PLANNING COMMISSION
REGULAR MEETING AGENDA

Wednesday, October 22, 2025
7 p.m.

City Council Chamber
200 Old Bernal Avenue
Pleasanton, CA 94566

The meeting will be held at the City Council Chambers at 200 Old Bernal Ave and will be broadcast live at https://www.youtube.com/user/TheCityofPleasanton.

Public participation: It is requested that members of the public wishing to address the Planning Commission submit a speaker card. When public comment is opened on an agenda item, individuals may speak once per agenda item.

In Person at the City Council Chambers: Submit a physical speaker card to the Recording Secretary at the meeting. When your name is called, please provide comment at the podium.

PUBLIC HEARING PROCEDURE

Each of the items listed will be heard as shown on the agenda unless the Planning Commission chooses to change the order. As each item is called, the hearing will proceed as follows:

- A Planning Division staff member will make a presentation on each case and answer Planning Commission questions, as needed.
- The applicant will be asked to present, if desired, or answer questions. Applicant presentations should be no longer than ten minutes.
- The Chair then calls on anyone desiring to speak on the item. Speakers are requested to state their names for the public record and to keep their testimony to no more than three minutes each, with minimum repetition of points made by previous speakers and by being as brief as possible in making their testimony.
- Following public testimony, the applicant will be given the opportunity to respond to issues raised by the public. The response should be limited to five minutes.

The public hearing will then be closed. The Planning Commissioners then discuss among themselves the application under consideration and act on the item. Planning Commission actions may be appealed to the City Council. Appeals must be filed with the City Clerk's Office within 15 days of the Planning Commission's action.

The Planning Commission Chair may enforce other rules as may further the fair and efficient running of the meeting, such as reducing the amount of testimony time allotted to the applicant and all those who wish to speak when the meeting agenda is lengthy or when there are numerous speakers for any specific item. The audience is requested to respect and extend courtesy to all those wishing to testify on all cases by being quiet while others are speaking.

Notice

Under Government Code §54957.5, any writings/documents regarding an item on this agenda provided to a majority of the Planning Commission after distribution of the agenda packet will be available for public inspection at City Hall in the Planning Division, 200 Old Bernal Avenue, Pleasanton.

Accessible Public Meetings

The City of Pleasanton can provide special assistance for persons with disabilities to participate in public meetings. To make a request for a disability-related modification or accommodation (e.g., an assistive listening device), please contact Eric Luchini, Acting Planning Manager, by phone at 925-931-5612 or by email at eluchini@cityofpleasantonca.gov at the earliest possible time. If you need sign language assistance, please provide at least two working days' notice prior to the meeting date.

CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

AGENDA AMENDMENTS

CONSENT CALENDAR - *Consent Calendar items are considered routine and will be enacted by one motion unless a request for removal for discussion or explanation is received from the Planning Commission or a member of the public by submitting a speaker card for that item.*

1. Actions of the Zoning Administrator

2. Actions of the City Council

3. Approve the minutes of September 10, 2025

4. **PUD-54-01M & P25-0294, Tony and Linda Brunetti, Winding Oaks Drive** - Applications to amend the Vineyard Avenue Corridor Specific Plan to allow the installation of gates on private drives at the discretion of the Community and Economic Development Director or their designee, and application for a Planned Unit Development Major Modification to PUD-54's approved development plan to install an electric gate at the entrance to Winding Oaks Drive. The project is within the scope of the Vineyard Avenue Corridor Specific Plan Environmental Impact Report (EIR). No additional environmental review is required under the California Environmental Quality Act (CEQA) Section 15162 because no substantial changes to the PUD are proposed, no substantial changes have occurred with respect to the circumstances under which the project is undertaken, and no new information of substantial importance shows that the project will have one or more significant effects not discussed in the previous EIR.

5. **P24-0596 & Tract 8724, Trumark Homes , 0 Vineyard Avenue** - Private Street Names for P24-0596 and Amendment to Vesting Tentative Tract Map 8724, 0 Vineyard Avenue, APN: 946-461-900-1. Environmental review was conducted for the proposed 27-lot project, in the form of a Section 15183 Consistency Checklist under the California Environmental Quality Act (CEQA). The proposed amendment to Vesting Tentative Tract Map 8724 to include private street names is within the scope of the project previously analyzed, and no further CEQA review is required. The minor amendment is also not a project under CEQA.

MEETING OPEN TO THE PUBLIC

6. Public Comment from the audience regarding items not listed on the agenda – *Speakers are encouraged to limit comments to 3 minutes*

PUBLIC HEARINGS AND OTHER MATTERS

7. **P25-0352, City Wide, City Initiated Pleasanton Municipal Code Amendments -** Consider and provide a recommendation to City Council for proposed amendments to Chapters 18.12, 18.20, 18.22, 18.68, 18.103, 18.104, 18.105, 18.110, 18.116, 18.124, 18.128, 18.132, and 18.144 of the Pleasanton Municipal Code to implement modifications to Design Review, noticing, appeals, and other process streamlining. The proposed code amendments are statutorily exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Sections 15061(b)(3).

8. **BART Concept Plan Update -** Receive a report and provide feedback regarding the site re-use options as part of the BART Concept Plan project for the properties located at the Dublin/Pleasanton BART Station (5835 and 5859 Owens Drive).

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

9. Reports from Meetings Attended (e.g., Committee, Task Force, etc.)

10. Future Planning Calendar

MATTERS INITIATED BY COMMISSION MEMBERS

ADJOURNMENT

THE CITY OF PLEASANTON

Planning Commission Agenda Report

October 22, 2025
Item 1

SUBJECT: Actions of the Zoning Administrator

No items to report.

THE CITY OF PLEASANTON

Planning Commission Agenda Report

October 22, 2025
Item 2

SUBJECT: Actions of the City Council

September 16, 2025

Consent:

Actions of the Zoning Administrator and Planning Commission

Adopt Ordinance No. 2297 an ordinance of the City Council of the City of Pleasanton finding amendments to the Zoning Code are exempt from the California Environmental Quality Act under Guidelines Section 15061(b)(3) and approve amendments to Chapters 18.08, 18.20, 18.40, 18.48, 18.84, 18.88, 18.92, and Table 18.44.080 of the Pleasanton Municipal Code (PMC) to: (1) modify the definition of Light Industrial; (2) establish the definition of an Innovation-Based Business (IBB); (3) modify Table 18.44.080 to permit or conditionally permit IBBs in the C-R(p), O, I-P, I-G, PUD-C (Johnson Drive Economic Development Zone only), PUD-C-O, PUD-I, PUD-I/C-O, and PUD-MU Districts, and the following districts of the Hacienda PUD Area: OGPD, OPD, OMPD, CDP, IPD, MOIPD, MCOIRPD, and MCOIPD; (4) modify the Design Review requirements for: (a) IBBs constructing new and/or significantly modifying existing buildings, (b) IBBs leasing space in a previously reviewed and approved building, and (c) IBBs that are permitted by right; and (5) modify specific and related development standards for IBBs, as filed under Case No. P25-0192

Council approved the Consent Calendar, as recommended.

October 7, 2025

Consent:

Actions of the Zoning Administrator and Planning Commission

Introduce an ordinance amending Chapter 18.106 of the Pleasanton Municipal Code regarding accessory dwelling units and junior accessory dwelling units, to comply with State law [P25-0026]

Council approved the Consent Calendar, as recommended.

PLANNING COMMISSION
REGULAR MEETING MINUTES

Wednesday, September 10, 2025

CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

Chair Morgan called the regular meeting of the Planning Commission to order at 7:02 p.m. from the City Council Chambers located at 200 Old Bernal Avenue.

Commissioner Mohan led the Pledge of Allegiance.

Present: Commissioners Dave Jagoe, Anurag Jain, Vivek Mohan, Brandon Pace, Stephanie Wedge, and Chair Ken Morgan

Absent: None.

AGENDA AMENDMENTS

None.

CONSENT CALENDAR

1. Actions of the Zoning Administrator

   Recommendation: Receive the report.

2. Actions of the City Council

   Recommendation: Receive the report.

3. Approve the meeting minutes of August 27, 2025

   Recommendation: Approve the meeting minutes.

Chair Morgan opened the public comment. There being no speakers, Chair Morgan closed the public comment.

MOTION: It was m/s by Pace/Mohan to approve the Consent Calendar, as recommended. Motion passed by the following roll call vote:

Ayes:	Commissioners Jain, Mohan, Pace, Wedge, and Chair Morgan
Noes:	None
Abstain:	None
Absent:	None

MEETING OPEN TO THE PUBLIC

4. Public comment regarding items not listed on the agenda.

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Chair Morgan opened the public comment. There being no speakers, Chair Morgan closed the public comment.

PUBLIC HEARING AND OTHER MATTERS

5. P25-0236, Tennis Court Lights, 2207 Martin Avenue - Appeal of the Zoning Administrator's approval for an Administrative Design Review application (P25-0236) to install six approximately 15-foot-tall tennis court lights in the rear yard of an existing property located at 2207 Martin Avenue

   Recommendation: Deny the appeal and adopt Resolution No. PC-2025-19 affirming the Zoning Administrator's approval of the application.

Associate Planner Diego Mora presented the item.

Chair Morgan opened the public comment. Public comments were received from applicants Ashish Choudhary and Meenu Gochhwal.

Chair Morgan closed the public comment.

MOTION: It was m/s by Pace/Mohan to deny the appeal and adopt Resolution No. PC-2025-19 affirming the Zoning Administrator's approval of the application, as recommended. Motion passed by the following roll call vote:

Ayes:	Commissioners Jain, Mohan, Pace, Wedge, and Chair Morgan
Noes:	None
Abstain:	None
Absent:	None

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

6. Reports from Meetings Attended (e.g., Committee, Task Force, etc.)

None.

7. Future Planning Calendar

Acting Director Melinda Denis provided a brief overview of the items listed in the report.

MATTERS INITIATED BY COMMISSION MEMBERS

None.

ADJOURNMENT

Chair Morgan adjourned the meeting at 8:20 p.m.

_____
Estela Ramirez, Recording Secretary

DRAFT

THE CITY OF PLEASANTON

Planning Commission Agenda Report

October 22, 2025
Item 4

SUBJECT:	**P25-0294 and PUD-54-01M**
APPLICANT/ PROPERTY OWNER:	Linda and Tony Brunetti, on behalf of the Winding Oaks Drive property owners
PURPOSE:	Applications to/for: (1) amend the Vineyard Avenue Corridor Specific Plan to allow the installation of security gates on private drives at the discretion of the Community and Economic Development Director or their designee; and (2) a Planned Unit Development (PUD) Major Modification to PUD-54's approved development plan to install an electric security gate at the entrance to Winding Oaks Drive
LOCATION:	Winding Oaks Drive (at the intersection of Thiessen Street and Old Vineyard Avenue)
GENERAL PLAN:	Low Density Residential and Open Space
ZONING:	Planned Unit Development- Hillside Residential/Open Space (PUD-HR/OS) District
SPECIFIC PLAN	Vineyard Avenue Corridor Specific Plan with Hillside Residential/Open Space designation
EXHIBITS:	A. Draft Resolution PC-2025-20 B. Draft Resolution PC-2025-21 and Conditions of Approval C. Site plan dated received "April 24, 2025" D. Location and Notification Map

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STAFF RECOMMENDATION

Staff recommends the Planning Commission adopt the attached resolutions recommending approval of an amendment to the Vineyard Avenue Corridor Specific Plan (VACSP) (P25-0294) and a Planned Unit Development (PUD) Major Modification to PUD-54's approved development plan to install an electric security gate at the entrance to Winding Oaks Drive (PUD-54-01M) to the City Council, based on the required PUD findings and subject to the draft Conditions of Approval listed in Attachment 1 to Exhibit B.

EXECUTIVE SUMMARY

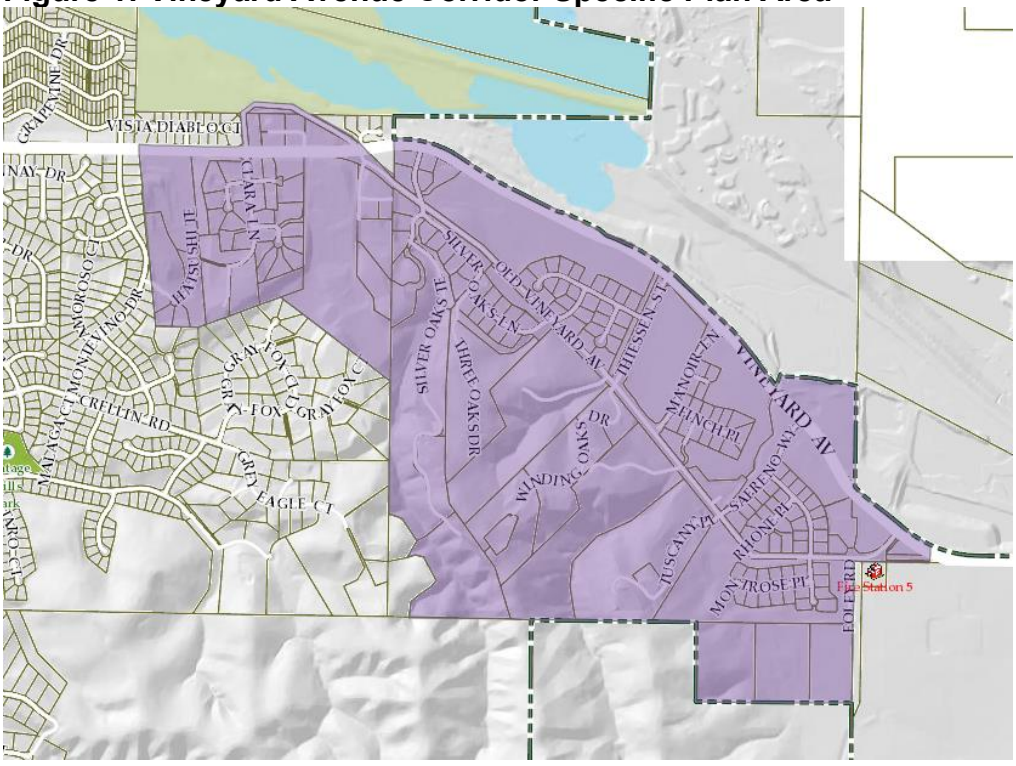
The applicant, Tony and Linda Brunetti, on behalf of the residents of Winding Oaks Drive, propose a Planned Unit Development (PUD) modification to PUD-54 to allow for the installation of a security gate at the entrance of Winding Oaks Drive. Because gates for non-agricultural protection purposes are expressly disallowed in the VACSP and discouraged by the General Plan, an amendment to the specific plan is required to approve the PUD modification request. The Planning Commission may recommend approval, approval with conditions, modify the recommended approval, or deny the proposed amendment to the VACSP and the PUD Major Modification to the City Council.

BACKGROUND

The subject area is located within the VACSP area (see Figure 1). The VACSP was adopted by the City Council on June 1, 1999, to serve as the primary land use and infrastructure regulatory guide for development of the approximately 384-acre Vineyard Avenue Corridor area located along Vineyard Avenue in southeast Pleasanton. The VACSP establishes the basic land use pattern, development and design standards, circulation network, infrastructure system, environmental measures, and implementation requirements for development. The subject area is designated Hillside Residential/Open space in the VACSP.

The development standards and development plan for the Winding Oaks Drive subdivision were established in PUD-54, which was approved on August 15, 2006, by City Council Ordinance No. 1938. The PUD includes eight single-family homes and one lot for a City water tank. The area has Low-Density Residential and Open Space General Plan Land Use Designations.

Figure 1: Vineyard Avenue Corridor Specific Plan Area



Area Description

As shown in Figure 2, the subject area is located to the south of the Old Vineyard Avenue trail. The court slopes steeply, with a water tower at the end of the court, abutting the ridgeline. Access to Winding Oaks Drive is provided off Vineyard Avenue, via Thiessen Street. Like other private streets and lanes off Vineyard/Old Vineyard Avenue, the access point to the court crosses the Old Vineyard Avenue trail, as shown in Figure 3.

Figure 2: Aerial Photograph

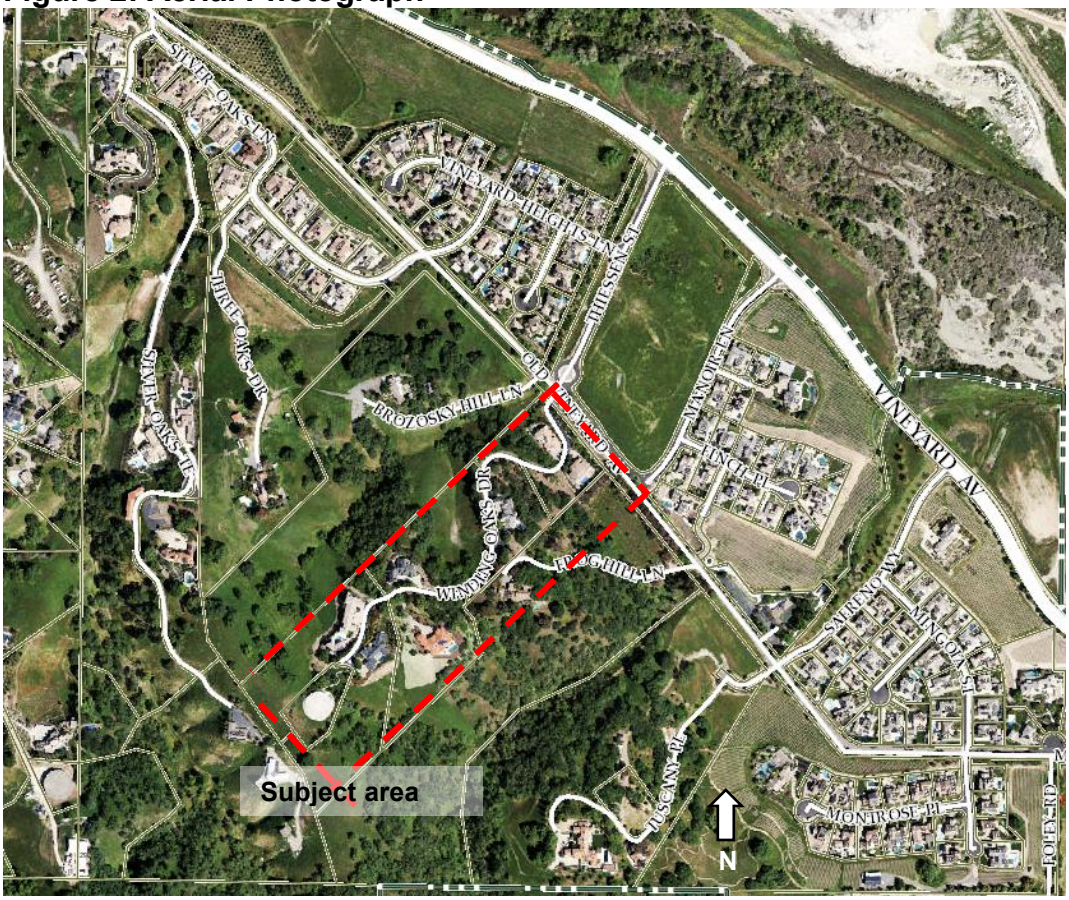
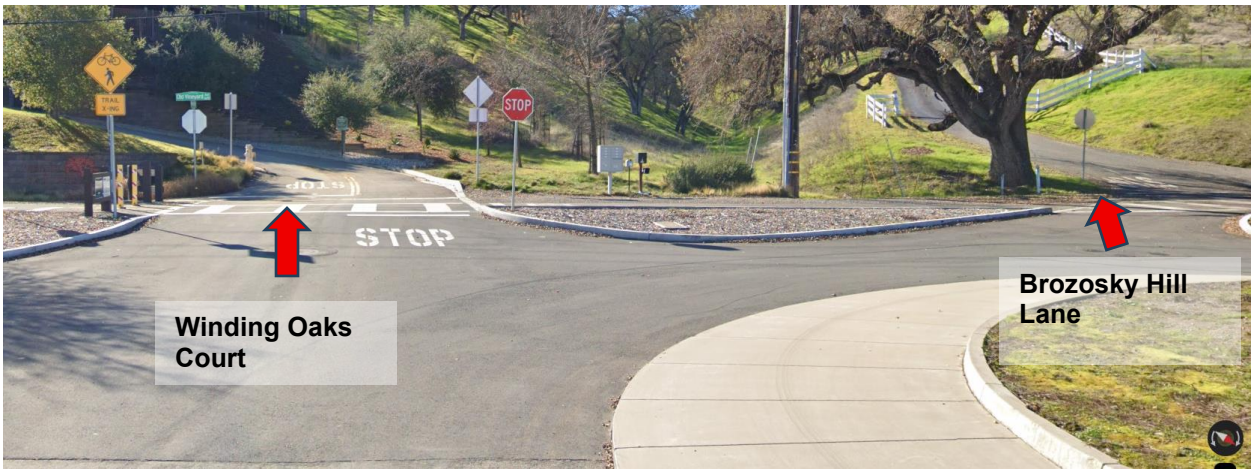


Figure 3: Private Street & Trail interface



Proposed Project

The applicant proposes installing a security gate at the base of the private street, Winding Oaks Drive. The applicants submitted their application on April 24, 2025, citing concerns about safety and requesting a security gate to create “a controlled access point that not only deters unwanted visitors, but allows our residents to feel safe and secure in their environment.” On July 28, 2025, two homes on Winding Oaks Drive experienced attempted break-ins. The applicant reports that no one was harmed, no homes were entered, and the Pleasanton Police Department (PPD) responded quickly.

ANALYSIS

Given the recent break-ins, staff and the PPD are sympathetic to the concerns of the Winding Oaks homeowners and request to install a gate. However, as described below, the controlling policy language of the VACSP and the General Plan respectively prohibit or discourage the installation of gates. Therefore, modifications to both documents would be required to allow the gate.

General Plan, Specific Plan, and Zoning

The proposed project is inconsistent with the following General Plan Policies:

- Circulation Element Program 7.4: Calls for the City to “discourage new gated communities.”
- Community Character Element 17.1: Calls for “neighborhoods [to be] open and accessible to one another.”

Although the General Plan discourages gated communities, there are numerous gated private streets and communities throughout Pleasanton. Some gates may have originally been agricultural gates, gates installed before a property was annexed into the City, or gates may have been approved prior to or despite the General Plan program. One such gate is at the base of Silver Oaks Terrace, within one mile of the subject area. Ruby Hill is another gated community off of Vineyard Avenue, and recently, the Merritt project, an age-restricted community, was approved with a gate.

Vineyard Avenue Corridor Specific Plan.

The proposed project is inconsistent with the following VACSP programs and design requirements:

- Program 5.3: Discourage the development of further gated communities which inhibit the sense of greater community and make City utility and emergency services more difficult to provide.
- Circulation Plan V(E)(6): Gated developments which preclude public access shall not be permitted unless required for agricultural protection purposes.

To permit the installation of a gate at this location, staff recommends amending Circulation Plan V(E)(6) (page 63 of the VACSP) to read as follows:

Gates, or gated developments, which preclude public access should not be permitted on private streets unless ~~required for agricultural protection purposes~~ there

are unusual circumstances justifying the installation of a gate, as determined by the Community and Economic Development Director or their designee.

In addition to providing guidance on processing requests for gates, or gated developments, the proposed language would also be consistent with the General Plan.

Winding Oaks Drive is a private street, serving a limited number of properties and with no through connection that would be impeded by its installation. These conditions and the recent break-in attempts could be considered an "unusual circumstance" that justifies the installation of a gate.

Planned Unit Development Major Modification

As described in Exhibit B, all of the findings for approval for the PUD Major Modification can be made, including finding that the proposed plan is in the best interest of the public health, safety, and general welfare, the proposal is compatible with the previously developed properties in the vicinity and the natural, topographic features of the site, and adequate public safety measures have been incorporated into the design.

Other Considerations

With respect to the security afforded by gates, staff notes that while gates may provide a greater sense of security and safety for residents and deter unauthorized visitors, they do not provide an absolute guarantee against intruders who may park off-site and enter the area by foot. Gates may also have the potential to delay emergency response, since first responders have to be able to open the gate to access homes and address an incident. The PPD notes that the gate should have both a Knox box and keypads and the police department be provided with a specific code to use to access the community. Condition of Approval number 27 requires that a future gate installation include both a Knox box and keypad. Patrol officers responding to calls for service do not have Knox box keys; only supervisors do. When patrol officers access communities via keypad gates there is a slight delay in accessing the community because officers need to slow down to put in a code and then wait for the gate to open. The community would have to ensure that law enforcement always had the correct code to enter the area.

PUBLIC NOTICE

Notice of this application was sent to surrounding property owners and tenants within a 1,000-foot radius of the site and published in the newspaper. At the time of publication staff has not received any public comments.

ENVIRONMENTAL ASSESSMENT

The project is within the scope of the VACSP Environmental Impact Report (EIR). No additional environmental review is required under the California Environmental Quality Act (CEQA) Section 15162 because no substantial changes to the PUD are proposed, no substantial changes have occurred with respect to the circumstances under which the project is undertaken, and no new information of substantial importance shows that the project will have one or more significant effects not discussed in the previous EIR.

SUMMARY/CONCLUSION

While installation of a security gate on Winding Oaks Drive may offer residents a sense of security in response to recent break-in attempts, it would not guarantee protection

against intruders and could slow law enforcement response times. The proposal is currently inconsistent with the General Plan and the VACSP policies that discourage gated communities and promote neighborhood openness and connectivity. To address this, staff recommends amending the VACSP to allow consideration of gates on private streets under “unusual circumstances,” such as demonstrated security concerns. This approach would provide flexibility to evaluate such requests while maintaining consistency with the City’s overall policy direction discouraging gated developments. Staff believes the physical conditions of this subdivision, and the recent spate of break-ins, could constitute the “unusual circumstances” necessary for the Director to support installation of the gate at this location.

Primary Author: Emily Carroll, Associate Planner, 925-931-5608 or ecarroll@cityofpleasantonca.gov.

Reviewed/Approved By:
Daniel Sodergren, City Attorney
Eric Luchini, Acting Planning Manager
Ellen Clark, Director of Community and Economic Development

EXHIBIT A

RESOLUTION NO. PC-2025-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON RECOMMENDING THE CITY COUNCIL APPROVE AN AMENDMENT THE VINEYARD AVENUE CORRIDOR SPECIFIC PLAN TO ALLOW THE INSTALLATION OF GATES ON PRIVATE DRIVES AT THE DISCRETION OF THE COMMUNITY AND ECONOMIC DEVELOPMENT DIRECTOR OR THEIR DESIGNEE. (P25-0294)

WHEREAS, on June 1, 1999, with the adoption of Ordinance 1782, the Vineyard Avenue Corridor Specific Plan (VACSP) was established; and

WHEREAS, on August 28, 2025, Tony and Linda Brunetti on behalf of Winding Oaks Drive residents ("Applicant") submitted an application to amend the VACSP to allow the installation of gates on private drives at the discretion of the Community and Economic Development Director or their designee; and

WHEREAS, on October 22, 2025, the Planning Commission held a duly-noticed public hearing and considered relevant exhibits, recommendations of the City staff concerning this application, and received testimony from the applicant and interested parties; and

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, that prior to taking action of the Project, and at a properly noticed public meeting, the Planning Commission reviewed oral staff reports, took testimony and received into the record all pertinent documents related to the Project (collectively the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this resolution by reference.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Pleasanton:

Section 1: The Planning Commission finds that the project is within the scope of the VASCP Environmental Impact Report (EIR). No additional environmental review is required under the California Environmental Quality Act (CEQA) Section 15162 because no substantial changes to the PUD are proposed, no substantial changes have occurred with respect to the circumstances under which the project is undertaken, and no new information of substantial importance shows that the project will have one or more significant effects not discussed in the previous EIR.

Section 2: The Planning Commission finds that the proposed amendments to the VACSP are consistent with the goals and policies of the General Plan.

Section 3: The Planning Commission recommends to the City Council approval of Case No. P25-0294, application to amend the VASCP to allow the installation of gates on private drives

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at the discretion of the Community and Economic Development Director or their designee as shown in Attachmet 1, attached hereto and made part of this case by reference;

Section 4: This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on October 22, 2025, by the following vote:

AYES:
NOES:
ABSTAIN:
RECUSED:
ABSENT:

ATTEST:

_____
Eric Luchini
Secretary, Planning Commission

_____
Ken Morgan
Chair

APPROVED AS TO FORM:

_____
Julie Harryman
Assistant City Attorney

ATTACHMENT 1:
EXCERPT FROM VINEYARD AVENUE CORRIDOR SPECIFIC PLAN

about cut-through traffic, The program should also be expanded to consider possible improvements to Vineyard Avenue between Bernal Avenue and Montevino Drive (such as a reduction in the number of travel lanes) in order to reduce the impacts of Vineyard Avenue traffic on nearby residents.

E. STREET DESIGN STANDARDS

1. Street cross-sections should be designed as specified in Table V-1 and in accordance with the Public Works Design Guidelines. Adjustments to design standards may be approved in order to preserve existing trees and other significant natural site features in accordance with the PUD development review process.

2. Left-turn lanes and right-turn deceleration lanes shall be provided on the realigned Vineyard Avenue at intersections with the collector loop street and local streets.

3. Direct driveway access to the realigned Vineyard Avenue shall be permitted if necessary only for the Vineyard estate lots.

4. Vehicular access to future homes on Lots 9 and 13 shall be provided by way of a single shared private driveway along the common property line between these two lots.

5. In order to mitigate the impact of noise to an acceptable level along Vineyard Avenue in the northwest portion of the Plan Area, a minimum six-foot high landscaped earth berm shall be constructed along the Vineyard Avenue frontage of Lots 4, 9, 10, 11, and 13 (and Lot 8, if desired by the owner of this developed parcel); and a decorative masonry soundwall with landscaping shall be constructed along the Vineyard Avenue frontage of Lot 1 and designed to complement the existing soundwall and landscaping on the north side of Vineyard Avenue.

6. Gates, or gated developments, which preclude public access, should not be permitted on private streets unless there are unusual circumstances justifying the installation of a gate, as determined by the Community Development Director.

7. Temporary emergency vehicle access roads may be required in areas where planned loop street systems are developed incrementally and where temporary dead-end streets exceed 500 feet in length or the number of homes that they serve exceed 14.

EXHIBIT B

RESOLUTION NO. PC-2025-21

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON RECOMMENDING THE CITY COUNCIL APPROVE A PUD MAJOR MODIFICATION APPLICATION FOR PUD-54'S APPROVED DEVELOPMENT PLAN TO INSTALL AN ELECTRIC GATE AT THE ENTRANCE TO WINDING OAKS DRIVE. AS FILED UNDER CASE NO. PUD-54-01M.

WHEREAS, on April 25, 2025, Tony and Linda Brunetti on behalf of Winding Oaks Drive residents ("Applicant") applied for a Planned Unit Development (PUD) Major Modification approval under Case No. PUD-54-01M to install a gate at the entrance to Winding Oaks ("Property); and

WHEREAS, the Property is designated Low Density Residential and Open Space in the General Plan; and

WHEREAS, the Property is located within the PUD-54 area, following the development plan approved by City Council Ordinance 1938; and

WHEREAS, on October 22, 2025, the Planning Commission held a duly noticed public hearing and considered relevant exhibits, recommendations of the City staff concerning this application, and received testimony from the applicant and interested parties; and

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, that prior to taking action of the Project, and at a properly noticed public meeting, the Planning Commission reviewed oral staff reports, took testimony and received into the record all pertinent documents related to the Project (collectively the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this resolution by reference.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Pleasanton:

Section 1: The project is within the scope of the Vineyard Avenue Corridor Specific Plan (VACSP) Environmental Impact Report (EIR). No additional environmental review is required under the California Environmental Quality Act (CEQA) Section 15162 because no substantial changes to the PUD are proposed, no substantial changes have occurred with respect to the circumstances under which the project is undertaken, and no new information of substantial importance shows that the project will have one or more significant effects not discussed in the previous EIR.

Section 2: Findings for PUD-54-01M
With respect to the PUD application, PUD-54-01M, the Planning Commission makes the following findings and determinations with respect to each of the considerations for approval of a PUD Development Plan as required by Section 18.68.110 of the Pleasanton Municipal Code (PMC):

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1. **Whether the proposed development plan is in the best interest of the public health, safety, and general welfare.**
   The Planning Commission finds that the proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The proposed gate will be designed to meet the requirements of the California Building Code, California Fire Code, and other applicable codes. As such, the Commission concludes this finding can be made.

2. **Whether the proposed development plan is consistent with the Pleasanton General Plan and any applicable specific plan.**
   General Plan Circulation Element Program 7.4 calls for the City to "discourage new gated communities," and Community Character Element 17.1 calls for "neighborhoods [to be] open and accessible to one another." Although the General Plan discourages gated communities, their installation is not prohibited, and there are numerous gated private streets and communities throughout Pleasanton that have been approved over time and based on a variety of circumstances and factors justifying their installation. Some gates may have originally been agricultural gates, gates installed before a property was annexed into the City, or gates may have been approved prior to or despite the General Plan program. One such gate is at the base of Silver Oaks Terrace, within one mile of the subject area. Ruby Hill is a gated community located off Vineyard Avenue, and recently, the Merritt project, an age-restricted community, was approved with a gated entrance. As amended by PC Resolution No. 2025-20, the VACSP allows for gates on private streets if there are unusual circumstances justifying the installation. Winding Oaks Drive is a private street serving a limited number of properties, with no through connection that would be impeded by its installation. The recent break-in attempt would be considered an "unusual circumstance" that justifies the installation of a gate, despite the General Plan's broader policy intent to discourage them. As such, the Commission concludes that this finding can be made.

3. **Whether the proposed development plan is compatible with the previously developed properties in the vicinity and the natural, topographic features of the site.**
   The Planning Commission finds that the proposed project is consistent with the existing development, in that there will be limited visual impact. Further, agricultural protection gates are permitted throughout the VACSP area, and as amended by PC Resolution No. 2025-20, the VACSP allows for gates on private streets if there are unusual circumstances justifying the installation. Further, there are security gates at access points to Ruby Hill and a gate at the base of Silver Oaks Terrace. The proposed gate would be in keeping with the amended VACSP and compatible with some of the surrounding subdivisions.

4. **Whether grading in conjunction with the proposed development plan takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooring, and to have as minimal an effect upon the environment as possible.**

The Planning Commission finds that there is no impact from grading associated with the proposed gate. Additionally, dust suppression measures will be required as a Condition of Approval.

5. **Whether streets, buildings, and other manmade structures have been designed and located in such a manner to complement the natural terrain and landscape.**
The Planning Commission finds the proposal is reasonably sensitive to existing landscaping, maintaining the limited on-site vegetation. As conditioned, the gate will not impact users of the Old Vineyard Avenue Trail or disrupt existing trees or landscaping.

6. **Whether adequate public safety measures have been incorporated into the design or the proposed development plan.**
The proposed project's intent is to enhance the safety of the residents on Winding Oaks Drive, by limiting access to the street. As conditioned, the gate will allow first responders to access the court in the event of an emergency. In addition, the proposed gate will be required to meet the requirements of applicable City and State codes. As such, the Commission concludes that this finding can be made.

