	961	(22)	938	-2%	1.07	1.04	F	F	INO	INO
Between	Bernal Avenue	Castlewood Drive	1	856	(7)	850	-1%	0.95	0.94	E	E	NO	NO
Stonerlage L			0	704	0	700	00/	0.00	0.00		•		<b>N</b> 1
Between	Foothill Avenue	Stoneridge Mail Road	3	791	2	793	0%	0.29	0.29	A	A	No	No
Between	Stoneridge Mall Road	1-680	3	801	61	862	8%	0.30	0.32	A	A	No	No
Between	1-680	Jonnson Drive	3	1,710	8	1,719	0%	0.63	0.64	C	C	No	No
Between	Johnson Drive	Hopyard Road	3	1,164	5	1,169	0%	0.43	0.43	В	В	No	No
Between	Hopyard Road	Hacienda Drive	2	425	(13)	412	-3%	0.24	0.23	A	A	No	No
Between	Hacienda Drive	W. Las Positas Road	2	96	29	125	30%	0.05	0.07	A	A	No	No
Between	W. Las Positas Road	Santa Rita Road	2	182	37	219	20%	0.10	0.12	A	A	No	No
Between	Santa Rita Road	El Charro Road	2	104	4	108	4%	0.06	0.06	A	A	No	NO
Stoneridge L	Drive - Westbound		0	4.0.4	-	4.0.0	10/				•		
Between	El Charro Road	Santa Rita Road	2	161	2	163	1%	0.09	0.09	A	A	No	No
Between	Santa Rita Road	W. Las Positas Road	2	586	50	636	8%	0.33	0.35	A	В	No	No
Between	W. Las Positas Road	Hacienda Drive	3	889	97	986	11%	0.33	0.37	A	В	Yes	No
Between	Hacienda Drive	Hopyard Road	3	983	130	1,113	13%	0.36	0.41	В	В	Yes	No
Between	Hopyard Road	Johnson Drive	3	2,744	43	2,787	2%	1.02	1.03	F	F	No	No
Between	Johnson Drive	1-680	3	2,845	35	2,880	1%	1.05	1.07	F	F	No	No
Between	1-680	Stoneridge Mall Road	3	1,568	55	1,624	4%	0.58	0.60	В	C	No	No
Between	Stoneridge Mall Road	Foothill Avenue	3	1,146	41	1,187	4%	0.42	0.44	В	В	No	NO
West Las Po	sitas Road - Eastbou	ind	·							· · · ·	•	•••	
Between	Foothill	1-680	1	308	1	309	0%	0.34	0.34	A	A	No	No
Between	1-680	Hopyard Road	2	378	(6)	372	-1%	0.21	0.21	A	A	No	No
Between	Hopyard Road	Hacienda Drive	3	202	(7)	195	-3%	0.07	0.07	A	A	No	No
Between	Hacienda Drive	Stoneridge Drive	3	108	17	125	16%	0.04	0.05	A	A	No	No
Between	Stoneridge Drive	Santa Rita Road	3	1,271	29	1,301	2%	0.47	0.48	В	В	No	No
West Las Po	ositas Road - Westbo	und			( )							•••	
Between	Santa Rita Road	Stoneridge Drive	3	1,991	(15)	1,976	-1%	0.74	0.73	C	C	No	No
Between	Stoneridge Drive	Hacienda Drive	3	577	(39)	538	-7%	0.21	0.20	A	A	No	No
Between	Hacienda Drive	Hopyard Road	3	531	6	537	1%	0.20	0.20	A	A	No	No
Between	Hopyard Road	1-680	2	/54	(7)	/4/	-1%	0.42	0.41	В	В	No	No
Between	1-680	Foothill	1	807	(9)	798	-1%	0.90	0.89	D	D	No	NO
Hopyard Roa	ad Northbound		-		1						_	•••	
Between	Main Street	Golden Road	2	736	15	/51	2%	0.41	0.42	В	В	No	No
Between	Golden Road	Valley Avenue	2	992	8	1,000	1%	0.55	0.56	В	В	No	No
Between	Valley Avenue	vv. Las Positas Road	3	2,471	17	2,488	1%	0.92	0.92	E	E	No	No
Between	vv. Las Positas Road	Stoneridge Drive	3	1,886	21	1,907	1%	0.70	0.71	C	C	No	No
Between	Stoneridge Drive	Owens Drive	3	1,093	60	1,153	5%	0.40	0.43	В	B	No	No
Between	Owens Drive	1-580	3	1,630	61	1,691	4%	0.60	0.63	C	С	No	No
Hopyard Roa	ad Southbound			0.005		0.055	101				_1	., 1	
Between	1-580	Owens Drive	3	2,937	18	2,955	1%	1.09	1.09	F	F	No	No
Between	Owens Drive	Stoneridge Drive	3	2,819	20	2,839	1%	1.04	1.05	F	F	No	No
Between	Stoneridge Drive	W. Las Positas Road	2	1,723	19	1,742	1%	0.96	0.97	E	E	No	No

			N	ITS Roadwa	T ay System /	able 9 Analysis Su	mmary - 20	15 AM					
Link	Segmer	nt l imits	# Lanes	Model	Project	With Project Volume	Percent	V/C Ratio -	V/C Ratio - With Project	No Project	With Project	Change in	Significant
Botwoon	W. Los Positos Pood		# Earies	1 759	21	1 770	10/			E00 E		No	Mo
Between		Colden Road	2	702	21	796	1 /0	0.98	0.99	B	B	No	No
Between	Golden Road	Main Street	2	840		842	0%	0.44	0.44	B	B	No	No
Santa Rita R	oad (Main Street) - N	orthbound	2	0+0	2	042	070	0.47	0.47	D		140	110
Between	Bernal Avenue	St. Mary Street	1	607	2	608	0%	0.67	0.68	С	С	No	No
Between	St. Mary Street	Stanley Boulevard	2	953	27	980	3%	0.53	0.54	B	B	No	No
Between	Stanley Boulevard	Valley Avenue	2	945	20	965	2%	0.53	0.54	B	B	No	No
Between	Vallev Avenue	Stoneridge Drive	3	1.945	70	2.015	4%	0.72	0.75	C	C	No	No
Between	Stoneridae Drive	W. Las Positas Road	3	2.083	17	2.100	1%	0.77	0.78	D	D	No	No
Between	W. Las Positas Road	Old Santa Rita Road	3	1.097	13	1.110	1%	0.41	0.41	B	B	No	No
Between	Old Santa Rita Road	Rosewood Drive	3	1,121	12	1,133	1%	0.42	0.42	B	B	No	No
Between	Rosewood Drive	1-580	3	1,072	1	1,074	0%	0.40	0.40	B	В	No	No
Santa Rita R	oad (Main Street) - S	outhbound		,		,							
Between	1-580	Rosewood Drive	3	2.597	(63)	2.533	-2%	0.96	0.94	E	E	No	No
Between	Rosewood Drive	Old Santa Rita Road	3	2,121	(50)	2.071	-2%	0.79	0.77	D	D	No	No
Between	Old Santa Rita Road	W. Las Positas Road	3	2.045	(49)	1.996	-2%	0.76	0.74	D	С	No	No
Between	W. Las Positas Road	Stoneridge Drive	3	2,437	(9)	2,428	0%	0.90	0.90	D	D	No	No
Between	Stoneridge Drive	Valley Avenue	3	2,269	26	2,295	1%	0.84	0.85	D	D	No	No
Between	Valley Avenue	Stanley Boulevard	2	1,324	(2)	1,322	0%	0.74	0.73	С	С	No	No
Between	Stanley Boulevard	St. Mary Street	2	849	21	869	2%	0.47	0.48	В	В	No	No
Between	St. Mary Street	Bernal Avenue	1	952	6	958	1%	1.06	1.06	F	F	No	No
Sunol Boule	vard (First Street) - N	orthbound	1										
Between	I-680	Junipero St.	2	1,156	(8)	1,148	-1%	0.64	0.64	С	С	No	No
Between	Junipero St.	Bernal Avenue	2	1,259	1	1,260	0%	0.70	0.70	С	С	No	No
Between	Bernal Avenue	Vineyard Avenue	1	566	8	574	1%	0.63	0.64	С	С	No	No
Between	Vineyard Avenue	Stanley Boulevard	1	810	14	824	2%	0.90	0.92	D	E	No	No
Sunol Boule	vard (First Street) - S	Southbound											
Between	Stanley Boulevard	Vineyard Avenue	1	971	1	972	0%	1.08	1.08	F	F	No	No
Between	Vineyard Avenue	Bernal Avenue	1	934	2	936	0%	1.04	1.04	F	F	No	No
Between	Bernal Avenue	Junipero St.	2	1,827	28	1,855	2%	1.02	1.03	F	F	No	No
Between	Junipero St.	I-680	3	1,111	37	1,147	3%	0.41	0.42	В	В	No	No
Bernal Aven	ue - Eastbound												
Between	Foothill	I-680	1	509	(5)	504	-1%	0.57	0.56	В	В	No	No
Between	I-680	Valley Avenue	3	636	(10)	626	-2%	0.24	0.23	A	A	No	No
Between	Valley Avenue	First Street	2	148	26	173	17%	0.08	0.10	A	A	No	No
Between	First Street	Vineyard Avenue	1	90	1	91	2%	0.10	0.10	A	A	No	No
Between	Vineyard Avenue	Stanley Boulevard	2	949	(13)	935	-1%	0.53	0.52	В	В	No	No
Bernal Aven	ue - Westbound												
Between	Stanley Boulevard	Vineyard Avenue	2	520	30	550	6%	0.29	0.31	А	A	No	No
Between	Vineyard Avenue	First Street	1	845	21	866	2%	0.94	0.96	E	E	No	No
Between	First Street	Valley Avenue	2	1,043	9	1,053	1%	0.58	0.58	В	В	No	No
Between	Valley Avenue	I-680	3	1,585	75	1,660	5%	0.59	0.61	С	C	No	No
Between	I-680	Foothill	1	773	7	781	1%	0.86	0.87	D	D	No	No
Stanley Bou	levard - Eastbound												
Between	Santa Rita Road	First Street	1	754	26	780	3%	0.84	0.87	D	D	No	No
Between	First Street	Bernal Avenue	2	504	40	544	8%	0.28	0.30	A	A	No	No

			Ν	ITS Roadwa	Tav System 4	able 9 Analysis Su	mmary - 20	15 AM					
Link Location	Segm	ent Limits	# Lanes	Model Volume	Project Volume	With Project Volume	Percent Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change in V/C >3%	Significant Impact?
Between	Bernal Avenue	El Charro Road	2	763	69	832	9%	0.42	0.46	В	В	Yes	No
Between	El Charro Road	SR 84	2	703	62	766	9%	0.39	0.43	В	В	Yes	Nc
Stanley Boul	levard - Westboun	d											
Between	SR 84	El Charro Road	2	2,034	(93)	1,942	-5%	1.13	1.08	F	F	No	Nc
Between	El Charro Road	Bernal Avenue	2	2,030	22	2,052	1%	1.13	1.14	F	F	No	No
Between	Bernal Avenue	First Street	2	1,076	59	1,136	6%	0.60	0.63	С	С	No	No
Between	First Street	Santa Rita Road	1	303	58	361	19%	0.34	0.40	A	В	Yes	No
Fehr & Peers	s, 2011												

			I	MTS Roadw	Tay System /	able 10 Analysis Su	ımmary - 20	)15 PM					
Link	0	- ( )	#1.0000	Model	Project	With Project	Percent	V/C Ratio	V/C Ratio - With	No Project	With Project	Change in	Significant
Location	Segmen	nt Limits	# Lanes	volume	volume	volume	Increase	No Project	Project	LOS	LUS	V/C >3%	Impact?
Freeway .	Segments		_	_	_	_	_	_	_	_	_	_	
I-580 Eastbo	ound (Mixed Flow)	-		0.055	07	0.000	00/	0.00	0.00	-	-	N -	N.
vvest of	Foothill Road	1.690	5	8,955	27	8,982	0%	0.92	0.92	E	E	NO	INO No
Between		I-000	5	6,334	30	6,304	0%	0.60	0.60	D	D	INO No	INO
Between	Suriol Boulevalu	Stoporidgo Drivo	3	0,722	2	0,727	0%	0.69	0.69			NO	INO No
Between	Hacienda Drive	Stonenuge Drive	7	10,741	(12)	10,744	0%	0.79	0.79			No	NO No
Between	Santa Rita Road	El Charro Road	5	7 726	(12)	7 708	0%	0.07	0.37			No	No
East of	El Charro Road		5	7,720	(10)	7 742	0%	0.79	0.79		D	No	No
I-580 Westb	ound (Mixed Flow)		<u> </u>	1,100	(21)	7,712	070	0.00	0.10				110
Fast of	El Charro Road		4	5 241	114	5 355	2%	0.67	0.69	С	C	No	No
Between	El Charro Road	Santa Rita Road	4	5.225	100	5.325	2%	0.67	0.68	C	0 C	No	No
Between	Santa Rita Road	Hacienda Drive	5	4.842	70	4.912	1%	0.50	0.50	B	B	No	No
Between	Hacienda Drive	Hopyard Road	5	5,054	44	5,098	1%	0.52	0.52	В	В	No	No
Between	Hopyard Road	I-680	5	5,403	23	5,426	0%	0.55	0.56	В	В	No	No
Between	I-680	Foothill Road	5	5,682	32	5,714	1%	0.58	0.59	В	С	No	No
West of	Foothill Road		5	5,667	(4)	5,663	0%	0.58	0.58	В	В	No	No
I-680 North	bound (Mixed Flow)												
South of	Sunol Blvd		3	5,693	18	5,710	0%	0.97	0.98	E	E	No	No
Between	Sunol Blvd	Bernal Avenue	3	5,050	2	5,053	0%	0.86	0.86	D	D	No	No
Between	Bernal Avenue	Stoneridge Drive	3	4,772	11	4,784	0%	0.82	0.82	D	D	No	No
Between	Stoneridge Drive	I-580	4	6,071	3	6,074	0%	0.78	0.78	D	D	No	No
I-680 South	bound (Mixed Flow)												
Between	I-580	Stoneridge Drive	4	5,329	32	5,361	1%	0.68	0.69	C	С	No	No
Between	Stoneridge Drive	Bernal Avenue	3	4,802	0	4,802	0%	0.82	0.82	D	D	No	No
Between	Bernal Avenue	Sunol Blvd	3	4,532	(3)	4,529	0%	0.77	0.77	D	D	No	No
South of	Sunol Blvd		3	5,002	(15)	4,987	0%	0.86	0.85	D	D	No	No
Arterials													
SR 84 (Isab	el Avenue/Kitty Haw	k Road) - Eastbound											
Between	Ruby Hill Drive	Vallecitos Road	1	1,496	(2)	1,494	0%	1.66	1.66	F	F	No	No
Between	Vallecitos Road	Vineyard Avenue	1	983	(6)	977	-1%	1.09	1.09	F	F	No	No
Between	Vineyard Avenue	Stanley Boulevard	1	1,228	7	1,234	1%	1.36	1.37	F	F	No	No
Between	Stanley Bouleverd	West Jack London	1	1,326	(1)	1,326	0%	1.47	1.47	F	F	No	No
Between	West Jack London	Airway Boulevard	2	1,657	15	1,672	1%	0.92	0.93	E	E	No	No
SR 84 (Isab	el Avenue/Kitty Haw	k Road) - Westbound								_			· · ·
Between	Airway Boulevard	West Jack London	2	2,258	11	2,269	1%	1.25	1.26	F	F	No	No
Between	West Jack London	Stanley Bouleverd	1	1,503	17	1,520	1%	1.67	1.69	F		No	No
Between	Stanley Boulevard	Vineyard Avenue	1	1,486	(6)	1,480	0%	1.65	1.64		F	NO	NO
Between	Vineyard Avenue	Vallecitos Road	1	1,018	3	1,021	0%	1.13	1.13	F	F	NO	N0
Footbill Por				1,430	10	1,402	1 70	1.00	1.01		F	NU	100
Between	Castlewood Drive	Bernal Avenue	1	200	Q	209	20/	0.22	0.23	Λ	Λ	No	No
Between	Bernal Avenue	West Las Positos	1	290	0 1 <i>E</i>	230	5% 50/	0.32	0.33	A	A	INO No	INO No
Between	West Las Positas	Stongridge Drive	1	329	10	344 202	5% 50/	0.37	0.38		D	NO No	INO No
Between	Stoneridge Drive	1-580	2	1 851	(6)	1 84/	0%	1.03	1.02	F	F	No	No
Sourcour	Stononago Drive		L 2	1,001	(0)	·,0	070	1.00	1.02	I	I	140	110

			I	MTS Roadwa	Ta ay System /	able 10 Analysis Su	mmary - 20	15 PM					
Link				Model	Project	With Project	Percent	V/C Ratio -	V/C Ratio - With	No Project	With Project	Change in	Significant
Location	Segmen	t Limits	# Lanes	Volume	Volume	Volume	Increase	No Project	Project	LOS	LOS	V/C >3%	Impact?
Foothill Bou	ulevard - Southbound	ł							•				
Between	I-580	Stoneridge Drive	2	1,114	78	1,192	7%	0.62	0.66	C	С	Yes	No
Between	Stoneridge Drive	West Las Positas	1	771	60	831	8%	0.86	0.92	D	E	Yes	No
Between	West Las Positas	Bernal Avenue	1	170	46	216	27%	0.19	0.24	A	А	Yes	No
Between	Bernal Avenue	Castlewood Drive	1	11	(18)	(7)	-165%	0.01	-0.01	A	A	No	No
Stoneridge	Drive - Eastbound												
Between	Foothill Avenue	Stoneridge Mall Road	3	773	7	780	1%	0.29	0.29	A	A	No	No
Between	Stoneridge Mall Road	I-680	3	1,023	30	1,052	3%	0.38	0.39	В	В	No	No
Between	I-680	Johnson Drive	3	1,928	3	1,931	0%	0.71	0.72	C	С	No	No
Between	Johnson Drive	Hopyard Road	3	1,908	10	1,918	1%	0.71	0.71	C	С	No	No
Between	Hopyard Road	Hacienda Drive	2	458	57	515	12%	0.25	0.29	A	A	Yes	No
Between	Hacienda Drive	W. Las Positas Road	2	477	38	515	8%	0.26	0.29	A	A	No	No
Between	W. Las Positas Road	Santa Rita Road	2	397	7	404	2%	0.22	0.22	A	A	No	No
Between	Santa Rita Road	El Charro Road	2	154	0	155	0%	0.09	0.09	A	A	No	No
Stoneridge	Drive - Westbound												
Between	El Charro Road	Santa Rita Road	2	111	1	113	1%	0.06	0.06	A	A	No	No
Between	Santa Rita Road	W. Las Positas Road	2	238	56	294	24%	0.13	0.16	A	A	No	No
Between	W. Las Positas Road	Hacienda Drive	3	206	36	242	17%	0.08	0.09	A	A	No	No
Between	Hacienda Drive	Hopyard Road	3	508	18	527	4%	0.19	0.20	A	A	No	No
Between	Hopyard Road	Johnson Drive	3	1,089	17	1,107	2%	0.40	0.41	В	В	No	No
Between	Johnson Drive	I-680	3	1,520	18	1,538	1%	0.56	0.57	В	В	No	No
Between	I-680	Stoneridge Mall Road	3	773	85	858	11%	0.29	0.32	A	A	No	No
Between	Stoneridge Mall Road	Foothill Avenue	3	719	66	785	9%	0.27	0.29	A	A	No	No
West Las Po	ositas Road - Eastbo	und								_	_		
Between	Foothill	I-680	1	687	10	697	1%	0.76	0.77	D	D	No	No
Between	I-680	Hopyard Road	2	624	11	634	2%	0.35	0.35	В	В	No	No
Between	Hopyard Road	Hacienda Drive	3	330	24	354	7%	0.12	0.13	A	A	No	No
Between	Hacienda Drive	Stoneridge Drive	3	340	(42)	298	-12%	0.13	0.11	A	A	No	No
Between	Stoneridge Drive	Santa Rita Road	3	1,726	(35)	1,690	-2%	0.64	0.63	C	C	No	No
West Las Po	ositas Road - Westbo	ound								_			
Between	Santa Rita Road	Stoneridge Drive	3	1,060	29	1,089	3%	0.39	0.40	В	В	No	No
Between	Stoneridge Drive	Hacienda Drive	3	143	19	162	13%	0.05	0.06	A	A	No	No
Between	Hacienda Drive	Hopyard Road	3	240	(13)	227	-5%	0.09	0.08	A	A	No	No
Between	Hopyard Road	1-680	2	282	(2)	280	-1%	0.16	0.16	A	A	No	No
Between	1-680	Footnill	1	210	0	210	0%	0.23	0.23	A	A	NO	NO
Hopyard Ro	ad Northbound			700	(4)	704	00/	0.00			D		N
Between	Main Street	Golden Road	2	702	(1)	701	0%	0.39	0.39	В	В	No	NO
Between	Golden Road	Valley Avenue	2	695	0	695	0%	0.39	0.39	В	В	No	No
Between	valley Avenue	vv. Las Positas Road	3	1,416	14	1,430	1%	0.52	0.53	В	В	NO	No
Detween	VV. Las Positas Road	Stoneriage Drive	3	1,376	(3)	1,3/3	0%	0.51	0.51	В	В	INO N -	INO N -
Detween	Stoneriage Drive		3	2,290	(4)	2,287	0%	0.85	0.85		D	INO No	INO No
Derween	Owens Drive	000-	3	2,030	(25)	∠,605	-1%	0.97	0.96	L E	E	INO	INO
nopyara Ro		Owene Drive		1 000	70	1 005	00/	0.40	0.40			NJ -	K I -
Detween	Ducana Drive	Owens Drive	3	1,229	/6	1,305	<u>6%</u>	0.46	0.48	В	В	INO N -	INO N -
Detween	Owens Drive	Stoneriage Drive	3	887	93	980	10%	0.33	0.36	A	В	INO N -	INO N -
Between	Stonerlage Drive	VV. Las Positas Road	2	1,595	55	1,650	3%	0.89	0.92	D	E	NO	NO

			I	/ITS Roadw	Ta ay System /	able 10 Analysis Su	immary - 20	15 PM					
Link Location	Seamer	nt Limits	# Lanes	Model Volume	Project Volume	With Project Volume	Percent Increase	V/C Ratio · No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change in V/C >3%	Significant Impact?
Between	W. Las Positas Road	Valley Avenue	2	2,255	52	2,307	2%	1.25	1.28	F	F	No	No
Between	Valley Avenue	Golden Road	2	1 153	17	1 170	2%	0.64	0.65	Ċ		No	No
Between	Golden Road	Main Street	2	893	19	912	2%	0.50	0.51	B	B	No	No
Santa Rita	Road (Main Street) - I	Northbound								-	_		
Between	Bernal Avenue	St. Mary Street	1	885	1	886	0%	0.98	0.98	F	F	No	No
Between	St. Mary Street	Stanley Boulevard	2	940	(2)	938	0%	0.52	0.52	B	B	No	No
Between	Stanley Boulevard	Vallev Avenue	2	1.020	4	1.024	0%	0.57	0.57	B	B	No	No
Between	Vallev Avenue	Stoneridge Drive	3	1.983	62	2.046	3%	0.73	0.76	C	 D	No	No
Between	Stoneridge Drive	W. Las Positas Road	3	2.093	7	2,101	0%	0.78	0.78	D	D	No	No
Between	W. Las Positas Road	Old Santa Rita Road	3	1,469	(46)	1.423	-3%	0.54	0.53	B	B	No	No
Between	Old Santa Rita Road	Rosewood Drive	3	1.511	(47)	1.464	-3%	0.56	0.54	B	B	No	No
Between	Rosewood Drive	1-580	3	1.752	(47)	1.705	-3%	0.65	0.63	C	C	No	No
Santa Rita	Road (Main Street) - S	Southbound	-	.,	()	.,				-	-		
Between	1-580	Rosewood Drive	3	1.094	19	1.113	2%	0.41	0.41	В	В	No	No
Between	Rosewood Drive	Old Santa Rita Road	3	1,113	25	1,138	2%	0.41	0.42	B	B	No	No
Between	Old Santa Rita Road	W. Las Positas Road	3	1,101	25	1,126	2%	0.41	0.42	B	B	No	No
Between	W. Las Positas Road	Stoneridae Drive	3	2,250	22	2,273	1%	0.83	0.84	D	D	No	No
Between	Stoneridge Drive	Valley Avenue	3	2,046	32	2,079	2%	0.76	0.77	D	D	No	No
Between	Valley Avenue	Stanley Boulevard	2	995	43	1,038	4%	0.55	0.58	В	В	No	No
Between	Stanley Boulevard	St. Mary Street	2	933	25	958	3%	0.52	0.53	В	В	No	No
Between	St. Mary Street	Bernal Avenue	1	583	2	584	0%	0.65	0.65	С	С	No	No
Sunol Boul	evard (First Street) -	Northbound						1		1			
Between	I-680	Junipero St.	2	1,840	31	1,871	2%	1.02	1.04	F	F	No	No
Between	Junipero St.	Bernal Avenue	2	1,926	20	1,946	1%	1.07	1.08	F	F	No	No
Between	Bernal Avenue	Vineyard Avenue	1	972	18	991	2%	1.08	1.10	F	F	No	No
Between	Vineyard Avenue	Stanley Boulevard	1	1,067	44	1,111	4%	1.19	1.23	F	F	Yes	Yes
Sunol Boul	evard (First Street) -	Southbound											
Between	Stanley Boulevard	Vineyard Avenue	1	416	25	441	6%	0.46	0.49	В	В	No	No
Between	Vineyard Avenue	Bernal Avenue	1	349	17	366	5%	0.39	0.41	В	В	No	No
Between	Bernal Avenue	Junipero St.	2	962	6	968	1%	0.53	0.54	В	В	No	No
Between	Junipero St.	I-680	3	1,029	7	1,036	1%	0.38	0.38	В	В	No	No
Bernal Ave	nue - Eastbound												
Between	Foothill	I-680	1	302	65	366	21%	0.34	0.41	A	В	Yes	No
Between	I-680	Valley Avenue	3	1,421	74	1,494	5%	0.53	0.55	В	В	No	No
Between	Valley Avenue	First Street	2	669	29	697	4%	0.37	0.39	В	В	No	No
Between	First Street	Vineyard Avenue	1	682	19	701	3%	0.76	0.78	D	D	No	No
Between	Vineyard Avenue	Stanley Boulevard	2	540	15	555	3%	0.30	0.31	A	A	No	No
Bernal Ave	nue - Westbound												
Between	Stanley Boulevard	Vineyard Avenue	2	875	(28)	847	-3%	0.49	0.47	В	В	No	No
Between	Vineyard Avenue	First Street	1	112	1	113	1%	0.12	0.13	A	A	No	No
Between	First Street	Valley Avenue	2	206	29	235	14%	0.11	0.13	A	A	No	No
Between	Valley Avenue	1-680	3	856	19	875	2%	0.32	0.32	A	A	No	No
Between	1-680	Foothill	1	370	4	374	1%	0.41	0.42	В	В	No	No
Stanley Bo	ulevard - Eastbound												
Between	Santa Rita Road	First Street	1	411	40	450	10%	0.46	0.50	В	В	Yes	No
Between	First Street	Bernal Avenue	2	1,167	89	1,256	8%	0.65	0.70	C	C	Yes	No

			Γ	MTS Roadw	Ta ay System /	able 10 Analysis Su	ımmary - 20	)15 PM					
Link Location	Segme	ent Limits	# Lanes	Model Volume	Project Volume	With Project Volume	Percent Increase	V/C Ratio - No Project	V/C Ratio · With Project	No Project LOS	With Project LOS	Change in V/C >3%	Significant Impact?
Between	Bernal Avenue	El Charro Road	2	1,954	59	2,013	3%	1.09	1.12	F	F	No	No
Between	El Charro Road	SR 84	2	1,957	(37)	1,920	-2%	1.09	1.07	F	F	No	No
Stanley Bou	ulevard - Westboun	d											
Between	SR 84	El Charro Road	2	549	74	623	14%	0.30	0.35	A	В	Yes	No
Between	El Charro Road	Bernal Avenue	2	602	104	707	17%	0.33	0.39	A	В	Yes	No
Between	Bernal Avenue	First Street	2	334	50	384	15%	0.19	0.21	A	A	No	No
Between	First Street	Santa Rita Road	1	384	22	407	6%	0.43	0.45	В	В	No	No
Fehr & Peer	rs, 2011												

			Ν	ITS Roadwa	Ta ay System /	able 11 Analysis Su	mmary - 20	35 AM					
						With			V/C Ratio -		With		
Link			#1.0000	Model	Project	Project	Percent	V/C Ratio -	With	No Project	Project	Change in	Significant
Location	Segmei	nt Limits	# Lanes	volume	volume	volume	Increase	No Project	Project	LUS	LUS	V/C >3%	Impact?
Freeway S	Segments												
I-580 Eastbo	und (Mixed Flow)	I		1					·		_	<u>.</u> .	
West of	Foothill Road		5	7,527	2	7,529	0%	0.77	0.77	D	D	No	No
Between	Foothill Road	1-680	5	7,174	(51)	7,123	-1%	0.74	0.73	C	C	No	No
Between	1-680	Hopyard Road	5	6,039	25	6,063	0%	0.62	0.62	C	C	No	No
Between	Hopyard Road	Hacienda Drive	/	8,993	25	9,018	0%	0.66	0.66	C	C	No	No
Between	Hacienda Drive	Santa Rita Road	6	7,870	34	7,904	0%	0.67	0.68	C	C	No	No
Between	Santa Rita Road	El Charro Road	5	6,344	37	6,381	1%	0.65	0.65	C	C	NO	No
East of	El Charro Road		5	6,190	65	6,255	1%	0.63	0.64	C	U	NO	NO
I-580 Westbo	ound (Mixed Flow)	I	-									<u> </u>	
East of	El Charro Road		4	12,547	23	12,570	0%	1.61	1.61	F	F	No	No
Between	El Charro Road	Santa Rita Road	5	11,603	(48)	11,555	0%	1.19	1.19	F	F	No	No
Between	Santa Rita Road	Hacienda Drive	5	10,541	(50)	10,490	0%	1.08	1.08	F	F	No	No
Between	Hacienda Drive	Hopyard Road	5	11,390	(12)	11,378	0%	1.17	1.17	F	F	No	No
Between	Hopyard Road	1-680	5	12,005	(47)	11,958	0%	1.23	1.23	F	F	No	No
Between	1-680	Foothill Road	5	9,354	25	9,379	0%	0.96	0.96	E	E	No	No
West of	Foothill Road		5	11,700	64	11,764	1%	1.20	1.21	F	F	NO	NO
I-680 Northb	ound (Mixed Flow)	T	-	]						_	_		
South of	Sunol Blvd		3	4,577	(22)	4,555	0%	0.78	0.78	D	D	No	No
Between	Sunol Blvd	Bernal Avenue	3	4,190	(37)	4,153	-1%	0.72	0.71	C	C	No	No
Between	Bernal Avenue	Stoneridge Drive	3	4,481	11	4,492	0%	0.77	0.77	D	D	No	No
Between	Stoneridge Drive	1-580	4	6,219	17	6,237	0%	0.80	0.80	D	D	No	No
I-680 Southb	ound (Mixed Flow)								•				
Between	1-580	Stoneridge Drive	4	9,218	(168)	9,050	-2%	1.18	1.16	F	F	No	No
Between	Stoneridge Drive	Bernal Avenue	3	7,140	(16)	7,124	0%	1.22	1.22	F	F	No	No
Between	Bernal Avenue	Sunol Blvd	3	7,411	90	7,501	1%	1.27	1.28	F	F	No	No
South of	Sunol Blvd		3	7,669	154	7,823	2%	1.31	1.34	F	F	No	No
Arterials													
SR 84 (Isabe	el Avenue/Kitty Hawk	(Road) - Eastbound											
Between	Ruby Hill Drive	Vallecitos Road	2	1,726	27	1,753	2%	0.96	0.97	E	E	No	No
Between	Vallecitos Road	Vineyard Avenue	2	1,240	25	1,265	2%	0.69	0.70	С	С	No	No
Between	Vineyard Avenue	Stanley Boulevard	2	2,849	53	2,902	2%	1.58	1.61	F	F	No	No
Between	Stanley Boulevard	West Jack London	2	2,938	37	2,974	1%	1.63	1.65	F	F	No	No
Between	West Jack London	Airway Boulevard	2	3,859	45	3,903	1%	2.14	2.17	F	F	No	No
SR 84 (Isabe	el Avenue/Kitty Hawk	(Road) - Westbound											
Between	Airway Boulevard	West Jack London	2	2,766	16	2,782	1%	1.54	1.55	F	F	No	No
Between	West Jack London	Stanley Boulevard	2	1,950	9	1,959	0%	1.08	1.09	F	F	No	No
Between	Stanley Boulevard	Vineyard Avenue	2	2,118	30	2,147	1%	1.18	1.19	F	F	No	No
Between	Vineyard Avenue	Vallecitos Road	2	2,563	14	2,577	1%	1.42	1.43	F	F	No	No
Between	Vallecitos Road	Ruby Hill Drive	2	3,448	(32)	3,416	-1%	1.92	1.90	F	F	No	No
Foothill Bou	levard - Northbound												
Between	Castlewood Drive	Bernal Avenue	1	209	24	233	12%	0.23	0.26	A	A	No	No
Between	Bernal Avenue	West Las Positas	1	239	(1)	238	-1%	0.27	0.26	A	A	No	No
Between	West Las Positas	Stoneridge Drive	1	1,914	13	1,927	1%	2.13	2.14	F	F	No	No
Between	Stoneridge Drive	I-580	2	2,507	57	2,564	2%	1.39	1.42	F	F	No	No