7. **Whether the proposed development plan conforms to the purposes of the PUD district.**
The Planning Commission finds the proposed the proposed project is consistent with the intent of PUD-54. Among the purposes of the PUD designation is to permit flexibility in designing a project compatible with the physical features of the property. In addition, the intent is to maintain adequate privacy, and separation between dwellings. The project will not impact the intent of the district. As such, the Commission concludes that this finding can be made.

Section 3: The Planning Commission hereby recommends the City Council approve the application for PUD modification, PUD-54-01M as reflected in the plans dated April 24, 2025, to install a gate at the entrance to Winding Oaks Drive, subject to the Conditions of Approval in Exhibit A, attached hereto and incorporated into this resolution by reference.

Section 4: This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on October 22, 2025 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

ATTEST:

_____	_____
Eric Luchini	Ken Morgan
Secretary, Planning Commission	Chair

APPROVED AS TO FORM:

_____
Julie Harryman
Assistant City Attorney

EXHIBIT B
ATTACHMENT 1

EXHIBIT A
CONDITIONS OF APPROVAL

PUD-54-01M
Winding Oaks Drive
October 22, 2025

The applicant is hereby notified, as part of this approval, that (s)he is required to satisfy and maintain compliance with the conditions of approval below. Where approval by the Director of Community Development, Planning Division, Director of Engineering/City Engineer, City Attorney, Chief Building and Safety Official, Fire Department or other City staff is required, review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations, and accepted practices related to the approval. In addition to complying with the conditions below, the applicant is required to comply with all applicable federal, state, and local laws that pertain to this project whether or not specifically noted herein.

This approval is granted for a Planned Unit Development (PUD) Major Modification to PUD-54's approved development plan to install an electric gate at the entrance to Winding Oaks Drive. Development shall be substantially as shown on the project materials listed below:

a. Project plans, Exhibit B, prepared by Terry Townsend, Architect for Linda and Tony Brunetti dated "Received" on April 24, 2025, and kept on file in the Planning Division of the Community Development Department.

THIS APPROVAL IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

1. APPROVAL AND REVISIONS: The proposed development shall be in substantial conformance with the "Approved Plans", except as modified by the following conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance with the approved exhibits. Planning Division approval is required before any changes are implemented in site design, grading, architectural design, colors or materials, landscape material, etc.

2. EXPIRATION – RESIDENTIAL PUD MODIFICATION: The PUD modification approval shall lapse two years from the effective date of this Ordinance.

3. CONDITIONS OF APPROVAL CHECKLIST: The applicant shall submit a "Conditions of Approval Checklist" indicating all conditions in Exhibit A have been satisfied, incorporated into the building permit plans or improvements plans, and/or addressed. Said checklist shall be incorporated as one of the first four plan sheets of all building permit and engineering permit plan submittals for review by the City prior to issuance of permits.

4. APPEAL PERIOD: The building permit submittal will only be accepted after completion of the appeal period provided in the Municipal Code unless the applicant submits a signed statement acknowledging the plan check fees may be forfeited in the event the approval is overturned on appeal, or the design is significantly changed as a result of the appeal. In no case will a building permit be issued prior to the expiration of the appeal period.

DRAFT

5. PUD PERIOD: The building permit submittal will only be accepted after the ordinance approving the PUD development plan becomes effective, unless the applicant submits a signed statement acknowledging the plan check fees may be forfeited in the event the ordinance is overturned. In no case will a building permit be issued prior to the PUD ordinance amendment being in effect.

6. LIABILITY AND INDEMNIFICATION: To the extent permitted by law, the project applicant shall hold harmless, defend (with counsel acceptable to the City), and indemnify the City, its City Council, its officers, commissions, employee and agents from and against any claim, action, or proceeding brought by a third party against the indemnified parties and/or the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including without limitation, reimbursing the City its attorneys' fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

PLANNING DIVISION – 925-931-5600

7. KEYPAD LOCATION: The keypad shall be positioned where a driver can easily reach the controls without their vehicle obstructing trail users and without their vehicle positioned within the gate swing area. Further, exiting vehicles must pause at the STOP control and wait if trail users are present. The swing of the gate could potentially impact a vehicle stopped at the intersection. The application shall indicate how these conflicts will be addressed prior to issuance of Building Permit.

8. FINAL INSPECTION: Final inspection by the Planning Division is required prior to Building Permit Final.

9. CULTURAL RESOURCES/HUMAN REMAINS: If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work shall stop within 20-meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of the State California Environmental Quality Act (CEQA) Guidelines. In the event that human remains are discovered during grading and construction of the project, work shall stop immediately. There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5, Public Resources Section 5097.98, and Title 14 California Code of Regulations Section 15064.5. These code provisions require notification of the County Coroner, who may then notify the Native American Heritage Commission, who in turn must notify the persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. A similar note shall appear on the building permit and/or improvement plans.

Fees

10. FEES: The applicant shall pay any and all fees to which the property may be subject, prior to issuance of grading and/or building permits, or prior to recordation of the final map, whichever is applicable. The type and amount of the fees shall be those in effect at the time the permit is issued.

BUILDING AND SAFETY DIVISION – 925-931-5300

11. BUILDING AND FIRE CLEARANCE: Prior to issuance of a business license, the applicant shall contact the Building and Safety Division and the Fire Department to ensure the proposed use of

the tenant space meets Building and Fire Code requirements. If required, the applicant shall obtain all appropriate City permits.

ENGINEERING DEPARTMENT – LAND DEVELOPMENT – 925-931-5650

12. CONDITIONS OF APPROVAL: These conditions of approval shall be depicted on a plan sheet(s) in the submitted plans for construction. (Address this condition prior to plan approval)

13. PUBLIC WORKS DIVISION FEES FOR SERVICE: The Public Works Division assesses fees for services including plan-check, permit issuance, and inspection according to the City's adopted Master Fee Schedule. These fees are separate and distinct from fees assessed by the Community Development Department (including Planning and Building Division fees). The applicant is responsible for payment of all Public Works Division fees prior to services rendered or permit issuance, whichever is first. (Address this condition prior to plan approval)

14. ENCROACHMENT PERMIT: Any work performed within the City's right-of-way, City easements, or City-owned property shall be subject to an Encroachment Permit as defined in Pleasanton Municipal Code Chapter 13.04. All encroachment permit work is subject to adopted City of Pleasanton Standard Specifications and Details, and shall be performed by properly-licensed contractors as determined by the City Engineer. Said contractors must provide evidence of proper licensure, insurance and City-issued Business License upon application for a permit. (Address this condition prior to permit issuance)

15. UTILITY ENCLOSURES: Proposed utility enclosures including vaults, meter boxes, splice boxes, and pedestals shall be installed in the public right-of-way, in a public service easement (PSE), or in a utility company specific easement. The locations for utility enclosures shall be considered in the following order of preference: (1) PSE area behind public sidewalk; (2) parkstrip area between the roadway curb and gutter and the sidewalk; (3) within the public sidewalk set flush to grade; (4) within driveway approach areas set flush to the surface with traffic-rated lids. In no case shall an above-ground pedestal or utility cabinet obstruct sight-line visibility for vehicle drivers at intersections or driveways. Above-ground pedestals or utility cabinets are preferred within the side-yard area of a corner residential lot rather than the front-yard. Deviations from this standard must be approved by the City Engineer. (Address this condition prior to plan approval)

16. DRY UTILITIES (ELECTRICITY, CATV, TELECOM): All dry utilities including electricity, telecommunications, cable television, streetlights, alarm systems, etc. required to serve the project shall be installed underground from the point-of-connection at the utility purveyor's network to the service point. Aerial drops from utility poles will not be allowed without prior approval of the City Engineer. (Address this condition prior to plan approval)

17. TEMPORARY TRAFFIC CONTROL: Work in the public right-of-way or publicly-accessible easement areas require submittal, review, approval, and implementation of a temporary traffic control plan. The plan shall be in writing and subject to review and approval of the City's Traffic Engineer. The plan must conform to the California Manual on Uniform Traffic Control Devices (CA MUTCD), with specific emphasis on Part 6 "Temporary Traffic Control".

    If Flaggers will be utilized, said personnel must be trained in the proper fundamentals of flagging moving traffic before entering the right-of-way. The City may demand to see evidence of said training before allowing said personnel into the right-of-way.

Any alterations to pedestrian paths of travel must conform to current standards for the disabled. Any walking member of the public with a visual impairment (cane or guide dog) must be escorted through the construction zone. (Address this condition during construction)

18. HIGH VISIBILITY SAFETY APPAREL: All workers on foot who are exposed to the hazard of vehicular traffic shall wear warning garments such as vests, jackets, or shirts manufactured in accordance with the requirements of the American National Standards Institute (ANSI)/International Safety Equipment Association (ISEA) 107-2004 Performance Class 2, high visibility safety apparel and headwear, or any updates adopted by Cal OSHA. During hours of darkness, warning garments shall be retroreflective with visibility from a minimum 1,000 feet. (Address this condition during construction)

19. EXCAVATION SAFETY: All excavations must be performed in conformance with California Government Code Section 4216 et seq. No excavation shall occur until proper notice is provided to Underground Service Alert (usanorth811.org) by calling either 811 or 800-642-2444 at least 72-hours prior to the work so buried utilities can be marked. All excavations shall be covered or barricaded to prevent entry when work is inactive. Open excavations in the public right-of-way must be covered by skid-resistant steel plates that are firmly affixed to the surface with leading edges ramped. Excavations 5 feet and deeper require a protective system as defined by Cal-OSHA. If a shoring system or trench boxes will be utilized as the protective system, said system shall either be manufactured and installed according to manufacturer recommendations, or designed by a registered professional engineer and installed according to approved plans. No excavation shall be performed atop or adjacent to a high-risk facility until authorized by the owner of the facility. High-risk facilities are defined as gas transmission pipelines and hazardous liquid pipelines as regulated by the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration (US DOT PHMSA) (Address this condition during construction)

20. POLLUTANT REDUCTION IN STORMWATER: At no time during construction of the project shall pollutants be allowed to enter, clog, or contaminate storm drain pipe networks or open stormwater channels in violation of Pleasanton Municipal Code §9.14.080 et seq. The applicant shall contain all trash and debris for proper disposal to authorized landfills or recyclers. Erosion control features shall be deployed during the rainy season that extends from October 1 to April 15 each year, or any time rain is forecast outside of this period. Best Management Practices (BMPs) shall be strictly followed. Street sweepers must be employed if soil or debris is tracked onto the public roads from vehicles exiting the site. Standard BMPs are available from the California Stormwater Quality Association (CASQA), the United States Environmental Protection Agency (EPA), Caltrans, and others. Notes and/or illustrations shall be added to the plans that describe the BMPs to be utilized during construction. The use of manufactured erosion control woven blankets and straw wattles that utilize plastic monofilament netting is specifically prohibited. (Address this condition during construction)

21. DUST CONTROL: Dust control measures must be employed during all phases of construction to prevent airborne nuisance to neighboring properties. All stockpiles or unused materials that can create dust shall be covered or removed. Exposed soil areas shall be routinely watered until surfacing materials or landscaping is installed. Use of dust palliatives shall conform to Caltrans Standard Specification Section 18. Any damage caused by airborne dust to neighboring properties shall be cleaned with costs paid by the applicant. If the applicant fails the address dust as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (Address this condition during construction)

22. PROPERTY NUISANCE: At no time during construction of the project shall the condition of the property become a nuisance as defined in Pleasanton Municipal Code §9.28.020. The City shall have the right to inspect the property for conditions that violate the code standard. If a nuisance is found, the applicant shall immediately submit a plan of correction. Depending on the severity of the nuisance, the City may suspend all construction work until the condition is corrected. Any of the following conditions shall be considered severe: Leaking chemicals that can cause environmental damage; open excavations or any excavation deeper than 4 feet that lacks proper shoring; unsecured materials that can fall to the ground causing damage or injury; open or exposed utilities that could cause electrical shock or contamination of sewer, potable water systems, groundwater wells, or storm drainage networks. If the applicant fails to address the nuisance as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (Address this condition during construction)

23. NOISE: Construction noise is regulated under Pleasanton Municipal Code Chapter 9.04. Noise is prohibited outside of the hours of 8:00 a.m. and 8:00 p.m. daily except Sundays and holidays when noise is prohibited outside the hours of 10:00 a.m. and 6:00 p.m. Noise is defined as a level exceeding 83 dBA at a distance of 25 feet or 86 dBA at any point beyond the boundary of the property under construction. If the applicant fails to address the noise as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. Exceptions to these regulations require a special permit granted by the City for circumstances when strict compliance would be impractical or unreasonable, and contingent upon proper noticing to surrounding property owners that includes the dates and times when noise levels will be exceeded and the specific reasons why an exception to the regulation has been granted. (Address this condition during construction)

24. DAMAGE TO EXISTING PUBLIC OR PRIVATE IMPROVEMENTS: The applicant shall repair damage to existing public or private improvements on and near the project site and along the haul route at the applicant's expense if caused by construction activities. (Address this condition prior to acceptance of improvements or issuance of an Occupancy Permit)

25. The City operates a buried public sanitary sewer main within Winding Oaks Drive. The pipe resides within a Public Service Easement (PSE) granted to the City on the referenced final map. The northern gate post appears to conflict with this buried pipe. The City requires ample clearance between permanent structures (such as the gate post) and the public sewer pipe for maintenance access. A minimum of 5 feet horizontal clearance between the edge of the fence post foundation and the outside wall of the pipe shall be provided.

26. Buried electrical, gas, and telecommunication facilities were constructed in a 24-inch-wide trench that aligns with the curb-and-gutter along the north side of Winding Oaks Drive. The proposed northern gate post and keypad could potentially conflict with these existing facilities. The applicant shall have the utilities located by the various utility purveyors (PG&E, AT&T, Comcast, etc.) to assure the gate and keypad have adequate clearance to the existing facilities.

FIRE DEPARTMENT AND POLICE DEPARTMENT

27. KNOX BOX AND KEYPAD: Gate must be accessible via both Knox box by-pass key switch and keypad. The keypad code must be provided to the Pleasanton Police Department.

28. FIRE CODE: All construction shall conform to the requirements of the 2016 Pleasanton Fire Code and local ordinances. All required permits shall be obtained prior to work commencement.

LANDSCAPE ARCHITECTURE DIVISION – 925-931-5672

29. LANDSCAPING: Detail regarding impact to landscape and irrigation plans shall be included in the building permit plans. Landscape and irrigation must be replaced on-site should any be impacted by the gate placement, at the discretion of the City Landscape Architect. The drawings shall be subject to the review and approval of the City Landscape Architect prior to building permit issuance.

[END]

EXHIBIT C

Terry J. Townsend
• Architect •
147 Old Bernal Ave., Suite 6
Pleasanton, CA 94566
Tel: 925-484-5438

Winding Oaks Gate

Winding Oaks Drive
Pleasanton, California

Notes:

This site plan is not a survey. It is provided for building and site work layout only. The contractor shall verify on site all grades, existing improvements, property lines, easements, setbacks, utilities, and substructures. Where discrepancies occur, contact the Architect.

Install Liftmaster LA500 dual operating system w/ one control box and two actuator arms.

Provide Watchman W480 intercom system on one iron post.

Provide two 60 W solarpanels with two regulators and battery back up.

Provide one fire department key switch.

RECEIVED
042425
PUD-54-01M
CITY OF PLEASANTON
PLANNING DIVISION
EXHIBIT B

SCOPE OF WORK

EX. SSMH
RIM 424.3
INV 412.0

EX. SDMH
RIM 423.31
INV 412.26

EX. SSMH
RIM 429.8
INV 422.1

EX. SDMH
RIM 433.83
INV 427.78

EX. CULVERT
FL=419.19

ZONE 7 MH

ZONE 7
36" WSP

60" D

18" SD

12" SD

OLD VINEYARD

WINDING OAKS DR.

ASPHALT

Asphalt

Concrete

6X6 STEEL POST
6'-0" TALL

KEYPAD

25'-0" SLIDING GATE
6'-0" TALL STEEL
SQ PICKETS @ 4" O.C.

LOT 2 TRACT 7815

Rev	Description	Date

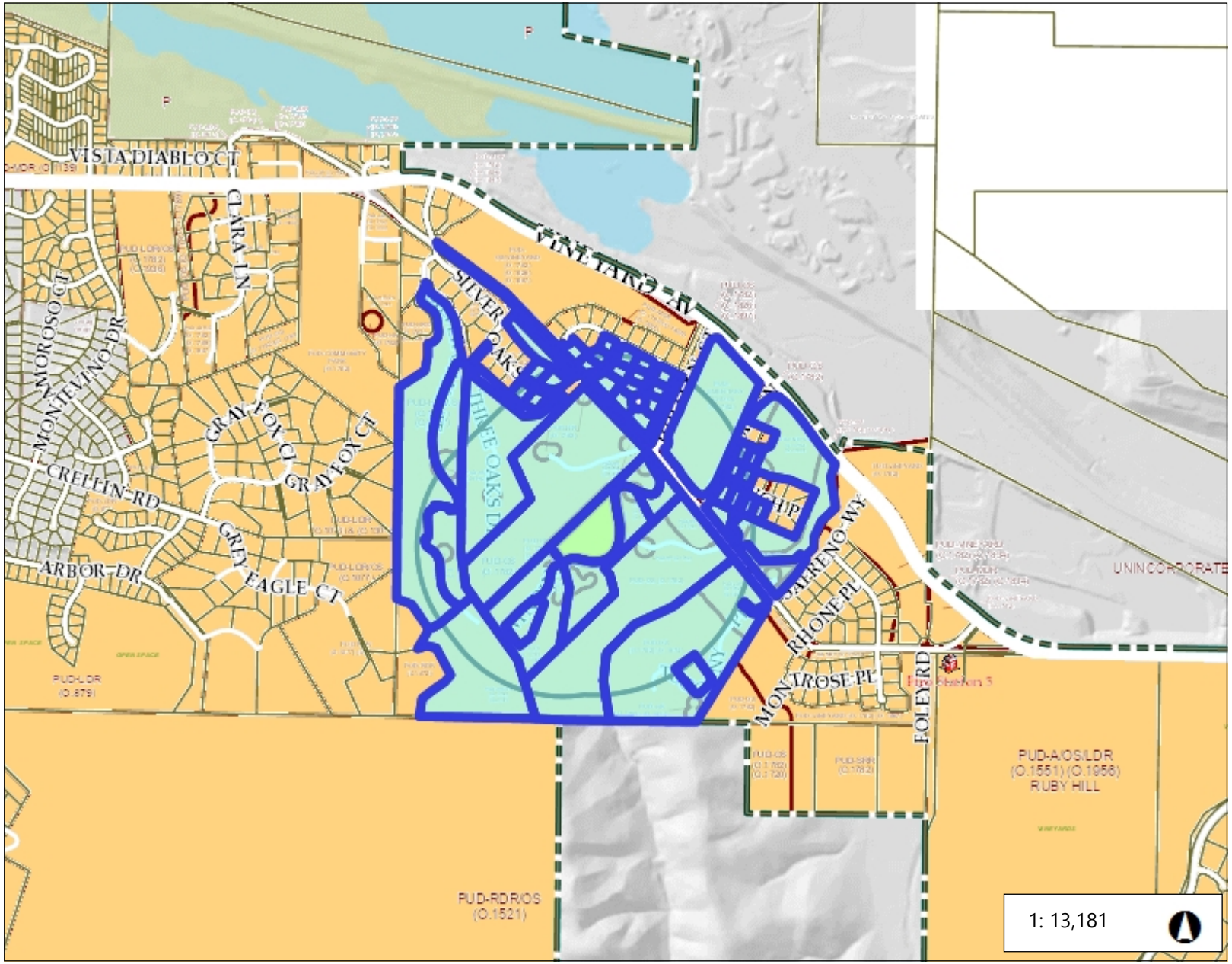
Site Plan

Job Number: 202419
Scale: 1/8"=1'-0"
Drawn: Terry
Checked: Terry
Date: 9-9-24

Sheet: A1
Of 1

WINDING OAKS DRIVE

EXHIBIT D



Legend

- Fire Station
- School
- Park
- Parcels
- Zoning
  - A
  - C-C
  - C-F
  - C-N
  - C-R (m)
  - C-R (p)
  - C-S
  - COP
  - HPD
  - I-G-40
  - I-P
  - MU-D
  - MU-T
  - O
  - P
  - PUD
  - PUD-A
  - PUD-A-OS
  - PUD-A/MDR
  - PUD-A/OS
  - PUD-A/OS/LDR

Notes

Notes

2,196.8 0 1,098.40 2,196.8 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Planning Commission Agenda Report

October 22, 2025
Item 5

SUBJECT:	**P24-0596 & Tract 8724**
APPLICANT:	Trumark Homes
PROPERTY OWNER:	Tri Pointe Homes Holdings, Inc.
PURPOSE:	Private Street Names for P24-0596 and Amendment to Vesting Tentative Tract Map 8724, 0 Vineyard Avenue, APN: 946-461-900-1
LOCATION:	0 Vineyard Avenue, APN: 946-461-900-1. Site bounded by Vineyard Avenue, Manoir Lane, Thiessen Street and Old Vineyard Avenue
GENERAL PLAN:	School, with a Housing Element Site Overlay (HESO)
ZONING:	PUD-Elementary School and Housing Opportunity Zone (HOZ) Districts
EXHIBITS:	A. Draft Resolution B. Location and Notification Map

EXECUTIVE SUMMARY

On July 9, 2025, the Planning Commission approved a proposal for a 27-lot subdivision, with an approximately 0.65-acre park lot at the rear of the site and an approximately 2.35-acre lot containing a vineyard and bioretention areas, and one lot for internal streets. As the original approval did not include street names, an amendment to the Vesting Tentative Map is proposed for Planning Commission review and approval. The proposed street names have been reviewed and approved by life-safety responders and City staff for their suitability in accordance with established policies.

BACKGROUND AND DISCUSSION

On November 8, 2023, the City Council approved applications of Trumark Homes, for Design Review and Vesting Tentative Map 8724 located at 0 Vineyard Avenue. The project will create a 27-lot subdivision, with an approximately 0.65-acre park lot at the rear of the site and an

approximately 2.35-acre lot containing a vineyard and bioretention areas, and one lot for internal streets.

The new lots would be accessed by new private streets – one new entry street from Thiessen Street, and one court within the interior of the property.

New streets are required to be named for addressing and easy identification by first responders and others. New street names are reviewed internally by life-safety responders (i.e., Pleasanton Police Department, Livermore-Pleasanton Fire Department and the Alameda County Fire Department dispatch unit), the US Post Office, and other City divisions/departments to ensure the proposed name(s) will not create delays in life-safety response times and/or conflict with existing street names within Pleasanton or adjoining jurisdictions. Once a street name is internally approved, the name is reflected on the Vesting Tentative Tract Map recorded for the project.

The names of the new private streets were unknown at the time the City Council took action on the applications. Therefore, a proposed Vesting Map amendment to reflect the proposed new street names is before the Planning Commission for consideration. The proposed street names ("Domaine Court" and "Crimson Street") have been reviewed and found to be acceptable for use by the appropriate life-safety responders and City staff.

PUBLIC NOTICE / PUBLIC COMMENT

Notice of the application was sent to the surrounding property owners and tenants within a 1,000-foot radius of the site. Staff has provided the location and notification map as Exhibit B for reference. At the time this report was published, staff received no comments or concerns.

STAFF RECOMMENDATION

Staff recommends the Planning Commission approve a minor amendment to Vesting Tentative Tract Map 8724 to include the private street names of "Domaine Court," and "Crimson Street" as set forth in Exhibit A, for the approved housing development (P24-0596 & Vesting Tentative Tract Map 8724).

ENVIRONMENTAL ASSESSMENT

Environmental review was conducted for the proposed 27-lot project, in the form of a Section 15183 Consistency Checklist under the California Environmental Quality Act (CEQA). The proposed amendment to Vesting Tentative Tract Map 8724 to include private street names is within the scope of the project previously analyzed, and no further CEQA review is required. The minor amendment is also not a project under CEQA.

Primary Author: Emily Carroll, Associate Planner, 925-931-5608 or ecarroll@cityofpleasantonca.gov.

Reviewed/Approved By:
Eric Luchini, Acting Planning Manager
Ellen Clark, Director of Community and Economic Development Department
Daniel Sodergren, City Attorney

EXHIBIT A

RESOLUTION NO. PC-2025-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON APPROVING A MINOR AMENDMENT TO VESTING TENTATIVE TRACT MAP 8724 TO INCLUDE PRIVATE STREET NAMES FOR A HOUSING DEVELOPMENT AT 0 VINEYARD AVENUE APN: 946-461-900-1 [CASE NOS. P24-0596 AND VTM 8724]

WHEREAS, Trumark Homes applied for amendments to Vesting Tentative Map 8724 approval to subdivide the approximately 10.64-acre site located at 0 Vineyard Avenue (APN: 946-461-900-1) into a 27-lot subdivision, an approximately 0.65-acre park lot at the rear of the site and an approximately 2.35-acre lot containing a vineyard and bioretention areas, and one lot for internal streets.; and

WHEREAS, zoning for the property is zoned PUD-Elementary School (Planned Unit Development -Elementary School) and HOZ (Housing Opportunity Zone) Districts and the General Plan designation is School, with a Housing Element Site Overlay (HESO); and

WHEREAS, at the March 18, 2025, meeting the Zoning Administrator found the 2023-2031 (6th Cycle) Housing Element Update Program EIR CEQA Guidelines Section 15183 Consistency Checklist for the project is adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA; and

WHEREAS, at the March 26, 2025 hearing, the Planning Commission approved Vesting Tentative Map 8724; and

WHEREAS, on October 22, 2025, the Planning Commission held a duly noticed public meeting to consider the Project and staff recommendations, all public comments and testimony, and findings.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, that prior to taking action of the Project, and at a properly noticed public meeting, the Planning Commission reviewed oral staff reports, took testimony and received into the record all pertinent documents related to the Project (collectively the “Record Evidence”). The Planning Commission’s determination is based on the Record Evidence, which is incorporated into this resolution by reference.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Pleasanton:

Section 1: The proposed minor amendment to Vesting Tentative Tract Map 8724 to include private street names is within the scope of the Section 15183 Consistency

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Checklist prepared under the California Environmental Quality Act (CEQA) for Design Review (filed under case No. P24-0596 and Vesting Tentative Tract Map 8724), and therefore no additional environmental review is required. The minor amendment is also not considered a project under CEQA.

Section 2: The Planning Commission finds that the minor amendment to Vesting Tentative Tract Map 8724 is made to correct an omission of street names under the Subdivision Map Act and does not affect any property rights.

Section 3: Based on the Planning Commission's independent review of the Record Evidence and considerations, the Planning Commission hereby approves a minor amendment to Vesting Tentative Tract Map 8724 to include the private street names of "Domaine Court," "Crimson Street," as set forth in Attachment 1 to this Resolution. Other than the inclusion of street names to Vesting Tentative Tract Map 8724, Vesting Tentative Tract Map 8724 remains unchanged.

Section 4: This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on October 22, 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

ATTEST:

_____ _____

Eric Luchini
Secretary, Planning Commission

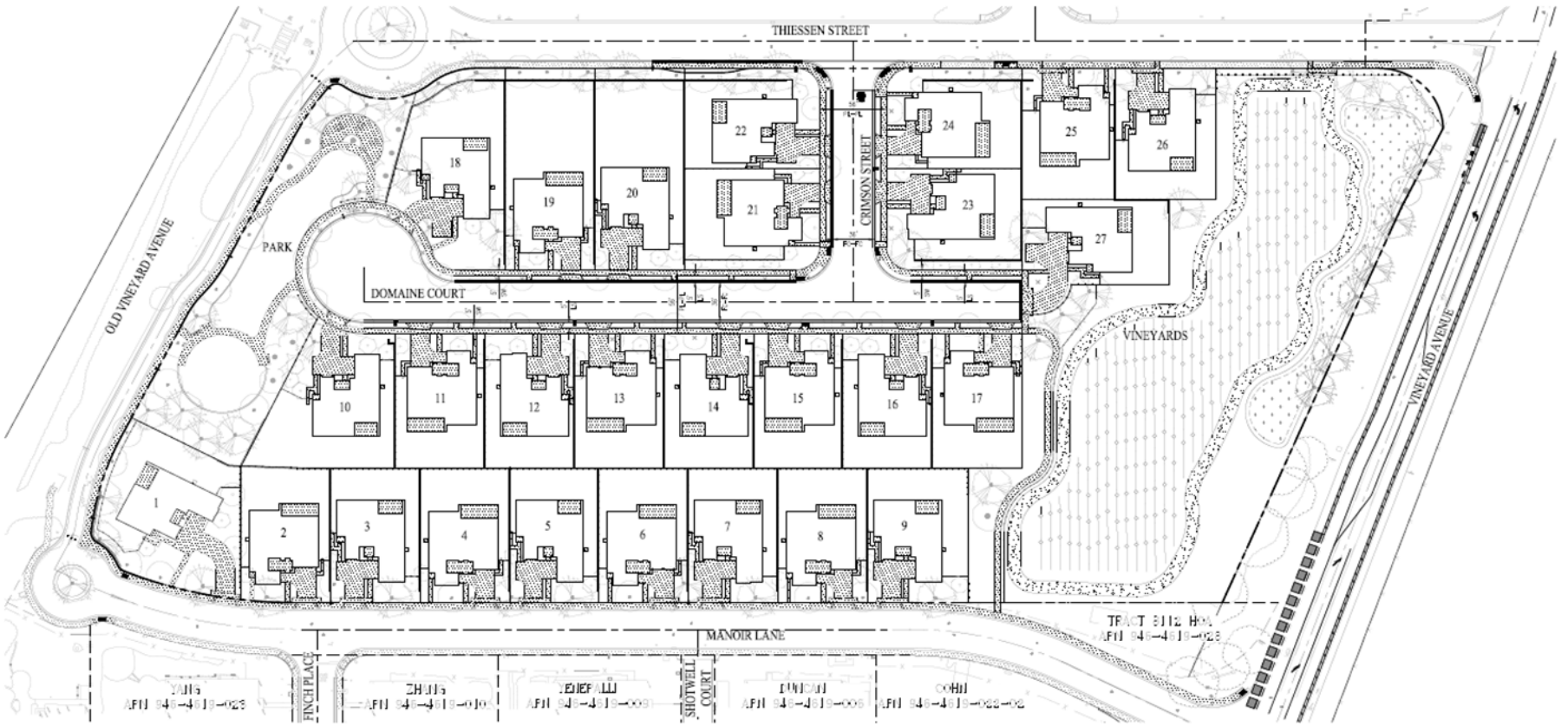
Ken Morgan
Chair

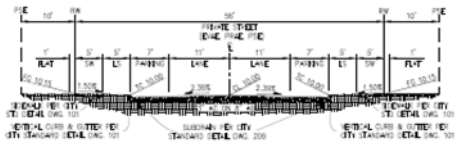
APPROVED AS TO FORM:

_____

Julie Harryman
Assistant City Attorney

DRAFT





TYPICAL STREET SECTION
NOT TO SCALE

SITE PLAN

1 VINEYARD AVENUE

CITY OF PLEASANTON ALAMEDA COUNTY CALIFORNIA

SCALE: 1"=40' DATE: OCTOBER 1, 2025

0 40 80 120

cbg CIVIL ENGINEERS ▪ SURVEYORS ▪ PLANNERS

SAN RAMON ▪ (925) 866-0322
ROSEVILLE ▪ (916) 788-4456
WWW.CBANDG.COM

ATTACHMENT 1

Planning Commission Agenda Report

October 22, 2025
Item 7

SUBJECT: **P25-0352**

APPLICANT: City of Pleasanton

PURPOSE: Consider and provide a recommendation to City Council for proposed amendments to Chapters 18.08, 18.12, 18.20, 18.22, 18.68, 18.103, 18.104, 18.105, 18.110, 18.116, 18.124, 18.128, 18.132, and 18.144 of the Pleasanton Municipal Code to implement modifications to Design Review, noticing, appeals, and other process streamlining.

LOCATION: Citywide

GENERAL PLAN/ SPECIFIC PLAN/ ZONING: Various

EXHIBITS:
A. Draft Resolution with proposed amendments to the Pleasanton Municipal Code Public Notice Policy
B. Application Processing Data
C. Resolution No. 91-132
D. Recommended Design Review Hearing Authority

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review and consider draft amendments to the Pleasanton Municipal Code (PMC) outlined in Exhibit A and adopt a resolution recommending approval of Case P25-0352 to the City Council, rescinding City Council Resolution No. 91-132, adopting proposed PMC amendments, and finding the project exempt from the California Environmental Quality Act (CEQA).

EXECUTIVE SUMMARY

The City Council has identified permit streamlining and process improvements as one of its key strategic priorities for the next two Fiscal Years. Based on this direction, staff is bringing forward a series of key amendments as follows:

- **PMC Chapter 18.12 (project noticing):** Modifying the public notice radius to align with the Government Code, amending mailed project notification requirements, codifying on-site project notifications, and clarifying noticing procedures.
- **PMC Chapter 18.20 (Design Review):** Modifying the projects subject to Design Review, adding Design Review findings, and clarifying Design Review procedures.

- **PMC Chapter 18.144 (appeals):** Modifying the appeal period and clarifying appeal procedures.
- Other amendments throughout PMC Title 18 to align with the comprehensive overhauls noted above and clean up the Code.

BACKGROUND

In recent years, growing concerns have been raised by City Council members, Planning Commissioners, and the public that the City's current application review processes are burdensome and not user-friendly. On July 15, 2025, the City Council conducted a workshop to identify its top priorities for the next two Fiscal Years. This direction was affirmed at the City Council's August 19, 2025, meeting to include, as a priority project, amending the Pleasanton Municipal Code and improving processes to simplify permitting, reduce delays, streamline Design Review, and support business and retail attraction. Further, during the City Council budget discussions this past year, it was identified that the City would be making a series of budget reductions, including to "Internal Services and Operational Support." With that reduction, it was stated that the City will return to a more limited neighborhood notice requirement, aligned to the requirements of the Government Code rather than the City's current, very expansive, noticing procedures.

Based on this direction, staff conducted a review and analysis of two key areas for potential improvement: 1) the Design Review process, and 2) the PMC's noticing, appeals, and call-up procedures more generally. These areas were selected as a priority for assessment because Design Review applications are the most common type of application processed by the City, and, in staff's observation and experience, the noticing and appeals procedures are a main cause of delays and extended timeframes in project processing.

Permit Types

Almost all projects involving physical changes to property require some form of City permit or approval. At a basic level, City approvals include building permits, planning permits, or both. Some of the key elements distinguishing these approvals are outlined below:

Building Permits:

- Typically, non-discretionary or "ministerial" in nature
- Applications are submitted digitally to the City's Building & Safety Division, which then routes the permit for review to all necessary City divisions (e.g., Fire, Engineering/Land Development, Planning, Landscape Architecture, and Traffic).
- Review limited to evaluation for compliance with respective codes, policies, and adopted plans, typically based on objective standards (e.g., setbacks, height requirements; City-adopted public works standards; parking and traffic thresholds, Building and Fire Codes).
- Public noticing is not required.