			N	ITS Roadwa	Ta ay System A	ıble 11 Analysis Su	mmary - 20	35 AM					
						With	_		V/C Ratio -		With		
Link	0	( ] inst( -	# L an aa	Model	Project	Project	Percent	V/C Ratio -	With	No Project	Project		Significant
Location	Segmen	it Limits	# Lanes	volume	volume	volume	Increase	NO Project	Project	L05	L05	V/C >3%	Impact?
Foothill Bou	levard - Southbound	Characticles Drive	0	2.502	(50)	2.504	00/	1.00	4.05		F	Na	Nie
Between	1-580 Stoporidae Drive	Stoneridge Drive	2	3,503	(59)	3,504	-2%	1.98	1.95	F	F	NO No	NO
Between	Stonenage Drive	Perpet Las Positas	1	1,328	9	1,337	1%	1.40	1.49	F	F	INO No	NO No
Detween	Porpol Avonuo	Continue Drive	1	1,000	(22)	900	-2%	1.12	1.10	r E	<u>г</u>	NO No	INO No
Stoporidgo I	Demai Avenue	Casilewood Drive	I	990	(23)	900	-270	1.10	1.07		F	NU	INU
Botwoon		Stoporidge Mell Deer	2	1 071	1	1 070	09/	0.47	0.47	D	D	No	No
Detween	FOOLINII Avenue		3	1,271		1,273	0%	0.47	0.47	D	B	IN0	INO No
Detween	Stonenage Mail Road	I-000	3	1,330	01	1,417	4%	0.50	0.52	Б	Б	IN0	INO No
Detween	I-000 Johnson Drive	Johnson Drive	3	1,954	38	1,992	2%	0.72	0.74		C	IN0	INO No
Detween	Johnson Drive	Hopyalu Roau	3	1,400	30	1,490	2%	0.34	0.55		D	NO No	INO No
Between	Hopyalu Ruau Hociondo Drivo	Macienua Drive	2	191	(2)	199	0% //	0.31	0.31	A	A	No	No
Between	Multac Positac Poad	VV. Las Pusilas Rudu Sonto Pito Pood	2	280	24	214	4%	0.10	0.10	A	A	No	No
Between	VV. Las Fusilas Rudu Santa Pita Road	El Charro Road	2	280	10	400	12/0	0.10	0.17	A	A	No	No
Stoperidge [	Sania Masthound		2	400	10	490	2 /0	0.27	0.27		~	NO	NO
Between	El Charro Road	Santa Rita Road	2	2 170	(11)	2 168	_1%	1 21	1.20	E	F	No	No
Between	Santa Rita Road	W Las Positas Poad	2	2,173	(11)	2,100	-176	1.21	1.20	I F	 	No	No
Between	W Las Positas Road	Hacianda Driva	2	2,702	101	2,730	170	0.97	1.02	- I	- I F	No	No
Between	Hacianda Driva	Honvard Road	3	2,003	79	2,710	70	0.97	0.94	F	L F	No	No
Between	Honvard Road	Johnson Drive	3	2,403	13	2,330	0%	1.06	1.07	F	L F	No	No
Between	Johnson Drive	1-680	3	3 325	(7)	2,000	0%	1.00	1.07	F		No	No
Between	1-680	Stoneridge Mall Road	3	1 856	(1/2)	1 713	-8%	0.69	0.63	- C	- -	No	No
Between	Stoneridge Mall Road		3	1,000	(172)	1,715	-0 <i>%</i>	0.03	0.03	B	B	No	No
West Las Po	sitas Road - Eastbou	Ind	0	1,100	(110)	1,200	1270	0.00	0.17			110	
Retween	Foothill	1-680	1	661	(5)	657	-1%	0.73	0.73	C	C	No	No
Between	1-680	Honvard Road	2	847	(2)	845	0%	0.70	0.70	B	B	No	No
Between	Hopvard Road	Hacienda Drive		394	(10)	384	-3%	0.15	0.14	A	A	No	No
Between	Hacienda Drive	Stoneridge Drive	3	265	17	282	7%	0.10	0.10	A	A	No	No
Between	Stoneridge Drive	Santa Rita Road	3	1 539	12	1 551	1%	0.10	0.57	B	B	No	No
West Las Po	sitas Road - Westbo	und	J	.,000	. –	.,	.,,,	0.01	0.01				
Between	Santa Rita Road	Stoneridge Drive	3	2,860	(20)	2.840	-1%	1.06	1.05	F	F	No	No
Between	Stoneridge Drive	Hacienda Drive	3	876	(86)	790	-10%	0.32	0.29	A	A	No	No
Between	Hacienda Drive	Hopvard Road	3	1.142	(40)	1.102	-3%	0.42	0.41	В	B	No	No
Between	Hopvard Road	I-680	2	1.871	(11)	1.861	-1%	1.04	1.03	F	F	No	No
Between	1-680	Foothill	1	1,944	(3)	1,941	0%	2.16	2.16	F	F	No	No
Hopvard Roa	ad Northbound			<u> </u>									
Between	Main Street	Golden Road	2	926	25	951	3%	0.51	0.53	В	В	No	No
Between	Golden Road	Vallev Avenue	2	1.370	23	1.393	2%	0.76	0.77	D	D	No	No
Between	Vallev Avenue	W. Las Positas Road	3	2,945	79	3.024	3%	1.09	1.12	F	F	No	No
Between	W. Las Positas Road	Stoneridge Drive	3	1,734	68	1,802	4%	0.64	0.67	C	C	No	No
Between	Stoneridge Drive	Owens Drive	3	1,709	84	1,792	5%	0.63	0.66	C	C	No	No
Between	Owens Drive	I-580	3	3,060	94	3,154	3%	1.13	1.17	F	F	Yes	Yes
Hopyard Roa	ad Southbound												
Between	1-580	Owens Drive	3	2,988	10	2,998	0%	1.11	1.11	F	F	No	No
Between	Owens Drive	Stoneridge Drive	3	2,225	(9)	2,216	0%	0.82	0.82	D	D	No	No
Between	Stoneridge Drive	W. Las Positas Road	3	1,837	(12)	1,826	-1%	0.68	0.68	С	С	No	No

			N	ITS Roadwa	Ta ay System /	able 11 Analysis Su	mmary - 20	35 AM					
Link Location	Segmer	nt Limits	# Lanes	Model Volume	Project Volume	With Project Volume	Percent	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change in V/C >3%	Significant
Retween	W Las Positas Road	Valley Avenue	3	2 286	(46)	2 240	-2%	0.85	0.83		D	No	No
Between	Valley Avenue	Golden Road	2	2,200	(+0)	2,240	- <u>-</u> 2 /0	0.03	0.03	B	B	No	No
Between	Golden Road	Main Street	2	889	(8)	880	-1%	0.40	0.40	B	B	No	No
Santa Rita R	oad (Main Street) - N	orthbound		000	(0)	000	170	0.10	0.10			110	110
Between	Bernal Avenue	St. Mary Street	1	510	12	521	2%	0.57	0.58	В	В	No	No
Between	St. Marv Street	Stanley Boulevard	2	953	24	977	2%	0.53	0.54	B	B	No	No
Between	Stanley Boulevard	Vallev Avenue	2	1.272	15	1.287	1%	0.71	0.72	C	C	No	No
Between	Vallev Avenue	Stoneridae Drive	3	2,740	73	2.813	3%	1.01	1.04	F	F	No	No
Between	Stoneridae Drive	W. Las Positas Road	3	2,422	39	2,460	2%	0.90	0.91	D	E	No	No
Between	W. Las Positas Road	Old Santa Rita Road	3	1,188	(2)	1,186	0%	0.44	0.44	В	В	No	No
Between	Old Santa Rita Road	Rosewood Drive	3	1,127	(4)	1,123	0%	0.42	0.42	В	В	No	No
Between	Rosewood Drive	1-580	3	1,020	(12)	1,009	-1%	0.38	0.37	В	В	No	No
Santa Rita R	oad (Main Street) - S	outhbound		· ·		, i i i i i i i i i i i i i i i i i i i							
Between	1-580	Rosewood Drive	3	2,979	(60)	2,919	-2%	1.10	1.08	F	F	No	No
Between	Rosewood Drive	Old Santa Rita Road	3	2,640	(51)	2,589	-2%	0.98	0.96	E	E	No	No
Between	Old Santa Rita Road	W. Las Positas Road	3	2,388	(52)	2,336	-2%	0.88	0.87	D	D	No	No
Between	W. Las Positas Road	Stoneridge Drive	3	2,655	(3)	2,652	0%	0.98	0.98	E	E	No	No
Between	Stoneridge Drive	Valley Avenue	3	2,668	19	2,687	1%	0.99	1.00	E	E	No	No
Between	Valley Avenue	Stanley Boulevard	2	1,365	(5)	1,360	0%	0.76	0.76	D	D	No	No
Between	Stanley Boulevard	St. Mary Street	2	926	(28)	898	-3%	0.51	0.50	В	В	No	No
Between	St. Mary Street	Bernal Avenue	1	1,071	(11)	1,060	-1%	1.19	1.18	F	F	No	No
Sunol Boule	vard (First Street) - N	orthbound											
Between	I-680	Junipero St.	2	1,202	(46)	1,156	-4%	0.67	0.64	С	С	No	No
Between	Junipero St.	Bernal Avenue	2	1,170	6	1,175	0%	0.65	0.65	С	С	No	No
Between	Bernal Avenue	Vineyard Avenue	1	646	(17)	629	-3%	0.72	0.70	С	С	No	No
Between	Vineyard Avenue	Stanley Boulevard	1	1,604	(14)	1,589	-1%	1.78	1.77	F	F	No	No
Sunol Boule	vard (First Street) - S	Southbound											
Between	Stanley Boulevard	Vineyard Avenue	1	1,460	42	1,503	3%	1.62	1.67	F	F	Yes	Yes
Between	Vineyard Avenue	Bernal Avenue	1	998	(7)	991	-1%	1.11	1.10	F	F	No	No
Between	Bernal Avenue	Junipero St.	2	1,819	23	1,842	1%	1.01	1.02	F	F	No	No
Between	Junipero St.	I-680	3	1,383	21	1,404	2%	0.51	0.52	В	В	No	No
Bernal Aven	ue - Eastbound												
Between	Foothill	I-680	2	657	55	712	8%	0.37	0.40	В	В	No	No
Between	I-680	Valley Avenue	3	731	(100)	632	-14%	0.27	0.23	A	A	No	No
Between	Valley Avenue	First Street	2	234	46	280	20%	0.13	0.16	A	A	No	No
Between	First Street	Vineyard Avenue	1	102	3	105	3%	0.11	0.12	A	A	No	No
Between	Vineyard Avenue	Stanley Boulevard	2	985	(1)	984	0%	0.55	0.55	В	В	No	No
Bernal Aven	ue - Westbound												
Between	Stanley Boulevard	Vineyard Avenue	2	563	(1)	562	0%	0.31	0.31	A	A	No	No
Between	Vineyard Avenue	First Street	1	1,028	(19)	1,009	-2%	1.14	1.12	F	F	No	No
Between	First Street	Valley Avenue	2	1,527	0	1,528	0%	0.85	0.85	D	D	No	No
Between	Valley Avenue	1-680	3	1,978	105	2,083	5%	0.73	0.77	C	D	Yes	No
Between	1-680	Foothill	2	1,150	105	1,255	9%	0.64	0.70	C	С	Yes	No
Stanley Boul	levard - Eastbound												
Between	Santa Rita Road	First Street	1	942	12	954	1%	1.05	1.06	F	F	No	No
Between	First Street	Bernal Avenue	2	1,067	(2)	1,065	0%	0.59	0.59	C	C	No	No

					Та	ble 11							
			I	ITS Roadwa	ay System A	Analysis Su	mmary - 20	35 AM					
						With			V/C Ratio		With		
Link				Model	Project	Project	Percent	V/C Ratio -	With	No Project	Project	Change in	Significant
Location       Segment Limits       # Lanes       Volume       Volume       Increase       No Project       Project       LOS       LOS       V/C >3%       Impact?         Between       Bernal Avenue       El Charro Road       2       1.296       15       1.311       1%       0.72       0.73       C       C       No       No													
Between	Bernal Avenue	El Charro Road	2	1,296	15	1,311	1%	0.72	0.73	C	С	No	No
Between	El Charro Road	SR 84	2	590	(9)	581	-1%	0.33	0.32	A	A	No	No
Stanley Boul	levard - Westboun	d											
Between	SR 84	El Charro Road	2	3,438	(7)	3,432	0%	1.91	1.91	F	F	No	No
Between	El Charro Road	Bernal Avenue	2	2,999	58	3,057	2%	1.67	1.70	F	F	No	No
Between	Bernal Avenue	First Street	2	1,801	40	1,840	2%	1.00	1.02	F	F	No	No
Between	First Street	Santa Rita Road	1	818	2	820	0%	0.91	0.91	E	E	No	No
Fehr & Peers	s, 2011												

			I	MTS Roadw	Tay System A	able 12 Analysis Su	ımmary - 20	35 PM					
Link	Samo	at Limita	#1.0000	Model	Project	With Project	Percent	V/C Ratio	V/C Ratio - With	No Project	With Project	Change in	Significant
Erooway	Segmen		# Lanes	volume	volume	Volume	Increase	No Project	Project	103	L03	V/C >3%	Impact?
Freeway		_	_	_	_	_	_	_	_	_	_	_	
I-580 Eastbo	ound (Mixed Flow)		E	10,406	E A	10.460	10/	1.07	1.07		F	Ne	Na
Potwoon	Foothill Road	1 690	5	10,406	34	10,460	1%	1.07	1.07	<u>г</u>	F	NO No	INO No
Between	Supel Boulovard	Pornal Avenue	5	9,944	44	9,909	0%	0.84	1.02			No	No
Between	Bernal Avenue	Stoperidge Drive	5	12 211	(37)	12 174	0%	0.84	0.84			No	No
Between	Hacienda Drive	Santa Rita Road	6	11 392	(37)	11 354	0%	0.03	0.03	F	F	No	No
Between	Santa Rita Road	El Charro Road	5	9.372	(37)	9,397	0%	0.97	0.97	F	F	No	No
East of	El Charro Road		5	10 202	29	10 231	0%	1.05	1.05	F	F	No	No
I-580 Westb	ound (Mixed Flow)			10,202	20	10,201	070	1100	1.00	· · ·	•	110	
Fast of	El Charro Road		4	6.848	166	7.014	2%	0.88	0.90	D	D	No	No
Between	El Charro Road	Santa Rita Road	4	7.004	138	7,142	2%	0.90	0.92	D	F	No	No
Between	Santa Rita Road	Hacienda Drive	5	6.887	113	7.000	2%	0.71	0.72	C	C	No	No
Between	Hacienda Drive	Hopvard Road	5	6.081	85	6,166	1%	0.62	0.63	C	C	No	No
Between	Hopyard Road	I-680	5	6,837	45	6,882	1%	0.70	0.71	C	C	No	No
Between	I-680	Foothill Road	5	6,824	52	6,876	1%	0.70	0.71	С	С	No	No
West of	Foothill Road		5	7,225	48	7,273	1%	0.74	0.75	С	С	No	No
I-680 North	bound (Mixed Flow)												
South of	Sunol Blvd		3	7,304	8	7,313	0%	1.25	1.25	F	F	No	No
Between	Sunol Blvd	Bernal Avenue	3	6,864	10	6,874	0%	1.17	1.18	F	F	No	No
Between	Bernal Avenue	Stoneridge Drive	3	6,258	(39)	6,219	-1%	1.07	1.06	F	F	No	No
Between	Stoneridge Drive	1-580	4	7,666	(27)	7,639	0%	0.98	0.98	E	E	No	No
I-680 South	bound (Mixed Flow)												
Between	1-580	Stoneridge Drive	4	5,930	22	5,952	0%	0.76	0.76	D	D	No	No
Between	Stoneridge Drive	Bernal Avenue	3	4,599	25	4,624	1%	0.79	0.79	D	D	No	No
Between	Bernal Avenue	Sunol Blvd	3	4,297	(19)	4,278	0%	0.73	0.73	C	С	No	No
South of	Sunol Blvd		3	4,765	(14)	4,751	0%	0.81	0.81	D	D	No	No
Arterials													
SR 84 (Isab	el Avenue/Kitty Haw	k Road) - Eastbound											
Between	Ruby Hill Drive	Vallecitos Road	2	3,230	(14)	3,216	0%	1.79	1.79	F	F	No	No
Between	Vallecitos Road	Vineyard Avenue	2	2,636	2	2,639	0%	1.46	1.47	F	F	No	No
Between	Vineyard Avenue	Stanley Boulevard	2	2,240	10	2,251	0%	1.24	1.25	F	F	No	No
Between	Stanley Bouleverd	West Jack London	2	2,127	10	2,138	0%	1.18	1.19	F	F	No	No
Between	West Jack London	Airway Boulevard	2	2,656	14	2,670	1%	1.48	1.48	F	F	No	No
SR 84 (Isab	el Avenue/Kitty Haw	k Road) - Westbound	ł										
Between	Airway Boulevard	West Jack London	2	3,005	29	3,035	1%	1.67	1.69	F	F	No	No
Between	West Jack London	Stanley Bouleverd	2	2,783	16	2,799	1%	1.55	1.56	F	F	No	No
Between	Stanley Boulevard	Vineyard Avenue	2	2,714	24	2,738	1%	1.51	1.52	F	F	No	No
Between	Vineyard Avenue	Vallecitos Road	2	1,387	11	1,398	1%	0.77	0.78	D	D	No	No
Between	Vallecitos Road	Ruby Hill Drive	2	1,801	25	1,826	1%	1.00	1.01	F	F	No	No
Foothill Bou	ulevard - Northbound	d	1					1	1	1			
Between	Castlewood Drive	Bernal Avenue	1	1,029	(28)	1,001	-3%	1.14	1.11	F	F	No	No
Between	Bernal Avenue	West Las Positas	1	1,024	(17)	1,008	-2%	1.14	1.12	F	F	No	No
Between	West Las Positas	Stoneridge Drive	1	1,007	(4)	1,003	0%	1.12	1.11	F	F	No	No
Between	Stoneridge Drive	1-580	2	3,131	(108)	3,023	-3%	1.74	1.68	F F	F	No	No

				MTS Roadwa	Ta ay System /	able 12 Analysis Su	ımmary - 20	35 PM					
Link	_			Model	Project	With Project	Percent	V/C Ratio -	V/C Ratio With	No Project	With Project	Change in	Significant
Location	Segmen	t Limits	# Lanes	Volume	Volume	Volume	Increase	No Project	Project	LOS	LOS	V/C >3%	Impact?
Foothill Bou	ulevard - Southbound	ł					F			1			
Between	I-580	Stoneridge Drive	2	1,511	54	1,565	4%	0.84	0.87	D	D	No	No
Between	Stoneridge Drive	West Las Positas	1	1,129	(10)	1,119	-1%	1.25	1.24	F	F	No	No
Between	West Las Positas	Bernal Avenue	1	290	10	300	3%	0.32	0.33	A	A	No	No
Between	Bernal Avenue	Castlewood Drive	1	29	0	29	1%	0.03	0.03	A	A	No	NO
Stoneridge	Drive - Eastbound										-	••	
Between	Foothill Avenue	Stoneridge Mall Road	3	901	(31)	870	-3%	0.33	0.32	A	A	No	No
Between	Stoneridge Mall Road	1-680	3	1,174	(29)	1,145	-3%	0.43	0.42	В	В	No	No
Between	1-680	Johnson Drive	3	2,834	(4)	2,830	0%	1.05	1.05	F	F	No	No
Between	Johnson Drive	Hopyard Road	3	2,795	15	2,810	1%	1.04	1.04	F	F	No	No
Between	Hopyard Road	Hacienda Drive	2	1,958	37	1,996	2%	1.09	1.11	F	F	No	No
Between	Hacienda Drive	W. Las Positas Road	2	1,978	11	1,990	1%	1.10	1.11	F	F	No	No
Between	W. Las Positas Road	Santa Rita Road	2	2,086	10	2,096	0%	1.16	1.16	F	F	No	No
Between	Santa Rita Road	El Charro Road	2	2,029	(36)	1,992	-2%	1.13	1.11	F		No	No
Stoneridge	Drive - Westbound			0.1.1	10		001				•		
Between	El Charro Road	Santa Rita Road	2	341	10	352	3%	0.19	0.20	A	A	No	No
Between	Santa Rita Road	W. Las Positas Road	2	313	56	369	18%	0.17	0.21	A	A	Yes	No
Between	W. Las Positas Road	Hacienda Drive	3	268	30	298	11%	0.10	0.11	A	A	No	No
Between	Hacienda Drive	Hopyard Road	3	564	22	585	4%	0.21	0.22	A	A	No	No
Between	Hopyard Road	Johnson Drive	3	1,430	40	1,470	3%	0.53	0.54	В	В	No	No
Between	Johnson Drive	1-680	3	1,847	41	1,888	2%	0.68	0.70	C	C	No	No
Between	I-680 Stoneridge Mell Deed	Stoneridge Mall Road	3	1,383	1	1,385	0%	0.51	0.51	В	В	No	No
Between	Stoneridge Mail Road		3	1,214	(24)	1,190	-2%	0.45	0.44	В	В	INO	INO
west Las Po	ositas Road - Eastbo	und	4	4.0.44	(00)	4.044	00/	4.40	4.40	-	-	NIa	NL
Between	Footnill	I-680	1	1,341	(30)	1,311	-2%	1.49	1.46	F	F	NO	No
Between	I-680	Hopyard Road	2	1,243	(19)	1,224	-2%	0.69	0.68	C	C	NO	No
Between	Hopyard Road	Hacienda Drive	3	726	26	752	4%	0.27	0.28	A	A	INO	INO Na
Between	Hacienda Drive	Stoneridge Drive	3	727	(3)	724	0%	0.27	0.27	A	A	INO	NO
Belween	Stonendge Drive		3	2,784	(15)	2,769	-1%	1.03	1.03	F	F	INU	NO
West Las Po	Ositas Road - Westbo	Duna Chan a ni dina Dini ya	0	1 5 4 0	24	4 570	20/	0.57	0.50		D	Na	Nie
Between	Santa Rita Road	Stoneridge Drive	3	1,549	31	1,579	2%	0.57	0.58	В	В	INO	INO Na
Between	Stoneridge Drive	Hacienda Drive	3	300	21	327	9%	0.11	0.12	A	A	INO	INO Na
Between	Hacienda Drive	Hopyard Road	3	404	5	409	1%	0.15	0.15	A	A	INO	NO No
Between		I-080 Footbill	Z	676 527	5 (1)	526	1%	0.38	0.38	Б	Б	INO No	NO No
Delween	1-000	FUULIIII	I	557	(1)	530	0%	0.00	0.60		C	INU	INU
поруаго ко	Main Street	Coldon Dood	0	010	(2)	014	00/	0.45	0.45	l D	D	No	No
Between	Main Street	Golden Road	2	818	(3)	814	0%	0.45	0.45	В	В	INO	NO No
Between	Golden Road	Valley Avenue	2	803	1	804	0%	0.45	0.45	В	В	INO	NO No
Detween	Valley Avenue	vv. Las Pusitas Road	3	2,018	۲ (۵)	2,020	U%	0.75	0.75			INO No	INO No
Between	VV. Las Fusilias Road		3	1,704	(ð) (24)	2 040	U%	0.03	0.03			INO No	INO
Between			3	2,000	(24)	2,040	-1%	0.76	0.76		D 	INO No	INO
Honyard De	owens Drive	-500	3	2,013	(21)	2,492	-1%	0.93	0.92		E	INO	INO
Rotwoon		Owone Drive	0	2 0 2 2	20	2.040	10/	1.00	1.00	-	F	Na	No
Between	Owens Drive	Stoperidae Drive	3	2,922	20 40	2,949	170	1.00	1.09		F C	INO No	
Between	Stoperidge Drive	W Las Positas Pood	3	1,000	42	2 040	ට 70 20/	0.38	0.00			INO No	
Derween	Stonenuge Drive	VV. LAS FUSILAS RUAU	3	1,900	00	∠,∪40	3%	0.73	0.76	U U	D	UVI UVI	INO

				MTS Roadw	Tay System /	able 12 Analysis Su	ımmary - 20	35 PM					
Link Location	Segmen	nt Limits	# Lanes	Model Volume	Project Volume	With Project Volume	Percent	V/C Ratio · No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change in V/C >3%	Significant
Between	W Las Positas Road	Valley Avenue	3	2 906	61	2 967	2%	1.08	1 10	F	F	No	No
Between	Valley Avenue	Golden Road	2	1 481	17	1 498	1%	0.82	0.83			No	No
Between	Golden Road	Main Street	2	990	16	1,100	2%	0.55	0.56	B	B	No	No
Santa Rita I	Road (Main Street) - I	Northbound				.,							
Between	Bernal Avenue	St. Mary Street	1	995	(5)	990	0%	1.11	1.10	F	F	No	No
Between	St. Marv Street	Stanley Boulevard	2	931	(16)	915	-2%	0.52	0.51	B	B	No	No
Between	Stanley Boulevard	Vallev Avenue	2	1.042	(21)	1.022	-2%	0.58	0.57	B	B	No	No
Between	Vallev Avenue	Stoneridae Drive	3	2.370	23	2.392	1%	0.88	0.89	D	 D	No	No
Between	Stoneridge Drive	W. Las Positas Road	3	2,169	(16)	2,153	-1%	0.80	0.80	D	 D	No	No
Between	W. Las Positas Road	Old Santa Rita Road	3	1.770	(54)	1.716	-3%	0.66	0.64	C	C	No	No
Between	Old Santa Rita Road	Rosewood Drive	3	1.866	(52)	1.813	-3%	0.69	0.67	C	C	No	No
Between	Rosewood Drive	1-580	3	2,105	(51)	2.054	-2%	0.78	0.76	D	D	No	No
Santa Rita I	Road (Main Street) - S	Southbound	-	_,	()	_,							
Between	1-580	Rosewood Drive	3	1,146	18	1,165	2%	0.42	0.43	В	В	No	No
Between	Rosewood Drive	Old Santa Rita Road	3	1,178	24	1.202	2%	0.44	0.45	B	B	No	No
Between	Old Santa Rita Road	W. Las Positas Road	3	1,206	26	1.232	2%	0.45	0.46	B	B	No	No
Between	W. Las Positas Road	Stoneridae Drive	3	2,713	33	2.746	1%	1.00	1.02	F	F	No	No
Between	Stoneridge Drive	Vallev Avenue	3	2,702	76	2,778	3%	1.00	1.03	F	F	No	No
Between	Vallev Avenue	Stanlev Boulevard	2	1,356	11	1.367	1%	0.75	0.76	С	D	No	No
Between	Stanley Boulevard	St. Mary Street	2	919	21	940	2%	0.51	0.52	В	В	No	No
Between	St. Mary Street	Bernal Avenue	1	507	1	508	0%	0.56	0.56	В	В	No	No
Sunol Boul	evard (First Street) -	Northbound						•					
Between	I-680	Junipero St.	2	1,891	52	1,943	3%	1.05	1.08	F	F	No	No
Between	Junipero St.	Bernal Avenue	2	1,922	(31)	1,891	-2%	1.07	1.05	F	F	No	No
Between	Bernal Avenue	Vineyard Avenue	1	975	(23)	952	-2%	1.08	1.06	F	F	No	No
Between	Vineyard Avenue	Stanley Boulevard	1	1,483	(35)	1,447	-2%	1.65	1.61	F	F	No	No
Sunol Boul	evard (First Street) -	Southbound											
Between	Stanley Boulevard	Vineyard Avenue	1	1,424	18	1,442	1%	1.58	1.60	F	F	No	No
Between	Vineyard Avenue	Bernal Avenue	1	657	18	675	3%	0.73	0.75	C	С	No	No
Between	Bernal Avenue	Junipero St.	2	1,092	14	1,106	1%	0.61	0.61	С	С	No	No
Between	Junipero St.	1-680	3	1,080	(18)	1,063	-2%	0.40	0.39	В	В	No	No
Bernal Ave	nue - Eastbound												
Between	Foothill	I-680	2	778	21	800	3%	0.43	0.44	В	В	No	No
Between	I-680	Valley Avenue	3	1,935	20	1,955	1%	0.72	0.72	С	С	No	No
Between	Valley Avenue	First Street	2	1,201	11	1,212	1%	0.67	0.67	С	С	No	No
Between	First Street	Vineyard Avenue	1	1,055	(33)	1,022	-3%	1.17	1.14	F	F	No	No
Between	Vineyard Avenue	Stanley Boulevard	2	821	7	829	1%	0.46	0.46	В	В	No	No
Bernal Ave	nue - Westbound												
Between	Stanley Boulevard	Vineyard Avenue	2	1,006	12	1,018	1%	0.56	0.57	В	В	No	No
Between	Vineyard Avenue	First Street	1	126	4	129	3%	0.14	0.14	A	A	No	No
Between	First Street	Valley Avenue	2	242	56	299	23%	0.13	0.17	A	A	Yes	No
Between	Valley Avenue	I-680	3	840	(96)	744	-11%	0.31	0.28	A	A	No	No
Between	I-680	Foothill	2	818	(1)	816	0%	0.45	0.45	В	В	No	No
Stanley Bou	ulevard - Eastbound												
Between	Santa Rita Road	First Street	1	967	14	981	1%	1.07	1.09	F	F	No	No
Between	First Street	Bernal Avenue	2	1,763	(21)	1,742	-1%	0.98	0.97	E	E	No	No