Planning Permits:

- Typically discretionary in nature, with approval based on compliance with PMC-specified findings or criteria.
- Planning approval must be secured prior to occupancy and before a project can be submitted to the Building & Safety Division for Building Permits. The approval process varies by permit type, but may be either "administrative" (where the approval body is the

Zoning Administrator) or may be subject to Planning Commission and/or City Council review and action.
- Examples of Planning Permits include: Conditional Use Permits, Planned Unit Developments, Variances, and Design Review.
- Public noticing or project notification of some kind is generally required.

Existing Design Review Process

Design Review (DR), as outlined in PMC Chapter 18.20, is the primary discretionary planning process for evaluating new construction and exterior modifications to commercial, industrial, and residential properties.[1] The Design Review process has not undergone a comprehensive review and update since 1993.

During the DR process, all relevant City divisions review projects for compliance with City standards (similar to the building permit process); however, as a discretionary process, Design Review adds a layer of subjective staff review for the aesthetic and design aspects of the project, and allows opportunities for neighborhood notification and input. The Design Review process is important because it protects neighborhood character, scale, and privacy. However, current regulations require Design Review for very minor projects (e.g., changing a window to a door on a commercial building or a backyard residential accessory structure) that are objectively likely to have little to no impact on the fabric of the community.

The Design Review process is broadly required for:

- New commercial/industrial developments
- All exterior modifications to existing multi-family/commercial/industrial sites or buildings
- All signs without a Master Sign Program
- New single-family and multi-family units (outside of PUD applications)
- Changes to approved residential development plans
- Single-family projects noted below

Planning staff processes modifications to single-family residential as “Administrative Design Review” (ADR) applications. ADR applications are broadly required for:

- Additions and/or accessory structures over 10 feet in height
- Roof form changes
- New windows over 10 feet in height
- Certain fences/walls

It is noted that all ADR applications and a majority of DR applications are processed administratively, with the Zoning Administrator as the hearing authority (unless appealed). Only certain projects require Planning Commission approval, generally limited to large additions and new buildings downtown, sizeable additions to commercial buildings throughout the City, and DR applications associated with Conditional Use Permits. The hearing authority may approve, conditionally approve, or deny applications based on a set of established criteria (e.g., relationship of proposal to surrounding sites and preservation of views).

[1] Design Review can be conducted as a standalone process if no other land use approvals are required, or in tandem with land use approvals such as use permits or variances.

Over the past ten years, staff has processed an average of 110 ADRs annually. A typical ADR takes approximately 3.5 to 7.5 hours to process; on aggregate, this accounts for the equivalent of approximately 20 to 40 percent of a full-time employee (FTE, Associate Planner). This figure does not include hours spent by other City divisions and administrative staff. Over the past five years, staff has processed an average of 42 Design Review applications annually. Hours spent processing DR applications are harder to quantify, since they can vary widely from project to project, and in many cases, applications are processed in tandem with other land use approvals/entitlements. A breakdown of the data can be viewed in Exhibit B.

DR for small residential and commercial projects, which form the largest share of applications processed, can demand almost as much time and resources to process as larger projects. Because even small projects require professionally prepared plans, the DR process particularly burdens homeowners and small business owners. Additionally, staff resources expended are disproportionate to the benefit achieved by subjecting so many small projects to an exhaustive design review process.

Noticing

Currently, the public notification radius requirements outlined in PMC Chapter 18.12, throughout PMC Title 18, and specified in adopted City Council Resolution No. 91-132, Exhibit C, far exceed those specified in the Government Code. For projects subject to Planning Commission review and approval, a 1,000-foot radius is used for public noticing, where a 300-foot radius is required by Government Code Sections 65090 and 65091.

Additionally, while not required by Government Code, the City adopted an administrative policy for On-Site Project notification, which was reviewed by the Planning Commission at its May 25, 2022, meeting. This requires on-site project notifications for projects or applications that are subject to a public hearing before the Planning Commission or City Council, projects that add one or more dwelling units (excluding ADUs), or other projects at the determination of the Zoning Administrator (ZA). The on-site noticing policy has proven effective and relatively easy for applicants to implement.

For many projects where no public hearing, public notice, or on-site project notification is required (e.g., residential additions subject to Administrative Design Review), the City currently sends out project notification cards to immediately adjacent neighbors. Pursuant to the PMC, the mailed project notification radius is determined on a project-by-project basis and is determined by the ZA. Project notification is intended to allow an opportunity for neighbors near a project to identify concerns or request public hearings prior to ZA approval. Historically, requests for ZA hearings are infrequent (typically five or fewer per year), and are most often made for projects involving second-story additions, balconies where there is a perceived impact on privacy, or where there have been pre-existing conflicts or disagreements between neighbors. ZA hearings rarely result in outright denial of a project, but sometimes result in additional design measures included in a project to address neighbor concerns.

Appeals

As outlined in PMC Chapter 18.144, the current appeal process is lengthy and can last 15 to more than 30 days. The effective appeal period can vary substantially from project to project because expiration of the period is based on provisions allowing City Council to review (“call up”) actions of a ZA or Planning Commission decision as specified in PMC Section 18.144.010 (B) and other associated PMC sections. These provisions can cause lengthy delays in

approval when City Council meetings are cancelled or there are long periods between meetings. The City's general appeal period is substantially longer than neighboring jurisdictions, where appeal periods are typically 10 days. The appeal period adds additional time to the overall approval process of discretionary applications, as a project cannot pull building permits or begin operations until the end of the appeal period.

City Process Timeline

Due to the DR procedures, noticing procedures, and appeal period as described above, a project that requires DR before obtaining Building Permits may add anywhere from one to six months or more of additional review time for a project (depending on the complexity and scope of the project and the quality of materials submitted to the City). ADRs have the quickest turnaround time for DR applications, adding at minimum 30 days (but more typically 40 days) of City process time before an applicant can apply for Building Permits.

DISCUSSION

Staff recommends a series of PMC amendments that seek to simplify, clarify, and streamline the City's processes. They will reduce governmental barriers to obtaining building permits for certain types of projects, improve the approval process, align appeal periods with neighboring jurisdictions, and align noticing requirements with Government Code. A summary of the proposed changes to the PMC are provided below.

Design Review Amendments

Staff recommends a comprehensive overhaul of PMC Chapter 18.20 that rescinds the Chapter and replaces it with amended procedures. The recommendations include revising the projects subject to DR as outlined in PMC Section 18.20.010, modifying the approval criteria outlined in PMC Section 18.20.030, and clarifying DR procedures.

Staff believes it is reasonable to no longer require DR for several project types. These projects would still be required to meet all applicable City codes, policies, and adopted plans, and would still be reviewed by all applicable City divisions through the building permit process. Table 1, below, summarizes projects that staff recommend be exempt from DR:

Table 1. Summary of Project Types Proposed to be Exempt from Design Review

Single-family	Multi-family	Commercial
• Fences • New accessory structures and buildings (e.g., sheds, pool house, pavilions) • New lofts without second-story windows • Additions ≤15' tall • Minor modifications to roof forms that do not materially alter the appearance or height of the residence* • Minor modifications to second-story windows that don't impact privacy*	• Minor exterior building modifications (e.g., material change and painting the building)* • Minor site modifications (e.g., installing a new generator)* • Minor additions (e.g., enclosing a walkway or enlarging entry vestibule)*	• Refacing or replacing existing signs with minor alterations to existing signage (e.g., installing a new sign that is a similar size and style to what exists)* • Minor exterior building modifications (e.g., changing a window to a door)* • Minor exterior site modifications (e.g., installing a new bench and arbor or a new trash enclosure)* *Modifications on Downtown properties may still require DR*

**These items, at the discretion of the Zoning Administrator, may be required to go through the Design Review process if the project is deemed substantial, sensitive in nature, or violates any codes, policies, or plans.*

Staff finds that some projects would continue to benefit from DR, because they are more substantive in nature, and/or have a greater potential to materially affect or impact a neighborhood, commercial district, neighboring property, or views from public right-of-way.

These include:

- New single-family homes
- Two-story additions/balconies on a single-family residential property
- Major modifications/new buildings and structures within multi-family properties (e.g., a new clubhouse)
- Additions to commercial properties (at the discretion of the ZA)
- Exterior modifications to properties within the downtown (at the discretion of the ZA)
- Major modifications to other commercial properties (e.g., fully renovating the amenities on a site)

As recommended, staff believes the DR process will continue to protect the character of the City. However, the modifications will reduce the quantity of DR permits processed by at least 50 percent, significantly expediting the process for smaller projects with limited impacts.

The ZA is the recommended review authority for a large majority of DR applications, as detailed in Exhibit D. The Planning Commission is recommended to be the automatic review authority for a smaller subset of applications as follows:

- **Commercial:**
  - Major additions and/or major exterior building or site modifications in the Downtown Specific Plan Area
  - Major additions to other existing commercial buildings (e.g., adding a story on an existing building) and/or demolition and rebuild of an existing commercial building
  - New structure on a vacant parcel
- **Other:**
  - Appeals of decisions made by the Zoning Administrator
  - When DR, with review by the Planning Commission, is a required Condition of Approval

The Planning Commission remains the review authority for housing development projects of 51 or more units pursuant to PMC Chapter 18.22 (Housing Site Compliance Review). These projects are subject to the Objective Design Standards and not subject to PMC Chapter 18.20 (Design Review).

<u>Noticing Amendments</u>

Staff recommends a comprehensive revision to the City's existing notice procedures, which would result in rescinding City Council Resolution 91-132 and revising PMC Section 18.12.040. This PMC section currently outlines public hearing procedures. Additional procedures pertaining to public hearings exist in various other PMC Sections, including those listed and described below under "Other Amendments." Staff's recommended modifications

expand the procedures in PMC Section 18.12.040 to capture all of the public hearing and project notification information scattered throughout PMC Title 18, codify the adopted City Council on-site noticing policy, and update public notice requirements to be consistent with Government Code Sections 65090 and 65091.

There are three major sections recommended for inclusion in the PMC Chapter, as follows:

- **Public Hearings:** For projects with public hearings, staff recommends that the public notice requirements align with the Government Code, which decreases the noticing radius from 1,000 feet to 300 feet. Additionally, newspaper publication or posting in three public places within City (including at project site) is required.
- **Mailed Project Notification:** For projects requiring project notification (e.g., single-family residential DR projects, Minor Conditional Use Permits, etc.), staff recommends increasing the noticing radius from "…the surrounding property owners…as determined by the Zoning Administrator" to 300 feet, aligning with the requirements for public hearings.
- **On-Site Project Notification**: Codify the City policy requiring on-site project notification for specific projects.

While largely aligning with Government Code, there are three ways in which the proposed PMC amendments will exceed the requirements. First, staff proposes to continue notifications to both property owners and tenants, where the Government Code only requires property owner notification. Second, staff proposes to continue mailing notification cards to specific project types that have no associated public hearing, as seen in Attachment 1 to Exhibit A on page 9. Third, the on-site project notification policy exceeds the requirements under state law.

Appeal Amendments

Staff proposes to comprehensively amend PMC Chapter 18.144 to provide amended appeal procedures. The proposed amendments include clarifying appeal procedures and modifying the appeal period. Staff recommends that all projects under PMC Title 18 be subject to a 10-day appeal period (versus the City's existing 15-day+ appeal period), with project approvals becoming effective on the 11th day. This recommendation will align with most neighboring jurisdictions and will shorten project approval timelines.

As previously stated, the current appeal period is a minimum of 15 days, but it may last over 30 days due to PMC Section 18.144.010 (B), which delays the appeal period until ZA and Planning Commission actions can be reported to the City Council at its next regular meeting. Rather than a City Council agenda report item of ZA and Planning Commission actions (and Planning Commission agenda report item of all actions of the ZA), a weekly approval memo will be posted to the City's website for projects approved by both the ZA and Planning Commission. The intent of the approval memo is to publicize all appealable Planning discretionary approvals within the appeal period. City Council members and Planning Commissioners will be notified of memo publishing via email, and members of the public can subscribe to the memo to stay apprised of appealable discretionary approvals. All appeals and City Council call-ups must occur within the 10-day appeal period window.

Other amendments

In addition to the amendments noted above, modifications are also proposed to PMC Chapters 18.08 (Definitions), 18.22 (Housing Site Compliance Review), 18.68 (PUD Planned Unit

Development), 18.103 (Beekeeping), 18.104 (Home Occupation), 18.105 (Cottage Food Operation), 18.110 (Personal Wireless Service), 18.116 (Temporary Uses), 18.124 (Conditional Uses), 18.128 (Determination as to uses not listed), and 18.132 (Variances). The modifications are recommended in order to align with the appeal and notice requirements to Chapter 18.12 (Noticing) and 18.144 (Appeals) described above, and for minor clean-ups to the PMC as recommended by the City Attorney.

Consistency with Citywide Plans

The proposed amendments are consistent with the following City plans, policies, and goals:

- **City Council Prioritization Category 1**: Amend the Municipal Code and improve processes to simplify permitting, reduce delays, streamline design review, and support business and retail attractions.
- **ONE Pleasanton Strategic Plan**
  - *Optimizing our organization*: Evaluate the organization's structure of community engagement opportunities to improve information sharing, optimize staff efficiency, and provide greater service to the community.
  - *Building a Community Where Everyone Belongs*: Develop a plan for strategic external communications to the community that focuses on priorities and integrates equitable best practices to increase the reach and access for the entire community.
- **Housing Element Goal 4:** Reduce governmental constraints to the development and improvement of housing where feasible.
- **Economic Development Strategic Plan**
  - Initiative 3.1.d: Evaluate retail permitting processes for opportunities to support and expedite.
  - Initiative 5.1: Create business roadmap to provide clear pathway for zoning and permitting.

PUBLIC NOTICE AND COMMENTS

Notification of this code amendment has been published in The Valley Times as an upcoming agenda item for the October 22, 2025, Planning Commission meeting. At the time this report was prepared, staff had not received comments regarding the proposed code amendment.

This item was brought to the Economic Vitality Committee for review on October 16, 2025. At the time this report was prepared, the meeting had not yet occurred. Staff will provide a verbal update with themes and comments at the Planning Commission meeting.

ENVIRONMENTAL ASSESSMENT

The proposed code amendments are statutorily exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Sections 15061(b)(3), because it can be seen with certainty that there is no possibility that this action may have a significant impact on the environment.

These amendments are limited to process-related changes, including updates to the City's procedures for DR, noticing requirements, appeal processes, and other administrative streamlining measures. The proposed changes do not authorize any specific development or land use activity, nor do they involve any relaxation of development standards that could result in physical impacts to the environment. Specifically, the amendments clarify and reorganize

existing procedural requirements, improving consistency with the California Government Code and ensuring transparency and efficiency in City review processes. All future development projects remain subject to existing environmental regulations, and other applicable health and safety requirements, including the California Building Code and Fire Code. Any future project that could have a physical impact on the environment must undergo separate, project-specific CEQA review at the time of application, as appropriate. Because the proposed amendments do not result in any physical changes to the environment or authorize any changes in land use intensity or type, there is no possibility that these amendments may have a significant effect on the environment. Therefore, the action qualifies for exemption under Section 15061(b)(3) of the CEQA Guidelines.

SUMMARY/CONCLUSION

The proposed PMC amendments would further the City Council's priority of amending the municipal code and improve processes to simplify permitting, reduce delays, streamline design review, and support business and retail attraction. Staff recommends that the Planning Commission discuss the topics identified in the agenda report, consider the proposed text amendments, and recommend approval of the proposed amendments to the City Council.

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Reviewed/Approved By:
Melinda Denis, Deputy Director of Community and Economic Development
Ellen Clark, Director of Community and Economic Development
Daniel Sodergren, City Attorney

EXHIBIT A

RESOLUTION NO. PC-2025-23

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON RECOMMENDING THAT THE CITY COUNCIL APPROVE AMENDMENTS TO CHAPTERS 18.08, 18.12, 18.20, 18.22, 18.68, 18.103, 18.104, 18.105, 18.110, 18.116, 18.124, 18.128, 18.132, AND 18.144 OF THE PLEASANTON MUNICIPAL CODE TO IMPLEMENT MODIFICATIONS TO DESIGN REVIEW, NOTICING, APPEALS, AND OTHER PROCESS STREAMLINING. [CASE P25-0352]

WHEREAS, on July 15, 2025, the City Council conducted a workshop to identify its top priorities for the next two Fiscal Years. This direction was affirmed at the City Council's August 19, 2025, meeting to include, as a priority project, amending the Pleasanton Municipal Code (PMC) and improving processes to simplify permitting, reduce delays, streamline Design Review, and support business and retail attraction; and

WHEREAS, PMC Chapter 18.20 - Design Review has not undergone comprehensive updates since 1993; and

WHEREAS, the broad applicability of PMC Chapter 18.20 and outdated provisions often results in extended project approval timelines and resource demands for property owners, businesses, and staff; and

WHEREAS, the processes for public noticing and appeals also contribute to project delays and added costs for property owners and businesses.; and

WHEREAS, the proposed amendments are consistent with the ONE Pleasanton Strategic Plan Strategy B *Optimizing our organization* - Evaluate the organization's structure of community engagement opportunities (such as commissions and committees, and citizens' academy) to improve information sharing, optimize staff efficiency, and provide greater service to the community; and

WHEREAS, the proposed amendments are consistent with Housing Element Goal 4: Reduce governmental constraints to the development and improvement of housing where feasible; and

WHEREAS, the proposed amendments are consistent with Economic Development Strategic Plan Initiative 3.1.d: Evaluate retail permitting processes for opportunities to support and expedite and Initiative 5.1: Create business roadmap to provide clear pathway for zoning and permitting; and

WHEREAS, the Planning Commission reviewed the amendments to the PMC at its October 22, 2025, meeting and recommended approval of the amendments by the City Council; and

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NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, that prior to taking action of the Project, and at a properly noticed public meeting, the Planning Commission reviewed oral staff reports, took testimony, and received into the record all pertinent documents related to the Project (collectively the "Record Evidence"). The Planning Commission's determination is based on the Record Evidence, which is incorporated into this resolution by reference.

BE IT FURTHER RESOLVED by the Planning Commission of the City of Pleasanton:

Section 1: The Planning Commission finds that the proposed code amendments are statutorily exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that it can be seen with certainty that there is no possibility that the amendments may have a significant effect on the environment. These amendments are limited to process-related changes, including updates to the City's procedures for design review, noticing requirements, appeal processes, and other administrative streamlining measures. The proposed changes do not authorize any specific development or land use activity, nor do they involve any relaxation of development standards that could result in physical impacts to the environment. Specifically, the amendments clarify and reorganize existing procedural requirements, improving consistency with the California Government Code and ensuring transparency and efficiency in City review processes. All future development projects remain subject to existing environmental regulations, and other applicable health and safety requirements, including the California Building Code and Fire Code. Any future project that could have a physical impact on the environment must undergo separate, project-specific CEQA review at the time of application, as appropriate. Because the proposed amendments do not result in any physical changes to the environment or authorize any changes in land use intensity or type, there is no possibility that these amendments may have a significant effect on the environment. Therefore, the action qualifies for exemption under Section 15061(b)(3) of the CEQA Guidelines.

Section 2: The Planning Commission hereby recommends that the City Council approve Case P25-0352, Chapters 18.08, 18.12, 18.20, 18.22, 18.68, 18.103, 18.104, 18.105, 18.110, 18.116, 18.124, 18.128, 18.132, and 18.144 of the PMC to implement modifications to Design Review, noticing, appeals, and other process streamlining, as shown in Attachment 1 to this resolution.

Section 3: The Planning Commission recommends that the City Council rescind City Council Resolution No. 91-132, which established public notification radius requirements that far exceed Government Code Sections 65090 and 65091.

Section 4: This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on October 22, 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

ATTEST:

_____	_____
Eric Luchini	Ken Morgan
Secretary, Planning Commission	Chair

APPROVED AS TO FORM:

_____
Julie Harryman
Assistant City Attorney

ATTACHMENT 1

Proposed Code Amendments Table of Contents

Code	Description	Page Number	Notes
Section 18.12.040	Administrative Provisions- Public Hearings	1	18.12.040 regarding public hearings and notices is proposed to be replaced in its entirety. New sections relating to On-Site Project Notification and Mailed Project Notification have been added. These sections are referenced as 18.12.042 and 18.12.044, respectively.
Chapter 18.20	Design Review	5	This Chapter is proposed to be repealed and replaced in its entirety.
Chapter 18.144	Appeals	9	This Chapter is proposed to be repealed and replaced in its entirety.
Chapter 18.08 Chapter 18.12 Chapter 18.22 Chapter 18.68 Chapter 18.103 Chapter 18.104 Chapter 18.105 Chapter 18.110 Chapter 18.116 Chapter 18.124 Chapter 18.128 Chapter 18.132	Additional Sections and Chapters	11	Additional sections within these chapters must be amended to align with the recommended modifications in 18.12, 18.20, and 18.44, as well as minor additional clean-ups of the PMC.

Chapter 18.12 Administrative Provisions, Article I Generally

§ 18.12.040. Public hearing~~— Time and notice.~~

~~The zoning administrator shall set the time and place of public hearings required by this title to be held by the city planning commission or the board of adjustment, provided that the commission or the board may change the time or place of a hearing. The city clerk shall set the time and place of public hearings required by this title to be held by the city council, provided that the council may change the time or place of a hearing. Public hearings shall be held not more than 40 days after submission of the applicant or the appeal from a decision unless the applicant or appellant shall consent to an extension of time. Notice of a public hearing shall be given not less than 10 days nor more than 30 days prior to the date of the hearing by publication in a newspaper of general circulation in the city. When the hearing concerns a matter other than an amendment to the text of this chapter or a general plan amendment, notice also shall be given by posting in conspicuous places close to the property affected or by mailing a notice of the time and place of the hearing to the applicant, if any, and to all persons whose names appear on the latest adopted tax roll of the county as owning property in the vicinity of the area that is the subject of the hearing. The zoning administrator shall determine the number and location of posted notices or the area within which property owners are to be notified by mail. Failure to post or mail notices shall not invalidate the proceedings.~~
~~(Prior code § 2-5.08)~~

A. **Public Hearing.** When projects under Title 18 of this Municipal Code require a noticed public hearing before a decision on a permit, or for another matter, the public shall be provided notice of the hearing in compliance with Government Code sections 65090 - 65096, and Public Resources Code 21000 et seq., and as required by this Chapter.

B. **Content of notice.** Notice of a public hearing shall include all of the following information, as applicable.

   1. Hearing information. The date, time, and place of the hearing and the name of the review authority; a brief description of the City's general procedure concerning the conduct of hearings and decisions; and information on where an interested person can obtain additional information.

   2. Project information. The name of the applicant; the City's file number assigned to the application; a general explanation of the matter to be considered; and a general description, in text and/or by diagram, of the location of the property that is the subject of the hearing.

   3. Statement of environmental document or exemption used. If a proposed Negative Declaration, Mitigated Negative Declaration, or final Environmental Impact Report has been prepared for the project in compliance with the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines, the hearing notice shall include a statement that the review authority will also consider approval of the proposed CEQA determination.

C. **Method of notice distribution.** Notice of a public hearing required by Title 18 for a planning permit, appeal, or other matter shall be given as follows, as required by

Government Code Sections 65090 and 65091.

1. **Mailing.** Notices shall be mailed at least 10 days before the scheduled hearing. Notices relating to a proposed ordinance or amendment to the zoning ordinance that affects the permitted uses of real property shall be mailed at least 20 days before the Planning Commission hearing. Notices shall include the following:
    a. Project site owner(s) and the applicant. The owner(s) of the property being considered in the application or the owners' authorized agent, and the applicant.
    b. Local agencies. Each local agency expected to provide roads, schools, sewage, streets, water, or other essential facilities or services to the property which is the subject of the application, whose ability to provide those facilities and services may be significantly affected.
    c. Affected owners and tenants. All owners of real property, as shown on the latest adopted tax roll of the County, and tenants located within a radius of a minimum of 300 feet of the exterior boundaries of the parcel that is the subject of the hearing.
    d. Person(s) requesting notice. Any person who has filed a written request for notice with the Zoning Administrator.
    e. Other person(s). Any other person(s) whose property might, in the judgment of the Zoning Administrator, be affected by the proposed project.
    f. The Zoning Administrator shall have the authority to extend the radius specified above, at the Zoning Administrator's sole discretion.
2. **Alternative to mailing.** If the number of property owners to whom notice would be mailed in compliance with **Section 18.12.040(C)(1)** above is more than 1,000, the Zoning Administrator may choose to provide the alternative notice allowed by Government Code Section 65091(a)(4).
3. **Publication or posting**. Either one of the following, publication or posting, shall be required for all applications requiring public notice:
    a. **Publication required**. Notice shall be published at least once in a newspaper of general circulation in the City at least 10 days before the scheduled hearing. However, if a proposed ordinance or amendment to the zoning ordinance affects the permitted uses of real property, notice of the hearing before the Planning Commission shall be published 20 days before the hearing.
    b. **Posting required**. As an alternative to subsection (a) notice shall be posted at least 10 days before the scheduled hearing in at least three public places within the City, including one on the project site.

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§ 18.12.042. On-site project notification.

A. **Project types.** The following projects require on-site project notification:

1. Projects or applications subject to a public hearing with the Planning Commission or City Council.
2. Modification, expansion, or intensification of existing use on a site involving the addition of one or more dwelling units (excluding ADUs).
3. Other projects, as determined by the Zoning Administrator.

B. **Content and placement**.

1. Required content of the project notification sign includes: project name and application file number (assigned by the City), project address and/or Assessor's Parcel Number(s), developer/applicant name and contact information (phone and email), brief project description, city contact phone number; city website address; and QR code, if applicable (assigned by City).
2. When the project involves development, subdivision, or substantial modification of a site or on-site structure(s), a representative project site plan or other image approved by the City shall be provided, unless an exception is granted by the Zoning Administrator based on the nature of the project, site, or application.
3. Signs must be placed on the project site at least five feet and no more than ten feet behind the property line abutting each public street frontage. One sign shall be placed on the most prominent project site frontage, except that for large sites with multiple frontages, or for sites with frontages exceeding 500 feet, the Zoning Administrator may require additional signs to be placed.
4. Additional details regarding content and placement may be outlined in the On-Site Project Notification handout.

C. **Process.**

1. Once an application has been scheduled for hearing, the applicant shall install the on-site project notification no less than 10 calendar days prior to the scheduled public hearing.
2. Within two business days of installing the sign(s), the applicant shall complete the "Certificate of On-Site Project Notification Installation" and return it along with a photograph(s) of the installed sign(s) to the Planning Division, addressed to the attention of the Project Planner for the proposed project.
3. Signs shall remain posted until final action is taken on the project, or until the appeal period has elapsed, whichever is later, unless otherwise directed by the Zoning Administrator. Signs shall be removed from the project site by the applicant within 10 calendar days of this date.

§ 18.12.044. Mailed project notification.

A. **Project types.** The following project types require mailed project notification:

1. Single-family residential Design Review projects pursuant to 18.20.030 (A)(1).

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2. Multi-family residential Design Review projects pursuant to 18.20.030 (A)(2)(a).
3. Historic resources Design Review projects pursuant to 18.20.030 (A)(4)(a).
4. Beekeeping pursuant to **Chapter 18.103**.
5. Minor Conditional Use Permits pursuant to **18.124 Article II**.
6. Home occupations that do not meet the requirements of **Section 18.104.030**.
7. Other projects, as determined by the Zoning Administrator.

B. **Content.**

1. The name of the applicant; the City's file number assigned to the application; a general explanation of the matter to be considered; the Department, where an interested person could call or visit to obtain additional information; and project address; a statement on environmental document or exemption used in compliance with CEQA; and date of intended project determination by the Zoning Administrator.

D. **Method of notice distribution.** A project notification card shall be mailed to the following:

1. Project site owner(s) and the applicant. The owner(s) of the property being considered in the application or the owners' authorized agent, and the applicant.
2. Affected owners and tenants. All owners of real property, as shown on the latest adopted tax roll of the County, and tenants located within a radius of a minimum of 300 feet of the exterior boundaries of the parcel that is the subject of the hearing.
3. Other person(s). Any other person(s) whose property might, in the judgment of the Zoning Administrator, be affected by the proposed project.
4. The Zoning Administrator shall have the authority to extend the radius, at the Zoning Administrator's sole discretion.

C. **Process**.

1. Once an application has been deemed complete, the city staff project planner shall mail a project notification card.
2. Notices shall be mailed at least 10 calendar days before the intended project determination date.
3. Project notification recipients may request additional project information or a public hearing. For projects where a public hearing is requested, public hearings, notices, and procedures shall follow the provisions outlined in **Chapter 18.12.040**.

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Chapter 18.20 Design Review

Existing PMC Chapter 18.20 Design Review is proposed to be repealed and replaced with the text below.

§ 18.20.010 Purpose.

The purpose of this section is to: promote and enhance good design, site relationships, and other aesthetic considerations in the city; accelerate and streamline the design review process in the city with the goal that every application be successful and consistent with city standards; and promote preservation of public health, safety, and general welfare in the city.

§18.20.020 Definitions.

A. "Design review" means review of the aesthetic elements of a project including site, building, and landscape design.

B. "Housing Accountability Act project" means a project subject to the requirements of Government Code, section 65589.5.

C. "Major" under this Chapter means a large-scale change or addition with substantial impact, as determined by the Zoning Administrator.

D. "Minor" under this Chapter means a small-scale change or addition of minimal impact, as determined by the Zoning Administrator.

E. "Project" under this article means new construction, additions, or alterations to a building or site.

§ 18.20.030 Applicability.

A. **Zoning Administrator.** The Zoning Administrator is the review authority for the following projects:

1. Single-Family Residential
    a. A new residential unit and/or 50-percent demolition and rebuild of an existing unit
    b. Additions exceeding 15 feet in height as defined by **Chapter 18.84**
    c. New or major enlargement of balconies
    d. New lofts with second-story windows
    e. Major modifications to second-story windows (e.g., doubling the quantity of second-story windows where there may be privacy impacts)
    f. Major modifications to roof forms that materially alter the appearance or height of the residence (e.g., alterations to roof pitch that require five additional feet of height)
2. Multi-Family Residential
    a. A new residential unit and/or 50-percent demolition and rebuild of an existing unit
    b. Major exterior building or site modifications, or additions if they materially alter the appearance or character of the property (e.g.,

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constructing a new clubhouse) or may be incompatible with City policies, standards, and guidelines

3. Commercial
    a. Major exterior building or site modifications (e.g., full renovations of the amenities on the property that materially alter the character of the property) or modifications that may be incompatible with City policies, standards, and guidelines
    b. Additions to commercial buildings, at the discretion of the Zoning Administrator
    a. Minor additions and/or exterior building or site modifications in the Downtown Specific Plan Area, at the discretion of the Zoning Administrator
    b. Refacing or replacing existing signs with major alterations to existing signage (e.g., a new sign that doubles the amount of signage at a specific location) and not subject to a Master Sign Program
    c. All construction of new building(s) or major building addition(s) as determined by the Zoning Administrator associated with Innovation-Based Businesses, as prescribed by section 18.08.264
4. Historic Resources
    a. Additions and/or exterior modifications to historic buildings as defined by **Section 17.08.050**
5. Projects for which design review is required as a Condition of Approval

B. **Planning Commission.** The Planning Commission is the review authority for the following projects:
1. Commercial
    a. Major additions and/or major exterior building or site modifications in the Downtown Specific Plan Area
    b. Major additions to existing commercial buildings (e.g., adding a story to an existing building) and/or demolition and rebuild of an existing commercial building
    c. New structure on a vacant parcel
2. Projects for which design review is required as a Condition of Approval

§ 18.20.040 Exemptions.

The following projects are exempt from this chapter:

A. Housing Accountability Act projects (i.e., housing development projects of two or more units (exclusive of any Accessory Dwelling Units). Such projects shall be subject to the review procedures and findings for approval set forth in Sections 18.22.050 and 18.22.060 of Chapter 18.22, Housing Site Compliance.

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B. Projects on housing opportunity sites designated and/or rezoned as part of the 2023-2031 Housing Element), which are subject to Housing Site Compliance pursuant to the provisions and procedures of **Chapter 18.22.**

§ 18.20.050 Findings.

A. **Residential projects**. In granting approval for residential projects, the review authority shall approve or deny a project in accordance with the following findings:
   1. The project's approval is in the best interest of public health, safety, and general welfare.
   2. Site plan elements, including open space, orientation, and landscape, are compatible with site topography, existing and proposed structures, and neighboring buildings.
   3. Architectural considerations, including character, scale, and quality of design, have been incorporated to ensure a harmonious relationship with the existing site and adjacent buildings.
   4. The plan meets the requirements of the Municipal Code and any other applicable guidelines, policies, and standards.

B. **Commercial projects.** In granting approval for commercial projects, the review authority shall approve or deny a project in accordance with the following findings:
   1. The project's approval is in the best interest of public health, safety, and general welfare.
   2. The site design, including building placement, parking and circulation, landscape, and outdoor space, enhances the pedestrian experience, embraces natural features, promotes connections, creates visual interest, and relates to the character of the surrounding development.
   3. Architectural considerations, including character, scale, massing, and quality of design, have been incorporated to ensure the project integrates with the existing site and has a cohesive relationship with the surrounding context.
   4. Exterior lighting, signage, amenities, mechanical equipment, and other architectural features are integrated into the design of the site and building.
   5. The project, when adjacent to existing residential dwelling units, is designed to minimize impacts, including privacy, light, and glare.
   6. The plan meets the requirements of the Municipal Code and any other applicable guidelines, policies, and standards.

§ 18.20.050. Procedures and hearing authority.

A. **Application**

An applicant for a project requiring design review shall submit site plans, exterior elevations, landscape plans, photographs, diagrams, reports, and other materials as may be necessary to complete design review procedures and consideration of the proposed project. Application submittal requirements, procedures, and other details of the design review process are outlined in design review handouts.

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B. **Decision**

The review authority may:

1. Impose conditions on the granting of design review approval if the review authority finds the proposed project does not otherwise meet required Codes, City policies, or cannot otherwise make the applicable findings.

2. Require improvements, either on or off-site, that are reasonably related to the project and are in the best interests of the public health, safety, or general welfare, or that are necessary to mitigate adverse environmental effects disclosed in California Environmental Quality Act (CEQA) review and assessment.

3. Deny a project's design review approval if it cannot make all of the required findings.

C. **Noticing**

1. Certain projects require on-site project notifications in accordance with the procedures detailed in **Section 18.12.042** and/or mailed project notifications in accordance with the procedures detailed in **Chapter 18.12.044.**

2. Public hearing notices and procedures shall follow the provisions outlined in **Chapter 18.12.040**.

D. **Appeal and Review**

Decisions of the Zoning Administrator or Planning Commission may be appealed or reviewed pursuant to procedures outlined in Chapter 18.144.

§ 18.20.070. Lapse of approval.

Design review approval shall lapse and be void one year following the effective date of approval, unless prior to the expiration of one year a building permit is issued and construction is commenced and diligently pursued toward completion, or the applicant or the applicant's successor has filed a request for approval of extension pursuant to the provisions of **Section 18.12.030**.

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Chapter 18.144. Appeals

Existing PMC Chapter 18.144 Appeals is proposed to be repealed and replaced with the text below.

§ 18.144.010 Purpose.

This Chapter establishes procedures for appeals and reviews of the Zoning Administrator and Planning Commission.

§ 18.144.020 Decisions subject to appeal.

A. Zoning Administrator decisions: Any decision of the Zoning Administrator may be appealed to the Planning Commission, as applicable.

B. Planning Commission decisions: Any decision of the Planning Commission may be appealed to the City Council, as applicable.

§ 18.144.030 Filing and processing of appeals.

A. Eligibility. An appeal in compliance with this Chapter may be filed by any aggrieved person.

B. Timing and form of appeal.

1. **Timing.** An appeal request shall be filed with the Community and Economic Development Department (CEDD) within 10 days of the actual date the decision was rendered.
2. **Forms.** The appeal request shall be submitted in writing to the CEDD and shall include the following information:
    a. The written request for appeal shall include the pertinent facts and the basis for the appeal shall include, at a minimum, the specific grounds for the appeal, where there was an error or abuse of discretion by the previous review authority in the consideration and action on the matter being appealed, and/or where the decision was not supported by the evidence on the record.
    b. The appeal shall be accompanied by the Application Form and filing fee identified in the Master Fee Schedule.

C. Report, scheduling of hearing, and decision.

1. When an appeal request has been filed, CEDD Staff shall prepare a report on the matter, including all of the application materials in question, and schedule the matter for a public hearing within 50 days by the appropriate review authority, identified in **Section 18.144.020**, above.
2. Notice of the hearing shall be provided, and the hearing shall be conducted, in compliance with **Section 18.12.040**.

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3. The hearing shall be de novo, and the decision-making body may uphold, deny, condition, and/or modify any condition of the application on appeal or review.
4. Any interested party may appear and be heard by the review authority.
5. Following the final decision of the appeal or Council review request, the City shall provide notice of its final decision to the appellant, applicant (if not the appellant), and to any person who specifically requested notice of the City's final action.

§ 18.144.040 City Council review

The City Council may elect to review an action of the Planning Commission or Zoning Administrator:

A. Within 10 days following such action, if any member of the City Council advises the city Clerk in writing that such member wants a review of the action to be brought before the City Council; or
B. If its next regular meeting is within 10 days following such action, at such meeting, a majority of the City Council may vote to review such action, or an individual member of the City Council may state that such individual elects to have the Council review such action.
C. Upon any such election for review of an action, a public hearing shall be held by the Council. The hearing shall be set and notice given as prescribed in Chapter 18.12 of this title.

§ 18.144.050 Effective date of decisions

A decision of the Zoning Administrator or Planning Commission is final and effective after 5:00 p.m. on the 10th calendar day following the date the decision is rendered, when no appeal or Council review request to the decision has been filed in compliance with this Chapter.

§ 18.144.060 Judicial Review.

No person shall seek judicial review of a City decision on a planning permit or other matter in compliance with the Municipal Code until all appeals to the Commission and Council have first been exhausted in compliance with this Chapter.

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Chapter 18.08 Definitions

§ 18.08.010 City boards, commissions and officials.

B. City Officials.

11. "Zoning administrator" means the Community and Economic Development Director ~~zoning administrator of the city of Pleasanton~~, or designee.

Chapter 18.12 Administrative Provisions

§ 18.12.030 Administrative extension of approvals.

A. Prior to the lapse of any approval granted by an approving body under this title, an applicant or his or her successor may apply to the zoning administrator for an extension of the approval for one year. The zoning administrator may grant an extension subject to the provisions of this section. No more than two such extensions shall be granted. Further applications for extension shall be processed as though they were initial applications.

B. An application for extension shall be accompanied by a fee equal to the current fee for an initial application as established by the city council. An application for extension shall be granted unless the zoning administrator determines that there have been either substantial changes in the proposal or that the circumstances surrounding the initial approval have changed. Rather than take action administratively, the zoning administrator may forward any application for extension, or any aspect thereof, to the appropriate approving body as though it were an initial application. In such cases the approving body may grant the extension, modify the approval as originally granted or deny the extension in accord with the purposes and objectives of this title.

~~**C.** Within five days of the granting of any approval extension under this section, the zoning administrator shall forward notice of the action to the planning commission and the city council. The action of the zoning administrator is subject to Chapter **18.144** Appeals.~~

Chapter 18.22 Housing Site Compliance Review

§ 18.22.020 Purpose.

The Objective Design Standards and Guidelines, adopted by Resolution Nos. 23-1360 and 23-1386 (2023 ODS), as amended, are to be used to review both single-family and/or multi-family ownership and/or rental residential development projects subject to the requirements of Government Code, section 65589.5 (“Housing Accountability Act”), and projects on housing opportunity sites designated and/or rezoned as part of the 2023-2031 (6th Cycle) Housing Element ("housing opportunity sites") of the General Plan. The 2023 ODS are intended to provide direction to developers and property owners regarding development standards, site design and circulation, and architectural features, with the goal of ensuring all new housing

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opportunity site residential development is compatible with Pleasanton's existing high-quality neighborhoods.

§ 18.22.060 Procedures

B. Once an application is deemed complete, public notice shall be provided pursuant to **Section 18.12.040**, and on-site project notification shall be posted pursuant to **Section 18.12.042**. ~~surrounding property owners and residents within 1,000 feet of the project site will be mailed notice by the planning division of the proposed zoning administrator action, or of the planning commission meeting, as applicable. On-site project notification shall also be required, in conformance with the city's adopted policy, with such notification the responsibility of the applicant to install within a time frame specified by the planning division.~~

~~C. In the case of projects subject to zoning administrator compliance review, if, within seven days of mailing the above-referenced notice, the zoning administrator receives a request for hearing, the zoning administrator shall schedule an administrative hearing within the time frame established by state law. The zoning administrator's decision shall be made either administratively, if no hearing is requested, or during the administrative hearing.~~

~~D.~~ C. In the case of projects subject to planning commission compliance review, the planning commission meeting shall be scheduled within the time frame established by state law. The planning commission's decision shall be made during the meeting.

~~E.~~ D. The zoning administrator or planning commission, as specified, shall approve the project if it complies with: (1) the requirements of the 2023 ODS and any other applicable objective standards established with adopted city plans and documents which were in place when the application was received; and (2) any applicable mitigation measure(s) of any applicable environmental document(s).

§ 18.22.070 Effective Date of Decision

A. Decision shall be effective pursuant to **Section 18.144.050** ~~Within five days of the date of the zoning administrator's or planning commission's decision on a project subject to housing site compliance review, the secretary shall transmit written notice of the decision to the planning commission and/or city council, and the applicant.~~ u~~U~~nless a timely appeal or review is filed as provided in **Chapter 18.144**. ~~Section 18.22.080 of this chapter, or unless the planning commission and/or the city council elects to review the decision of the zoning administrator, the decision shall be effective on the later of the following:~~

~~1. The day following the first meeting of the city council after the city council has received notice of the decision; or~~

~~2. The day after the expiration of the appeal period.~~

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~~B. Unless a timely appeal is filed as provided in Section 18.22.080 of this chapter, the decision of the zoning administrator or planning commission shall be effective at the expiration of the appeal period.~~

18.22.080 Appeals or reviews.

Unless otherwise prohibited by state law, appeals or reviews shall~~:~~ follow procedures in **Chapter 18.144.**

~~A. Any appeal or review pursuant to actions made by the zoning administrator and/or planning commission pursuant to this chapter shall follow the timelines and administrative procedures outlined in Section 18.144.020 of this title.~~

~~B. Any party may appeal and/or any member of the city council may review any decision of the zoning administrator and/or planning commission to the city council.~~

~~C. Any party may appeal an action of the zoning administrator to the planning commission. Any appeal to the planning commission may be further appealed to the city council. Any member of the planning commission and/or city council may review an action of the zoning administrator to the planning commission or the city council, respectively. Appeals to or reviews by the planning commission or city council shall be governed by this title as if the appeal or review of the zoning administrator's action were a new application before the planning commission or city council.~~

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Chapter 18.68 PUD Planned Unit Development

~~**§ 18.68.080 Interpretation.**~~

~~B. If the planning commission, city council, applicant or any interested citizen disagrees with the community development director's determination or conditions of approval, a written appeal shall be filed with the secretary to the planning commission within 20 calendar days of said action and a public hearing shall be held. The requisite notices of the public hearing shall be given pursuant to the provisions of Chapter 18.04 of this title.~~

§ 18.68.130 Procedure.

B. A determination of the decision making body regarding a request for PUD zoning, development plan approval, or modification to a development plan pursuant to the provisions of this chapter shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed. ~~The city council, planning commission, applicant or general citizen may appeal any decision approving or disapproving a request for PUD zoning, development plan approval, or modification to a development plan pursuant to the provisions of this chapter.~~

Chapter 18.103 Beekeeping

§ 18.103.050 Notice.

Mailed project notification shall be provided in accordance with the procedures detailed in **Chapter 18.12.044.** While public hearings are not automatically required for these projects, any member of the public may request a public hearing ~~No less than seven days prior to the date on which the decision will be made on the application, the city shall give notice of the proposed beekeeping by mail to all tenants and owners shown on the last equalized assessment roll as owning real property within 100 feet of the exterior boundaries of the parcel where beekeeping is proposed.~~

Chapter 18.104 Home Occupations

§ 18.104.060 ~~Planning commission review.~~ Appeals.

~~The planning commission may review any decision made by the zoning administrator in conjunction with a home occupation. Such review may be either at the request of the planning commission, the zoning administrator, the applicant, or other aggrieved party in the form of an appeal. An appeal to the planning commission shall be as prescribed in Sections 18.144.020 and 18.144.030 of this title.~~

Decisions of the Zoning Administrator are final unless appealed to the Planning Commission under the provisions of **Chapter 18.144**.

§ 18.104.080 Suspension and revocation.

Upon violation of any applicable provision of this chapter, or, if granted subject to conditions, upon failure to comply with conditions, a home occupation permit shall be suspended automatically. The planning commission shall hold a public hearing within 40 days, and if not satisfied that the regulation, general provision, or condition is being complied with, may revoke the home occupation permit or take such action as may be necessary to ensure compliance with the regulation, general provision, or condition. ~~Within 10 days following the date of a decision of the commission revoking a home occupation permit, the secretary shall transmit to the city council written notice of the decision. The decision shall become final 15 days following the date on which the use permit was revoked or on the day following the next meeting of the council, whichever is later, unless an appeal has been taken to the council, or unless the council shall elect to review and decline to affirm the decision of the commission.~~ The decision of the Planning Commission shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed.

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Chapter 18.105 Cottage Food Operations

§ 18.105.040 Action of zoning administrator.

After submittal of the information required by Section 18.105.030 and review of the application for compliance with the standards set forth in Section 18.105.050, the zoning administrator shall approve, approve in modified form, or deny the application. The zoning administrator shall grant the permit if the proposed cottage food operation, as applied for or as modified, complies with the standards set forth in Section 18.105.050. ~~Any action of the zoning administrator may be appealed to the planning commission.~~ Decisions of the Zoning Administrator are final unless appealed to the Planning Commission under the provisions of **Chapter 18.144**.

Chapter 18.110 Personal Wireless Service

§ 18.110.020 Notice and approval process.

B. ~~All property owners within 300 feet of a property on which a personal wireless service facility is proposed shall be notified of the personal wireless service facility application by mail.~~ Mailed project notification shall be provided in accordance with the procedures detailed in **Section 18.12.044.** While public hearings are not automatically required for these projects, any member of the public may request a public hearing. Notice is not required where a facility will be concealed as described in Section 18.110.050. ~~Public hearings can be requested as provided in Section 18.20.040(B)(2) of this title.~~

§ 18.110.260 Length of approvals

E. The zoning administrator's decision to deny a renewal may be appealed as described in ~~Section~~ **Chapter 18.144**~~.050 of this title~~.

Chapter 18.116 Temporary Uses

§ 18.116.015 Temporary conditional uses in R districts –Home boutiques

D. ~~Notice of the proposed home boutique shall be sent by mail to all property owners shown on the last equalized assessment roll as owning real property within 300 feet of the exterior boundaries of the site of the proposed home boutique at least 10 days prior to the date on which the decision will be made on the use permit application.~~ Mailed project notifications shall be provided in accordance with the procedures detailed in **Section 18.12.044.**

G. ~~The planning commission may elect to review a decision of the zoning administrator as described in Section 18.144.020 of this title, or a decision of the zoning administrator may be appealed to the planning commission by the applicant or by any other person described in Section 18.144.020 of this title. An appeal shall be heard and acted upon as described in~~

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~~Sections 18.144.030 and 18.144.040 of this title.~~ Determinations of the decision-making body are final unless appealed under the provisions of **Chapter 18.144**.

§ 18.116.020 Temporary uses in C district

C. ~~The city council may elect to review a decision of the planning commission as described in Section 18.144.010 of this title, or a decision of the commission may be appealed to the city council by the applicant or by any other person as prescribed in Section 18.144.020 of this title. An appeal shall be heard and acted upon as described in Sections 18.144.030 and 18.144.040 of this title.~~ Determinations of the decision-making body are final unless appealed under the provisions of **Chapter 18.144**.

§ 18.116.050 Christmas tree sales

~~A. Procedures~~

~~1. Notice of the proposed Christmas tree sales lot shall be sent by mail to all property owners shown on the last equalized assessment roll as owning real property within 300 feet of the exterior boundaries of the site of the proposed sales lot at least 10 days prior to the date on which the decision will be made on the use permit application.~~

Chapter 18.124 Conditional Uses

§ 18.124.080 Effective date of use permit.

~~Within 10 days following the date of a decision of the planning commission on a use permit application, the secretary shall transmit written notice of the decision to the city council and to the applicant. A use permit shall become effective 15 days following the date on which the use permit was granted or on the day following the next meeting of the council, whichever is later, unless an appeal has been taken to the council, or unless the council shall elect to review the decision of the commission. A use permit shall become effective immediately after it is granted by the council.~~ The decision of the Planning Commission shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed.

~~**18.124.090 Review or appeal.**~~

~~The city council may elect to review a decision of the planning commission as prescribed in Section 18.144.010 of this title, or a decision of the commission may be appealed to the city council by the applicant or by any other person as prescribed in Section 18.144.020 of this title. An appe al shall be heard and acted upon as prescribed in Sections 18.144.030 and 18.144.040 of this title.~~

§ 18.124.130 Suspension and revocation.

Upon violation of any applicable provision of this chapter, or, if granted subject to conditions, upon failure to comply with conditions, a use permit shall be subject to suspension or revocation.

The ~~p~~Planning ~~c~~Commission shall hold a public hearing within a reasonable time to consider such suspension or revocation in accord with the procedure prescribed in Section 18.124.040, and if not satisfied that the regulation, general provision or condition is being complied with, may suspend or revoke the use permit or take such action as may be necessary to ensure compliance with the regulation, general provision or condition. ~~Within 10 days following the date of a decision of the commission suspending or revoking a use permit, the secretary shall transmit to the city council written notice of the decision. The decision shall become final 15 days following the date on which the use permit was suspended or revoked or on the day following the next meeting of the council, whichever is later, unless an appeal has been taken to the council, or unless the council shall elect to review and decline to affirm the decision of the commission, in which cases Section 18.124.090 shall apply.~~ The decision of the Planning Commission shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed.

§ 18.124.170 Temporary use permit.

Use permits for specified temporary conditional uses may be granted by the ~~z~~Zoning ~~a~~Administrator provided that the findings required by Section 18.124.070 shall be made. No public hearing shall be held unless the ~~z~~Zoning ~~a~~Administrator shall request a hearing. A permit for a temporary use shall authorize conduct of the use for a specified term as determined by the ~~z~~Zoning ~~a~~Administrator, provided that a permit for a subdivision sales office, reverse vending machines or other small recycling collection facilities, or a temporary construction yard or office may be for a period not to exceed one year. ~~A decision of the zoning administrator on a temporary conditional use shall be subject to appeal as prescribed in Section 18.144.050 relating to administrative appeal procedure.~~ The decision of the Zoning Administrator shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed.

§ 18.124.175 Temporary use permit for small recycling collection facilities.

4. ~~Any action of the zoning administrator may be appealed to the planning commission by any affected party pursuant to the requirements of Chapter 18.144 (Appeals) of this title.~~ The decision of the Zoning Administrator shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed.

§ 18.124.220 Notice.

~~No less than 10 days prior to the date on which the decision will be made on the application, the city shall give notice of the proposed minor conditional use permit to all property owners and occupants shown on the last equalized assessment roll as owning real property within 300 feet of the exterior boundaries of the property on which the minor conditional use permit is proposed. If within 10 days of mailing such notice, the zoning administrator receives a request for a hearing, the zoning administrator shall schedule an administrative hearing when practically feasible.~~ Mailed project notifications shall be provided in accordance with the procedures detailed in

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Section 18.12.044. While public hearings are not automatically required for these projects, any member of the public may request a public hearing. Either administratively, if no hearing is requested, or after conducting the administrative hearing, the ~~z~~Zoning ~~a~~Administrator shall approve, conditionally approve, or disapprove the application. ~~For a minor conditional use permit that is either appealed by the applicant or by any other person as prescribed in Section 18.144.020 of this title, or elected for review by planning commission and/or city council as identified in Section 18.124.250 of this chapter, the city shall give notice of the proposed minor conditional use permit to all property owners and occupants shown on the last equalized assessment roll as owning real property within 1,000 feet of the exterior boundaries of the property on which the minor conditional use permit is proposed.~~

§ 18.124.230 ~~Action of zoning administrator~~ Appeal and effective date.

The decision of the Zoning Administrator shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed.

~~18.124.250 Effective date of minor conditional use permit.~~

~~Within 10 days following the date of a decision of the zoning administrator on a minor conditional use permit application, the secretary shall transmit written notice of the decision to the planning commission, city council, and to the applicant. A minor conditional use permit shall become effective 15 days following the date on which the use permit was granted or on the day following the next meeting of the council, whichever is later, unless an appeal has been submitted, or unless the planning commission and/or council has elected to review the decision of the zoning administrator. A minor conditional use permit shall become effective immediately after it is granted by the council.~~

~~18.124.260 Review or appeal.~~

~~The planning commission or city council may elect to review a decision of the zoning administrator as prescribed in Section 18.144.010 of this title, or a decision of the commission may be appealed to the city council by the applicant or by any other person as prescribed in Section 18.144.020 of this title. An appeal shall be heard and acted upon as prescribed in Sections 18.144.030 and 18.144.040 of this title.~~

~~Chapter 18.128 Determination as to uses not listed~~

~~§ 18.128.010 **Purpose and initiation.**~~

~~In order to ensure that this title will permit all similar uses in each district, the zoning administrator upon receipt of a written request, shall determine whether a use not specifically listed as a permitted use or a conditional use in an A, O, C or I district shall be deemed a permitted use or a conditional use in one or more districts on the basis of similarity to uses~~

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~~specifically listed. The zoning administrator may refer a request to the planning commission, or the planning commission may seek such a determination upon its own initiative. The procedures of this chapter shall not be substituted for the amendment procedure as a means of adding new uses to the lists of permitted uses and conditional uses, but shall be followed to determine whether the characteristics of a particular use not listed are sufficiently similar to a listed use to justify a finding that the use should be deemed a permitted use or a conditional use in one or more districts.~~

~~(Prior code § 2-10.43; Ord. 2155 § 3, 2017)~~

~~§ 18.128.020 **Application.**~~

~~Application for determination that a specific use should be included as a permitted use or a conditional use in an A, O, C or I district shall be made in writing to the zoning administrator, and shall include a detailed description of the proposed use and such other information as may be required by the zoning administrator to facilitate the determination.~~

~~(Prior code § 2-10.44)~~

~~§ 18.128.030 **Investigation—Report.**~~

~~The zoning administrator shall make such investigations of the application as he or she deems necessary to compare the nature and characteristics of the proposed use with those of the uses specifically listed in this chapter. In cases where the zoning administrator refers the request to planning commission, the zoning administrator shall prepare a report thereon which shall be submitted to the planning commission to aid the commission in making its determination of the classification of the proposed use.~~

~~(Prior code § 2-10.45; Ord. 2155 § 3, 2017)~~

~~§ 18.128.040 **Determination by zoning administrator or planning commission.**~~

~~The determination of the zoning administrator or planning commission shall be rendered in writing within 60 days unless the applicant consents to an extension of the time period, and shall include findings supporting the conclusion.~~

~~(Prior code § 2-10.46; Ord. 2155 § 3, 2017)~~

~~§ 18.128.050 **Effective date of determination.**~~

~~Within 10 days following the date of a decision of the planning commission on a request for a determination as to a use not listed, the secretary shall transmit to the city council written notice of the decision. The decision shall become effective 15 days following the date on which the determination was made or on the day following the next meeting of the council, whichever is later, unless an appeal has been taken to the council, or unless the council shall elect to review the decision of the commission.~~

DRAFT

~~(Prior code § 2-10.47)~~

~~§ 18.128.060 **Appeals.**~~

~~Any appeal pursuant to this action shall follow the procedures outlined in Section 18.144 of this title.~~

~~(Prior code § 2-10.48; Ord. 2155 § 3, 2017)~~

Chapter 18.132 Variances

§ 18.132.050 **Action by zoning administrator.**

A. The zoning administrator may grant, grant in modified form, condition, or deny a request for a variance. ~~The zoning administrator must make a decision on a request on or before the 10th day following receipt of the completed application.~~ ~~The zoning administrator shall mail a notice of the action taken to the applicant, the board, adjacent property owners, or any others found by the administrator to be interested parties, on or before the fifth day following the decision. The administrator's decision shall become effective at five p.m. on the 15th day following the decision, unless an appeal to the planning commission or city council has been filed with the planning division prior to that time.~~ The decision of the Zoning Administrator shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed.

§ 18.132.060 **Public hearing.**

The zoning administrator shall hold a public hearing on a variance application in accordance to the provisions outlined in **Section 18.12.040**. If the zoning administrator refers a variance application to the planning commission, then the planning commission shall hold a public hearing on an application. The hearing shall be set and notice given as prescribed in Section **18.12.040** of this title. At a public hearing, the zoning administrator or planning commission shall review the application, statements and drawings submitted therewith and shall receive pertinent evidence concerning the variance, particularly with respect to the findings prescribed in Sections **18.132.090** through **18.132.110** of this chapter.

§ 18.132.120 Effective date of variance decision.

~~A. Within 10 days following the date of a decision of the zoning administrator on a variance application, the secretary shall transmit written notice of the decision to the city council, the planning commission and to the applicant. A variance shall become effective 15 days following the date on which the variance was granted or on the day following the next meeting of the council, whichever is later, unless the action of the zoning administrator has been appealed to the planning commission, or unless the planning commission or the city council elects to review the decision of the zoning administrator. A variance shall become effective immediately after it is granted by the council.~~ The determination of the decision-making body shall be effective pursuant to the procedures outlined in **Chapter 18.144** unless otherwise appealed.

DRAFT

~~B. Within 10 days following the date of a decision of the planning commission on a variance application, the secretary shall transmit written notice to the city council and the applicant. A variance shall become effective 15 days following the date on which the variance was granted or on the date following the next meeting of the council, whichever is later, unless an action of the planning commission has been appealed to the city council, or the council elects to review the decision of the planning commission. A variance shall become effective immediately after it is granted by the council.~~

§ 18.132.130 ~~Review or a~~Appeal.

~~A. The planning commission may elect to review a decision of the zoning administrator as prescribed by this section, or a decision of the zoning administrator may be appealed to the planning commission by the applicant or by any other person as prescribed in Section 18.144.020.~~

~~B. The city council may elect to review a decision of the zoning administrator or the planning commission as prescribed in Section 18.144.010 of this title, or a decision of the planning commission may be appealed to the city council by the applicant or by any other person as prescribed in Section 18.144.020.~~

~~C.~~ An appeal shall be heard and acted upon as prescribed in **Sections 18.144**~~.030 and 18.144.040~~.

DRAFT

Exhibit B
Application Processing Data

Application Data

Table 1 and Figure 1, below, provide a breakdown of Administrative Design Review (ADR) applications processed annually, based on ten years of data. Staff processes an average of 110 ADRs per year.

Table 1. ADR Application Types

Project Type	Annual Applications	Percentage of Applications
Single-Story Addition	53	48-percent
Detached Structures (e.g., sheds, pool houses, shade structures)	26	24-percent
Two-Story Additions	24	22-percent
Other (e.g., fences, second-story windows, roof form)	7	6-percent

Figure 1. ADR Application Types

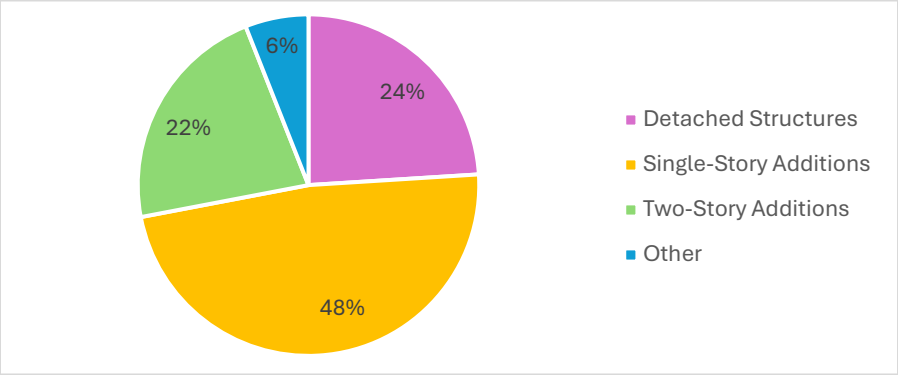

Table 2 and Figure 2, below, provide a breakdown of Design Review applications processed annually, based on five years of data. Staff processes an average of 42 DR applications per year.

Table 2. DR Application Types

Project Type	Annual Applications	Percentage of Applications
New Single-Family/Multi-Family	5	13-percent
Signs	11	25-percent
Commercial & Multi-Family Exterior Remodel/Additions	26	62-percent

Figure 2 – DR Application Types

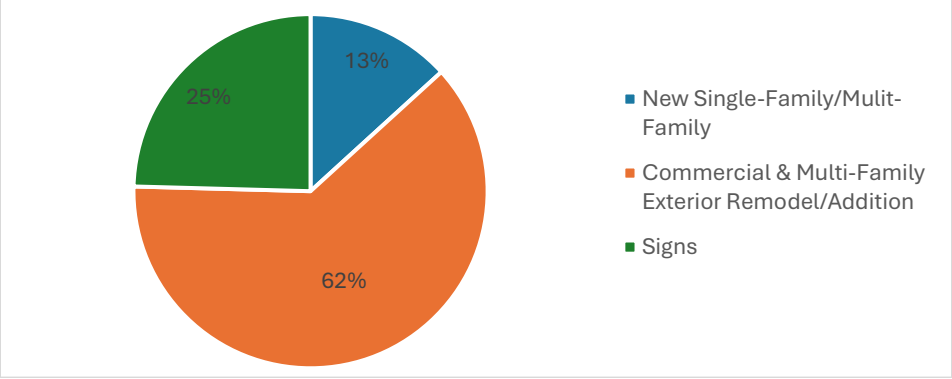

Exhibit C
City Council Resolution No. 91-132

CITY COUNCIL OF THE CITY OF PLEASANTON

ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. 91-132

RESOLUTION ESTABLISHING PUBLIC HEARING NOTIFICATION PROCEDURES RELATING TO LAND USE AND OTHER PLANNING MATTERS

WHEREAS, state law prescribes the minimum requirements for public notice of planning matters and allows a city to give additional notice as the city deems necessary or desirable (Government Code §§65090, 65091); and

WHEREAS, the City of Pleasanton Municipal Code also contains minimum requirements for public notice of planning matters; and

WHEREAS, the City wishes to adopt some notice requirements which are more extensive than those required by state law and by the Municipal Code; and

WHEREAS, the City wishes to: 1) ensure that its citizens have reasonable notice of public hearings on planning and land use matters which affect them; and 2) achieve as much consistency as possible in the method of giving notice.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON RESOLVES AS FOLLOWS:

Section 1: The "Requirements for Public Notice of Public Hearings", dated July, 1991 and attached as Exhibit "A" is adopted.

Section 2: This resolution shall become effective immediately upon its passage and adoption.

I HEREBY CERTIFY THAT THE FOREGOING WAS DULY AND REGULARLY ADOPTED BY THE CITY COUNCIL OF THE CITY OF PLEASANTON, AT A MEETING HELD ON AUGUST 6, 1991 BY THE FOLLOWING VOTE:

AYES: Councilmembers - Mohr, Scribner, and Mayor Mercer
NOES: None
ABSENT: Councilmembers - Butler and Tarver
ABSTAIN: None

ATTEST:
Peggy L. Ezidro
Peggy L. Ezidro, City Clerk

APPROVED AS TO FORM:
Michael H. Roush
Michael H. Roush, City Attorney

Exhibit C
City Council Resolution No. 91-132

EXHIBIT A

REQUIREMENTS FOR PUBLIC NOTICE OF PUBLIC HEARINGS

Planning and Land Use Matters
City of Pleasanton
August, 1991

In addition to other applicable State and City notification requirements, whenever a public hearing is scheduled for a planning or land use matter listed below, public notice of the hearing shall be given in the manner described below.

A. Planning and Land Use Matters.

This policy applies to hearings requiring notice for initial project action, modification, revocation, reconsideration, and appeal for the following planning and land use matters.

- General Plan Amendment
- Specific Plan
- Rezoning
- Tentative Subdivision Map (or other public hearing required by Subdivision Map Act)
- Land Use permit
- Variance
- Design Review
- Minor Improvement Projects

B. Time for Notice.

Whenever formal public hearing notification is required, it shall be given (mailed, delivered, published or posted) at least 10 days before the scheduled public hearing. Informal newspaper notice of public hearing agenda items shall be published at least 3 days before the scheduled public hearing.

C. Contents of Notice.

The notice of a public hearing shall include the date, time and place of the hearing, the identity of the hearing officer or body, a general explanation of the matter to be considered, and a general description of the location of the real property, if any, that is the subject of the hearing. Notice shall be written in laymans terms for easy understanding. Written notice shall be provided in a form prescribed by the Planning Director, such as a letter or post card, depending upon the nature of the project. Post card notice shall include the statement "Important Legal Notice" in bold print and in a dominant location.

D. Continued Hearings.

A public hearing may be continued from time to time. Formal written notice is not required to be given for a continued public hearing as long as the specific date, time and place is announced at a prior hearing.

E. Written Notice Mailing.

Mailing of written notice for all referenced categories of projects, except for administrative review of minor improvement projects, shall be mailed or delivered to all owners of property, single-family dwelling rental occupants when discernible property is not owner-occupied, homeowners associations and apartment complex managers within the radius distance from the project site specified in Sub-Section F. In addition, the Planning Director shall expand the area of notification to include other parcels or neighborhoods which are known to be affected by the project. Written notice shall further be provided to the project applicant and/or authorized agent, affected local agencies requesting notice, and to any person or entity who has filed a written request for notice with the City Clerk and has paid the fee for the cost of such service.

F. Required Notification.

Consistent with applicable State notification statutes and City Municipal Code standards, it is the policy of the City to provide public notice as provided below.

1. General Plan Amendment, Specific Plan, Rezoning, and Tentative Subdivision Map:

   a. Written notice to all properties located within a 1000 feet radius of the project site as detailed in Sub-Section E.

   b. Legal 10-day notice published in a local newspaper of general circulation.

c. Informal 3-day agenda notice published in a local newspaper of general circulation.

2. Land Use Permit and Variance Request to Planning Commission:

a. Written notice to all properties located within a 1000 feet radius of the project site as detailed in Sub-Section E.

b. Legal 10-day notice published in a local newspaper of general circulation.

c. Informal 3-day notice published in a local newspaper of general circulation.

3. Administrative Variance and Design Review.

Written notice to all properties located within a 300 feet radius of the project site as detailed in Sub-Section E.

4. Administrative Review of Minor Improvements (accessory structures and additions to single-family homes exceeding 10 feet in height, fences and walls exceeding 6 feet in height, and signs for small collection facilities): Written notice to neighboring property owners.

G. Failure to Receive Notice.

The failure of any person or entity to receive notice shall not constitute grounds for any court to invalidate the action for which the notice was given.

H. Fees.

Fees may be collected from the applicant for expenses incurred in giving notice.

WR.sm(require)

Exhibit D
Recommended Design Review Authority

	Zoning Administrator	Planning Commission
Residential	**Single-Family** • New residential unit and/or 50-percent demolition and rebuild of an existing unit • Additions exceeding 15 feet in height as defined by **Chapter 18.84** • New or major enlargement of balconies • New lofts with second-story windows • Major modifications to second-story windows (e.g., doubling the quantity of second-story windows where there may be privacy impacts) • Major modifications to roof forms that materially alter the appearance or height of the residence (e.g., alterations to roof pitch that require five additional feet of height) **Multi-Family** • New residential unit and/or 50-percent demolition and rebuild of an existing unit • Major exterior building or site modifications, or additions if they materially alter the appearance or character of the property (e.g., constructing a new clubhouse) or may be incompatible with City policies, standards, and guidelines	
Commercial	• Major exterior building or site modifications (e.g., full renovations of the amenities on the property that materially alter the character of the property) or modifications that may be incompatible with City policies, standards, and guidelines • Additions to commercial buildings, at the discretion of the Zoning Administrator • Additions and/or exterior building or site modifications in the Downtown Specific Plan Area, at the discretion of the Zoning Administrator • Refacing or replacing existing signs with major alterations to existing	• Major additions and/or major exterior building or site modifications in the Downtown Specific Plan Area • Major additions to other existing commercial buildings (e.g., adding a story on an existing building) and/or demolition and rebuild of an existing commercial building • New structure on a vacant parcel

Exhibit D
Recommended Design Review Authority

	Zoning Administrator	Planning Commission
	signage (e.g., a new sign that doubles the amount of signage at a specific location) and not subject to a Master Sign Program • All construction of new building(s) or major building addition(s) as determined by the Zoning Administrator associated with Innovation-Based Businesses, as prescribed by section 18.08.264	
Other	• Additions and/or exterior modifications to historic buildings as defined by **Section 17.08.050** • Projects for which design review is a required Condition of Approval	• Appeals of decisions made by the Zoning Administrator • Projects for which design review is a required Condition of Approval

Planning Commission Agenda Report

October 22, 2025
Item 8

SUBJECT: BART Concept Plan

APPLICANT: City of Pleasanton

PROPERTY OWNER: San Francisco Bay Area Rapid Transit (BART) District

PURPOSE: Receive a report and provide feedback regarding the site re-use options as part of the BART Concept Plan project, for the properties located at the Dublin/Pleasanton BART Station

LOCATION: 5835 and 5859 Owens Drive

GENERAL PLAN: Mixed Use, Business Park

ZONING: Planned Unit Development— Mixed Use (PUD- MU)/Housing Opportunity Zone (HOZ) Districts

EXHIBITS:
A. Site Re-Use Options Memorandum, dated October 9, 2025
B. Existing Physical Site Conditions, Opportunities, and Constraints Evaluation
C. Pleasanton Transit-Oriented Development at Dublin/Pleasanton BART Station – Goals and Objectives
D. Public Comments

STAFF RECOMMENDATION

Staff recommends the Planning Commission receive this report and provide feedback regarding the site re-use options as part of the BART Concept Plan project, for the properties located at the Dublin/Pleasanton BART Station (5835 and 5859 Owens Drive).