					A	ttachment A - Housi	ng Element Chan	iges										
						Baseline		0										Buildout + HE
		Netes	Landling		Catanami	Report Land	Housing	Ev. 2010	Ammunad	Donding	Duildout	Ex 2010	Ammunard	Approved +	Approved +	Duildout	Buildout + HE	Project +
TAZ		Notes	Landose	LU_Index	category	Use category	Element	EX_2010	Approved	Pending	Buildout	EX_2010	Approved	HE Project	HE + Penaing	Buildout	Project	Pending
292	1 East Pleasanton BART	No change to parking-Structure is assumed	BART Parking	62	Other	HOV Parking		1303.0				1303.0	1303.0	1303.0	1303.0	1303.0	1303.0	1303.0
292	1 BART	HE Development	Apartment	2	Residential	Residential	90.0							250.0	250.0		250.0	250.0
292	1 BARI	HE Development	Office	17	Office	Office	350.0								350.0			350.0
292		HE Development	Hotel/Motel	8	Service	Hotel / Motel	240.0								240.0			240.0
292	1 DANI		Shopping Center	19	Reidli	Retall	23.0	171.0				171.0	171.0		25.0	171.0		25.0
18	2 Wyndnam Garden Hotel/Sheraton	Existing use	Hotel/Motel	8	Service	Hotel / Motel	171.0	171.0				171.0	171.0			171.0		
18	2 Wyndham Garden Hotel/Sheraton	Existing uses to be removed with HE	Apartmont	3	Bosidential	Rocidontial	-1/1.0							99.0	0.00		00.0	00.0
10	2 Wylidiiaill Galdell Hotel/Sileratori	HE Development on Parking Let	Apartment	2	Residential	Residential	399.0							99.0	99.0		99.0	99.0
3	4 Keiser		Apartment	2	Residential	Residential	210.0							400.0	400.0		400.0	400.0
143	4 Kaiser	HE Development	Apartment	2	Residential	Residential Medical (Dentel	183.0				1/0.2			183.0	183.0	1/0.2	183.0	183.0
143	4 Kaiser	Planned Buildout Use	Medical Deptal Office	11	Service	Medical / Dental	169.3				168.3					168.3		
143	4 Kalsel	Planned Buildout Use to be removed with He	Medical-Dental Office	10	Service	Medical / Dental	-108.3				52.2					50.0	50.0	50.0
38	6 Irby (Future Commercial)	Planned Buildout Use	Shopping Center	19	Retail	Retall					52.3					52.3	52.3	52.3
38	6 Kapian (Future Development)	Planned Buildout Use	Snopping Center	19	Retail	Retail		1.0			13.2	1.0	1.0			13.2	13.2	13.2
38	6 Irby (existing SF)	Existing use	SF Units	1	SF	Residential	1.0	1.0				1.0	1.0					
38	6 IIDy (existing SF)	Existing uses to be remove with HE	SF UTILS	14	SF Industrial	Residential	-1.0	02.0				02.0	02.0	02.0	02.0	02.0	02.0	02.0
38	6 Public Storage #92702	Existing use	Self-Storage	14	Industrial	Industrial	02.0	82.0				82.0	82.0	82.0	82.0	82.0	82.0	82.0
38	6 Public Storage #92703	Phot holes indicated that storage wound need to be remo	Apartment	14	Desidential	Desidential	-82.0							138.0	128.0		120.0	128.0
38	6 Indy-Kapian-Zia	HE Development	Apartment	12	Residential	Residential	180.0				20.1			138.0	138.0	26.1	138.0	138.0
30				13	Desidential	Desidential	200.0				20.1			200.0	200.0	20.1	20.1	20.1
154	7 Catoway	He Development	Apartment Shopping Contor	10	Residential	Detail	500.0		124.7				120.4	120.4	120.4	120 4	120.4	120.4
154	7 Catoway	Approved Development	Office	19	Office	Office			124.7		745.0		129.4 E99.0	129.4	129.4	129.4 E99.0	129.4	129.4
154	7 Gateway	Approved Development	Office	17	Office	Office	745.0				745.0		366.0			300.0		
154	7 Gateway	Approved Development to be removed with HE		1/	Office	Desidential	-745.0							00.0	88.0		00.0	00.0
154	7 Gateway	Linder construction not included in Medel	Gas Station - Mart	21	SF Potail	Automotivo	00.0		10.0					00.0	88.0		88.0	00.0
29	7 Galeway			31	Recidential	Automotive	150.0		10.0					150.0	150.0		150.0	150.0
38	8 Aul de Mar/Rickenback	HE Development	Apartment	2	Residential	Residential	159.0				210.0			159.0	159.0	210.0	159.0	159.0
38	8 Undeveloped (Stanley Bus Pk II.)	Planned Buildout Use Reduction in Planned Buildout Use with HE	Shopping Center	19	Retail	Retail	47.0				210.0					210.0	103.0	103.0
30	Ondeveloped (Statiley Bus PK TF)			19	Reidential	Reidential	-47.0							120.0	120.0		120.0	120.0
70	9 Nearon Entern	Frieting and Approved Development	Apartment	17	Residential	Office	168.0	47	F1 0			47	55.0	129.0	129.0	55.0	129.0	129.0
70	9 Nearon Enterp	Existing and Approved Development	Office	17	Office	Office	55.0	4./	51.3			4.7	55.9			55.9		
70		Listing to be removed & Approved Development that we	Apartmant	10	Desidential	Desidential	-33.9							252.0	252.0		252.0	252.0
21	10 CarrAmerica	Reperced Development not included in model	Hetel/Motel	2	Sondoo	Residential	330.0			120.0				252.0	252.0		252.0	252.0
21	10 CarrAmerica	Proposed Development not included in model	Hotel/Motel	10	Dotoil	Hotel / Motel				130.0					130.0			130.0
21	10 CarrAmerica	Proposed Development not included in model	Office	19	Offico	Offico				10.0					10.0			10.0
21	10 CarrAmerica	Proposed Development not included in model	Canda (Taurahausa	2	Office	Desidential				480.0	100.0			100.0	480.0	100.0	100.0	480.0
91	11 Kiewit Site	Planned Buildout Use - does any need to be removed?	Neighborhood Shapping Contor	3	IVIF Rotail	Residential					75.0			100.0	100.0	75.0	75.0	100.0
91	11 Kiewit Site	Planned Buildout Use - does any need to be removed?	Neighbornood Snopping Center	20	Relaii	Retail					75.0					75.0	75.0	75.0
91	11 Kiewit Site	HE Dovolopmont	Apartment	2	Residential	Residential	200.0				550.0			200.0	200.0	550.0	200.0	200.0
79	12 Amodor III	Frieting use	Office	17	Office	Office	200.0	92.0				92.0	92.0	200.0	200.0	02.0	200.0	200.0
70	13 Amador III	Existing use	Office to be removed	17	Office	Office	82.0	03.9				03.9	03.9			03.9		
70	13 Alliduu III 12 CM Capital Properties	Existing uses to be remove with HE	Apartment	10	Dirice	Dirice	-05.9							145.0	145.0		14E 0	145.0
78	13 CM Capital Properties	HE Development	Neighborhood Shopping Center	2	Retail	Retail	10.0							143.0	145.0		143.0	143.0
102	13 Arroyo Center	Evisting use	Office	17	Office	Office	10.0	51.0				51.0	51.0	10.0	10.0	51.0	10.0	10.0
102	13 Arroyo Center	Existing use	Office	17	Office	Office		51.0				51.0	51.0		+	51.0		
102	13 Arroyo Center	Existing uses to be removed with HE	Office to be removed	19	Office	Office	-104.2	55.5				55.5	55.5			55.5		
102	13 CM Capital Properties	HF Development	Apartment	3	Residential	Residential	180.0							145.0	145.0		145.0	145.0
102	13 CM Capital Properties	HE Development	Neighborhood Shopping Center	20	Retail	Retail	10.0							10.0	10.0		10.0	10.0
45	14 Legacy Partners	Planned Buildout Use - does any need to be removed?	Neighborhood Shopping Center	20	Retail	Retail					75.0					75.0	50.0	50.0
45	14 Legacy Partners	Planned Buildout Use - does any need to be removed?	Industrial Park	13	Industrial	Industrial					370.0				<u> </u>	370.0	300.0	300.0
45	14 Legacy Partners	HE Development	Apartment	2	Residential	Residential	360.0							360.0	360.0		360.0	360.0
43	16 Vintage Hills Shopping Center	HE Development	Apartment	2	Residential	Residential	152.0											
43	16 Vintage Hills Shopping Center	Existing and Approved Development	Neighborhood Shopping Center	19	Retail	Retail	0	2.2	44.7						<u> </u>			
43	16 Vintage Hills Shopping Center	Existing to be removed & Approved Development that we	Neighborhood Shopping Center	20	Retail	Retail	-36.9											
41	17 Axis Community Health	HE Development	Apartment	2	Residential	Residential	13.0							13.0	13.0		13.0	13.0
41	17 Valley Community Health Center	Existing use	Medical-Dental Office	11	Service	Medical / Dental		12.7				12.7	12.7			12.7		
41	17 Valley Community Health Center	Existing uses to be remove with HE	Medical-Dental Office	11	Service	Medical / Dental	-12.7											
41	18 Downtown	Consensus Preferred Plan	Apartments	2	MF	Residential					10			10	10	10	10	10
17	18 Downtown	Consensus Preferred Plan	Apartments	2	MF	Residential					20			20	20	20	20	20
212	18 Downtown	Consensus Preferred Plan	Apartments	2	MF	Residential					20			20	20	20	20	20
41	18 Downtown	HE Development	Apartments	2	MF	Residential	10							24	24		24	24
17	18 Downtown	HE Development	Apartments	2	MF	Residential	18											
212	18 Downtown	HE Development	Apartments	2	MF	Residential	18											
	19 Sunol @ Sonoma	Consensus Preferred Plan				Industrial	-									17.3	1	
		HE Development				Residential								30.0	30.0		30.0	30.0
	20 Sunol @ Sycamore	Consensus Preferred Plan				Office										26.2		
		HE Development				Residential								53.0	53.0		53.0	53.0
	21 4202 Stanley	Consensus Preferred Plan		2	MF	Residential						32.0	32.0			32.0		
	,	HE Development		2	MF	Residential								41.0	41.0		41.0	41.0
L	1	· ·	1		1												1	

			Ν	/ITS Roadw	Ta ay System /	able 12 Analysis Su	ımmary - 20	)35 PM					
Link Location	Segme	ent Limits	# Lanes	Model Volume	Project Volume	With Project Volume	Percent Increase	V/C Ratio - No Project	V/C Ratio - With Project	No Project LOS	With Project LOS	Change in V/C >3%	Significant Impact?
Between	Bernal Avenue	El Charro Road	2	2,943	0	2,943	0%	1.63	1.64	F	F	No	No
Between	El Charro Road	SR 84	2	3,070	(13)	3,057	0%	1.71	1.70	F	F	No	No
Stanley Bou	ulevard - Westboun	d											
Between	SR 84	El Charro Road	2	703	34	737	5%	0.39	0.41	В	В	No	No
Between	El Charro Road	Bernal Avenue	2	1,197	51	1,248	4%	0.66	0.69	C	С	No	No
Between	Bernal Avenue	First Street	2	1,801	28	1,828	2%	1.00	1.02	F	F	No	No
Between	ween First Street Santa Rita Road 1 589 9 598 2% 0.65 0.66 C C No No												
Fehr & Peer	-ehr & Peers, 2011												

# Fehr & Peers

# **MEMORANDUM**

Date: August 2, 2011

To: Mike Tassano, City of Pleasanton

From: Kathrin Tellez, Fehr & Peers

Subject: Pleasanton Housing Element Transportation Analysis – Increased Density Assessment (Alternative 4)

WC11-2835

Fehr & Peers conducted a transportation analysis to evaluate potential intersection and roadway segment impacts of the Housing Element Update (Project) for Pleasanton, California. The Housing Element proposes to alter the zoning of approximately 17 parcels within the City to allow for construction of approximately 3,285 multi-family housing units that would otherwise not be permitted under current zoning. Potential transportation system impacts were documented in a technical memorandum dated July 18, 2011. The potential impacts of three decreased density land use alternatives with approximately 2,300 multi-family housing units were also evaluated. This memorandum documents the potential impacts of an increased density alternative, with approximately 3,900 multi-family housing units (Alternative 4). No new housing sites were considered in this alternative; the maximum density permitted at already identified sites was increased.

### ANALYSIS SUMMARY

Results of the intersection analysis for Alternative 4 are summarized in **Table 1** and compared to the analysis results for the proposed Project and Alternatives 1 through 3. The analysis results indicate that the increased density alternative would result in similar intersection operations as the proposed Project and no new impacts are expected to occur with Alternative 4. The following summarizes the analysis assumptions and methods.

### STUDY AREA AND ANALYSIS SCENARIOS

The same 33 study intersections evaluated for the proposed Project were evaluated with Alternative 4 for the With Project scenarios:

Scenario 2: Existing Plus Alternative 4

Scenario 4a: Existing Plus Approved Projects (EPAP) Plus Alternative 4

Scenario 4b: EPAP Plus Alternative 4 Plus El Charro Road Extension

Scenario 6a: EPAP Plus Pending Projects Plus Alternative 4

Scenario 6b: EPAP Plus Pending Projects Plus Alternative 4 Plus El Charro Road Extension

Scenario 8: Far-Term (Cumulative) with Alternative 4 Conditions

Mike Tassano August 2, 2011 Page 2 of 10

TABLE 1 ANALYSIS RESULTS SUMMARY										
Scenario	Existing	Existing Plus Approved Projects and EPAP Plus Pending Projects	Cumulative							
No Project	All study intersections operate at acceptable service levels.	Considering construction of planned intersection improvements, intersection of Bernal Avenue/Valley Avenue would degrade to LOS E in AM peak hour; all other study intersections projected to operate acceptably.	<ul> <li>Three study intersections projected to operate at potentially unacceptable levels:</li> <li>Bernal Avenue/Valley Avenue (LOS E in AM peak hour)</li> <li>Junipero Street/Sunol Boulevard (LOS E in AM peak hour)</li> <li>Stanley Boulevard/El Charro Road (LOS E in AM peak hour)</li> </ul>							
Proposed ProjectAll study intersections projected to continue operating at acceptable service levels with addition of Project traffic.Operations would improve to LOS D at Bernal Avenue/Valley Avenue; no study intersection would degrade from acceptable to unacceptable; construction of EI Charro Road extension would not result in unacceptable operations at study intersections.Improves operation of intersections listed above to LOS D; no intersections would degrade from acceptable to unacceptable operations at study										
Project Alternative 1	Same as proposed Project.	Same as proposed Project.	Same as proposed Project.							
Project       Alternative 2       Same as proposed Project.       Improves operation of Junipero Street/Sunol Boulevard and Stanley Boulevard/El Charro Road to LOS D; LOS E conditions would remain at Bernal Avenue/Valley Avenue; no intersections would degrade from acceptable to unacceptable conditions.										
Project Alternative 3	Project Alternative 3       Same as proposed Project.       Same as proposed Project.									
Project Alternative 4	Same as proposed Project.	Same as proposed Project.	Same as proposed Project.							
Source: Fehr & Peers, 2011										

#### ANALYSIS METHODS AND SIGNIFICANCE CRITERIA

The same analysis methods and significance criteria used to evaluate the proposed Project, and documented in the July 18, 2011 memorandum, were used in this assessment.

#### PROJECT CHARACTERISTICS

Development of approximately 3,285 new housing units on numerous sites throughout the City is proposed as part of the Housing Element. Alternative 4 would increase the maximum allowed density on the proposed sites, potentially permitting development of up to 3,900 housing units. **Table 2** summarizes development potential of Alternative 4 compared to the proposed Project and Alternatives 1 through 3 for each site considered in this analysis.

To assess the changes in traffic flow through the City Alternative 4, the City of Pleasanton Travel Demand model was used to assess citywide vehicular travel changes. Land uses in the model were adjusted for each Travel Analysis Zone (TAZ) where new housing development could occur under Alternative 4. Existing land uses that would be removed to accommodate housing development, or approved or potential land uses development that would otherwise not occur with housing development was also modified in the model.

Model plots showing the magnitude of expected vehicular demand changes are attached for Alternative 4; post processing adjustments were made at select locations where the travel demand model did not load traffic onto the roadway network as would be expected. The expected changed in vehicular demand at each study intersection was added/subtracted from the base volume for each scenario. Although traffic is generally expected to increase with additional residential development, traffic for some intersection turning movements may decrease as traffic generated by residential uses has different travel patterns than some of the land uses that would be replaced, such as employment uses. Potential changes in travel patterns could result in better utilization of the existing and planned roadway network, and in select cases result in better intersection operations than would occur with development consistent with the General Plan.

#### TRAFFIC FORECASTS AND ROADWAY NETWORK ASSUMPTIONS

Traffic forecasts with Alternative 4 were developed using the process documented in the July 18, 2011 technical memorandum. Traffic changes expected to occur with land use changes proposed as part of Alternative 4 were added/subtracted from the without Project traffic volumes for each scenario and are shown on the following figures:

Figure 1 – Scenario 2: Existing Plus Alternative 4

Figure 2 - Scenario 4a: Existing Plus Approved Projects (EPAP) Plus Alternative 4

Figure 3 – Scenario 4b: EPAP Plus Alternative 4 Plus El Charro Road Extension

Figure 4 - Scenario 6a: EPAP Plus Pending Projects Plus Alternative 4

*Figure 5* – *Scenario 6b:* EPAP Plus Pending Projects Plus Alternative 4 Plus El Charro Road Extension

Figure 6 - Scenario 8: Far-Term (Cumulative) with Alternative 4 Conditions

No additional roadway improvements for each scenario beyond those previously documented were assumed.

#### INTERSECTION ANALYSIS RESULTS

Peak hour intersection operations were evaluated using the intersection turning movement forecasts discussed above and the lane configurations assumed under each scenario using the analysis methods outlined previously. The results are shown in Table 3 for the With Alternative 4 scenarios only; intersection level of service worksheets are attached.

#### **Existing Plus Project Conditions (Scenario 2)**

With the addition of traffic from Alternative 4, all study intersections are projected to continue operating at acceptable service levels.

#### EPAP Plus Project (Scenario 4a)

With the addition of traffic from Alternative 4, operations of the Bernal Avenue/Valley Avenue would improve to LOS D given the construction of housing as opposed to office uses at the Pleasanton Gateway site. No intersections that are projected to operate at acceptable service levels without the Housing Element development are projected to degrade with Alternative 4 in the EPAP condition.

#### EPAP Plus Project Plus El Charro Road Extension (Scenario 4b)

With the extension of El Charro Road and Alternative 4 land uses, study intersections would continue to operate at acceptable levels. No intersections would degrade from acceptable to unacceptable operations in this scenario with Alternative 4.

#### EPAP Plus Pending Projects Plus Project (Scenario 6a)

Results of Scenario 6a are generally the same as Scenario 4a (EPAP Plus Project); conditions improve from unacceptable to acceptable at the Bernal Avenue/Valley Avenue intersection. No intersections that are projected to operate at acceptable service levels without Alternative 4 are projected to degrade with Alternative 4 in the EPAP Plus Pending Projects condition.

#### EPAP Plus Pending Projects Plus Project Plus El Charro Road Extension (Scenario 6b)

With the extension of El Charro Road and Alternative 4 considering approved and pending development, study intersections would continue to operate at acceptable levels. No intersections would degrade from acceptable to unacceptable operations in this scenario.

#### Far-Term (Cumulative) With Project (Scenario 8)

With Alternative 4 in the Cumulative condition, operations of the intersections noted as deficient without Housing Element development would improve to LOS D during the AM peak hour as traffic patterns shift with housing development as opposed the land uses designated in the General Plan. No intersections would degrade from acceptable to unacceptable operations in this scenario.

As all intersections are projected to operate at acceptable service levels considering the proposed Alternative 4 Housing Element land uses and planned intersection improvements as identified in the General Plan, the intersection impacts of Alternative 4 are *less-than-significant* and no project specific mitigation measures have been identified. It should be noted that all Housing Element projects would be required to pay the City's traffic impact fee (TIF), which would fund transportation improvements identified in the TIF.

	TABLE 2         PROJECT ALTERNATIVES HOUSING ELEMENT LAND USE SUMMARY <sup>1</sup>											
Map ID	Site	Project	Alternative 1 – Large Properties	Alternative 2 – Transit Oriented	Alternative 3 – Exclude East Side	Alternative 4 – Increased Density						
1	BART Site	250 multi-family homes	300 multi-family homes	249 multi-family homes	300 multi-family homes	249 multi-family homes						
2	Sheraton	99 multi-family homes	No HE development	99 multi-family homes	No HE development	132 multi-family homes						
3	Stoneridge Mall	400 multi-family homes	300 multi-family homes	300 multi-family homes	300 multi-family homes	400 multi-family homes						
4 Kaiser Site 183 multi-family homes No HE development 183 multi-family homes No HE development 244 multi-family homes												
6 Irby-Kaplan-Zia 138 multi-family homes 180 multi-family homes 138 multi-family homes 270 multi-family homes 180 multi-family homes												
7     Gateway     300 multi-family homes; 88 SFH     279 multi-family homes     No HE development     279 multi-family homes     400 multi-family homes												
8	Auf de Mar/ Rickenback	159 multi-family homes	345 multi-family homes	345 multi-family homes	345 multi-family homes	212 multi-family homes						
9	Nearon Site	129 multi-family homes	No HE development	168 multi-family homes	150 multi-family homes	168 multi-family homes						
10	CarrAmerica	336 multi-family homes	252 multi-family homes	252 multi-family homes	252 multi-family homes	420 multi-family homes						
11	Kiewit	300 multi-family homes	300 multi-family homes	300 multi-family homes	No HE development	400 multi-family homes						
13	CM Capital Properties	360 multi-family homes	No HE development	No HE development	290 multi-family homes	378 multi-family homes						
14	Legacy Partners	360 multi-family homes	276 multi-family homes	276 multi-family homes	No HE development	480 multi-family homes						
17	Axis Community Health	13 multi-family homes	14 multi-family homes	14 multi-family homes	14 multi-family homes	18 multi-family homes						
18	Downtown	46 multi-family homes	No HE development	No HE development	No HE development	96 multi-family homes						
19	Sunol at Sonoma	30 multi-family homes	No HE development	No HE development	No HE development	39 multi-family homes						
20	Sunol at Sycamore	53 multi-family homes	No HE development	No HE development	No HE development	30 multi-family homes						
21	4202 Stanley	41 multi-family homes	No HE development	No HE development	No HE development	54 multi-family homes						
Total Un	Total Units 3,285 2,246 2,324 2,200 3,900											

			INTERS	SECTION L	EVEL OF	TABLE 3 SERVICE \$	SUMMARY	– ALTER	NATIVE 4					
Intersection	Traffic Pe Control Ho		Existin Pro (Scena	ng Plus ject ario 2)	Existin Appr Project Pro (Scena	ng Plus oved ts Plus ject urio 4a)	Existin Appr Projec Project Charro Exten (Scena	ng Plus roved ts Plus Plus El o Road nsion ario 4b)	Existin Appr Project Pending Plus P (Scena	g Plus oved s Plus Projects roject rio 6a)	Existir Appr Projec Pending Plus El Road E (Scena	ng Plus oved ts Plus Projects Charro ktension ario 6b)	Cumulat Pro (Scen	ive With ject ario 8)
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
1. Foothill Road / Dublin	Signal	AM	22	C	37	D	37	D	37	D	37	D	32	C
Canyon Road		PM	32	C	52	D	51	D	51	D	51	D	49	D
2. Owens Drive / Willow Road	Signal	AM	15	B	15	B	15	B	17	B	17	B	17	B
/ BART		PM	15	B	16	B	16	B	17	B	17	B	16	B
3. Owens Drive / East BART	Signal	AM	6	A	6	A	6	A	7	A	7	A	7	A
Station Driveway		PM	9	A	9	A	9	A	10	A	10	A	10	A
4. Hacienda Drive / Owens	Signal	AM	17	B	17	B	16	B	20	B	20	B	23	C
Drive		PM	31	C	34	C	34	C	38	D	38	D	31	C
5. Santa Rita Road /	Signal	AM	9	A	9	A	10	A	8	A	9	A	8	A
Rosewood Drive		PM	17	B	20	B	21	C	22	C	23	C	27	C
6. Santa Rita Road / Pimlico	Signal	AM	24	C	22	C	22	C	21	C	22	C	21	C
Drive		PM	26	C	19	B	20	B	19	B	19	B	22	C
7. Foothill Road / Stoneridge	Signal	AM	21	C	24	C	23	C	25	C	25	C	31	C
Drive		PM	19	B	21	C	21	C	21	C	21	C	21	C
8. Stoneridge Drive /	Signal	AM	18	B	18	B	18	B	19	B	19	B	22	C
Springdale Avenue		PM	25	C	38	D	39	D	38	D	38	D	27	C
9. Stoneridge Drive /	Signal	AM	8	A	16	B	17	B	16	B	16	B	11	B
Stoneridge Mall Road		PM	26	C	36	D	36	D	35	C	36	D	22	C
10. Stoneridge Drive /	Signal	AM	11	B	11	B	11	B	11	B	11	B	11	B
Johnson Drive		PM	16	B	14	B	14	B	14	B	14	B	14	B

			INTERS	SECTION L	EVEL OF	TABLE 3 SERVICE \$	B SUMMARY	– ALTERI	NATIVE 4					
Intersection	Traffic Control	Peak Hour	Existin Pro (Scena	ng Plus ject ario 2)	Existin Appr Projec Pro (Scena	ng Plus oved ts Plus ject ario 4a)	Existir Appr Projec Project Charro Exter (Scena	ng Plus oved ts Plus Plus El o Road nsion ario 4b)	Existin Appr Project Pending Plus P (Scena	g Plus oved s Plus Projects roject rio 6a)	Existir Appr Projec Pending Plus El Road E (Scena	ng Plus oved ts Plus Projects Charro ctension ario 6b)	Cumulat Pro (Scena	ive With ject ario 8)
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
11. Stoneridge Drive /	Signal	AM	25	C	31	C	26	C	31	C	26	C	28	C
Hopyard Road		PM	33	C	34	C	32	C	35	C	32	C	30	C
12. Stoneridge Drive / Hacienda Drive	Signal	AM PM	25 23	сс	25 21	C C	25 21	C C	25 21	C C	25 21	СС	26 21	C C
13. Owens Drive / West Las	Signal	AM	10	A	10	A	10	A	11	B	11	B	12	B
Positas Boulevard		PM	14	B	14	B	14	B	16	B	15	B	16	B
14. West Las Positas	Signal	AM	27	C	26	C	27	C	31	C	33	C	31	C
Boulevard / Santa Rita Road		PM	23	C	25	C	25	C	30	C	28	C	24	C
15. Foothill Road / West Las	Signal	AM	14	B	18	B	18	B	18	B	18	B	33	C
Positas Boulevard		PM	12	B	14	B	14	B	14	B	14	B	13	B
16. West Las Positas	Signal	AM	24	C	27	C	24	C	27	C	24	C	29	C
Boulevard / Hopyard Road		PM	40	D	32	C	27	C	33	C	29	C	28	C
17. West Las Positas	Signal	AM	19	B	19	B	19	B	18	B	18	B	20	B
Boulevard / Hacienda Drive		PM	15	B	17	B	16	B	17	B	16	B	18	B
18. Stoneridge Drive / West	Signal	AM	21	C	28	C	29	C	28	C	28	C	40	D
Las Positas Boulevard		PM	26	C	37	D	36	D	37	D	36	D	34	C
19. Stoneridge Drive / Santa	Signal	AM	31	C	37	D	36	D	39	D	38	D	50	D
Rita Road		PM	29	C	29	C	26	C	30	C	27	C	32	C
20. Santa Rita Road / Mohr	Signal	AM	18	B	17	B	17	B	18	B	17	B	17	B
Avenue		PM	16	B	17	B	15	B	17	B	16	B	16	B

			INTERS	SECTION L	EVEL OF	TABLE 3 SERVICE 3	SUMMARY	– ALTER	NATIVE 4					
Intersection	Traffic Control	Peak Hour	Existing Plus Project Hour (Scenario 2)		Existin Appr Projec Pro (Scena	ng Plus oved ts Plus ject ario 4a)	Existir Appr Projec Project Charro Exten (Scena	ng Plus roved ts Plus Plus El o Road nsion ario 4b)	Existin Appr Projec Pending Plus F (Scena	ng Plus oved ts Plus Projects Project nrio 6a)	Existir Appr Projec Pending Plus El Road E (Scena	ng Plus oved ts Plus Projects Charro xtension ario 6b)	Cumula Pro (Scen	tive With ject ario 8)
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
21. Santa Rita Road / Valley	Signal	AM	38	D	38	D	36	D	38	D	36	D	42	D
Avenue		PM	47	D	43	D	38	D	40	D	39	D	44	D
22. Valley Avenue / Busch	Signal	AM	14	B	11	B	11	B	11	B	11	B	18	B
Road		PM	15	B	12	B	27	C	12	B	25	C	53	D
23. Bernal Avenue / I-680	Signal	AM	31	C	24	C	24	C	23	C	24	C	22	C
NB Ramps		PM	12	B	11	B	12	B	11	B	11	B	10	A
24. Koll Center Drive / Bernal	Signal	AM	6	A	17	B	17	B	17	B	17	B	23	C
Avenue		PM	3	A	24	C	31	C	24	C	24	C	31	C
25. Bernal Avenue / Valley	Signal	AM	33	C	37	D	36	D	36	D	36	D	53	D
Avenue		PM	26	C	37	D	37	D	36	D	37	D	40	D
26. Stanley Boulevard / Santa	Signal	AM	17	B	19	B	21	C	18	B	21	C	23	C
Rita Road		PM	23	C	17	B	15	B	17	B	16	B	16	B
27. Stanley Boulevard / First	Signal	AM	18	B	11	B	11	B	11	B	11	B	12	B
Street		PM	14	B	12	B	13	B	12	B	13	B	18	B
28. Stanley Boulevard at Bernal Avenue / Valley Avenue	Signal	AM PM	40 43	D D	45 36	D D	48 42	D D	47 34	D C	47 42	D D	46 40	D D
29. Bernal Avenue / Vineyard	Signal	AM	15	B	18	B	17	B	18	B	18	B	24	C
Drive (N)		PM	11	B	11	B	11	B	11	B	11	B	12	B
30. Bernal Avenue / Vineyard	Signal	AM	17	B	23	C	23	C	23	C	24	C	36	D
Drive (S)		PM	11	B	11	B	11	B	11	B	11	B	12	B

			INTER	SECTION L	EVEL OF	TABLE 3 SERVICE 3	B SUMMARY	′ – ALTER	NATIVE 4					
Intersection	Traffic Control	Peak Hour	Existir Pro (Scen	ng Plus vject ario 2)	Existir Appr Projec Pro (Scena	ng Plus oved ts Plus ject ario 4a)	Existir Appr Projec Project Charro Exter (Scena	ng Plus oved ts Plus Plus El o Road nsion ario 4b)	Existir Appr Projec Pending Plus F (Scena	ng Plus oved ts Plus Projects Project ario 6a)	Existir Appi Projec Pending Plus El Road E (Scena	ng Plus oved ts Plus Projects Charro xtension ario 6b)	Cumulat Pro (Scen	tive With ject ario 8)
			Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS
31. Junipero Street / Sunol Boulevard	Signal	AM PM	31 21	C C	39 23	D C	40 22	D C	39 22	D C	40 22	D C	54 24	D C
32. Stoneridge Drive / El Charro Road	Signal	AM PM	Intersec Not	tion Does Exist	21 23	C C	27 27	C C	21 23	C C	27 28	C C	40 32	D C
33. Stanley Boulevard / El Charro Road	Signal	AM PM	Intersec Not	tion Does Exist	Intersect Not	tion Does Exist	28 21	C C	Intersect Not	tion Does Exist	32 20	C B	53 32	D C
<b>Bold</b> indicates gateway intersection, potentially exempt from the LOS D standard. <b>Bold Italics</b> indicates potentially significant impact. Source: Fehr & Peers and City of Pleasanton, 2011.														

# Figures 1 though 6

Figure 1	Existing Plus Alternative 4 Peak Hour Intersection Turning Movement Volumes
Figure 2	EPAP Plus Alternative 4 Peak Hour Intersection Turning Movement Volumes
Figure 3	EPAP Plus Alternative 4 <i>Plus El Charro Road Extension</i> Peak Hour Intersection Turning Movement Volumes
Figure 4	EPAP Plus Pending Plus Alternative 4 Peak Hour Intersection Turning Movement Volumes
Figure 5	EPAP Plus Pending Plus Alternative 4 Plus El Charro Road Extension Peak Hour Intersection Turning Movement Volumes
Figure 6	Far-Term (Cumulative) Alternative 4 Conditions Peak Hour Intersection Turning Movement Volumes
Attachment A	Model Plots with Alternative 4
Attachment B	Level of Service Worksheets

#### 2 1 (120) (834) (416) 155 (159) 85 (89) 74 (128) **~** 169 (1,038) 88 (38 ← 33 (60) ← 24 (38) ← 272 (53) ← 74 (78) 171 171 588 749 Canvon Wav Owens [ bart 6 **B** 2 Dublin Cyn ٦t <u></u> 02 4 127 (370) 150 (184) **/** 406 (777) **-**47 (114) . 57 (75) . 37 (56) . 84 (109) 530 (962) 37 (18) NO 102 (317) 🔫 134 (28) Will 13 14 -111 89 ന 356 (187) 1,293 (1,173) 5 6 (1,128) (300) 18 409 (41 Alananan 907 199 **-** 188 (1 Ria Rd $\langle j \rangle$ Las Posite **₩** \ Pimlic 1G Rosewood -580 EB Off-ram 1 1,128 (1,579)– 71 (64) – 109 (513) 🧈 469 (99) **–** 126 (80) **–** 183 (255) 1,046 (1,369) (nu 21 59 (133) — 562 (90) -Ð 22 Lalles ΠΠ Stanley Blvd 9 10 101) 351) 36) 49 (42) 194 (1, 873 (637) **~** 189 (1 1 205 (3 1 3 (2) 51 (13 LAND AD **-** 844 (754) 26 Stanley 27 ovard Ave 29 Stoneridae Stoneric Vineyard Ave 30 <u>}</u>†*٢* 301 (324) 1,239 (1,837) 19 (28) 83 (27) **–** 648 (1,305) **–** 7 (26) . 6 (3) . 4 (21) . 3225 Bernal Ave **VOLUMES KEY** 14 (213) (1,104) 136) 13 3 (251) (759) XX (YY) AM (PM) Peak Hour 356 (257) 94 (53) **Traffic Volumes** ← 558 (368) 247 ( 909 ( 90 (1 44 16 W Las Po W Las Positas MAP KEY <u>h</u>t 1 Study Intersection 152 (376) **–** 268 (388) **–** 124 (175) (226) -1,182)-(150) ----- Future Roadway Not to Scale 128 (482) -466 1,065 (1 145 32 (26) 1,106 (1,538) 185 (215) 23 22 18 17 19 20 21 (208) (1,057) (1,133) 4 ← 117 (189) ← 5 (42) ← 84 (114) 15 (39) 137 (963) 89 (318) (204) (127) -74 (97) -1,526 (2,4 **127 (62)** 1.158 (634) 62 (38) ► 221 (107) ► 531 (385) ► 278 (206) ► 242 (115) 93 (123) **L** 1 183 ( ← 87 (19) **4**48 (374) **-** 1,531 (820) - 927 (55 232 895 593 388 151 21 (225) 288 (109) 162 (94) 283 (180) **٦** J I I Mohr Avenu W Las Positas Stoneridge Stoneridge Valley Valley Bern <u>\</u> <u></u><u></u> 117 111 $\uparrow\uparrow$ 42 (14) 311 (378) 102 (264) 31 (69) 116 (212) 265 (971) 99 (93) – 41 (24) – 54 (57) – 297 (258) – 316 (605) – 167 (126) – 201 (321) **–** 633 (1,766) **–** 229 (81) – 1,097 (1,623) – 115 (119) **–** 373 (549) **–** 26 (43) . 70 (1,415) 74 (104) · 220 (78) . 786 (251) . 40 (11) . 4 (16) 51 (20) 12 (3) (298) 1,310) (110) l (92) 4 (5) (402) (144) (657) (194) 28 (4) 101 148 / 205 ( 641 ( 175 ( 829 358 (<sup>-</sup> 151 32 26 27 28 29 30 31 (411) (216) (726) (1,098) → 0 (0) → 151 (267) → 270 (374) 160 (107) 425 (245) 75 (52) (650) (414) (194) (478) → 31 (33) → 158 (75) → 186 (98) 248 (164) ↓ 1 (1) ↓ 0 (1) ↓ 0 (0) 1,091 (352) 370 (235) **~** 173 (65) -39 (66) -1,133 (<sup>2</sup> -6 (27) → 417 (<sup>1</sup> 902 (<sup>1</sup>) 121 (0) **4** 29 (1) → 206 ( → 318 ( → 256 ( ← 69 (29) 74 (29) **-** 806 (313) **-** 0 (0) 152 (121) 215 (139) 366 (127) يا لم لر ا 144 Stanley Blvd Driveway Stanley Blvd Junipero St Vineyard Tawny Stanley Blvd Drivewav Vineyard Vallev Stonerida <u></u> <u></u><u></u> <u></u> <u></u> 110 <u></u> 294 (261) 225 (1,184) 44 (89) 0 (0) 0 (0) 0 (0) 0 (0) 137 (154) 4 (61) 32 (21) 126 (44) -86 (49) -239 (48) -11 (3) 0 (1) 4 (0) 149 (405) 🧈 15 (0) (569) (246) 150 (132) 318 (996) 0 (0) 115 (62) 426 (343) 121 (558) 4 (0) 424 (456) 163 (617) 33 (33) 13 (854) 16 (58) (67) 128) (79) 1 (0) → 105 (140) → 27, 36 332 89 325

# FEHR / PEERS

FIGURE 1

**EXISTING PLUS ALTERNATIVE 4 PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES** 

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# EXISTING PLUS APPROVED PROJECT (EPAP) PLUS ALTERNATIVE 4 CONDITIONS PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



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# EXISTING PLUS APPROVED CONDITIONS PLUS ALTERNATIVE 4 PLUS EL CHARRO ROAD EXTENSION PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



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# EXISTING PLUS APPROVED PLUS PENDING PLUS ALTERNATIVE 4 CONDITIONS PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



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# EXISTING PLUS APPROVED PLUS PENDING PLUS ALTERNATIVE 4 PLUS EL CHARRO ROAD EXTENSION PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



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### FAR-TERM (CUMULATIVE) ALTERNATIVE 4 CONDITIONS PEAK HOUR INTERSECTION TURNING MOVEMENT VOLUMES



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# DRAFT WATER SUPPLY ASSESSMENT HOUSING ELEMENT UPDATE PROJECT SEPTEMBER 2011

As the public water supplier that will supply water to proposed projects in the area, the City is required to prepare Water Supply Assessments (WSAs), under the requirements of Senate Bills 610 and 221, codified in Government Code Sections 65867.5, 66455.3, and 66473.7 if a proposed project meets certain criteria. There are three primary areas to be addressed in a WSA: (1) all relevant water supply entitlements, water rights, and water contracts; (2) a description of the available water supply entitlements, water rights, and water contracts; (3) and analysis of the demand placed on those supplies, by the project, and relevant existing and planned future uses in the area. If water demand for a project includes groundwater as a source of water supply, Section 10910(f) of the California Water Code requires a groundwater basin review as part of the assessment.