EXECUTIVE SUMMARY

The 6th Cycle Housing Element, adopted by the City Council and certified by the State, identifies the east Dublin/Pleasanton BART Station as a future location for high-density housing, and includes a program to prepare a concept plan for the station, intended to further redevelopment of the site while addressing parking for new uses and existing commuters. The Metropolitan Transportation Commission (MTC) awarded the City grant funding to support development of a concept plan with support of a consultant team, with work underway since April 2025. This report is to provide site re-use options to the Planning Commission for its feedback, in advance of review by the City Council. Feedback received from the public at a

community meeting held on September 17, 2025, is also summarized in this report for the Commission's consideration. The options represent a range of development scenarios that could be incorporated into future development of the subject site and, therefore, the Planning Commission is being asked to comment generally on these options (i.e., not select a preferred option).

BACKGROUND

Implementation of the Housing Element

The City Council re-adopted the Housing Element at its September 19, 2023, meeting, following the California Department of Housing & Community Development's (HCD) certification in August 2023. Program 1.3 of the Housing Element identifies the preparation of a Concept Plan for the BART site to plan for housing in accordance with the densities assigned in the Housing Element and in accordance with state law, but also to plan for potential complementary non-residential uses and to evaluate vehicular parking demand of the on-site uses in addition to BART rider parking. The program calls for this work to be started in 2024 and completed by December 2026, with the objective of facilitating redevelopment and housing on the site to occur within the timeframe of the 2023-31 (6th Cycle) Housing Element. Staff has initiated the Concept Plan with a professional services team, with the contract administered and funded through a grant awarded as part of MTC-ABAG's Priority Sites Program.

Site Zoning, Regional Policy, and State Law

The 6th Cycle Housing Element identifies the BART site for residential development, as did the 4th and 5th Cycle Housing Elements. Since adoption of the most recent Housing Element, the site has been rezoned to the Housing Opportunity Zone (HOZ) and therefore, the BART site is both assumed and designated to allow for housing at densities identified in the Housing Element (i.e., 75 dwelling units per acre, minimum of 555 units). Additionally, since the 4th and 5th Housing Element cycles, state law changes including adoption of AB 2923, the Transit-Oriented Communities (TOC) Policy adopted by MTC-ABAG, and other site conditions, there has been a particularly significant decrease in BART rider parking demand post-pandemic as travel patterns have changed.

For example, although the Housing Element may have assumed 555 units for the site, the *minimum* allowable density of 75 dwelling units per acre prescribed by AB 2923 and the TOC Policy yields 1,118 units on approximately 14.9 gross acres. AB 2923 also requires the City to allow a *minimum* of five stories and limit parking to a *maximum* of one space per residential unit (whereas the City's municipal code requires parking based on number of bedrooms). Further, SB 79 (just signed into law) takes effect July 1, 2026, and will require that nine stories be allowed on sites at BART stations. In addition to these statutory requirements, the site would also need to comply with the standards and design parameters in the Hacienda Design Guidelines and City's adopted Objective Design Standards.

Scope of Work

The project scope of work was previously discussed in a report provided to the Planning Commission for its August 27, 2025, meeting. In general, the scope includes:

- Project initiation – introductory meetings with the consultant team and key stakeholders, evaluation of existing conditions, and input by the community/Planning Commission/City

Council. A Memorandum of Understanding (MOU) with BART to memorialize the collaborative and cooperative relationship of the project was also part of this stage and was approved by City Council on July 15, 2025.

- Market analysis – an analysis to evaluate potential future scenarios of non-residential uses.

- Station Access and Parking Management – evaluation of station access and parking demand to understand the need for and opportunities to accommodate BART rider parking on the site and alternative parking strategies, as well as to accommodate multimodal circulation. A preliminary review has been completed, but a more in-depth, focused review and evaluation is anticipated to occur with a second set of project grants the City has been awarded from MTC-ABAG, specific to both station access and parking management.

- Re-use Options – draft re-use scenarios for the site identify conceptual blocks, circulation framework, open space areas, BART station access, vehicular and bicycle parking, and potential multi-modal transportation improvements. These scenarios are before the Planning Commission for review at this meeting for feedback.

- Concept Plan and Implementation Strategies – a concept plan would establish a comprehensive vision for the site that includes housing but potentially other uses, along with implementation measures. Collectively, these would facilitate the ultimate goal that BART could solicit a Request for Proposals (RFP) to develop the site within the 6th Cycle Housing Element timeframe. Adjustments to related documents (e.g., Objective Design Standards, municipal code, Hacienda Design Guidelines, etc.) would be incorporated.

- Second MOU – a second MOU with BART outlining procedural steps needed to advance an RFQ to develop the site would be established for review and approval by BART and the City.

Overview of BART Site and Existing Conditions

The BART site currently consists of two parcels totaling approximately 14.9 gross acres and is located between Owens Drive and the Interstate 580 freeway. The Iron Horse Trail bisects the site and helps to divide it into areas distinguished between Reserved and Daily Fee vehicular parking[1]. A bus access road runs along the eastern and partially along the northern property boundaries and continues to the Dublin side of the station; bus service and bus stops are located along this road. A small plaza area and vacant retail kiosks are located near the entrance to the BART station. In addition to transit service provided by the Livermore Amador Valley Transit Authority (LAVTA), the Iron Horse Trail facilitates bicycle and pedestrian access to the station and the site. Additional pedestrian access is available from Owens Drive and Willow Road.

[1] Noteworthy to mention is the new crossing over Dublin Boulevard, in Dublin, provides improved bicycle and pedestrian connection to the subject BART Station.

As mentioned, vehicular parking is divided into Reserved and Daily Fee parking and is available on both the Pleasanton and Dublin sides of the station. Table 1 summarizes the station's existing vehicular capacities between the two sides of the station. Data from a BART parking occupancy survey completed in autumn 2024 is included in the table to identify the parking occupancy rate.

Table 1: Existing Vehicular Parking Spaces in Pleasanton and Dublin

	Pleasanton	Dublin
BART parking spaces	1,352 spaces (about 51% occupied)	1,521 spaces in parking garage 189 surface parking spaces SUBTOTAL: 1,710 spaces total (about 58% occupied)
Other parking spaces	-	507 spaces in Alameda County parking garage
TOTAL	1,352 spaces	2,217 spaces

Planned Capital Improvements to Site and Proximate to the Site

Planned capital improvements to the site and adjacent to the site include those to the Iron Horse Trail and the proposed construction of the Valley Link Rail Station. These improvements are not contingent on the site's redevelopment as outlined in the scenarios (i.e., they are planned independent of the redevelopment of the site).

Starting in early 2026, BART will improve the Iron Horse Trail with a two-way bicycle track that would be separated from vehicle traffic and from the pedestrian sidewalk, pedestrian-scale lighting, improved lighting under the freeway and elevated BART structures, additional secure bicycle parking, wayfinding and signage, landscaping and storm water management features, safety and security features, a small park/plaza/gateway treatment at the transition to the Iron Horse Trail to the north, and public art. To facilitate and encourage bicycle access to the station, the bike lanes along Owens Drive will be striped to allow bicyclists to cross the street more efficiently at the existing signalized intersection.

Construction of the Valley Link Rail line would provide a rail connection between the subject BART station (and therefore the Tri-Valley and greater Bay Area) and the San Joaquin Valley. A new aerial station platform would be constructed, along with pedestrian access including stairs, elevators and escalators. At this time, the timeframe for construction of the Valley Link station is to commence in 2028.

Exhibit B to this report provides additional detail regarding the site's existing conditions, planned improvements, and constraints.

PROCESS TO DATE

As mentioned in this report, the City's Housing Element identifies the site for housing and, as part of an implementation program, calls for the preparation of a concept plan to facilitate the future construction of housing on the subject site. To date, the project team has initiated this

process and conducted preliminary analysis in the form of an evaluation of civil engineering constraints, a market assessment to understand the potential for complementary non-residential uses, as well as an assessment of other opportunities and constraints as described above. The project team has drafted goals and objectives that would be incorporated into the final concept plan (goals and objectives are discussed further below). Additionally, due to the collaborative nature of the project, BART, as the property owner, and the City have signed an MOU to formalize the cooperation between the two agencies for this effort.

As the Planning Commission is aware, an informational report was provided for its August 27 meeting, similar to that provided to the City Council for its July 15 meeting. The most recent public meeting on this project was the Community Meeting held on September 17, from which feedback is summarized below. And at this meeting, the Planning Commission is requested to provide feedback on the re-use scenarios for the site.

Community Meeting: The City, in collaboration with the project team, hosted a virtual Community Meeting on September 17, 2025, to provide the general public with an introduction to the project and solicit feedback on the site-reuse options. While attendance at the meeting was low despite outreach, the project team anticipates that interest in the project will increase as more materials are drafted, circulated, and discussed in public settings such as this Planning Commission meeting. Feedback received from attendees of the meeting includes the following:

- Uses and Buildings
    - New development should fit into the feel of Pleasanton and complement the long-term vision for Hacienda.
    - Noise abatement is necessary for any new buildings and residential units in particular, since BART trains and the adjacent freeway are noisy.
    - Placemaking and a destination draw for the community, such as retail or dining, would be essential to make this site a place to draw a critical mass of visitors.
- BART Use and Station Access
    - Developing BART parking lots makes sense since they are sitting partly empty.
    - Before the COVID-19 pandemic, BART parking would often be fully occupied. A resident expressed concern about whether parking demand will increase again if there is a change to remote work.
    - BART riders prefer to drive to the station because bus service to the station is infrequent and not timed well to sync with train departures and arrivals, making public transit a less convenient option over driving.
    - While biking to the BART station is a viable alternative and great way to get to the station, there should be more secure bicycle parking at the station or potential for bike sharing.

Public comment received after the Community Meeting but in advance of this Planning Commission meeting is included as Exhibit D to this report. The commentators indicate that vehicular parking for BART riders should not be reduced since, in their observation, demand for parking lot spaces has increased recently compared to just after the COVID-19 pandemic.

And, a commenter observed that prior to the pandemic, the parking lots filled up quickly – resulting in BART riders having to park far from the station.

CONCEPTUAL DEVELOPMENT SCENARIOS

Key Planning Considerations: There are several background conditions and planning considerations for the site. They include:

- Site planning and configuration that takes into account the property's ongoing functioning as a BART station (i.e., station access), existing infrastructure and easements, such as the Iron Horse trail alignments, utilities, and BART service equipment
- Transit stops and multi-modal circulation through the station
- Parking demand for both on-site development and BART rider parking
- Parking supply factoring in off-site parking capacity in the vicinity (including the Alameda County parking garage)
- Complementary uses to the allowable housing
- Integration of other site improvements, particularly the anticipated Valley Link station
- Minimum zoning requirements of state law and regional policy requirements
- Mitigation of noise and freeway-related impacts
- Connectivity to the broader area and adjacent properties, and potential future development of the adjacent vacant Oracle property
- Building design requirements for proposed development
- Input and comments from key stakeholders.

Policy Goals and Objectives for Transit-Oriented Development

BART has established policy goals for TOD around its stations, covering the following topic areas: Complete Communities, Sustainable Communities Strategy, Ridership, Value Creation and Value Capture, Transportation Choice, and Affordability. The Concept Plan would incorporate these goals, tailored to the subject station and project site, specifically in the areas of vitality in the area with a variety of supportive uses, addressing housing both affordable and market-rate housing needs, and increase the share of BART patrons who use alternatives to driving to get to the station (e.g., walk, bike, take transit). A draft of the goals and objectives (named *Pleasanton Transit-Oriented Development at Dublin/Pleasanton BART Station – Goals and Objectives*) is included as Exhibit C to this report.

Site Re-use Scenarios

The draft re-use options are included in detail as Exhibit A to this report. The following is a summary of the scenarios:

- Development Scenarios: The site is approximately 14.9 gross acres (approximately 11.34 net acres) and could be developed as three to four parcels (compared to the two existing parcels).

  In the four-parcel scenario, each parcel would be between approximately 2.4 to 4.3 acres, with buildings five to seven stories high and housing between 870 and 1,088

units (for a density range of 58-77 dwelling units per gross acre; parking would be 0.82 to one space per unit).

In the three-parcel scenario, the larger parcel on the eastern side of the site would be approximately 8 acres with a five-story building (the western two parcels similar in size to the first scenario). This second scenario includes a range of 818 to 1,023 housing units, for a density range of about 75 dwelling units per gross acre (parking would be 0.82 to one space per unit). An alternative to this three-parcel scenario would be that the larger, eastern parcel have an eight-story tall building, for a range of 1,047 to 1,309 housing units (for a density range of 75-92 dwelling units per gross acre and 0.78 to 0.97 parking spaces per unit).

The Site Re-use Options Memorandum included as Exhibit A to this report provides additional details on scenarios, including test-fitting options that evaluate suitable building types for each of the sites (e.g., a wrap building, courtyard building, or podium building).

- Circulation Options: Two circulation approaches, a turnaround (cul-de-sac) option and a loop option, are considered for the western portion of the site, between Site 1 and Site 2. The cul-de-sac option provides one entry and exit point and reduces potential conflicts between vehicular traffic and pedestrians/cyclists. It also allows for more space along the Iron Horse Trail for sidewalks and landscaping. However, it has a smaller drop-off area and no commercial loading for businesses adjacent to the plaza. The loop option does have an on-site drop-off area and loading space for commercial and customer loading, but results in more paved area on the site (thereby reducing developable area), and a second driveway near the Iron Horse Trail could result in conflicts between motor vehicles and other modes of transit.

- Owens Drive Bicycle Lane Configurations: An off-street (bicycle lane between the sidewalk and drop-off areas, adjacent to building frontages) or on-street bicycle lane (located between vehicular traffic lanes and passenger drop-off zones) along Owens Drive is considered. While the on-street bicycle lane would provide separation between those who are biking and pedestrians on the sidewalk, it would not provide separation between the bicycle lane and through traffic on Owens Drive. In contrast, an off-street bicycle lane would provide a separate space for bicyclists and fewer opportunities for conflicts with vehicular traffic, but the space would be shared between pedestrians and cyclists.

- Plaza: A new plaza that runs parallel to the Iron Horse Trail would provide landscaping and open space for seating and gathering. The plaza is situated over easements that are not buildable due to utility lines that run through this area. Active uses would be ideally located in close proximity to plaza to help increase pedestrian presence and encourage vitality.

- BART Rider Parking: As noted in this report, approximately 51 percent of the 1,352 vehicular parking spaces on the Pleasanton side of the station are occupied on a

regular basis. Of the occupied spaces, about 250 spaces are taken by Pleasanton residents (approximately 18.5 percent of the total parking spaces). The Dublin side of the station also provides opportunities for vehicular parking, between dedicated BART surface and garage spaces, and additional spaces in a recently constructed Alameda County parking garage. Given the densities for residential development and space on the site necessary to accommodate parking for the housing units and any non-residential uses, BART rider parking will be reduced from the existing 1,352 surface spaces. BART policy is also to encourage and prioritize non-vehicular modes of travel, such as pedestrian, bicycle, transit/shuttle, paratransit, and rider pick-up and drop-off. Further evaluation and strategies to offset lost BART rider parking at the station are expected to be forthcoming as part of a focused analysis on parking management and station area access.

- Non-residential Uses: The site would principally consist of residential development, but the project team felt it desirable to also evaluate the range of potential non-residential uses that could be located on the site. Active uses, especially located adjacent to the plaza, would help to activate the area and contribute to overall vitality and ambiance of the station. The market assessment and analysis indicate that these active uses could include local-serving retail or personal services. Other potential uses that are not currently found in north Pleasanton include educational facilities, community spaces or a public facility such as a self-serve library or flexible space. While generally not considered an active use, a medical office could also be considered. Future planning and phasing of the project could yield that the non-residential uses be constructed later in the market cycle when support for other uses, such as hotel, is possible.

WORK SESSION

Staff requests input and feedback from the Planning Commission regarding these site development options. While the options are preliminary at this stage, feedback from the Commission (and City Council) would be incorporated into a Concept Plan document to provide guidance for the site's development and facilitate BART issuing an RFP to develop it.

Discussion Question 1:	Does the Planning Commission have any comments regarding the range of development represented in the site development scenarios (e.g., building height, maximum units)?
Discussion Question 2:	Does the Planning Commission have any feedback on any of the other topics included in this report (e.g., plaza, non-residential uses, etc.)?
Discussion Question 3:	Does the Planning Commission have any other feedback that it would like incorporated into the Concept Plan?

SCHEDULE AND NEXT STEPS

The Concept Plan is intended to be completed by Spring of 2026, such that the site re-use options have been vetted by the community and adopted by City Council, and a second MOU with BART is in place and ready for future advancement to facilitate development of the site. At

such time a developer is ready to commence development, the City and BART would continue to coordinate, and additional analysis (e.g., further CEQA, if needed) would be completed. As a separate but related effort, the City will, in the near term, advance the analysis of parking management and station access planning for the half-mile radius around the BART station to complement the planning for the subject site, with grant funding. The project team anticipates coordinating on this second effort to dovetail it with the Concept Plan for the BART site.

PUBLIC NOTICE

An email notification was sent to both interested parties and stakeholders regarding this meeting and the future City Council meeting. Staff has also offered stakeholders the opportunity to meet regarding specific comments, questions, or concerns. A notice regarding this meeting was published in the Valley Times in accordance with noticing requirements. Public comments received prior to the publication of this agenda report have been included as Exhibit D to this report.

SUMMARY/CONCLUSION

Staff is requesting that the Planning Commission receive this report and provide feedback regarding the site re-use options as part of the BART Concept Plan project, with the objective of incorporating this feedback into a Concept Plan for review and approval by City Council.

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Reviewed/Approved By:
Ellen Clark, Director of Community and Economic Development

EXHIBIT A

Pleasanton BART Station Concept Plan

Site Re-Use Options Memorandum

FINAL MEMO
10/09/2025

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1. Objective and Document Structure

The draft Site Reuse Option Memorandum presents multiple options for reuse of the Pleasanton BART site by identifying conceptual blocks (or development sites), a circulation framework, open spaces, BART station access, and vehicle and bicycle parking.

These options also define a generalized development program, primarily focused on residential development (with the potential for affordable housing), but also including complementary non-residential uses, informed by BART and City requirements and by the market study. This memo also addresses development types and densities and overall holding capacity to be anticipated for future development.

This memorandum is prepared for City and BART leadership, as well as for the public.

Three main concerns were identified during the concept design process:

- Site Circulation
- Development Capacity
- BART Rider Parking Location

Additionally, the following salient issues are also addressed here:

- Building Types
- Non-residential uses

2. Site Circulation

The preliminary design concepts explore two key distinctions in site circulation:

a. A turnaround layout versus a loop layout for vehicle access on the west side of the BART station, and
b. Off-street versus on-street configurations for the existing bicycle lane on Owens Drive along the BART station frontage, which also connects to the Iron Horse trail that goes through the station.

Each option reflects different approaches to internal circulation, mode separation, and interaction with future development sites. The selection of the vehicular circulation layout and the bicycle lane configuration are independent of each other and can be combined depending on the overall site design. However, the preferences of BART and/or City staff indicated during the concept design process are noted in the sections below.

Figure 2-1: The four proposed development sites.

a. Vehicle Access to Station: Alternatives

The existing passenger loading area on the Pleasanton side of the BART station provides about 350 feet of curbside loading space with the first 150 feet designated for taxis and the remainder designated as passenger drop-off zone, including 40 feet of accessible curb space nearest to the station entrance. A reduction in BART rider parking in the future may lead to an increased requirement for the curb length dedicated to passenger loading. This analysis will be part of a future study.

Two configurations for vehicular access to accommodate passenger loading within the station are under consideration, which are described below. In accordance with BART policy and priority, both options prioritize accessible drop-offs (with clear signage) close to the station entry for convenient access. The Americans with Disabilities (ADA) standards require at least one accessible passenger loading zone to be provided for every continuous 100 linear feet of passenger loading zone (or fraction thereof). Both configurations would also accommodate curbside drop-off areas on Owens Drive along the BART station frontage on one or both sides of the Iron Horse trail. The corresponding curb length is indicated in each option below.

Along with right-sized passenger loading, the new street frontage would also incorporate residential loading, rideshare pick-up/drop-off areas, and commercial loading (such as those for delivery vehicles) as required by City of Pleasanton standards. Any remaining curb space may become short-term street parking.

Both options also maintain the existing circulation on the north and eastern portions of the site, with potential reduction in lanes in the east access street if all modal circulation needs are met. This circulation will continue to be used by buses and service vehicles. It is necessary to maintain this circulation as it provides the necessary connection to the Dublin side of the BART station, as well as providing maintenance access to the Hewlett Canal running north of the project site and BART's Traction Power Sub Station. Garage access for residential parking of the new developments on Sites 3 and 4 may be provided at the rear of these sites from this road.

In both options, a continuous sidewalk along Owens Drive provides pedestrian access to the site. A central plaza and pathways around each building provide pedestrian connection through the site. The plaza also leads towards the entry to the BART station.

Please note that while graphics below show the turnaround with the 4-parcel configuration and the loop with a 3-parcel configuration, either vehicle access alternative can work with either parcel configuration. The key difference is that the loop option reduces the developable area of Site 2.

i. <u>Access Option A-1: Turnaround</u>

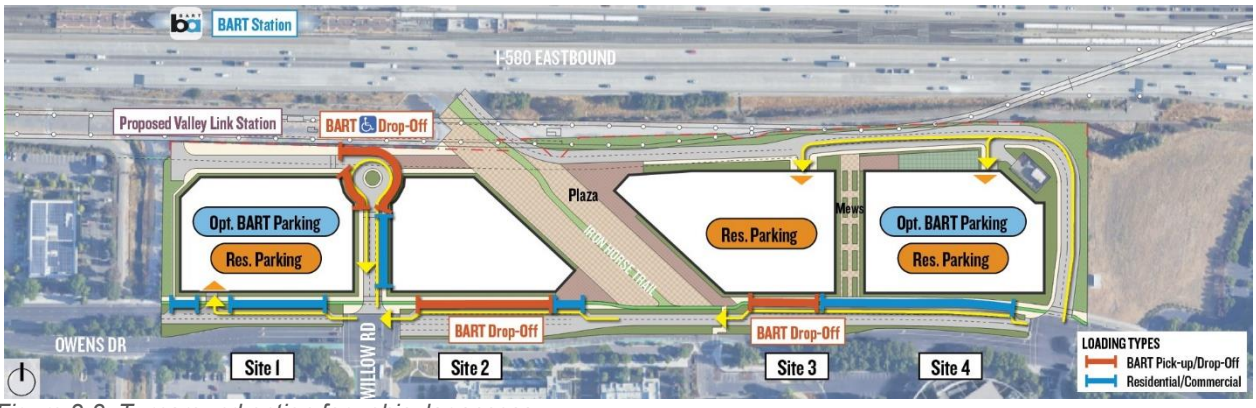


Figure 2-2: Turnaround option for vehicular access.

The Turnaround option provides all internal BART rider pick-up and drop-off (also known as passenger loading) via a single entry/exit point and turning area (similar to a "cul-de-sac"). This offers a more compact footprint and consolidates drop-off activity near the station entrance along the extension of Willow Road between Sites 1 and 2. One pedestrian crossing will be needed along the Owens Drive frontage at the Willow Road intersection.

The Turnaround configuration provides up to 300 feet of curb length for passenger pick-up and drop-off within the station. With a width of 26 feet, the roadway at the turnaround can accommodate the required 13-foot-wide accessible passenger loading area on the right side of the roadway while providing one lane for circulation. This accessible passenger loading area includes a 5-foot-wide minimum access aisle and 8-foot-wide minimum vehicle pull-up space. The Turnaround configuration could provide a total of up to 1,170 feet of curb length along the Owens Drive street frontage. As shown in Figure 2-2, this could be used to accommodate BART rider loading in front of Sites 2 and 3, with the rest used for residential and commercial loading

needs. An additional 130 feet of residential loading area is shown along the western edge of Site 2. All loading needs are subject to further analysis.

The cul-de-sac also provides service (such as trash collection) and fire department access to the rear/side of Sites 1 and 2. This option does not show direct vehicular access for potential plaza-facing retail or commercial space at Site 2, such as for deliveries. Commercial loading space needed for these uses could be located along Owens Drive, or the design could be refined to accommodate limited vehicle access onto the plaza.

In the Turnaround option, the BART rider parking garage is shown on Site 1. In that case, the primary access to the BART rider parking garage would be from Owens Drive at the west end of Site 1. An alternative for BART rider parking is to locate it on Site 4 on the east side of the station, with access along the north side of Site 4 from the BART station roadway.

ii. Access Option A-2: Loop

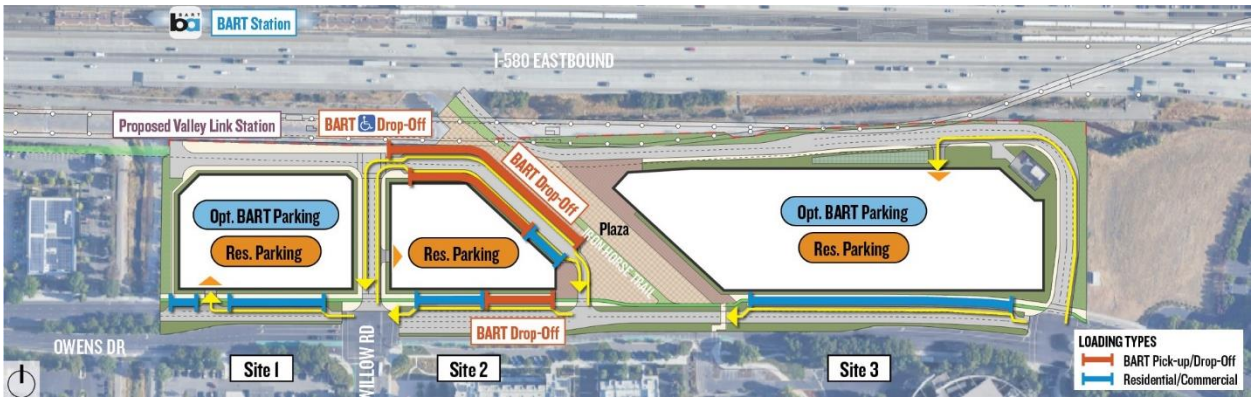


Figure 2-3: Loop option for vehicular access.

This option would introduce a two-way internal loop road with one driveway along the extension of Willow Road and a new driveway on Owens Drive just west of the Iron Horse trail, providing service and fire department access around Site 2 and at the rear of Site 1. Both driveways would accommodate entrances and exits, which would allow drop-offs to occur closer to the station entrance. The new driveway on Owens Drive just west of the Iron Horse trail would be limited to right turns in and out only. Two pedestrian crossings will be needed along the Owens Drive frontage- one at either end of the loop.

The Loop configuration provides up to 760 feet of curb length for passenger pick-up and drop-off within the station. This configuration could also provide a total of up to 1,190 feet of curb length along the Owens Drive street frontage. As shown in Figure 2-3, this could be used to accommodate BART rider loading in front of Sites 2, with the rest used for residential and commercial loading needs. All loading needs are subject to further analysis.

In the Loop option, potential plaza-facing retail or commercial space at Site 2 would be provided with direct vehicular access, such as for deliveries.

In contrast to the Turnaround Configuration, this configuration shows the BART rider parking garage on Site 3 with access along the north side of the garage on the BART station roadway. Alternatively, the BART rider parking could be located on Site 1 with access from Owens Drive.

iii. Comparison between options

The table below summarizes the main advantages and disadvantages of each alternative in terms of access and circulation:

Vehicle Access Alternatives		
Option	Advantages	Disadvantages
Option A-1: Turnaround (Cul-de-sac)	• One entry/exit point simplifies circulation and reduces conflict points between motor vehicles and pedestrians and cyclists • More space along the Iron Horse trail for sidewalks and landscaping	• Smaller on-site drop-off area • Higher potential for queues to spill back onto Owens Drive • No commercial or customer loading for potential plaza-facing retail at Site 2.
Option A-2: Loop	• Drop-off area closer to the station entrance • Larger on-site drop-off area • Commercial and customer loading for potential plaza-facing retail at Site 2.	• Second driveway near Iron Horse trail crossing introduces new conflict points between motor vehicles and pedestrians and cyclists • Larger paved area

The turnaround option is preferred by City staff to reduce traffic and relieve congestion at the Willow Road / Owens Drive intersection, as well as at the BART access point. BART staff also prefer this option as it minimizes the circulation area on site and allows for drop-offs along Owens Drive on each side of the Iron Horse trail, making it more convenient for most pick-ups and drop-offs, but would expect it to be refined to provide direct vehicular access for any plaza-facing retail uses.

b. Bicycle Circulation Alternatives

Two options were developed for the configuration of the bicycle lane on Owens Drive—retain the class II design (bike lane located between the travel lane and drop-off zone) or create a class IV protected bike lane (bicycle lane located between the sidewalk and drop-off zone).

i. Option B-1: Bike Lane Class II "On-Street" Configuration

Figure 2-4: "On-Street" configuration for bike lane along Owens Drive with circulation option A-1.

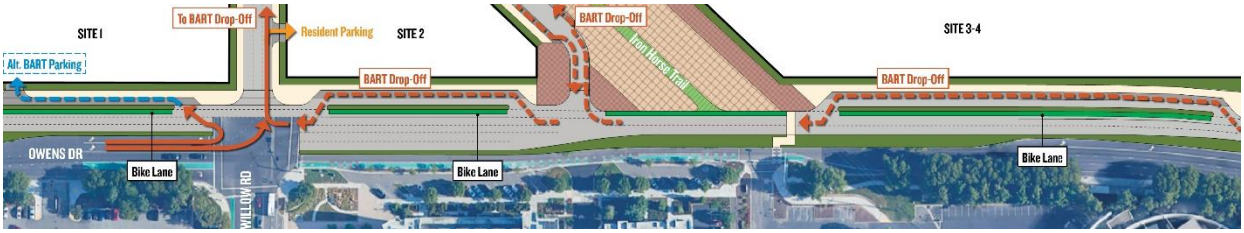


Figure 2-5: "On-Street" configuration for bike lane along Owens Drive with circulation option A-2.

This configuration places the bicycle lane between the travel lane and the passenger drop-off zones, creating separation between cyclists and pedestrians. This configuration also delineates the BART drop-off zone by establishing a dedicated drop-off lane and an access lane, with a six-foot-wide median separating the drop-off zone from the bike lane and the motor vehicles lanes on Owens Drive.

ii. Option B-2: Protected Bike Lane "Off-Street" Configuration

Figure 2-6: "Off-Street" configuration for bike lane along Owens Drive with circulation option A-1.

Figure 2-7: "Off-Street" configuration for bike lane along Owens Drive with circulation option A-2.

This configuration creates a protected bike lane by placing the bicycle lane between the sidewalk and drop-off zones. This layout provides separation between bicycle and vehicle traffic. In this configuration, passengers would be dropped off curbside with a drop-off lane

separating them from the moving traffic on Owens Drive. Figures 2-6 and 2-7 show a 10-foot-wide curbside area for passenger drop-off (measured from the face of curb to the bike lane).

Figure 2-8: Examples of off-street bike lanes, landscape buffers and sidewalk condition.

iii. Comparison between options

The table below summarizes the main advantages and disadvantages of each alternative:

Bicycle Circulation Alternatives		
Option	Advantages	Disadvantages
Option B-1: Class II “On-Street” Bike Lane	• Separation between pedestrians and cyclists • Separation between drop-off activity and through traffic on Owens Drive	• No separation between the bicycle lane and through traffic on Owens Drive • Increased conflict between vehicles entering and existing drop-off areas and bicycles along Owens Drive
Option B-2: Protected “Off-Street” Bike Lane	• Fewer conflict points between motor vehicles and cyclists • Increased level of comfort for bicyclists	• Potential conflicts between pedestrians and cyclists

Option B2, the protected off-street bike lane configuration, is the alternative preferred by the City Traffic Engineering Division and BART staff as it results in fewer points of conflict between vehicles and bicyclists and will provide a more comfortable biking experience along this stretch of Owens Drive.

3. BART Rider Parking

BART policy prioritizes pedestrian, bicycle, transit/shuttle and paratransit, and passenger pick up/drop off access to stations over driving and parking. The location and provision of replacement BART rider parking at TOD sites is contingent on design tradeoffs, funding availability and optimizing land lease values.

Given current regional, local and BART policies to reduce vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions and to maximize housing, as well as reduced parking demand due to post-pandemic remote work trends, there will be less parking at the station in the future.

Based on Fehr and Peers' preliminary high-level station parking analysis, Pleasanton residents use approximately 250 spaces on the Pleasanton side on a regular basis. The Dublin side BART rider parking garage's occupancy is around 60% and provides convenient access for those riders coming from 580 and the north. BART rider parking. The recently constructed County parking garage on the Dublin side (Dublin Transit Center Garage) is currently underutilized, and could be explored as a potential option for BART rider parking.

a. BART Rider Parking Location

The Site Re-Use Options locate BART rider parking on either Site 1 or Site 3/4.

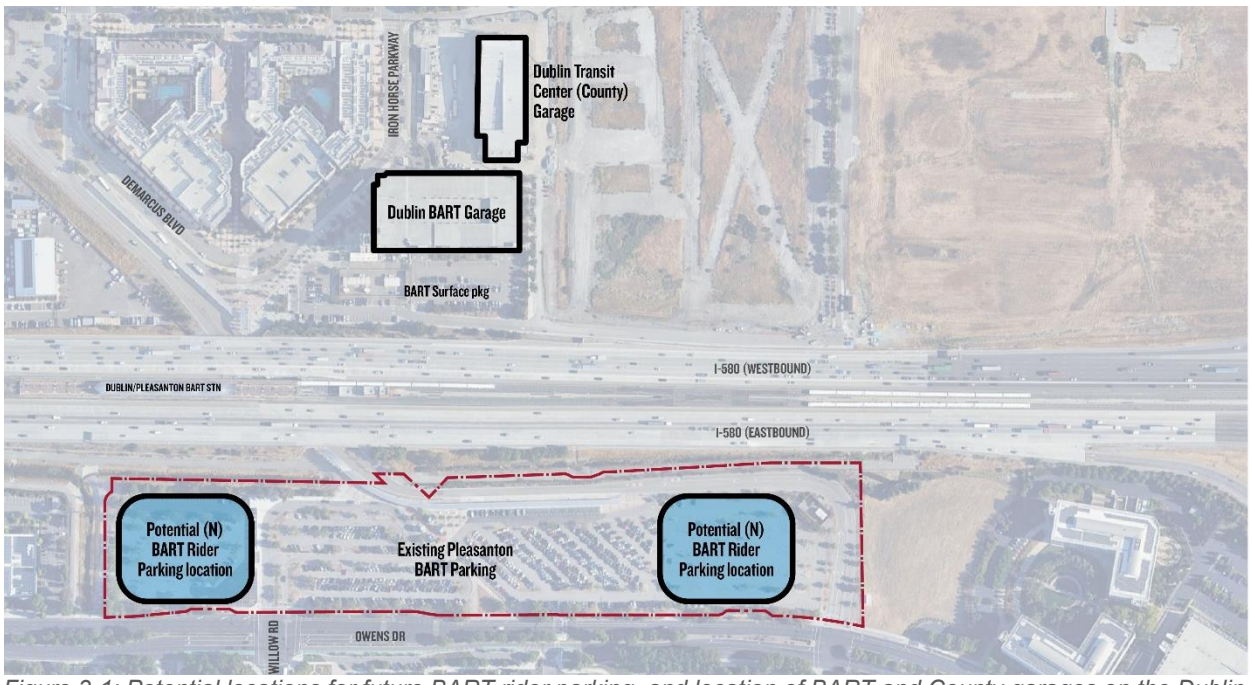


Figure 3-1: Potential locations for future BART rider parking, and location of BART and County garages on the Dublin side.

b. BART Rider Parking Amount and Upcoming Study

A station access planning and parking management study will be conducted prior to BART releasing its developer Request for Proposals. That study is slated to begin soon, and will include parking analysis to determine the maximum level of on-site BART rider parking to be provided in the TOD. The analysis will consider many factors including:

- Current access patterns and options (how people have historically gotten to the station)
- Station access alternatives to driving and parking on-site
- The availability of existing or future off-site parking opportunities
    - this will include parking resources on both sides of the station as well as in the area, including the West Dublin/Pleasanton station
- BART policy prioritizing pedestrian, bicycle and transit access to stations over private auto access and parking.
- Potential increase in ridership and consequent increase in parking demand at the station
- Potential future increases in BART rider parking rates.
- Effects of implementation of the Valley Link project
    - If a new station is built at Pleasanton, it is likely to reduce the number of people driving in from areas further east as they will be able to take Valley Link and transfer here to BART.
- Cost of funding BART commuter parking.
    - The analysis will provide a maximum parking amount, subject to available funding. BART policy prohibits putting this burden on a future developer.

The development framework that will result from this planning effort will be flexible to reflect that the amount of BART rider parking has not yet been determined.

4. Development Capacity

a. Development Sites[1]

The project site currently consists of two sites, with a gross area of 14.9 acres and a net area of 11.34 acres excluding easement areas. The site is located in the City of Pleasanton's "Planned Unit Development Mixed Use (PUD- MU)/Housing Opportunity Zone (HOZ)" district. As per BART's TOD Guidelines, the site's TOD Place Type is "Neighborhood/Town Center." BART's TOD Zoning standards and Assembly Bill 2923 (2018) set the following standards for zoning of the site:

- Minimum allowable residential density: 75 dwelling units per acre
- Minimum allowable height: five stories
- Minimum allowable FAR: 3.00

The overall site may be developed as three to four distinct sites/developments with the central area (encompassing the Iron Horse trail), envisioned as a plaza. The gross site area for each prospective site is shown in the diagram below.

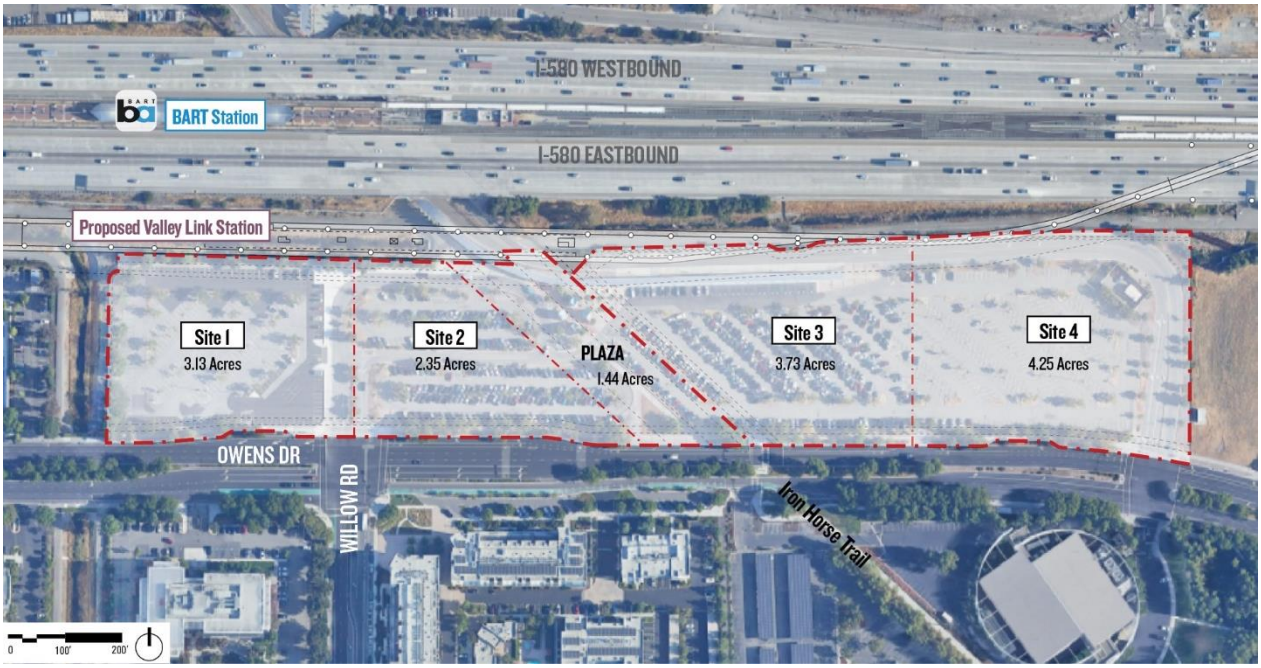


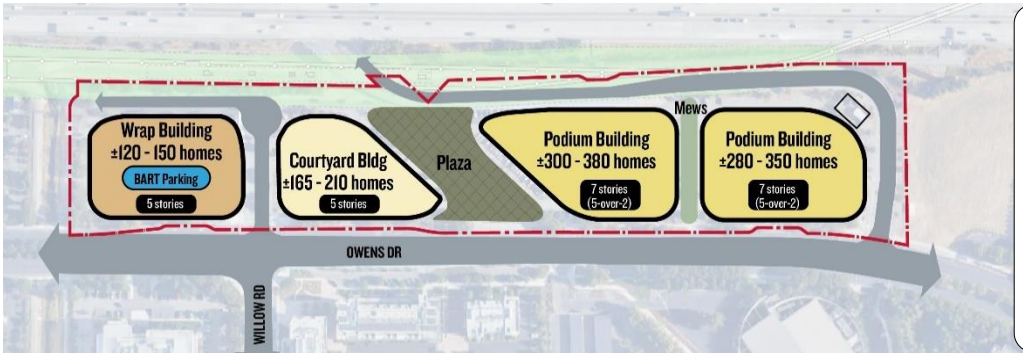
Figure 4-1: Project site divided into four prospective development sites.

[1] *Please note that the parcels and areas shown only conceptual. The project site currently exists as two parcels (Sites 1+2+Plaza and Sites 3+4).*

b. Holding Capacity

i. Option C-1: Four Sites, Five to Seven Stories Tall, up to 1,088 units

This option divides the site into four sites ranging in size from ~2.35 to 4.25 acres. Sites 3 and 4 are imagined as separate buildings with a mews in the middle. Sites 1 and 2 are shown at five stories tall while Sites 3 and 4 comprise seven stories. The total number of units ranges from 870-1,088 (assuming an average unit area of 800-1,000 SF per unit). BART rider parking is assumed to be located within the westernmost building.



TOTAL NEW HOMES: 870-1,088

Density: 58-77 units per acre

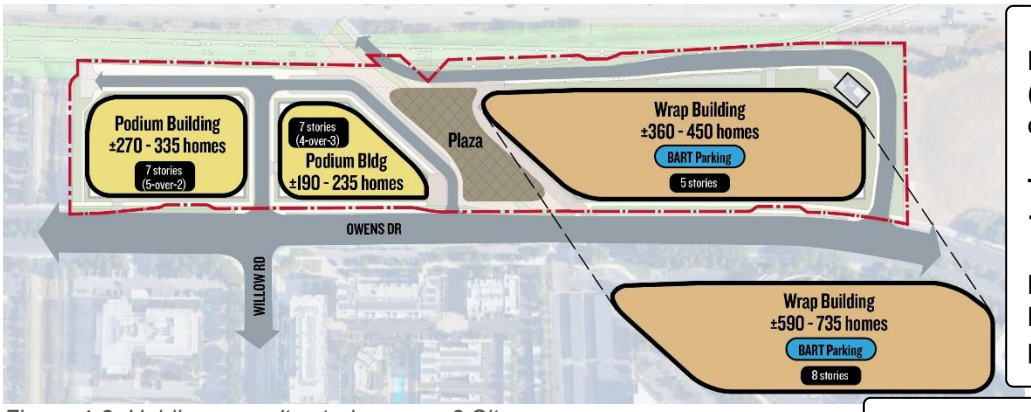
Parking ratio: 0.82-1 space per unit

Figure 4-2: Holding capacity study across 4 Sites.

i. Option C-2: Three Sites, Five to Seven Stories Tall, up to 1,309 units

This option divides the site into three sites with the two on the west being roughly similar to the first option. The east side, however, is imagined as one large development with site area ~7.98 acres. Sites 1 and 2 are shown at seven stories tall while in the base option, Site 3-4 has five stories. The total number of units shown in the base option ranges from 818-1,023 (assuming an average unit area of 800-1,000 SF per unit). BART rider parking is assumed to be located within the building to the east of the plaza.

An alternative for Site 3 shows the maximum buildout at eight stories with a total of 1,047-1,309 units.



Base option
(anticipated holding capacity)

TOTAL NEW HOMES: 818-1,023

Density: ~75 units per acre
Parking ratio: 0.82-1 space per unit

Figure 4-3: Holding capacity study across 3 Sites.

Max holding capacity

TOTAL NEW APARTMENT HOMES: 1,047-1,309

Density: 75-92 units per acre
Parking ratio: 0.78-0.97 spaces per unit

5. Test Fits

a. Building Types

The following building types are best suited for development on this site:

i. Seven to Eight-Story Podium Building (5-over-2 or 5-over-3)

Commonly used in multifamily residential, this building type consists of five stories of wood-framed Type 3A residential on top of two to three concrete levels of Type 1 podium parking. The podium levels may also include an exterior liner of apartments and/or stoop-style residential units, as well as residential common areas, commercial uses and utility spaces on the ground floor.

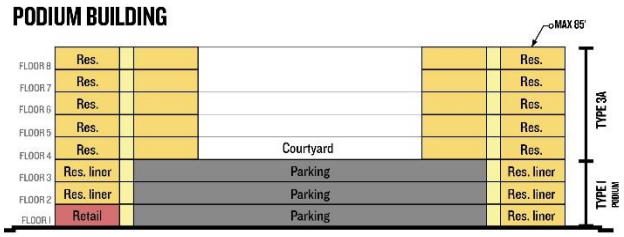


Figure 5-1: Typical section of an 8-story podium building with 2-3 levels of parking.

While these buildings are allowed to be up to 85 feet tall per the California Building Code, they must adhere to a 75 foot life safety limit (i.e. the floor level of the topmost residential floor must be less than 75 feet). This limits the floor-to-floor heights to eight stories. Podium buildings usually have a courtyard at the top of the podium which provides a shared open space for residents.

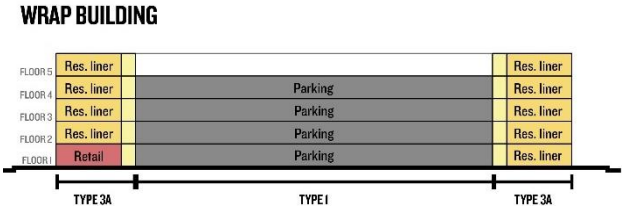


Figure 5-2: Typical section of a 5-story wrap building.

ii. Five to Eight-Story Wrap Building

This building type typically consists of a central concrete parking structure “wrapped” by five to eight stories of wood-framed residential (usually in the form of a residential liner with a single-loaded corridor). The residential is usually one or more stories taller than the parking levels. The ground floor may be mixed-use with both residential (homes and/or common areas) as well as commercial uses.

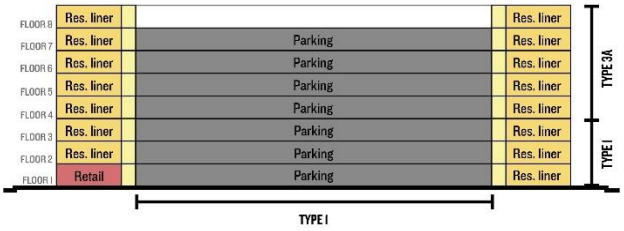


Figure 5-3: Typical section of an 8-story wrap building.

iii. Five to Six-Story Courtyard Building

Also Type 3A construction, this building type consists of 5 stories of wood-framed Type 3A residential with limited or no parking. The ground floor may be mixed-use with a combination of residential (homes and/or common areas) as well as commercial uses. This building type also includes an at-grade courtyard. Alternatively, the entire ground floor could be Type 1 and commercial, with five stories of Type 3A residential above.

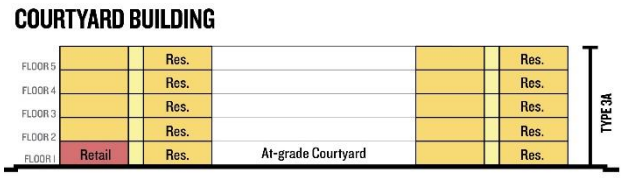


Figure 5-4: Typical section of a 5-story courtyard building.

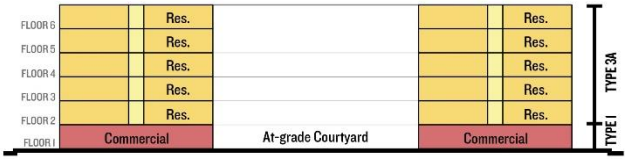


Figure 5-5: Typical section of a 6-story courtyard building.

b. Test Fit Options[2]

i. Option TF-1

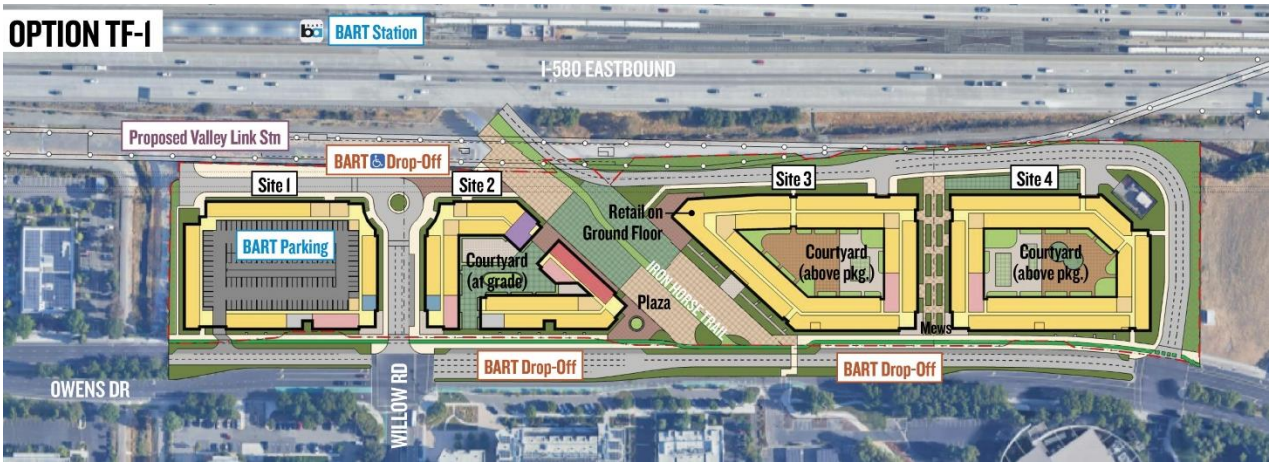


Figure 5-6: Test fit option TF-1 with wrap building and BART and residential parking on Site 1.

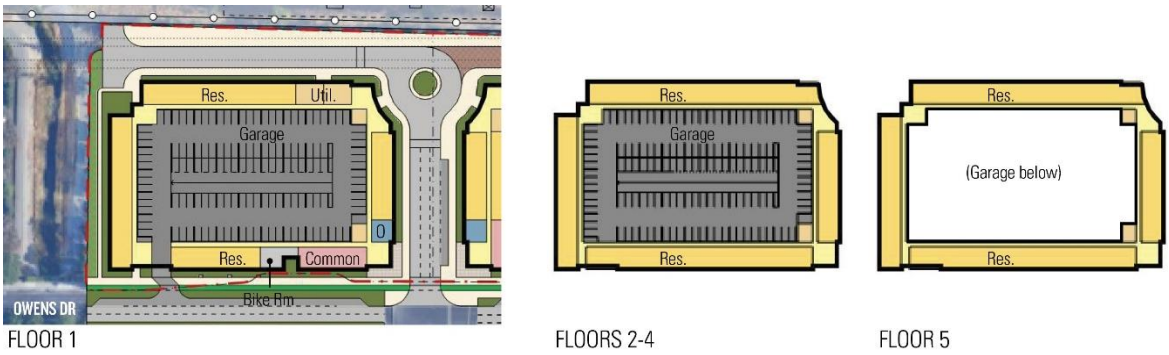
TOTALS	
Gross Site Area	14.9 acres
Net Site Area	11.3 acres
Unit Count	**±870 - 1,088 units** (1,000 - 800 sf per unit)
Density	58 - 77 dua (gross); 73 - 96 dua (net)
Residential Parking	**0.82 - 1 spaces per unit**

Retail/Commercial
Childcare Facility
Common Amenity
Residential Office
Circulation
Service
Residential
Podium Parking
Bike Room

Figure 5-7: Articulated 3D massing of test option TF-1.

[2] *The diagrams in this section show the turnaround option for vehicular access in test fit option 01 and the loop option in test fit option 02. This is only to illustrate how these different circulation options may work with either test fit. The test fits are otherwise independent of the vehicular access option.*

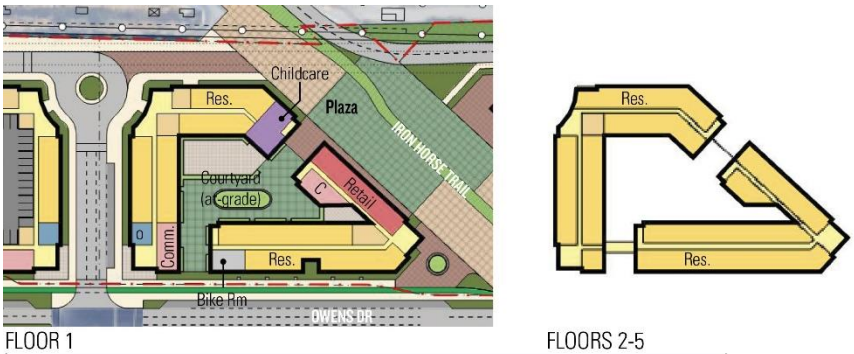
- ***SITE 1:***
  Five-story Wrap Building with BART rider parking
  Depending on the final amount of BART rider parking, as determined by BART, the number of levels in the garage dedicated to BART rider parking can vary.



Site 1		
Building Type + Height	• **Five-story wrap building** • ±60' (building height to top of parapet)	
Unit Count	±120 - 150 units (1,000 - 800 sf per unit)	
Residential Parking	±280 spaces (parks both Sites 1 and 2)	0.98 space per unit

Figure 5-8: Floor plans showing a wrap building on Site 1.

- ***SITE 2:***
  One or Two Five-story Courtyard Buildings
  All residential parking required for this Site would be located in the Site 1 building. One or both of these buildings could be standalone affordable housing developments. This Site could have retail or other non-residential uses along the Iron Horse trail plaza and/or Owens Drive as desired. This building could also include a childcare use on the ground floor.



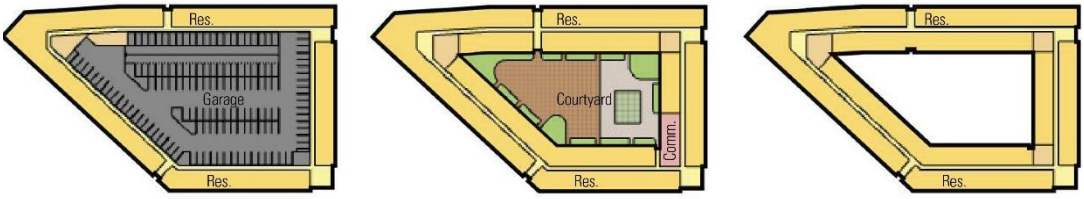
Site 2		
Building Type + Height	• **Five-story courtyard building** • ±60' (building height to top of parapet)	
Unit Count	±165 - 210 units (1,000 - 800 sf per unit)	
Residential Parking	Parking provided in Site 1 podium	0.98 space per unit

Figure 5-9: Floor plans showing a courtyard building on Site 2.

- ***SITE 3:***
  Seven-story podium building
  This would have five stories of residential over two levels of podium parking for residents, with a courtyard at the third floor. This building could also have retail or other non-residential uses along the Iron Horse trail plaza.

FLOOR 1

Site 3		
Building Type + Height	• **Seven-story podium building (Five-over-two)** • ±80' (building height to top of parapet)	
Unit Count	±300 - 380 units (1,000 - 800 sf per unit)	
Residential Parking	±284 spaces on two levels	0.94 space per unit



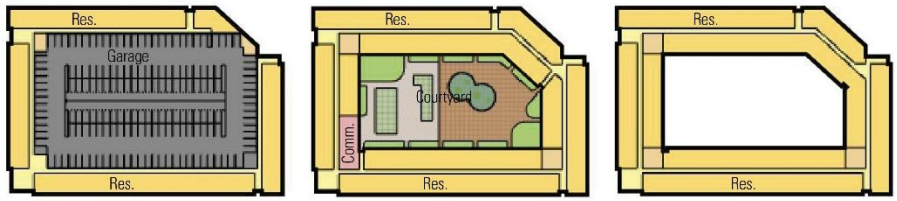
FLOOR 2 FLOOR 3 FLOORS 4-7

Figure 5-10: Floor plans showing a podium building on Site 3.

- ***SITE 4:***
  Seven-story podium building
  This would have five stories of residential over two levels of podium parking for residents, with a courtyard at the third floor. A mews between the buildings on Sites 3 and 4 could provide additional outdoor space.

FLOOR 1

Site 4		
Building Type + Height	• **Seven-story podium building (Five-over-two)** • ±80' (building height to top of parapet)	
Unit Count	±280 - 350 units (1,000 - 800 sf per unit)	
Residential Parking	±337 spaces on two levels	1 spaces per unit



FLOOR 2 FLOOR 3 FLOORS 4-7

Figure 5-11: Floor plans showing a podium building on Site 4.

ii. Option TF-2

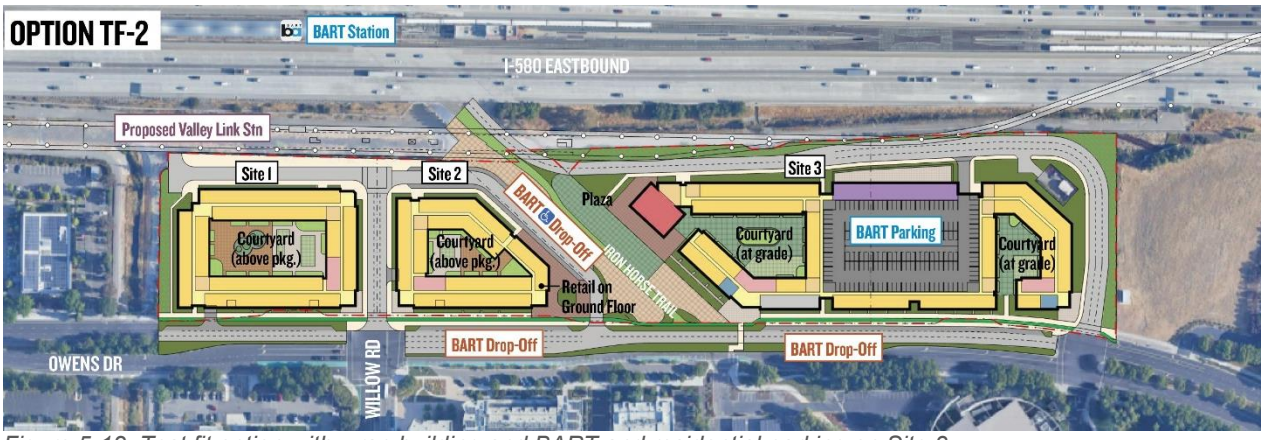


Figure 5-12: Test fit option with wrap building and BART and residential parking on Site 3.

TOTALS	
Gross Site Area	14.9 acres
Net Site Area	11.3 acres
Unit Count	**±818 - 1,023 units** (1,000 - 800 sf per unit)
Density	55 - 72 dua (gross); 69 - 90 dua (net)
Residential Parking	**0.82 - 1 spaces per unit**

Alt. TOTALS	
Gross Site Area	14.9 acres
Net Site Area	11.3 acres
Unit Count	**±1,047 - 1,309 units** (1,000 - 800 sf per unit)
Density	70 - 92 dua (gross); 88 - 115 dua (net)
Residential Parking	**0.78 - 0.97 space per unit**

- Retail/Commercial
- Childcare Facility
- Common Amenity
- Residential Office
- Circulation
- Service
- Residential
- Podium Parking
- Bike Room

Base totals show the Site 3 building at five stories, while the alternative totals reflect a "maximized" eight-story version.

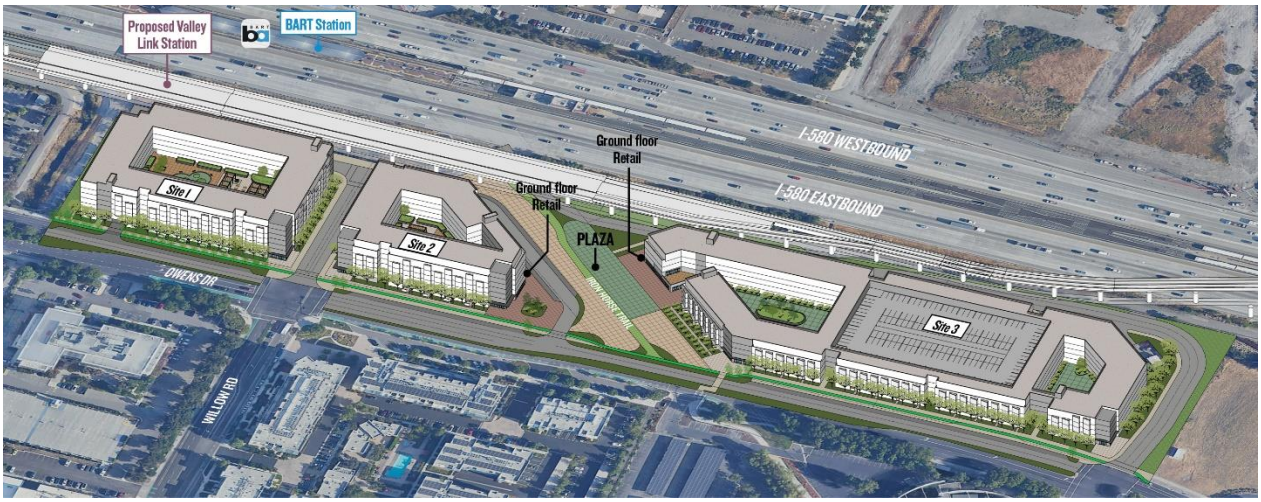
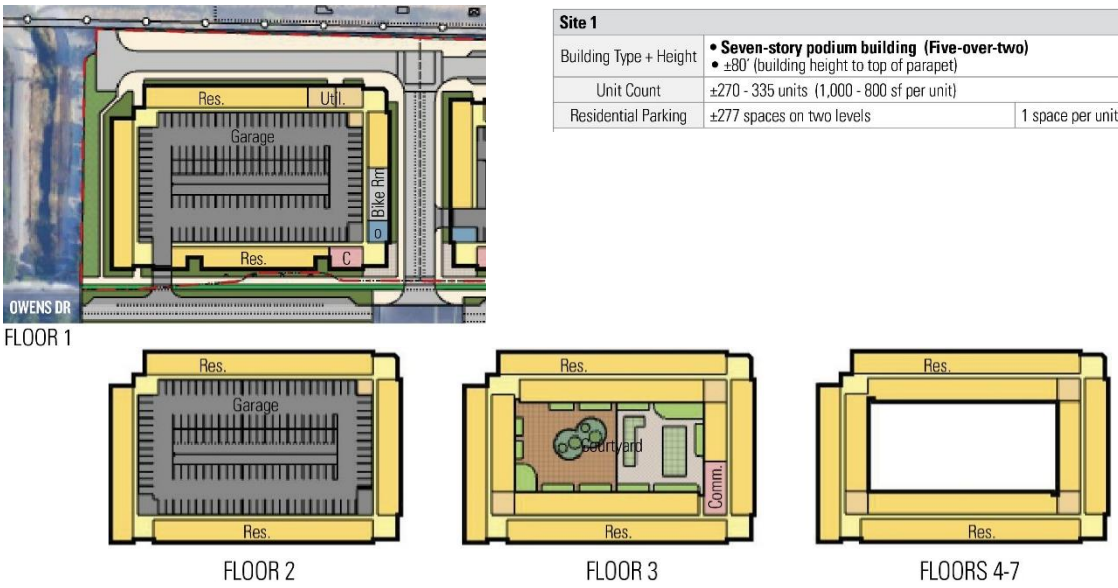


Figure 5-13: Articulated 3D massing of test option TF-2.

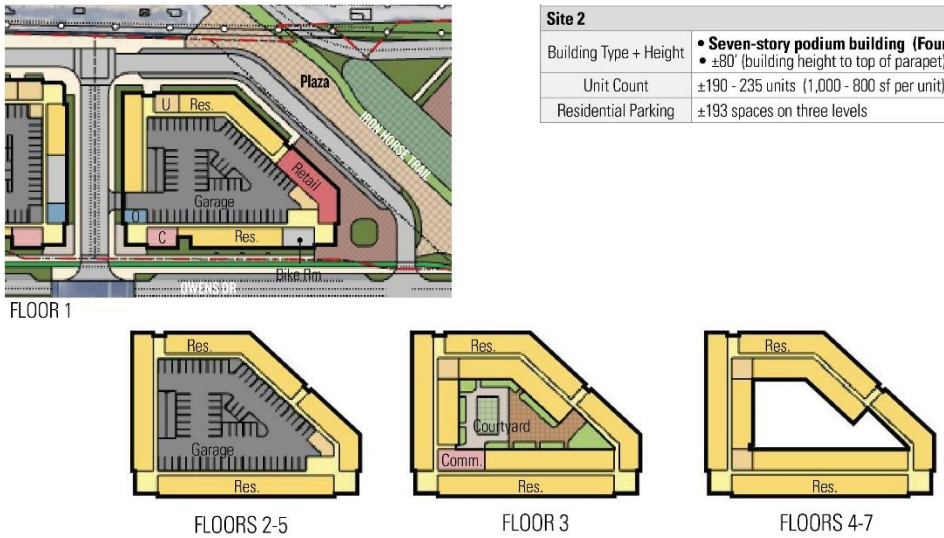
- ***SITE 1:***
  Seven-story podium building
  This would have five stories of residential over two levels of podium parking for residents, with a courtyard at the third floor.



Site 1		
Building Type + Height	• **Seven-story podium building (Five-over-two)** • ±80' (building height to top of parapet)	
Unit Count	±270 - 335 units (1,000 - 800 sf per unit)	
Residential Parking	±277 spaces on two levels	1 space per unit

Figure 5-14: Floor plans showing a podium building on Site 1.

- ***SITE 2:***
  Seven-story podium building
  This would have five stories of residential over two levels of podium parking for residents, with a courtyard at the third floor. This building could also have retail or other non-residential uses along the Iron Horse trail plaza and/or Owens Drive.

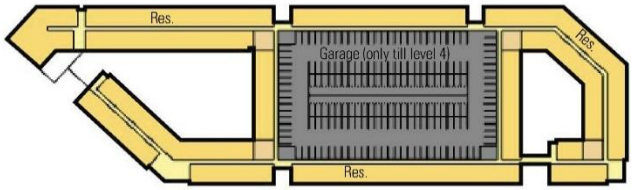


Site 2		
Building Type + Height	• **Seven-story podium building (Four-over-three)** • ±80' (building height to top of parapet)	
Unit Count	±190 - 235 units (1,000 - 800 sf per unit)	
Residential Parking	±193 spaces on three levels	1 space per unit

Figure 5-15: Floor plans showing a podium building on Site 2.

- ***SITE 3:***
  Five-story Wrap Building with BART and residential parking
  This is a wrap building with a central four-story garage and two five-story "wings" on either side with at-grade courtyards. Alternatively, this has also been studied as an eight-story wrap building with a five-story central garage, a "max buildout" scenario.
  Depending on the final BART amount of parking, as determined by BART, the number of levels in the garage dedicated to BART rider parking can vary.