The WSA for the Stoneridge Drive Specific Plan Amendment/Staples Ranch project, herein referred to as "Staples Ranch", was adopted by the Pleasanton City Council on December 18, 2007. The Staples Ranch WSA reviewed Zone 7 Water Agency's service area within the Tri-Valley region; the City of Pleasanton's service area<sup>1</sup>; water supply entitlements; water rights; water contracts; and contains a groundwater basin review<sup>2</sup>.

Zone 7 Water Agency's Annual Sustainable Water Supply report (Annual Review) and demand changes contained therein were subsequently reviewed for calendar years 2008, 2009, 2010, and 2011 as WSA updates. Except as updated in Sections III and IV (below) and Exhibit H (attached), the WSA approved by the Pleasanton City Council in 2007 for Staples Ranch, including the subsequent updates between 2008 and 2011, still provides a valid assessment of water supply and demand for the City of Pleasanton.

# I. PROJECT DESCRIPTION

In accordance with State law, the City of Pleasanton proposes to adopt a General Plan Amendment to update its existing Housing Element and to implement recommendations contained

<sup>&</sup>lt;sup>1</sup> City of Pleasanton, Water Supply Assessment for the Stoneridge Drive Specific Plan Amendment/Staples Ranch, 2007, pages 5-1 to 5-3.

<sup>&</sup>lt;sup>2</sup> City of Pleasanton, Water Supply Assessment for the Stoneridge Drive Specific Plan Amendment/Staples Ranch, 2007, pages 4-4 and 5-3 to 5-17.

in the Housing Element to expand the inventory of land available for the development of new housing within the City. To expand the inventory of land available for the development of new housing, Pleasanton will be rezoning several of the sites identified in Table 1 and corresponding Figure 1 below, sufficient to meet Pleasanton's remaining unmet housing need, or approximately 55 acres of land zoned at a minimum of 30 units per acre and 14 acres of land zoned for a minimum of 23 units per acre. Similarly, with the adoption of the Housing Element, the Land Use Element of the General Plan will be amended to address the land use designation changes needed for the new housing sites. It is also anticipated that some of the sites shown in Table 1 and Figure 1 will be rezoned to allow for mixed-use development. The final inventory of sites for rezoning to allow high-density-residential development and/or mixed-use development has not been approved by the Pleasanton City Council. The draft maximum development potential for sites 1-21 is shown in Table 3 (below).

The scope of the Housing Element Update also includes 3 sites in Hacienda (sites 22-24 in Table 2 and Figure 2 below) which were rezoned in November 2009, after the adoption of the Pleasanton General Plan, to expand the inventory of land available for housing. After the rezoning, Hacienda Transit Oriented Development (TOD) standards and Design Guidelines and a corresponding mitigated negative declaration were approved in February 2011 for these sites. Page 33 of the approved mitigated negative declaration for the Hacienda TOD Standards and Design Guidelines states: "If future residential development of these sites were to exceed 500 units, they may be subject to a requirement to complete a Water Supply Assessment." This WSA addresses this requirement. The maximum development potential for sites 22-24 is shown in Table 3.

For the purpose of this WSA, the 2007-2014 Housing Element Update, the corresponding General Plan land use redesignations, the corresponding rezonings, and the 3 sites in Hacienda which were rezoned in November 2009 to expand the inventory of land available for housing are herein referred to as the "Housing Element Update Project".

Regular updates of the Housing Element are required of each city and county in the State of California to address the housing needs of all residents and all income levels. The current requirement for cities and counties within the San Francisco Bay Area is to have an updated Housing Element addressing needs over the current planning period (2007-2014). The City's previous Housing Element for the 2000-2005 planning period was adopted in April 2003.

 Table 1

 Potential Sites for Rezoning to Allow High-Density-Residential Development

Site	APN	General Plan Designation	Zoning Designation	Total site acreage	Potential acreage for multi-family development
1. BART <sup>1</sup>	941-2771-015-00	Mixed Use/Business	PUD-I/C-O (Planned	14.9	8.3
	941-2778-002-00	Park	Unit Development- Industrial/Commercial- Office)		
2. Sheraton	941-1201-057-02	Retail/Highway/Service Commercial, Business & Prof. Offices	C-R (p) (Regional Commercial, peripheral area)	3.3	3.3
3. Stoneridge Shopping Center <sup>1</sup>	941-1201-028-00 941-1201-029-00 941-1201-030-06 941-1201-092-00 941-1201-094-03 941-1201-095-00	Retail/Highway/Service Commercial, Business & Prof. Offices	C-R (m) (Regional Commercial, mall area)	74.6	10.0
4. Kaiser	941-1201-052-03	Retail/Highway/Service Commercial, Business & Prof. Offices	C-R (p) (Regional Commercial, peripheral area)	6.1	6.1
6. Irby-Kaplan-Zia <sup>2,5</sup>	946-1680-004-04	Retail/Highway/Service Commercial, Business &	A (Agriculture)	14.8	6.0
	946-1680-003-02	Prof. Offices Public Health and Safety Wildland Overlay	C-S (Commercial Service)		
	946-1680-002-03		A (Agriculture)		
7. Pleasanton Gateway <sup>3</sup>	947-0008-017-00	Retail/Highway/Service Commercial, Business & Prof. Offices	PUD (Planned Unit Development)	39.6	10.0
8. Auf der Maur/ Rickenbach Site	946-4542-045-03	Retail/Highway/Service Commercial, Business & Prof. Offices	PUD-C (Planned Unit Development- Commercial)	16.0	11.5
9. Nearon Site	941-2764-015-00	Mixed Use/Business Park	PUD-I/C-O (Planned Unit Development- Industrial/Commercial- Office)	5.6	5.6
10. CarrAmerica <sup>1</sup>	941-2780-019-01	Mixed Use/Business Park	PUD-I/C-O (Planned Unit Development- Industrial/Commercial- Office)	60.0	8.4
11. Kiewit Site	946-1251-007-04	East Pleasanton Specific Plan	I-G-40 (General Industrial)	49.0	10.0
13. CM Capital Properties	941-2762-006-00 941-2762-011-01	Mixed Use/Business Park	PUD-I/C-O (Planned Unit Development- Industrial/Commercial- Office)	12.6	12.6
Site	APN	General Plan Designation	Zoning Designation	Total site acreage	Potential acreage for multi-family development
------------------------------------------	-------------------------------------------------------	--------------------------------------------------------------------------------	--------------------------------------------	--------------------------	---------------------------------------------------------
14. Legacy Partners <sup>4</sup>	946-1250-019-05 946-1350-003-08	East Pleasanton Specific Plan	I-G-40 (General Industrial)	51.2	12.0
17. Axis Community Health	094-0107-011-20	Retail/Highway/Service Commercial, Business & Prof. Offices	C-C (Central Commercial)	0.6	0.6
18. Downtown (SF Site)	094-0157-005-17 094-0157-022-00	Public & Institutional	O (Office)	3.2	3.2
19. Sunol Blvd. and Sonoma Dr.	948-0009-001-00 948-0009-002-00	General and Limited Industrial	I-P (Industrial Park)	1.3	1.3
20. Sunol Blvd. and Sycamore Rd.	948-0004-002-02 948-0017-008-04 948-0017-008-06	Retail/Highway/Service Commercial, Business & Prof. Offices	PUD-O (Planned Unit Development-Office)	2.3	1.0
21. 4202 Stanley Blvd. <sup>2,5</sup>	946-1691-001-01	Medium Density Residential, Public Health and Safety Wildland Overlay	C-F (Freeway Interchange Commercial)	1.8	1.8
TOTAL					111.7

### Table 1 Notes:

<sup>1</sup>Estimate of potentially developable area.

<sup>2</sup> Acreage within the Public Health and Safety Designation (hazard areas in which new development—other than 1 existing home on a lot of record before Sept. 1986—is prohibited) has been subtracted.

<sup>3</sup>Remainder of site after development of Safeway retail center.

<sup>4</sup> Reflects property owner's requested acreage for high-density-residential development.

<sup>5</sup> Acreage within the Wildland Overlay Designation (wildlife corridors in which new development—other than 1 existing home on a lot of record before Sept. 1986—is prohibited) has been subtracted.



Figure 1 Map of Potential Housing Sites for Rezoning to Allow High-Density-Residential Development

# Table 2Hacienda Sites Rezoned in November 2009 to AllowHigh-Density-Residential Development

Site	APN	General Plan Designation	Zoning Designation	Total site acreage	Potential acreage for multi-family development
22. W.P. Carey	941-2778-012-00	Mixed Use/ Business Park	PUD-Mixed Use (Planned Unit Development-Mixed Use)	8.4	8.4
23. BRE	941- 2778-011-00	Mixed Use/ Business Park	PUD-Mixed Use (Planned Unit Development-Mixed Use)	8.2	8.2
24. Roche	941- 2761-003-00	Mixed Use/ Business Park	PUD-Mixed Use (Planned Unit Development-Mixed Use)	33.32	12.4

Source: City of Pleasanton, Planning Division, 2009.





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## II. SENATE BILLS 610 AND 221

### Senate Bill 610

Senate Bill (SB) 610 is applicable to projects subject to the California Environmental Quality Act (CEQA) or considered a "project" under Water Code Section 10912(a) or (b), and builds on the information that is typically contained in an Urban Water Management Plan (UWMP). A key difference between WSAs and UWMPs is that UWMPs are required to be revised every five years, in years ending with either zero or five for water systems that meet the specific connection criteria, while WSAs are required as part of the environmental review process for each individually qualifying project. As a result, the 20-year planning horizons for each qualifying project may cover slightly different planning periods than other WSAs or the current UWMP.

A project subject to SB 610 is defined as a project meeting any of the following criteria:

- A proposed residential development of more than 500 dwelling units
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space
- A commercial building employing more than 1,000 persons or having more than 250,000 square feet of floor space
- A hotel or motel with more than 500 rooms
- A proposed industrial, manufacturing, or processing plant, or industrial park, planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area
- A mixed-use project that includes one or more of these elements
- A project creating the equivalent demand of 500 residential units

Alternatively, if a public water system has less than 5,000 service connections, the definition of a "Project" also includes any proposed residential, business, commercial, hotel, motel, or industrial development that would account for an increase of ten percent or more in the number of service connections for the public water system.

Since the cumulative scenario of the Housing Element Update Project includes the potential development of more than 500 dwelling units, the Housing Element Update Project meets the requirements of a "project" subject to SB 610.

### Senate Bill 221

Senate Bill 221 applies to subdivisions and requires a written verification of available water supplies prior to approval of a tentative subdivision map with more than 500 residential units. Since the Housing Element Update Project does not include a tentative subdivision, SB 221 is not further addressed in this WSA.

# III. 2010 URBAN WATER MANAGEMENT PLAN

If a WSA is required for a project, and if the projected water demand associated with the proposed project was not accounted for in the most recently adopted UWMP, Section 10910(c) of the California Water Code requires the WSA for the project to include a discussion with regard to whether the public water system's total projected water supplies during a 20 year projection will meet the projected water demand associated with the project.

Zone 7 Water Agency's UWMP was adopted in December 2010. This plan covers the growth in the adopted General Plans of the Tri-Valley Cities and updated information from water retailers, such as the approval of the Stoneridge Drive Specific Plan Amendment/Staples Ranch<sup>3</sup>, throughout 2010<sup>4</sup>. Since these projections do not account for the Housing Element Update Project, Zone 7's water supply and demand projections for 19 years, to year 2030, are attached to this plan (see pages 16-3 to 16-11 of Exhibit H). The projected water demand from the Housing Element Update Project is discussed in Section IV (below).

With regard to water supply projections for year 2031, without the addition of a "Delta fix", water transfer, or other planned water programs or projects, Zone 7 projects a total of 72,345 acre feet annually (AFA) of water supply to be available in any normal future year, including water from storage<sup>5</sup>, and projects the long-term average sustainable water supply to be 55,050 AFA<sup>6</sup>. The sustainable water supply does not include stored water which may be available during acute or prolonged droughts<sup>7</sup>. In the Tri-Valley, Zone 7 anticipates a population increase of 1,000 people in year 2031<sup>8</sup>, thus increasing the estimated water demand by 160 AFA<sup>9</sup> for an estimated total water demand in year 2031 of 82,860 AF, if 2031 is a normal-water year, 72,160 AF if 2031 is a single-dry year, and 72,160 AFA if 2031 is a multiple-dry year<sup>10</sup>.

<sup>&</sup>lt;sup>3</sup> City of Pleasanton, Utility Planning Division, August 2011.

<sup>&</sup>lt;sup>4</sup> Zone 7 Water Agency, 2010 Urban Water Management Plan, pages 9-6 and 11-1.

<sup>&</sup>lt;sup>5</sup> Zone 7 Water Agency, 2010 Urban Water Management Plan, pages 7-13, 16-3, and 16-4.

<sup>&</sup>lt;sup>6</sup> Zone 7 Water Agency, 2011 Annual Review of Sustainable Water Supply for Zone 7 Water Agency, page 5.

<sup>&</sup>lt;sup>7</sup> Zone 7 Water Agency, 2011 Annual Review of Sustainable Water Supply for Zone 7 Water Agency, pages 5-6.

<sup>&</sup>lt;sup>8</sup> Zone 7 Water Agency, 2010 Urban Water Management Plan, page 2-8.

<sup>&</sup>lt;sup>9</sup> City of Pleasanton, Utility Planning Division, August 2011.

<sup>&</sup>lt;sup>10</sup> These estimates are derived from Zone 7's 2030 total water demand estimates shown on pages 16-3 to 16-11 of Zone 7's 2010 Urban Water Management Plan, plus 160 AFA.

Zone 7's 2010 UWMP in Exhibit H includes a review of water supply entitlements, rights, contracts, and agreements<sup>11</sup>, and a groundwater basin review<sup>12</sup>.

# IV. SUPPLY AND DEMAND COMPARISON

Zone 7 Water Agency's 2008 Annual Review presented two main points that may have important bearing on the Housing Element Update Project. First, recent court rulings related to endangered species in the Delta have mandated reduced pumping of water from the Delta, and second, climate change effects (e.g., earlier snowmelt in the Sierras), may impact deliveries. As a result, in 2008 Zone 7 reduced its anticipated future average water delivery from the State Water Project (SWP) from 60,900 AFA to 53,200 AFA and it reduced the projected sustainable water supply from 87,500 AFA to 81,200 AFA (a reduction to 64,500 AFA if groundwater safe yields and recycled water were not included). This Annual Review reported that if Zone 7 demands continued to rise and if there were no improvements in the current restrictions in Delta pumping, Zone 7 projected a sufficient sustainable supply of water through 2014.

The 2009 and 2010 Annual Review conclusions were similar to those of 2008 and are described in Exhibits B-G of this report. Notably in 2009, Zone 7 included a new reduction of 2,000 AFA for storage and operational losses, and this number increased to 2,900 AFA in 2010.

## 2011 Annual Review

Zone 7's 2011 Annual Review concluded that the SWP's long term delivery yield to Zone 7 would be 48,400 AFA (although in 2010 the actual SWP delivery and available storage carryover was 44,800 acre feet (AF)). Not including groundwater safe yields and recycled water, the total sustainable water supply was 64,500 AFA in 2008 and 55,050 AFA in 2011.

The Zone 7 2011 Annual Review indicates that Zone 7's long-term sustainable water supply is now 55,050 AFA (not including groundwater safe yields and recycled water). The 55,050 AFA presented in the 2011 Annual Review has several supply components, namely, SWP (48,400 AFA), Arroyo Del Valle Runoff (7,300 AFA), Byron Bethany Irrigation District (2,000 AFA), Yuba Accord (250 AFA), minus storage and operational losses (2,900 AFA).

In the 2011 Annual Review, the increase in annual water demand has been reduced to a range between 1.7%-2.2% in the years 2011 to 2015, and a further reduction in total demand (estimated at 3,000 AF) is estimated between years 2016 and 2020, due to conservation efforts.

<sup>&</sup>lt;sup>11</sup> Zone 7 Water Agency, 2011 Urban Water Management Plan, pages 5-1 to 8-2.

<sup>&</sup>lt;sup>12</sup> Zone 7 Water Agency, 2011 Urban Water Management Plan, pages 6-1 to 6-9.

Based on the 55,050 AFA, Zone 7's 2011 Annual Review observes that if Zone 7 demands continue to rise and if there are no improvements in the current restrictions in Delta pumping, Zone 7 projects a sufficient sustainable supply of water through 2015.