FLOOR 1



FLOORS 2-5

Site 3/4		
Building Type + Height	• **Five-story wrap building** • ±60' (building height to top of parapet)	
Unit Count	±360 - 450 units (1,000 - 800 sf per unit)	
Residential Parking	±364 spaces on Levels 3-4	1space per unit

Alt. "MAX BUILDOUT" Scenario: Parcel 3/4: ±4.41 acres		
Building Type + Height	• **8-story wrap building** • ±85-90' (building height to top of parapet)	
Unit Count	±590 - 735 units (1,000 - 800 sf per unit)	
Residential Parking	±546 spaces on Levels 3-5	0.93 space per unit

Figure 5-16: Floor plans showing a wrap building on the larger Site 3/4.

iii. Summary of Test Fit Options

	OPTION TF-1		OPTION TF-2	
	Site 1		**Site 1**	
Building Type + Height	• **Five-story wrap building** • ±60' (building height to top of parapet)		• **Seven-story podium building (Five-over-two)** • ±80' (building height to top of parapet)	
Unit Count	±120 - 150 units (1,000 - 800 sf per unit)		±270 - 335 units (1,000 - 800 sf per unit)	
Residential Parking	±280 spaces (parks both Sites 1 and 2)	0.98 space per unit	±277 spaces on two levels	1 space per unit
	Site 2		**Site 2**	
Building Type + Height	• **Five-story courtyard building** • ±60' (building height to top of parapet)		• **Seven-story podium building (Four-over-three)** • ±80' (building height to top of parapet)	
Unit Count	±165 - 210 units (1,000 - 800 sf per unit)		±190 - 235 units (1,000 - 800 sf per unit)	
Residential Parking	Parking provided in Site 1 podium	0.98 space per unit	±193 spaces on three levels	1 space per unit
	Site 3		**Site 3/4**	
Building Type + Height	• **Seven-story podium building (Five-over-two)** • ±80' (building height to top of parapet)		• **Five-story wrap building** • ±60' (building height to top of parapet)	
Unit Count	±300 - 380 units (1,000 - 800 sf per unit)		±360 - 450 units (1,000 - 800 sf per unit)	
Residential Parking	±284 spaces on two levels	0.94 space per unit	±364 spaces on Levels 3-4	1 space per unit
	Site 4		**Alt. "MAX BUILDOUT" Scenario: Site 3/4**	
Building Type + Height	• **Seven-story podium building (Five-over-two)** • ±80' (building height to top of parapet)		• **Eight-story wrap building** • ±60' (building height to top of parapet)	
Unit Count	±280 - 350 units (1,000 - 800 sf per unit)		±590 - 735 units (1,000 - 800 sf per unit)	
Residential Parking	±337 spaces on two levels	1 space per unit	±546 spaces on Levels 3-5	0.93 space per unit

OPTION TF-1 TOTALS	
Gross Site Area	14.9 acres
Net Site Area	11.3 acres
Unit Count	**±870 - 1,088 units** (1,000-800 sf per unit)
Density	58 - 77 dua (gross); 73 - 96 dua (net)
Residential Parking	**0.82 - 1 spaces per unit**

OPTION TF-2 TOTALS	
Gross Site Area	14.9 acres
Net Site Area	11.3 acres
Unit Count	**±818 - 1,023 units** (1,000-800 sf per unit)
Density	55 - 72 dua (gross); 69 - 90 dua (net)
Residential Parking	**0.82 - 1 spaces per unit**

OPTION TF-2 Alt. "MAX BUILDOUT" TOTALS	
Gross Site Area	14.9 acres
Net Site Area	11.3 acres
Unit Count	**±1,047 - 1,309 units** (1,000-800 sf per unit)
Density	70 - 92 dua (gross); 88 - 115 dua (net)
Residential Parking	**0.78 - 0.97 space per unit**

c. Non-residential uses

Based on market assessment, this development would potentially be primarily residential, with complementary ground floor active uses in some of the buildings. Active uses could include local-serving retail or services, educational facilities, community space or public facility such as a library, flex space, and/or medical offices. 6,000-7,000 SF of retail is currently shown in the test fits on Sites 2 and 3. While the location of this commercial space can be flexible, it should be used to activate the new plaza around the Iron Horse trail first and secondarily the Owens Drive frontage.

Another scenario laid out in the market assessment is a phased strategy that allows for the possibility of developing one of the sites with a commercial or institutional use at a later stage in the market cycle. The non-residential building could be an educational facility or part of a mixed-use office, or there could be support for a hotel, depending on how market conditions evolve.

While reserving a whole site for non-residential use might lead to a substantial drop in the amount of housing the site could deliver, it may be possible to instead provide just one whole floor of non-residential use on a single site. For instance, in Site 2, this would yield approximately 35,000 square feet of non-residential use at the ground floor with a loss of only 25 units.

6. Phasing

The phasing for development on the Pleasanton BART station property is somewhat flexible as there are multiple potential areas which could be defined as individual phases of development. There are a few strategies which inform the final phasing.

Considerations:

1. Whether any BART rider parking is maintained on the site and the location of the parking may impact the phasing. If BART rider parking is to be provided, the funding for that may take extended time, thus that location/site may need to go later in the phasing to allow time to secure funding. However, any new BART rider parking would need to be built prior to the final phase of development, since per BART policy, the overall parking number on site may not dip below the final parking number.
2. If BART rider parking is located on Site 1 and built in the initial phase, it would free up the remaining property for development, including Site 2 which fronts the station.
3. The largest eastern Site (3/4) is large enough to be a single development or multiple developments.
4. If Sites 1 and 2 are developed first as a combined development (with or without BART rider parking), it would make an immediate positive impact on the user experience for BART patrons by implementing the new circulation, accessible drop-offs, and Owens Drive frontage improvements. Developing Sites 2 and 3 first would similarly result in an immediate positive impact with the new plaza and drop-offs along Owens Drive.

Applying these considerations to the test fits and phasing strategies, three fundamental scenarios have been developed:

ii. *Scenario P-1*

- Phase 1:
  - Site 1 with wrap garage with BART rider parking as well as residential parking for Sites 1 and 2.
  - Site 2 with one or two mixed-use buildings (residential & retail/commercial) and no parking.
- Phase 2:
  - Site 3 with one or two buildings and podium parking and residential potentially with retail. This could also include Site 4 with podium or wrap garage.
- Phase 3:
  - Site 4 with a podium building, similar to Site 3.

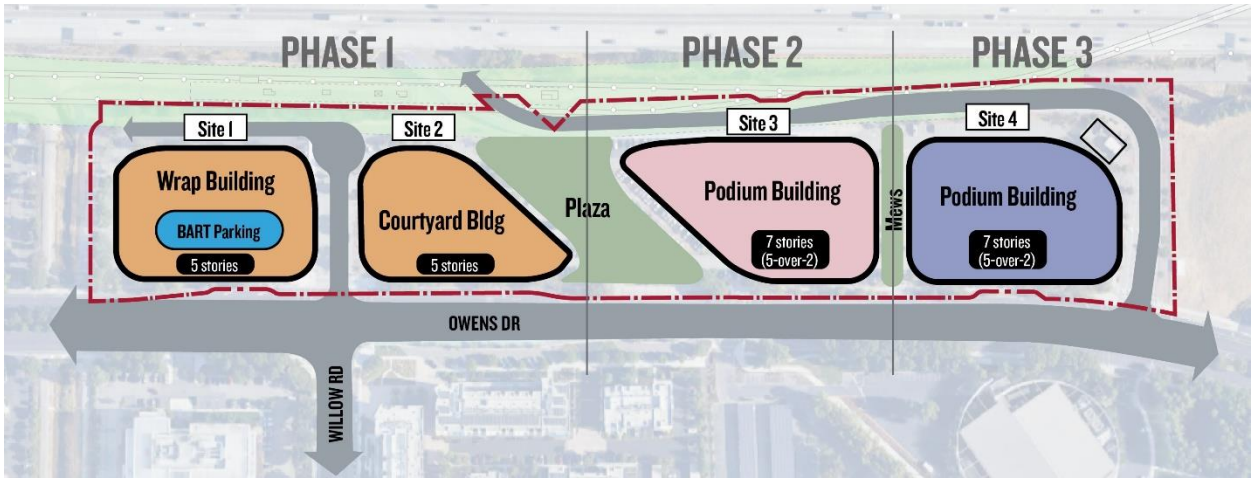


Figure 6-1: Phasing scenario P-1A.

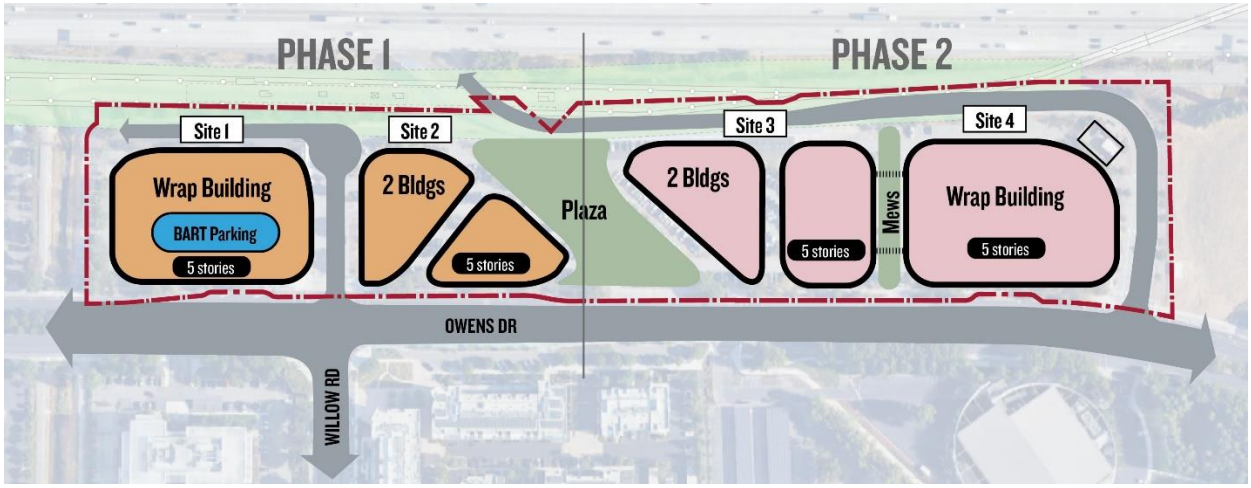


Figure 6-2: Phasing scenario P-1B.

iii. *Scenario P-2*

- Phase 1: Site 3 and 4 combined as a wrap garage residential development, potentially with retail and BART rider parking.
- Phase 2: Site 1 as a wrap or podium with residential
- Phase 3: Site 2 as a podium mixed-use building with a small amount of retail or commercial uses along the Iron Horse trail plaza.

Note: If in Phase 2 (Site 1) is a wrap building with or without BART rider parking, then Phase 3 (Site 2) would be one or two five-to-six-story mixed use buildings with five or more of residential levels.

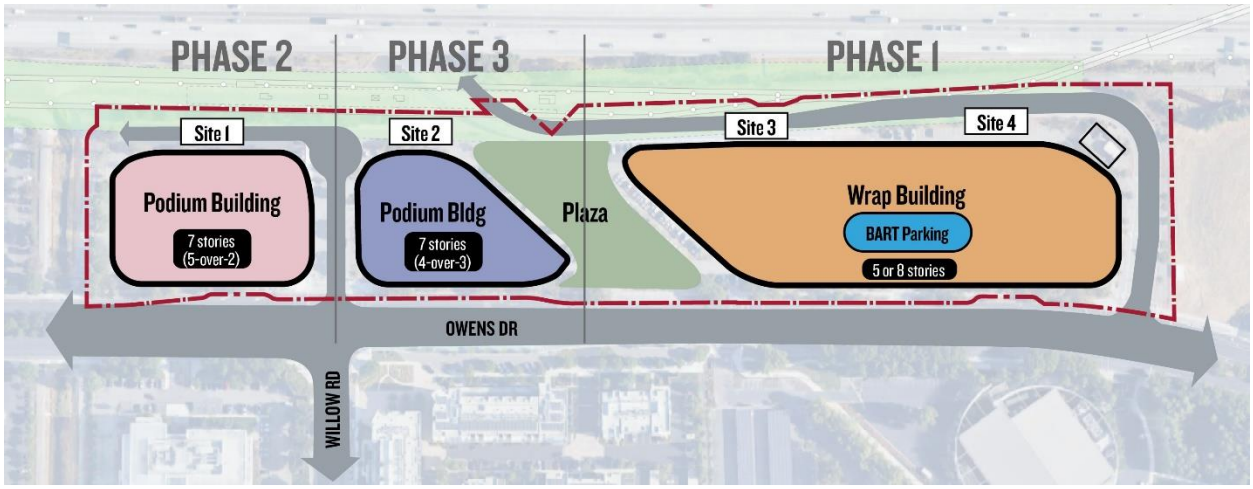


Figure 6-3: Phasing scenario P-2

iv. *Scenario P-3: All Podium Buildings*

- All 4 sites would be phased as desired with each development primarily residential with its own parking. Site 2 would have some retail / commercial uses. Each development would be approximately 250+ units and sites 3 and 4 could be smaller buildings if the parking ratio desired is substantially less than 1:1. While the location of BART rider parking is shown on Site 1, it could also be located on Site 4.
  The order of phasing of the sites is generally flexible.

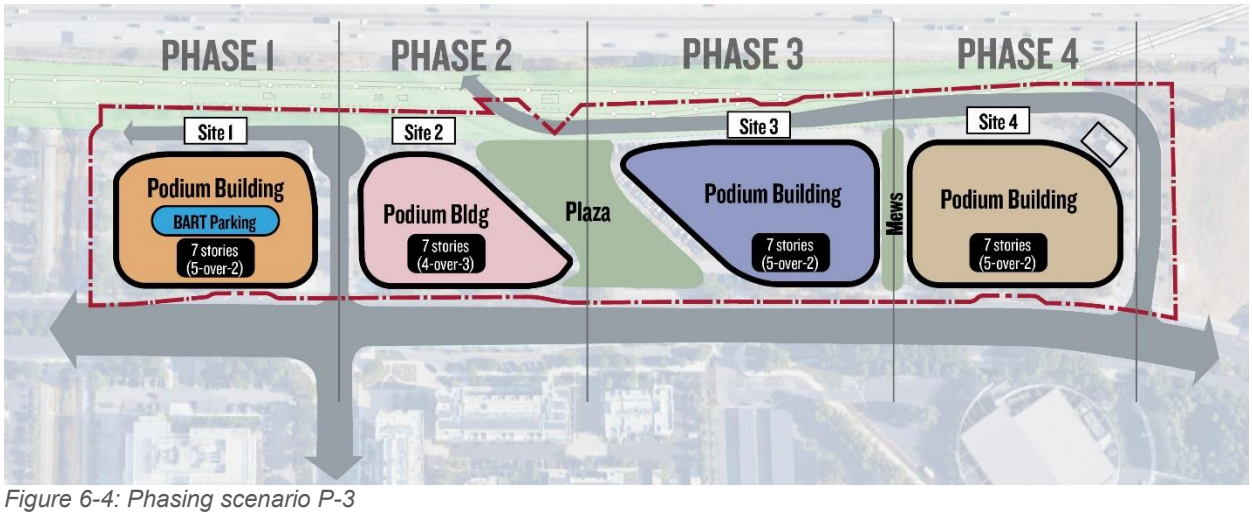


Figure 6-4: Phasing scenario P-3

v. Summary of Phasing Scenarios

SCENARIO P-1	SCENARIO P-2	SCENARIO P-3
Phase 1	**Phase 1**	**Phasing order flexible**
Site 1 with wrap garage with BART rider parking as well as residential parking for Sites 1&2. Site 2 with 1 or 2 mixed-use buildings (residential & retail/commercial) and no parking.	Site 3 and 4 combined as a wrap garage residential development, potentially with retail and BART rider parking.	All 4 sites would be podium buildings with approx. 250 units. Site 2 would have some retail / commercial uses. BART rider parking on either Site 1 or 4.
Phase 2	**Phase 2**	
Site 3 with one or two buildings and podium parking and residential, potentially with retail.	Site 1 as a podium (or wrap) with residential	
Phase 3	**Phase 3**	
Separate podium garage for Site 4, similar to Site 3. Could be combined with Phase 2.	Site 2 as a podium mixed use building with a small amount of retail or commercial uses along the Iron Horse Trail Plaza.	

7. Conclusion and Next Steps

This memo presents a variety of likely scenarios for future development on this site by identifying conceptual development sites, circulation frameworks, public and private open spaces, BART station access, vehicular and bicycle parking, as well as improvements to the Owens Drive street frontage. It provides the City and BART with a toolkit of building types for each of the sites. These do not aim to be prescriptive – rather, they allow for mixing and matching based on the below considerations:

- **Program:** While the development is likely to be primarily residential, the size and type of non-residential uses is yet to be determined. Related parking and access requirements will need to be determined in the future.
- **Replacement BART rider parking:** This number will be determined as the result of a future parking study. This parking study will evaluate the amount of parking needed given the parking resources on both sides of the station and other factors. The development framework that will result from this planning effort will be flexible to allow a range of parking.
- **Vehicle access alternatives:** A turnaround option and a loop option are shown. While each has pros and cons, the ultimately viable option will be the one that best supports creating a station area that is both inviting and efficient for all users and development program.
- **Bicycle circulation alternatives**: Two approaches were studied and the option best suited for this site will be determined by City staff in the future.
- **Holding capacities and building types:** This memo explores two likely alternatives for this. The building types and final number of units will be determined once a developer team is selected for this site.

The goal of this memo is to inform a variety of stakeholders and decision makers and to garner their feedback, which will then be used to inform a robust development framework. Refinement of these options will help outline development goals and project characteristics that will be included in BART's future developer solicitation for the site.

8. Appendix

a. Case studies of transit-oriented development at other BART stations

BART defined transit-oriented development (TOD) as well-designed, mixed-use, higher-density development adjacent to frequent transit. Over the years, BART has completed 22 TOD projects, with one currently in construction and nine in predevelopment. This memo highlights a few of these relevant projects in this section. The following common themes and features have been identified, which may provide valuable lessons for this planning exercise:

- Open spaces in the form of plazas and paseos activated by adjacent commercial spaces
- A mix of housing types, retail, dining, and services
- Better walking & biking environment and improved transit access
- New streetscapes and drop-off zones

Figure 8-1: Apartments with retail, dining, & paseo at Walnut Creek BART, completed 2023.

Figure 8-2: Proposed apartments at El Cerrito Plaza BART, breaking ground in 2026.

i. Pleasant Hill BART TOD

In 2008, the first phase of the Contra Costa Centre Transit Village was completed, providing 422 rental housing units (20% affordable), over 35,000 square feet of retail, a replacement parking garage, and a new bus transfer hub. In 2020, the second phase delivered an additional 200 units of market-rate rental housing and 2,300 square feet retail. The third and final phase is in predevelopment.

Prior to the addition of the transit village, the site had 3,407 BART rider parking spaces. The current number is 2,864.

Figure 8-3: BART Plaza and mixed-use residential buildings at Pleasant Hill BART.

Figure 8-4: Aerial view of the Pleasant Hill BART TOD.

ii. Walnut Creek BART TOD

The first two phases of TOD at Walnut Creek BART station were completed in 2022. This development has strong direct diagonal walks to BART and a small open space at the station entry. Once fully complete, the transit village will comprise about 600 market-rate homes and 27,000 sq. ft. of retail. Here the existing BART garage was retained and supplemented with an additional, privately operated garage, while the surface parking area has been redeveloped.

Prior to this development, the site had 2,089 BART rider parking spaces. The current number is 1,244, not including the private garage.

Figure 8-5: Phase 2 mixed-use residential building and paseo at Walnut Creek transit village.

Figure 8-6: Aerial view of the Walnut Creek BART TOD.

iii. North Berkeley BART TOD

This TOD project is in development and is anticipated to break ground in 2026. The TOD will includes 750 homes (of which 52% will be affordable), a small amount of retail space, a childcare center, a bike station, and a large diagonal plaza.

Currently the site has 620 BART rider parking spaces, while the future development will have 120 spaces in a wrap-building garage and will retain an additional 80 spaces in an auxiliary lot.

Figure 8-7: Proposed bike path, drop-offs and station access.

Site Area: 7.3 Acres
Residential: 750 units, 52% affordable
Retail: ~6,500 square feet (including childcare center)

Figure 8-8: North Berkeley BART TOD Siteplan.

iv. El Cerrito Plaza BART TOD

The City approved the master plan for this TOD project, and the first building is expected to break ground in November 2025. This development plan includes 743 housing units, a small amount of commercial space (e.g., a café), a bike station, and a library.

Currently the site has 740 BART rider parking spaces, while the future development will have 145 spaces in one level of a podium garage.

Figure 8-9: Aerial rendering showing the proposed plaza and buildings.

Figure 8-10: El Cerrito Plaza BART TOD Site plan.

EXHIBIT B

PLEASANTON BART STATION CONCEPT PLAN

Existing Physical Site Conditions Opportunities and Constraints Evaluation

FINAL DRAFT

10/16/2025

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DRAFT

1. Physical Site Conditions

a. General description

The project site comprises two parcels of land located along Owens Drive, immediately to the south of Interstate-580 and the existing Dublin/Pleasanton BART station. The gross site area of the overall project site is 14.9 acres The parcel to the west (labelled “West Parcel” in the image below) is 6.93 acres, while the one to the east (“East Parcel” in the image below) is 7.97 acres. The overall site measures approximately 1,920 feet in length, while the width varies between approximately 300’ on the western property line to about 410 feet along the eastern property line. This memo refers to these two parcels APN 941-2771-15 and 941-2778-2 as the “West Parcel” and “East Parcel” respectively.

The site is currently owned by BART and provides surface parking and access to the BART station and through access to Dublin to the north. It is currently configured into four parking lots (with a total of 1,352 BART rider parking spaces) that distinguish between Reserved and Daily Fee vehicular parking. The site is also diagonally bisected by a segment of the Iron Horse Regional Trail, a pedestrian and bicycle trail extending approximately 32 miles between Concord and Pleasanton.

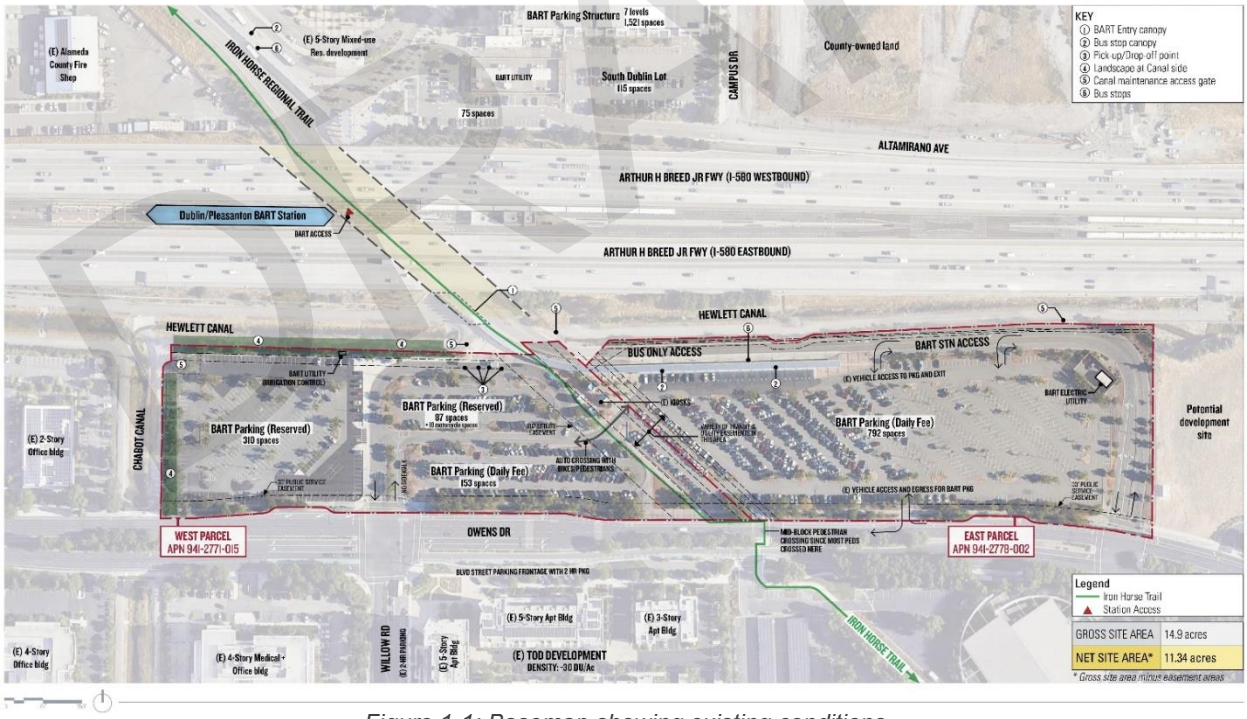

Figure 1-1: Basemap showing existing conditions

The project site has primary street frontage along Owens Drive and includes an access road that loops along the east and partially along the north of the site. This road turns into a bus-only access road that connects to the Dublin side of the transit station via an underpass. The site also has internal drive-aisles to facilitate vehicular drop-offs close to the station and access to parking areas. The Owens Drive frontage also includes an existing bike lane.

The site also includes a covered pedestrian walkway with multiple bus stops (mostly disused) along the north side, and a triangular central plaza with vacant retail kiosks near the entrance of the station.

b. Dublin/Pleasanton BART Station

The Dublin/Pleasanton BART station is located immediately north of the project site, on the border of Dublin and Pleasanton. It is the eastern terminus of the Blue Line and a major bus terminal served by six providers. The station itself is in the form of an island platform located in the center median of the elevated Interstate 580. The fare lobby is located under the platform and access to the station itself is via the underpass under I-580.

With a typical weekday ridership of ~3,000 in 2024, this station has experienced a 61% decline in ridership from 2019 to 2024.

c. Project Area Context

The project site is adjacent to the Chabot Canal to the west and the Hewlett Canal to the north. Most of the surrounding development is zoned PUD-Industrial/Commercial-Offices and as such, consists of two- to five-story office buildings with large parking structures and surface parking lots, such as the five-story Oracle campus east of the site and the Kaiser offices to the southeast. A notable exception is the Galloway Apartments (zoned PUD-Mixed Use, same as the project site), a multifamily residential project directly to the south, across Owens Dr.

In addition to BART facilities and rider parking, the Dublin side of the BART station (further north of the project site) has seen a spur of transit-oriented development over the past few years. Most of this development has been multifamily or mixed-use residential from three to seven stories.

Figure 1-2: Context map showing zoning

Based on Walk Score data, the project site has the following scores:

- Walk score 40/100: Car-dependent, as most errands in this area require a car. The average walk score for the city is 42.
- Transit score 54/100: Good transit, as there are many nearby public transportation options.
- Bike score 76/100: Very bikeable, as biking is a convenient option for most trips.

The following amenities are located in the vicinity:

- Retail
  - The closest convenience store is approximately 0.5 miles west at Owens Dr and Hopyard Rd, while the closest full-service grocery store is approximately 0.7 miles west along Owens Dr (between Hopyard Rd and Johnson Dr).
  - The closest department store and pharmacy is about 0.6 miles east at Owens Dr and Hacienda Dr.
  - The closest shopping center is approximately 0.7 miles west along Owens Dr, while the nearest movie theater is 1.1 miles northeast in Dublin.
  - There is also a gym less than 0.4 miles south of the site.

- Medical
  - The nearest urgent care facility is about 0.5 miles west on Owens Dr
  - The nearest hospital is approximately 1.2 miles southeast at Owens Dr and W Las Positas Blvd.

- Educational (preK-12)
  - Multiple local preschools 0.7-0.8 miles south of the site
  - Closest elementary school is ~0.9 miles south
  - Closest middle school is ~0.9 miles west
  - Two high schools are located ~3 miles south

- Houses of Worship
  - Multiple churches approximately 1 mile from the site
  - The closest mosque is ~1.6 miles south
  - The nearest Hindu temple is ~2 miles northwest in Dublin
  - The closest synagogue is ~2 miles south
  - The nearest Gurudwara is ~8.2 miles east in Livermore
  - The closest Buddhist temple is ~12 miles northwest in Castro Valley

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2. Engineering Due Diligence Report Summary

The Due Diligence Report prepared by BKF Engineers is included in the appendix section of this document (Section 7.a.). This report analyzes the existing physical site conditions including site elevations, important title information such as the location of easements, flood zone review, and existing utilities.

Below is a summary of findings from this report:

- The project site is mostly paved with asphalt and includes minor landscaping. An enclosure at the northeast corner of the site houses BART's gap breaker station as well as three service parking spaces.
- The site is relatively flat, with average slopes of about two to three percent. The title report for the sites includes information on various easements, most notably a 100-foot easement for gas utility running along the middle of the overall site and a 33-foot public service easement along Owens Dr. The easement exhibit is included in the BKF report.
- Primary fire access to the site will be from Owens Dr. Secondary fire access will be required from fire lanes within the site.
- The site is located within FEMA Flood Zone X, 0.2% Annual Chance Flood Hazard. The two adjacent canals are located in floodway areas, and must be kept free of any encroachment. The finished floor elevation of any future buildings should be located above the base flood elevation of the adjacent canals.
- There is a 16-inch DIPS (ductile iron pipe) water main in Owens Dr. and an existing 10-inch DIP water main that runs north-south through the site. An existing 16-inch DIP water service enters the site on the west side, and an existing 10-inch DIP water service enters the site on the east. There is also a 24”-diameter Zone 7-owned pipe that runs through the site along the alignment of the Iron Horse trail.
- There are four existing fire hydrants along Owens Dr. frontage and one within the property near the retail kiosks.
- There is a six-inch recycled water pipe extending into the southeast corner of the site along Owens Dr. Any future development should anticipate extending this six-inch line from Willow and Owens to create a looped system.
- There is an eight-inch VCPS (vitrified clay pipe) sewer main is located in Owens Dr west of Willow Rd, and a 12-inch VCP sewer main is located in Owens Dr east of Willow Rd. A six-inch" sanitary sewer main runs through the site, connecting the BART station to the sewer main in Owens Dr.
- City-owned storm drain mains are located in Owens Dr. A 24-inch line flows to the Willow Rd. intersection, and a 42-inch line from the same intersection to outfall into the Chabot Canal.
- A 60-inch storm drain main flows toward Iron Horse Trail, where it meets a County-owned 66-inch storm drain main that runs through the project site along the Iron Horse Trail. Catch basins on the site flow into one of the following: City mains in Owens Dr., a County main in the Iron Horse Trail, or directly into Hewlett Canal.
- The project will have to provide approximately 0.5 acres of LID treatment areas (such as bioretention areas).Proposed development on the site may be eligible for LID (low impact development) treatment reduction credits if it includes an affordable housing component and a minimum gross density of 40 DU/Ac (dwelling units per acre). If the project uses treatment reduction credits, the required bioretention areas could be reduced and stormwater treatment could be provided using non-LID treatment, such as filters.
- If the project successfully demonstrates a decrease in total impervious area on site, it will not be subject to hydromodification management requirements.

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3. Access and Circulation Report Summary

The Existing Conditions - Access and Circulation report prepared by Fehr & Peers is included in the appendix section of this document (Section 7.b.). That report analyzes the station area, ridership and access at the station, site circulation, as well as planned and proposed improvements. It provides further context and analysis relevant to this section of this memo.

a. Site and Station Access

- Pedestrian access to the BART station as well as the site is via the Iron Horse trail and via sidewalks from the intersection of Owens Dr. and Willow Rd. The Owens Dr. frontage also includes an eight-foot-wide sidewalk lined on both sides by existing trees, although some of the ground landscaping is in need of updating and upkeep. This sidewalk and almost all the associated landscaping is within the BART property.
    - Notably, a BART Station Profile Study from 2015 showed that access by walking accounts for 9% of home trips and 40% of non-home-based trips to/from the station. Complete mode share information can be found in section 7.b. of this document.
- The Iron Horse trail provides pedestrian and bicycle access to the site. The 32-mile-long multi-use, whole-access regional trail between the cities of Concord and Pleasanton follows the Southern Pacific Railroad right-of-way and directly connects to both the Dublin/Pleasanton and Pleasant Hill BART stations. The trail also has several bridges over busy thoroughfares to help improve traffic flow; with the latest addition being one over the Dublin Boulevard in Dublin.
- There is also a bicycle lane along Owens Drive and Willow Road. The station currently accommodates bike parking for 173 bicycles.
- A variety of bus lines service this area, most of which are part of the public bus service Wheels, operated by the Livermore Amador Valley Transit Authority (LAVTA). Stops for the BART station are primarily on the Dublin side, although nearly all of the routes use the East BART Station intersection at Owens Drive. Four out of 16 of the total number of bus bays are located along the transit-only road on the Pleasanton side of the station. Two bus routes currently use these stops, Wheels Route 54 and County Connection Route 636. Wheels Route 54 connects to the Altamont Corridor Express (ACE) Pleasanton station, which is located near Downtown Pleasanton.
  See section 7.b of this document for a full list of major bus lines connecting to this station as well as their frequencies and ridership.
- People driving into this area from the adjacent regions normally arrive via the freeway directly north of the site (I-580). Two nearby exits allow drivers to get on Owens Dr. from either the west (via Hopyard Rd.) or east (via Hacienda Dr.). Drivers from Dublin and other areas to the north similarly arrive via the same two streets (Hopyard. Rd. & Hacienda Dr.). Drivers from the south can use additional roads such as Chabot Dr. and Willow Rd. to reach Owens Dr.
- The designated passenger and taxi zone loading on the Pleasanton side is located just north of the BART Permit parking lot on the site. The passenger loading area provides about 350 feet of curbside loading space with the first 150 feet designated for taxis and the remainder designated as passenger drop-off zone, including 40 feet of accessible curb space nearest to the station entrance.
- There is also a taxi-only zone south of the project site along Owens Dr. City staff noted that these spaces currently have minimal usage.

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b. BART Rider Parking

The Dublin/Pleasanton BART Station is served by multiple vehicular parking facilities on the Dublin and Pleasanton sides, as shown in the map below. The capacities are as follows:

- Pleasanton side (surface parking only): total 1,352 spaces spread across four surface lots
- Dublin side (garage and surface parking): total 1,797 spaces
- Parking garage: 1,521 spaces
- Three surface parking lots: 276 spaces

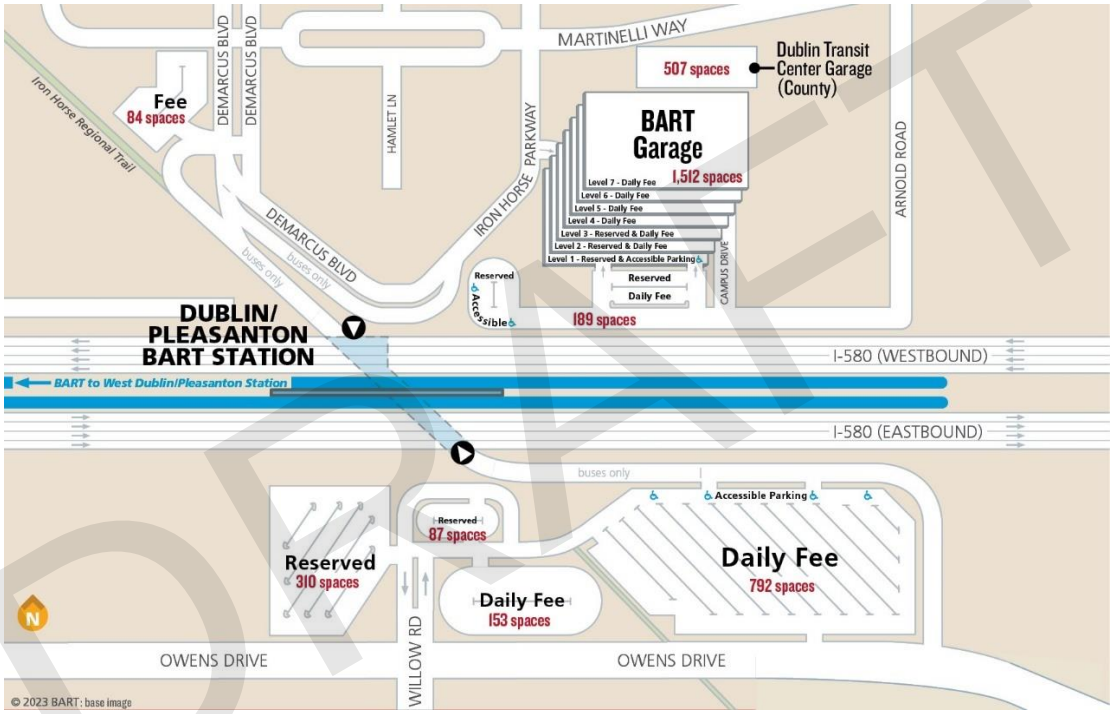

Figure 3-1: Map of BART parking facilities at the Dublin/Pleasanton station

In addition to the above BART-owned parking facilities, the Dublin Transit Center garage, constructed for the purpose of providing much needed transit parking at the Dublin/Pleasanton hub and completed in June 2024, also adds 507 spaces. As of April 2025, it appears to be minimally used.