Although the SWP amount was reduced from 2007 to 2011, recycled water supplies increased from 1,900 AFA in 2007 to approximately 3,000 AFA in 2009 and are expected to continue to increase over time. In its 2010 UWMP, Zone 7 projects that 5,900 AFA of recycled water will be available by 2025<sup>13</sup>. Furthermore, the WSA for Staples Ranch indicates that in 2030 the Chain of Lakes will provide an additional 3,000 AFA of sustainable water, but that amount was not reflected in the Zone 7 2011 Annual Review. Additionally, although the WSA table of sustainable water supply identified only 2,000 AFA from the Byron Bethany Irrigation District, the text of the Zone 7's 2011 Annual Review provides that Zone 7 contractually has, potentially, the right to supply up to an additional 3,000 AFA (in addition to the 2,000 AFA previously mentioned) from Byron Bethany. Finally, although the WSA table of sustainable water does not identify any out of basin groundwater banking supplies, the WSA text provides 8,700 AFA from Semitropic Water Storage District and 10,000 AFA from the Cawelo Water Storage District, respectively, to Zone 7 during drought years for water reliability purposes. The Zone 7 2011 Annual Review also states 400 AFA, in addition to the 8,700 AFA identified in the WSA, is now available from the Semitropic Water Storage District. In addition, the City of Pleasanton supplements purchased Zone 7 water supplies with 3,500 AFA from three City local wells<sup>14</sup> which pump water from the Livermore Valley Groundwater Main Basin managed by Zone 7.

### Housing Element Update Project—Water Supply Sufficiency

The Housing Element Update and its corresponding General Plan land use changes and rezonings are a proposed project. The final inventory of sites for rezoning to allow high-density-residential development has not been approved by the City Council. Accordingly, Table 3 presents the draft maximum development potential, and maximum increase in water demand anticipated for the Housing Element Update Project. The column titled "Total New AFA" in Table 3 shows the projected water demand increase above what was already anticipated in Pleasanton's General Plan adopted in 2009. As noted above, Zone 7 utilized the land use assumptions in the Pleasanton General Plan when it prepared its 2010 UWMP and 2011 Annual Review.

<sup>&</sup>lt;sup>13</sup> Zone 7 Water Agency, 2010 Urban Water Management Plan, page 14-3.

<sup>&</sup>lt;sup>14</sup> City of Pleasanton, 2007 Water Supply Assessment for the Stoneridge Drive Specific Plan Amendment/Staples Ranch Project, page 6-3.

# Table 3Proposed Water DemandHousing Element Update Project

	Pleasanton General Plan Adopted in 2009		Housing Element Update Project							
Site <sup>1</sup> #	Acres <sup>2</sup>	Land Use Assumption <sup>3</sup>	Demand Factor <sup>4</sup>	Gallons Per Day Annual Average	General Plan AFA <sup>5</sup>	Land Use Assumption <sup>3, 6</sup>	Demand Factor <sup>4</sup>	Gallons Per Day Annual Average	Proposed AFA <sup>5</sup>	Total New AFA <sup>5</sup> Proposed AFA Minus General Plan AFA
1	8.3	(surface parking only)	0	0	0	249 mf units; 350 KSF office; 240 rm hotel; 25 KSF retail	145 .05 130 .07	36,105 17,500 31,200 1,750	40.5 19.6 35 2	40.5 19.6 35 2
2	3.3	171 rm hotel	130gpd/rm	22,230	24.9	99 mf units	145 gpd/unit	14,355	16.1	-8.8
3	10.0	(surface parking only)	0	0	0	400 mf units	145 gpd/unit	58,000	65	65
4	6.1	168.3 KSF medical office	.17 gpd/sq. ft.	28,611	32.1	183 mf units	145 gpd/unit	26,535	29.7	-2.4
6	6.0	78 KSF retail	.07 gpd/sq. ft.	5,640	6.3	180 mf units	145 gpd/unit	26,100	29.2	22.9
7	26	745 KSF office	.05 gpd/sq. ft.	37,250	41.8	300 mf units 88 sf units	145 720	43,500 63,360	48.8 71	78
8	16	210 KSF retail	.07 gpd/sq. ft.	14,700	16.5	345 mf units 59 KSF retail	145 .07	50,025 4,130	56 4.6	44.1
9	5.6	51.3 KSF office	.05 gpd/sq. ft.	2,565	2.9	168 mf units	145	24,360	27.3	24.4
10	8.4	(surface parking only)	0	0	0	252 mf units	145	36,540	41	41
11	10.0	131 KSF retail	.07 gpd/sq. ft.	9,170	10.3	300 mf units	145	43,500	48.8	38.5
13	12.6	188.2 KSF office	.05 gpd/sq. ft.	9,410	10.5	378 mf units	145	54,810	61.4	50.9
14	12.0	157 KSF retail	.07 gpd/sq. ft.	10,990	12.3	360 mf units	145	52,200	58.5	46.2
17	0.6	12.7 KSF medical office	.07 gpd/sq. ft.	889	1	13 mf units	145	1,885	2.1	1.1
18	3.2	47 KSF public/ institutional	.16 gpd/sq. ft.	7,520	8.4	74 mf units	145	10,730	12	3.6
19	1.3	17.3 KSF industrial	.09 gpd/sq. ft.	1,557	1.7	30 mf units	145	4,350	4.9	3.2
20	1.0	13 KSF office	.05 gpd/sq. ft.	650	.7	23 mf units	145	3,335	3.7	3

		Pleasanton General Plan Adopted in 2009			Housing Element Update Project					
Site <sup>1</sup> #	Acres <sup>2</sup>	Land Use Assumption <sup>3</sup>	Demand Factor <sup>4</sup>	Gallons Per Day Annual Average	General Plan AFA <sup>5</sup>	Land Use Assumption <sup>3, 6</sup>	Demand Factor <sup>4</sup>	Gallons Per Day Annual Average	Proposed AFA <sup>5</sup>	Total New AFA <sup>5</sup> Proposed AFA Minus General Plan AFA
21	1.8	32 mobile homes	145 gpd/unit	4,640	5.2	41 mf units	145	5,945	6.7	1.5
22- 24	31.6	333 mf units &	145 gpd/ sq. ft.	48,285	54.1	1,595 mf units &	145	231,275	259	204.9
		732,832 sq. ft. office	.05 gpd/sq. ft.	36,641	41	30,000 sq. ft. neighborhood shopping center	.07	2,100	2.4	-38.6
Total					269.7				945.3	675.6

#### Table 3 Notes:

<sup>1</sup>Sites 1-21 correspond to the site numbering in Table 1 and Figure 1. Sites 22-24 correspond to the site numbering in Table 2 and Figure 2.

<sup>2</sup> Acres equals the potential acreage for multi-family development. If commercial development is allowed/potentially allowed within the site(s), this is noted in the "Land Use Assumption Columns".

<sup>3</sup> "KSF" means thousand square feet. "mf" means multi-family. "sf" means single-family. "sq. ft." means square feet.

<sup>4</sup> Source: City of Pleasanton, Utility Planning Division, 2011. "gpd" means gallons per day. "rm" means room.

<sup>5</sup> Source: City of Pleasanton, Utility Planning Division, 2011. "AFA" means acre feet annually.

<sup>6</sup> For sites 1-21, the land use assumptions shown reflect a draft maximum development scenario for the Housing Element Update Project, and have not been adopted by the Pleasanton City Council.

As shown in Table 3, the proposed Housing Element Update Project would create an estimated 675.6 AFA in new water demand. This equates to about 0.99% percent of Zone 7's anticipated total system demand in 2015 and 0.82% of Zone 7's anticipated total system demand in 2031<sup>15</sup>.

For the years 2011 to 2015, this WSA concludes that current estimated demand for treated and untreated Zone 7 water, including the Housing Element Update Project, is 68,875.6 AFA<sup>16</sup>, and the current estimated supply of water is 72,350 AFA<sup>17</sup>. There is an adequate water supply available for the Housing Element Update Project between years 2011-2015.

After 2015, this WSA concludes that current estimated demand will increase to 74,975.6 AFA by 2020 and to 83,535.6 AFA by 2031<sup>18</sup>. Although Zone 7 is taking an understandably conservative approach in currently identifying only 55,050 AFA of sustainable water supply, based on the information in the WSA, and supported by the 2011 Zone 7 Annual Review, it is reasonable to conclude that in any given year, Zone 7 will have at least 55,050 AFA available (from the SWP, Arroyo del Valle Runoff, Byron Bethany Irrigation District, and Yuba Accord) and, as noted above, additional supplies (from recycled water use, Byron Bethany Irrigation District, Semitropic Water Storage District, and the Cawelo Water Storage District) are reasonably likely to have available for its customers, including the proposed project. In addition, the City of Pleasanton supplements purchased Zone 7 water supplies with 3,500 AFA of groundwater pumped from three local wells. Furthermore, the WSA determined that consumer conservation could further alleviate demand pressure on Zone 7 supplies. Zone 7's previous annual reviews estimated demand would increase by approximately 8% between 2009 and 2013; however, in the 2010 and 2011 Annual Reviews the projected increase in demand has been reduced, in part due to conservation efforts and the economic slowdown. Moreover, to the extent that the Housing Element Update Project provides housing affordable to low- and very-low-income households, the City has a policy that such uses have priority for water, which is consistent with State law. Zone 7, likewise, has a similar policy<sup>19</sup>. The City also notes that developers of some sites covered by the Housing Element Update Project may elect

<sup>&</sup>lt;sup>15</sup> Year 2031 estimated demand is 82,860 AFA as described in Section III of this WSA.

<sup>&</sup>lt;sup>16</sup> This assumes 68,200 AFA, as identified on page 16-3 of Zone 7's 2010 Urban Water Management Plan, plus the estimated increase in demand, 675.6 AFA, from the Housing Element Update Project. For a single-dry year and a multiple-dry year in 2015, the total water demand estimate is 54,575.6 AFA (53,900 AFA, plus the estimated increase in demand of 675.6 AFA from the Housing Element Update Project).

<sup>&</sup>lt;sup>17</sup> Zone 7 Water Agency, 2010 Urban Water Management Plan, page 16-3.

<sup>&</sup>lt;sup>18</sup> This assumes 74,300 AFA of estimated demand in year 2020 as identified on page 16-3 of Zone 7's 2010 Urban Water Management Plan, and 82,860 AFA of estimated demand in year 2031 as described in Section III of this WSA, plus estimated demand of 675.6 from the Housing Element Update Project. For a single-dry year and a multiple-dry year, the total demand estimate is 62,175.6 AFA in year 2020 and 72,835.6 AFA in year 2031. These later estimates were derived from the single- and multiple-dry year demand estimates identified on pages 16-5 to 16-10 of Zone 7's 2010 Urban Water Management Plan, plus the estimated water demand of 675.6 AFA from the Housing Element Update Project, plus an 160 AFA increase in demand in year 2031 as identified in Section III of this WSA.

<sup>&</sup>lt;sup>19</sup> Zone 7 Water Agency, 2010 Urban Water Management Plan, page 9-7.

to extend existing recycled water lines for project irrigation, if an agreement can be reached between the City and a recycled water provider for such purpose, thereby further reducing potable water demand.

However, even though there will likely be a water supply to serve the Housing Element Update Project, Zone 7's 2011 Annual Review still raises concerns about the sustainable water supply and the addition of new customers after year 2015.

### V. CONCLUSION AND RECOMMENDATION

Although the planning year for the 2007-2014 Housing Element Update ends in 2014, it is possible that all 17 potential housing sites under consideration for rezoning and the 3 sites in Hacienda could be built in later years, potentially after 2015 (the year through which Zone 7 projects a sufficient sustainable supply of water). The Zone 7 2011 Annual Review raises concerns about providing sustainable water to customers thereafter. It should be noted, however, that the 55,050 AFA reflects adequate water to serve growth through 2031; this project's estimated water demand —675.6 AFA—is a small portion (less than one percent) of that larger amount. Furthermore, as noted in Section IV above, additional water supplies are likely to be available for this project.

Nevertheless, the Zone 7 2011 Annual Review raises concerns about providing water to new customers after 2015. As such, it is recommended that the following condition of approval be added to projects covered by the Housing Element Update Project:

## **Recommended Condition of Approval**

This approval does not guarantee the availability of sufficient water capacity to serve the project. Prior to the recordation of a Final Map, the issuance of a grading permit, the issuance of a building permit, or utility extension approval to the site, whichever is sooner, the applicant shall submit written verification from Zone 7 Water Agency or the City of Pleasanton's Utility Planning Division that water is available for the project. To receive the verification, the applicant may need to offset the project's water demand.

In the event that a supply of water is not available for a project, it is anticipated that the project applicant would work with the City of Pleasanton, Zone 7, Dublin San Ramon Services District (for recycled-water use), and/or the City of Livermore (for recycled-water use) to offset the project's water demand, thereby allowing the applicant to obtain the above-mentioned verification. The offset measures may include a number of water-saving techniques such as: installation of water-efficient appliances; installation of drought-tolerant landscaping, recycled-water use; partnering with Zone 7 in its Residential Plumbing Retrofit Program; and partnering

with Zone 7 in its Residential High Efficiency Toilet Replacement Program for existing residential uses. Several of these measures are already required by the Pleasanton General Plan<sup>20</sup>. The City of Pleasanton currently works in partnership with Zone 7 to help facilitate the Residential High Efficiency Toilet Replacement Program for funding the purchase and installation of high-efficiency toilets. This program provides rebates to existing residents who replace high water demand toilets with more efficient toilets.

To offset the water demand, if water-saving measures are needed, it is anticipated that the project applicant would be responsible for costs associated with these measures, such as the cost to purchase and install water-efficient appliances, drought-tolerant landscaping, and recycled-water lines and meters. With regard to partnering with Zone 7 in its Residential Plumbing Retrofit and/or Residential High-Efficiency Toilet Replacement Programs, it is reasonable to assume that a project applicant may elect to supplement these existing programs by providing funds to Zone 7 for water-saving fixtures/appliances and their installation in existing buildings to offset water demand from proposed new use(s). As an example which includes cost assumptions, Table 4, below, shows the approximate number of high-efficiency toilets (including installation) which could be purchased and installed in existing residences to completely offset the water demand of varying types of multi-family units. Since the Housing Element Update Project includes mixed-use development, Table 4 likewise shows the approximate number of high-efficiency toilets which could be purchased and installed to offset the water demand of 1,000 sq. ft. of new commercial use.

In 2011, Zone 7 received a grant from the California State Department of Water Resources to expand its Residential High-Efficiency Toilet Replacement Program to include rebates for the installation of (in addition to the existing rebates for the purchase of) high-efficiency toilets in existing single- and multi-family residential units. Currently, a high-efficiency toilet costs between \$78 and \$1,000<sup>21</sup>, and installation by an independent contractor is approximately  $$400^{22}$ .

<sup>&</sup>lt;sup>20</sup> See programs 1.5, 1.7, and 1.13 of the Pleasanton General Plan Water Element.

<sup>&</sup>lt;sup>21</sup> Source: City of Pleasanton, Utility Planning Division, 2011.

<sup>&</sup>lt;sup>22</sup> Source: City of Pleasanton, Utility Planning Division, 2011.

### Table 4

### Approximate Number and Cost of High-Efficiency Toilets Needed to Offset Water Demand of Various Multi-Family Unit Types and Commercial Space

New Use	Number of High-Efficiency Toilets Needed to Offset Water Demand <sup>1</sup>	Current Cost Estimate <sup>2</sup>		
Multi-Family Unit				
1 studio unit 1 bath 600 sq. ft. <sup>3</sup>	11	\$5,258		
1 unit 1 bedroom, 1 bath 800 sq. ft.	11	\$5,258		
1 unit 2 bedroom, 2 bath 1,200 sq. ft.	25	\$11,950		
1 live-work unit 2 bath 1,700 sq. ft.	31	\$14,818		
Commercial Space				
1,000 sq. ft.	5	\$2,390		

#### Table 4 Notes:

<sup>1</sup>This number reflects the approximate number of high-efficiency toilets which would need to be purchased and installed in existing residences/commercial space (with existing 3.5 gallons-per-flush toilets) to completely offset the water demand of the new use. Source: City of Pleasanton, Utility Planning Division, 2011.

<sup>2</sup> This assumes a high-efficiency toilet purchase cost of \$78 and installation cost of \$400. Source: City of Pleasanton, Utility Planning Division, 2011.

<sup>3</sup>"sq. ft." means square feet.

### V. EXHIBITS

- A. Water Supply Assessment for the Stoneridge Drive Specific Plan Amendment/Staples Ranch project adopted by the Pleasanton City Council on December 18, 2007.
- B. Water Supply Update in the Final Stoneridge Drive Specific Plan Amendment/Staples Ranch Environmental Impact Report (EIR), dated February 2009.
- C. Water Supply Update in the Final Stoneridge Drive Specific Plan Amendment/Staples Ranch Environmental Impact Report Supplement (SEIR), dated May 2010.

- D. Water Supply Update for the Staples Ranch Tentative Map project, dated October 13, 2010.
- E. Water Supply Update for the Staples Ranch Final Map project, dated July 2011.
- F. Zone 7, Annual Review of Sustainable Water Supply for Zone 7 Water Agency, dated May 18, 2011.
- G. Table 1 showing Pleasanton's historical water deliveries from Zone 7.
- H. Zone 7 Water Agency's Urban Water Master Plan, December 2010.