Based on the BART occupancy count from spring 2025, parking on the Dublin side is about 58% occupied (1,035 spaces) while that on the Pleasanton side is about 51% occupied (693 spaces). The City has received additional MTC grant funding for a parking management study on parking availability in the area- this is separate from this effort and will be carried out in the near future.

The station accommodates bike parking for 173 bicycles at multiple locations:

- Near the station entrance: 56 BikeLink lockers and 24 BART bike lockers
- Opposite the station entrance: 35 bike racks and 28 BikeLink lockers
- Adjacent to the Dublin Transit Center garage: 30 bike lockers

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c. Planned Infrastructure Improvements

i. Iron Horse Trail improvements

Improvements are planned to the section of the Iron Horse Trail (IHT) - a 32-mile regional multi-use transportation and recreational corridor - running through the project site. BART's Iron Horse Trail Project aims to improve bicycle and pedestrian access to the Dublin/ Pleasanton Station, for the purpose of implementing its latest Station Access Policy (adopted 2016). The improvements will tie into IHT improvements being made in the adjacent city of Dublin. This will help to close the gap (from Dublin to Pleasanton) in the IHT, allowing BART riders to reach the station more easily using active transportation. The improvements will also improve safety and comfort for pedestrians and cyclists traveling to and through the station area.

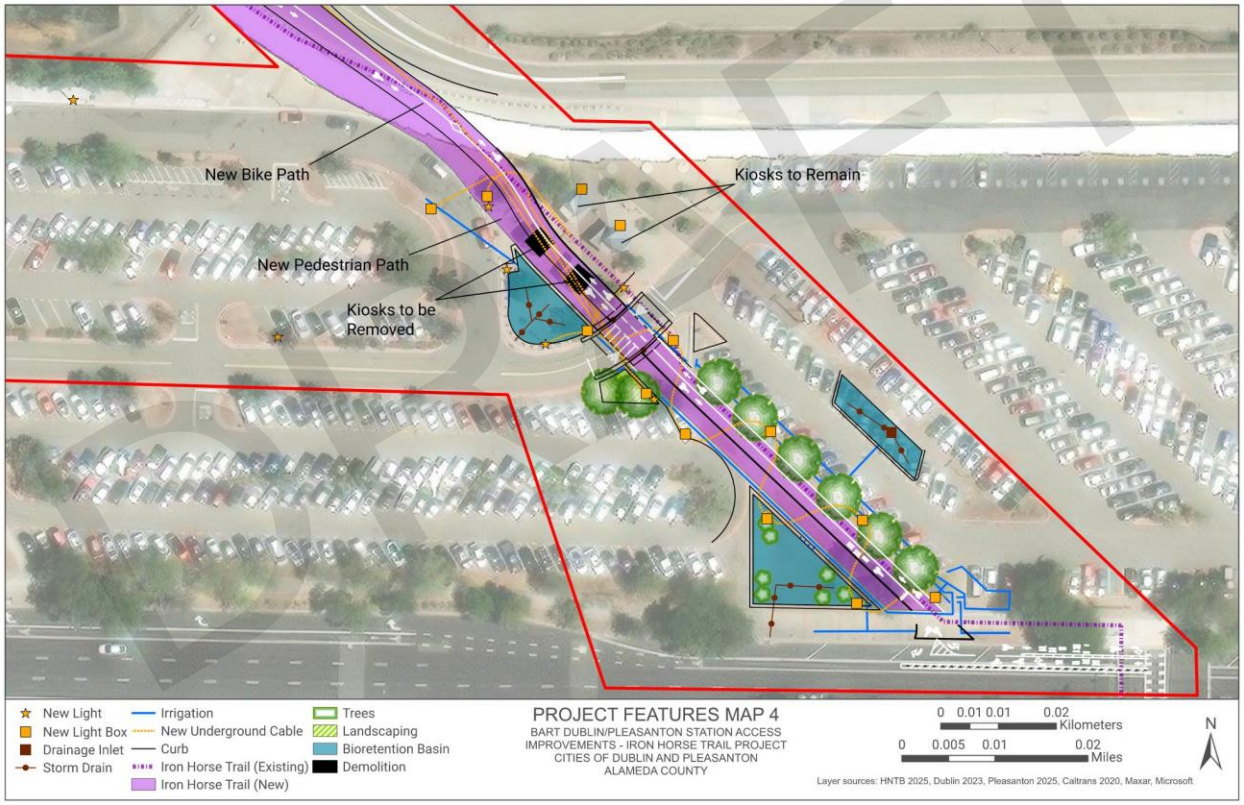

Figure 3-2: Exhibit showing the IHT improvements on the project site

In addition to BART riders who walk and bike to the station as part of their commute, the Dublin/ Pleasanton station itself is a recreational destination for users of the IHT. The improvements are intended to help visitors locate and access the trail easily. The trail also connects BART riders with the broader network of pathways, trails, and green spaces in the area.

The scope of this work that impacts the project site includes the following:

- The diagonal multi-use pathway running through the site will be upgraded to a designated two-way bicycle track, separated from vehicle traffic and from the pedestrian sidewalk.
- Reconfiguration of the bus area adjacent to the station entrance.
- Two out of four kiosks in the existing central plaza will be removed.
- New landscaping and storm water management features- including new trees along the trail.

- Restriping of bike lanes along a section of Owens Dr. to enable bicyclists to cross the street more smoothly at the existing signalized mid-block crosswalk.
- The westernmost parking lot (Lot D; used for Reserved Parking) will likely be used as a staging area during construction.
- Pedestrian-scale lighting
- Added wayfinding and signage
- Public art panels

Project stage: Invitation for Bid drawings were issued in Dec 2024. Construction is expected to start in late 2025 or early 2026.

ii. Valley Link Line and Station

Valley Link is a planned passenger rail service connecting the northern San Joaquin Valley to the Tri-Valley. The first leg of this new system is proposed to run between Dublin/Pleasanton and the Vasco Road ACE station with one additional station along the way. The alignment of this segment is mostly to be constructed within the existing freeway median (along I-580).

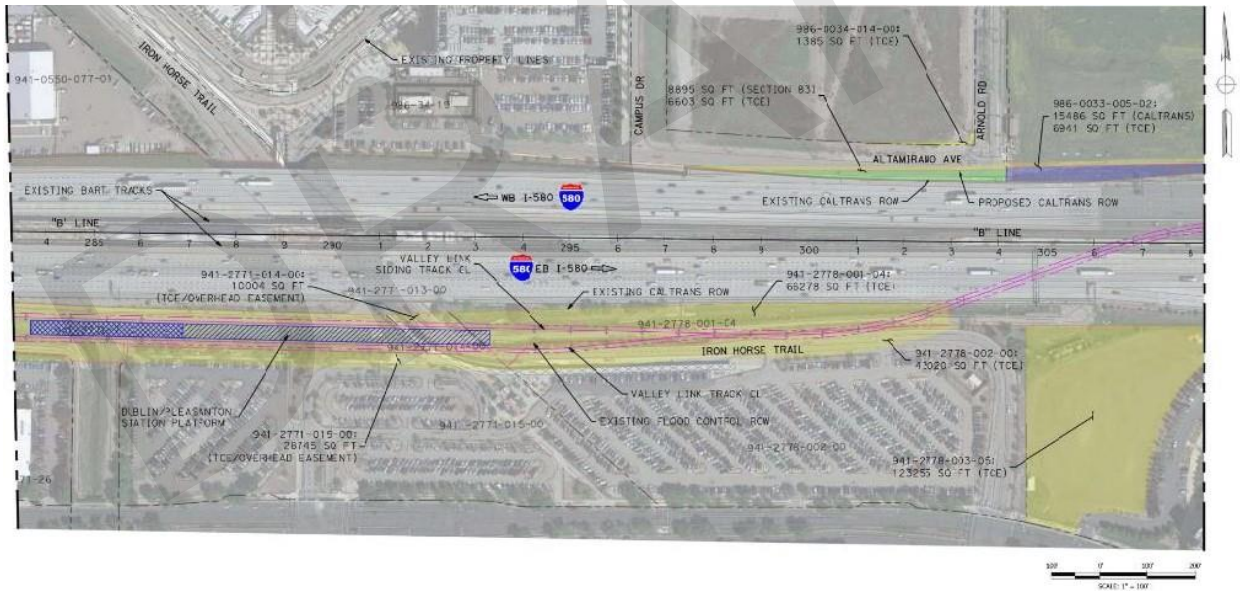

Figure 3-3: Right of way plan for new Valley Link station and track, showing station location adjacent to the project site and the temporary construction easement required.

Exhibits included in the Environmental Assessment from late 2024 show the proposed Dublin/ Pleasanton Valley Link Station sited south of the eastbound I-580 freeway and the existing Dublin/Pleasanton BART Station. The new station is designed to provide intermodal service between Valley Link, BART and local bus transit. Passengers wishing to transfer from Valley Link to BART or vice versa, would travel down to ground level, exit the station, and cross under part of I-580 to go to the transfer station. The proposed station design does not include the construction of any additional parking for the new station.

The scope of this work that impacts the project site includes:

- A 642-foot-long by 30-foot-wide, double-track Valley Link aerial station platform, approximately 34 feet above ground with shade canopies.
- Stairs, escalators, and elevators for vertical circulation within the station

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Project stage: The environmental assessment for NEPA was completed in December 2024, and a determination of FONSI (Finding of No Significant Impact) was made in June 2025. Funding gaps have been identified and phasing studies are currently underway. The final design is scheduled to be completed in 2025, with construction proposed from 2025-2027. The project's initial operating phase is projected to begin in 2028, though this is subject to change.

Figure 3-4: Visual simulation from Valley Link EIR document showing the new station and track as seen from the south side of Owens Dr.

d. Regulatory and Planning Context

i. BART Station Access Policy

The Board Adopted the 2016 Station Access Policy to guide BART rider access practices and investment priorities with walking as the primary investment priority followed by biking then transit/shuttle and paratransit, then drop off. Investments in parking are permitted at this station considered “Auto Dependent.” However, reducing the need for parking helps BART advance the access policy goals, as well as its TOD policy goals to maximize the amount of housing on BART property.

The Station Access Policy identifies the following goals:

a. **Safer, Healthier, Greener:** Advance the region’s safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.
b. **More Riders:** Invest in station access to connect more riders cost effectively, especially where and when BART has available capacity.
c. **More Productive and Efficient:** Manage access investments, programs, and current assets to achieve goals at the least cost.
d. **Better Experience:** Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.
e. **Equitable Services**: Invest in access choices for all riders, particularly those with the fewest choices.
f. **Innovation and Partnerships:** Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.

In December 2016, the BART Board adopted Performance Measures with targets to help evaluate how BART is doing in implementing the Station Access Policy. A key performance measure is the home-based access mode share target, which seeks to increase active access (access by walking and bicycling) systemwide from 44% to 52%. BART's 2015 Station Profile Study revealed that 20% of riders walk or bike from home to access the Dublin/Pleasanton BART Station. That data is currently being updated with a 2024 Station Profile Survey that is still being processed.

ii. Multimodal Access Design Guidelines ("MADG")

BART's MADG is focused on the rider experience with the goal of prioritizing active and high-occupancy modes to ensure that the station areas contribute to the community fabric and encourage BART ridership. By prioritizing human activity, the MADG encourages station area design to:

- Reduce conflicts between modes;
- Enable direct, efficient access and seamless connectivity between multiple modes; and
- Make station areas easy to navigate.

Internal circulation within the Project will be expected to comply with these guidelines and other best practices in pedestrian- and bicycle-centered street design.

iii. General Plan Housing Element and Objective Design Standards

The City of Pleasanton adopted its 2023-2031 (6th Cycle) Housing Element in 2023. The project site has been consistently inventoried as a Housing Element site since the 4th Cycle Housing Element. in the Housing Element inventory. The 4th Cycle Housing Element also notes the range of units that can be developed here (447-555 units). As a high-density housing site[1], the Housing Element inventory counts this location as suitable for the construction of lower-income units. The site is not required to be rezoned for housing development.

Along with the Housing Element, the City also adopted objective design standards (ODS) for the housing sites consistent with State law. All standards and guidelines that apply to all housing sites and/or apply specifically to multifamily development (including mixed-use), located in Part 3 of the Objective Design Standards for Housing Sites document are applicable to the project site. The ODS helps to shape development by setting standards for buildings and open spaces-specifically focusing on building massing and articulation, the ground-floor interface of buildings (with respect to building entrances, stoops, active uses etc.), and the size and treatment of open spaces.

iv. Site Zoning

The site is currently zoned PUD-MU (Planned Unit Development - Mixed Use). Previously zoned PUD-I/C-O (Planned Unit Development - Industrial/Commercial-Offices), it was rezoned in 2012 to allow housing development on the site. The most recent rezoning ordinance (O.2026) identifies the requirements for the minimum number of units to be developed on site and by extension, the minimum density (75 DU/Ac).

[1] High-density as defined by the State (i.e., being more than 30 DU/Ac), which allows it to count units towards the low-income category for purposes of RHNA (regional housing needs allocation).

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v. Housing Affordability Requirements and Goals

- Any development on the site is required to comply with the City's Inclusionary Zoning Ordinance (IZO). Amended in 2024, this process involves recording Affordable Housing Agreements between the City and each developer. Inclusionary units are to be deed-restricted to be affordable in perpetuity. ADUs/J-ADUs cannot be counted towards the IZO's minimum requirements. Per the IZO, multifamily residential developments (rental or ownership) with 10 or more units are required to maintain 15% of the units as affordable to Very Low and/or Low Income households (50-80% AMI level).
- The 2023-2031 Housing Element identified this site in its inventory as potentially providing 100% affordable housing. However, this is not a regulatory requirement and a project that is constructed may have a smaller percentage of affordable units, but still comply with the IZO.
- AB 2923 requires a minimum of 20% of all units at each TOD site to be affordable at low/very low-/moderate income levels, and BART has adopted a goal of 35% affordable units across its portfolio. BART's Framework for Financial Return from Affordable Housing (2021) lays out additional incentives for projects meeting or exceeding the portfolio-wide goal of 35% affordable housing units.

vi. Hacienda Design Guidelines

The project site falls under the Hacienda PUD district, an area located as per the vicinity map below. Updated in 2019, the Hacienda Design Guidelines are an integral part of the City's PUD ordinances and Hacienda's CC&R's, and help to shape the vision of the Hacienda PUD district masterplan. The basic objective of these TODDGL (Transit Oriented Development Mixed Use Development Standards and Guidelines) is to develop this district as a TOD "Village".

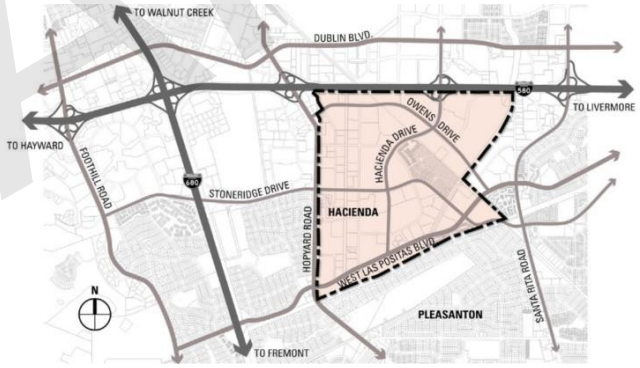

Figure 3-5: Hacienda vicinity map

Per this document, the project site is classified as a "Housing Parcel" (54/56B). As such the Housing Development Standards and Guidelines (Housing DGL) in the document apply here:

- Chapter 2 Site Planning Guidelines
- Chapter 3 Streets, Landscape and Common Area Guidelines
- Chapter 4 Signing Guidelines

The document provides a helpful list of Service & Retail Uses, as well as Public & Community Uses permitted on this site. Additionally, it also includes a list of conditional uses (including Childcare centers) allowed on the site.

vii. MTC Transit-Oriented Communities Policy

Adopted in 2022, the Metropolitan Transportation Commission's (MTC) Transit-Oriented Communities (TOC) Policy aims to increase overall housing supply and further the implementation of Plan Bay Area 2050 strategies. It does so by setting thresholds for core elements of land use density, affordable housing, commercial intensity (FAR), parking management, and complete streets/multimodal access. The policy applies to a half-mile area

around existing and planned transit stops and stations, and as such applies to the project site. According to the level of transit service, the project site is classified as Tier 3 (a stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit).

The table on the following pages compares applicable controls/standards/thresholds included in the documents referenced in this section (1.d., *i-vi*). Note that where local zoning was inconsistent with the BART AB 2923 standards on July 1, 2022, the AB 2923 standards became the local zoning for the BART-owned parcels.

viii. Assembly Bill 2923

Signed into law in 2018, Assembly Bill (AB) 2923 changed the zoning requirements on existing BART-owned property in Alameda, Contra Costa and San Francisco counties within a half mile of the stations. BART also adopted the AB 2923 Baseline Zoning Standards shown in the table below as its TOD zoning standards. In conjunction with Senate Bill (SB) 35 (2017) and SB 423 (2023), it enables the streamlining of approvals for certain developments on BART sites, including exemption from review under the California Environmental Quality Act (CEQA). Per BART's TOD guidelines, the Dublin/Pleasanton station's "TOD Place Type" is Neighborhood/Town Center.

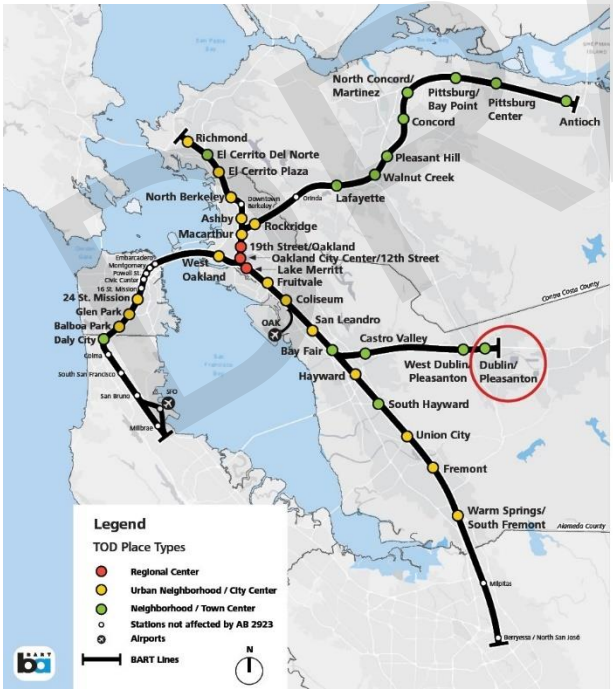

Figure 3-6: BART System Map showing the TOD Place Types for stations subject to AB 2923.

Neighborhood/ Town Center	Urban Neighborhood/ City Center	Regional Center
Allowable Residential Density		
75 dwelling units per acre or higher		
Allowable Height		
5 stories or higher	7 stories or higher	12 stories or higher
Allowable Floor Area Ratio (FAR)		
3.0 FAR or higher	4.2 FAR or higher	7.2 FAR or higher
Minimum Vehicle Parking		
Zero for all land uses (no minimum requirement allowed)		
Maximum Residential Vehicle Parking		
1.0 spaces per unit or lower	0.5 spaces per unit or lower	0.375 spaces per unit or lower
Maximum Office Vehicle Parking		
2.5 per 1,000 square feet or lower	1.6 per 1,000 square feet or lower	0 per 1,000 square feet
Shared Or Unbundled Vehicle Parking		
Allowed (neither prohibited nor required)		
Minimum Secure Bike Parking		
1 space per residential unit or higher		

Figure 3-7: Baseline Zoning standards for each TOD Place Type, with applicable standards highlighted.

Comparison between applicable regulatory standards

		City of Pleasanton *(i, ii, iii)* (Housing Element, Zoning, IZO)		Hacienda Design Guidelines *(iv)*		BART AB 2923 *(v)* (this prevails over the others)		MTC TOC Policy *(vi)*	
Designation		PUD-MU (Mixed Use-Business Park)		Housing Parcel		Neighborhood/Town Center Station Type		Tier 3	
F.A.R.		N/A Max		N/A		Min. 3.00		Commercial Office Intensity Avg min. FAR 2 or higher Avg max. FAR 4 or higher	
Height		Max. 65' (or 5 stories) *Exception for AB 2923 sites*		N/A		Min. 5 stories			
		MIN	MAX	MIN	MAX	MIN	MAX	AVG MIN OR HIGHER	AVG MAX OR HIGHER
Density	DU/Ac	75	Unlimited	N/A	N/A	75	Unlimited	50	75
Unit Yield*	on Gross site area (14.9 Ac)	1,118				1,118		745	1,118
	on Net site area (11.34 Ac)	851				851		567	851
Affordability requirements		*Inclusionary Zoning ordinance* 15% of all units at 50-80% AMI		N/A		Min. 20% units to be affordable at low/very low-/moderate income levels *BART's Framework for Financial Return from Affordable Housing (2021) lays out additional incentives for projects with at least 35% affordable housing units.*		N/A	
Parking requirements		Condos: 2 spaces per unit For Apartments: - Studio/1/2BR units: Min. 2 spaces for first 4 units and 1.5 spaces for each additional unit. - 3BR or larger: Min. 2 spaces per unit - Visitor parking: 1 space per 7 units				Residential: Max. 1 space per unit Office: Max. 2.5 per 1,000 SF		Residential: Max. 1 space per unit Office: Max. 2.5 per 1,000 SF	
Bike parking requirements		Long term: Min. 168 cubic feet of storage space per unit				Long term: 1 space per res. unit		Long term: Min. 1 space per res. unit + 1 space per 5,000SF of commercial office space	

**Unit yield does not consider state density bonus.*

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Comparison between applicable regulatory standards				
	City of Pleasanton *(i, ii, iii)* (Housing Element, Zoning, IZO)	**Hacienda Design Guidelines** *(iv)*	**BART AB 2923** *(v)*	**MTC TOC Policy** *(vi)*
Setback requirements	Front Yard: 15' Side Yard: 8' on one side/total 20' on both sides Rear Yard: 20'	In the case of a 33' Public service easement PSE (such as along Owens Dr) Allowed encroachment into PSE: 4' Minimum setback without parking: 21' Minimum PSE and Setback (Curb-building face): 29' Minimum front setback from parking: N/A 15' setback/5' encroachment allowed with enhanced private and public open space landscaping	N/A	N/A
Open Space requirements	For development sites less than 3 Acres: Multifamily- 240SF/per unit (cumulative of group and private open spaces) i. Group usable open space: Min. 200SF/unit ii. Private open spaces: not required (but where provided can be deducted from the group usable open space requirement upto 20%) For development sites 3 or more Acres: Multifamily- 300SF/per unit (cumulative of group and private open spaces) i. Group usable open space: Min. 250SF/unit ii. Private open spaces: not required (but where provided can be deducted from the group usable open space requirement upto 20%) Development standards for Group usable open spaces: d. 61-100 units: Min. 2 spaces, with min. 50' dimension and min. 4,000SF area each e. 101 or more units: Min. 3 spaces with min. 60' dimension and min. total 12,500SF area	Development standards for Common usable open spaces: d. 51-100 units: Min. 1 space of min. 30' dimension and 900SF area e. 101 or more units: Min. 1 space of min. 40' dimension and 1,600SF area	N/A	N/A

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4. BART's Basis of Design Criteria

The Basis of Design Criteria memo prepared by BART is included the appendix section of this document (Section 7.c.). These criteria are intended to provide the development team selected in the future with information to develop a comprehensive and project specific Basis of Design and Maintenance Responsibility Matrix. This matrix will be submitted and reviewed by BART to communicate how the development intends to address the operational and design needs of the District. This memo is only an initial statement of criteria- a full list of future will result from site specific field and technical investigations.

The memo covers process-related items and includes criteria under the following headings. A summary of notable criteria is listed below:

- **Utilities**
  - This section sets out criteria for existing, new and relocated utilities, as well as grading and site lighting. It also references other BART standards and permits for adherence.

- **Structural Design for Buildings**
  - This section sets out structural design criteria for any new development and improvements, and references other BART standards, Building and Engineering Codes.

- **Station Maintenance and Access**
  - This section provides specific parameters for service and maintenance access to BART facilities on site. A few key ones that will impact the development footprint and site circulation are reiterated below:
    - A clearance of at least 10' to be maintained around the perimeter of all BART structures (including electrical and irrigation facilities).
    - Service access and loading (along with 2-4 parking stalls) must be provided for the utility housing along the northwest edge of the site.
    - A clearance of at least 50' to be maintained around the perimeter of the traction power building at the northeast corner of the site.
  - This section provides parameters for station access by BART riders, with a special focus on ADA access.

- **Safety and Security**
  - This section provides helpful reminders around design, identification and signage for emergency access and maintenance areas. It also references CPTED (Crime Prevention Through Environmental Design) principles to be integrated into the design of any new buildings.

- **Fire Protection**
  - This section lists all applicable safety standards for new buildings on BART property.

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5. Development Opportunities & Constraints

a. Development potential of the Site

[OPPORTUNITY]

i. High development capacity

The site has multiple density thresholds defined by different regulations/stakeholders. Considering typical development densities, it could yield up to 1,200-1,300 new units.

ii. Change in site circulation pattern

Based on conversations with BART and City staff and site analysis undertaken thus far, and in keeping with BART's adopted Station Access Policy and MADG, there is appetite to change the vehicular circulation for this site with respect to the location of drop-offs/pick-ups, bus stops and parking access, with the goal of enhancing the rider experience, increasing pedestrian/bike activity, and reducing the impact of vehicular traffic on the site. However, an accessible drop-off zone that meets Public Right-of-Way Accessibility Guidelines (PROWAG) should be maintained as close to the station entry as needed. There is significant interest and opportunity to improve pedestrian access to and through the site and to the station entry.

iii. Reduction in BART rider parking usage

The COVID-19 pandemic severely impacted public transit ridership across the nation. The BART system has been slow to recapture the lost ridership and today has a daily ridership of about half that of the pre-pandemic volumes, although BART has been experiencing a consistent 5% growth in ridership in each of the last two years.
This provides an opportunity to plan for reduced BART parking demand as part of any new development. Also, BART staff have expressed the need to consolidate their parking in a single location for ease of access, circulation and management.
There is also the potential to explore maximizing significant existing BART parking infrastructure on the Dublin side of the station. Given the site's location and likelihood that it will continue to be a "drive to" station for many commuters, maintaining some an appropriate number of on-site rider parking is desirable.

iv. Fire access

Also, fire department access will be required around any new buildings. Alternatives for fire access, and potential limitations on building heights and/or frontage design due to available LPFD equipment will require consultation with the Livermore-Pleasanton Fire Department (LPFD).

v. Service Vehicle access

Site access and circulation will also need to consider the requirements of BART maintenance vehicle and Treasury vehicle access. Maintenance access requirements are laid out in the Basis of Design Criteria memo (section 7.c of this document).
The BART Treasury truck enters the station from the Dublin side via DeMarcus Blvd and departs from the Pleasanton side via Owens Dr. While on site, this truck is usually parked in front of the station entrance for servicing (~30 minutes). The Treasure truck services the station three days a week between 7.30-8.00am.

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b. Owens Dr Street Frontage
[OPPORTUNITY]

Based on preliminary discussions with City staff, a road diet (reduction in the number and/ or width of the lanes) may be acceptable for the Owens Drive frontage along the project site. This would be helpful in siting drop-offs and maximizing the developable area in the site, as well as providing street parking and improving the bike facility along this frontage.

c. Access to adjacent canals
[CONSTRAINT]

The project site is adjacent to the Chabot canal on the west and the Hewlett canal on the east. Both infrastructure pieces are managed by the Alameda County Zone 7 Water Agency, which needs to be able to access both areas for maintenance. BART has negotiated access easements with Zone 7 which may be relocated as part of the Concept Plan. See existing conditions basemap for current location.

d. Kinder Morgan Gas Line
[CONSTRAINT]

A high-pressure jet fuel petroleum pipeline operated by Kinder Morgan Energy Partners runs alongside the Iron Horse trail. While there is a generous 100’ easement (the original Southern Pacific Pipe Line Company’s federal right of way that is currently managed by Kinder Morgan). for this line, it is still within the project site. During past projects in the city that were also close to this gas pipeline, concerns were raised about building housing close to it. Given these concerns, it is of critical importance for any future development team to be cognizant of the easement and making sure no encroachment occurs. Where possible, it may be appropriate to maintain a wider berth than the easement requires. However, building and safety codes do not limit residential development beyond the easement.

e. Proximity to Freeway
[CONSTRAINT]

Since the project site is directly south of the busy I-580 freeway, it is important to consider the impact of traffic emissions and noise on any new development. The following strategies are a starting point to help address these issues:

- Vegetation for pollution dispersion, especially along the north portion of the site
- Physical layout of internal streets to promote air flow and pollutant dispersion.
- Thoughtful siting of any proposed outdoor spaces.
- Sound wall improvements to the freeway itself- especially considering more housing may be built on sites adjacent to it.
- Windows in any new development to be selected with appropriate rating to minimize air leakage and control condensation.
- Mechanical systems in any new development to have high efficiency indoor filtration. Selecting the right strategies will require further investigation during the development process. Noise and air quality concerns, while not studied as part of this report, can be overcome with relatively standard technology.

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f. Planned infrastructure improvements

[OPPORTUNITY/CONSTRAINT]

i. Iron Horse Trail upgrades

Any new development will need to incorporate the planned improvements to the Iron Horse Trail segment that runs through the project site. See section 1.c.i. of this memo for the scope of the improvements.

ii. Valley Link line and station

The station concept plan will factor in the planned Valley Link line and station as an existing condition. It is crucial for any new development to maintain the anticipated temporary construction easement that would be necessary during the construction of the station and line. This anticipated easement is shown in the exhibit below.

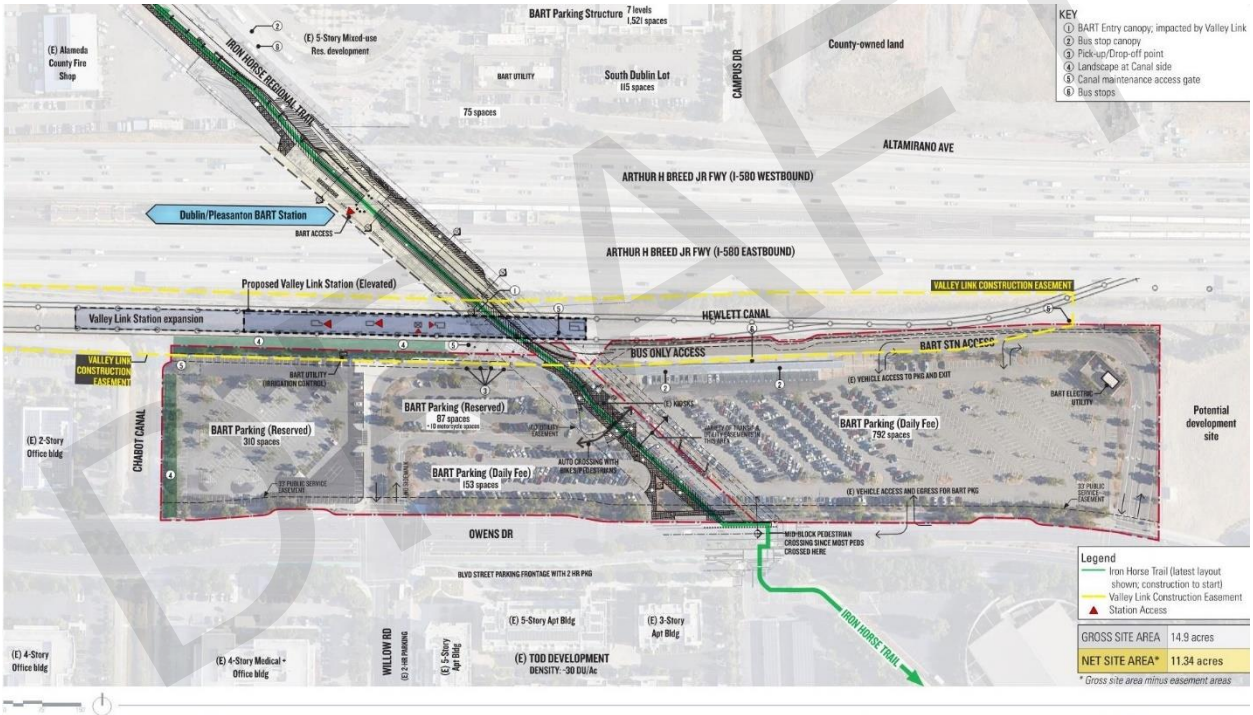

Figure 0-1: Basemap with planned infrastructure upgrades overlaid

g. Adjacent Housing development

[OPPORTUNITY]

i. The Galloway Apartments

Across Owens Dr is another TOD project, The Galloway Apartments (site area 8.42 Ac, density ~30DU/Ac) that was completed in 2017. Having a completed project in the immediate context is helpful and shows what the lower end of the allowed density on the project site looks like. This project also has a modified street frontage along Owens Dr that is a good reference for potential similar improvements on the north side.

ii. Oracle site

The Oracle site is immediately east of the BART site and has been identified as a housing site in the 2023-2031Housing Element update. Of the total site area of 20.61 acres, three vacant acres on the western side, across from the BART parcel could be developed with housing. It is estimated that between 150 and 225 units could be developed on this site, with the density ranging from 50-75 DU/ Ac.

The remainder of the site currently consists of two five-story office buildings and a four-level parking structure.

Figure 0-2: Aerial view of the Oracle site from the 2023-2031 Housing Element. Hatching represents the 3 acre portion for development, precise location and size to be determined.

h. Other proposed projects nearby

[OPPORTUNITY]

i. Visit Tri-Valley event center

Visit Tri-Valley is in negotiations with the City of Dublin and Alameda County to develop a new multiuse event center on county land just north of the BART station in Dublin. The facility is intended to boost local tourism, increase visitor spending, and create new opportunities for local businesses. Programming includes year-round events, including major sports tournaments, corporate gatherings, and entertainment shows. This could generate interesting adjacencies and help shape the program for this station concept plan with respect to non-residential uses.

Figure 0-3: Map from the Visit Tri-Valley website showing the location of the proposed event center.

It is assumed that the event center will likely rely on the recently constructed 507-space Dublin transit center parking garage (also operated by the county), and not the BART garage on the Dublin side. The availability of this county garage for any BART overflow parking will require further analysis.

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6. Key Takeaways

a. Determining project density and affordability

While the ranges of allowable residential density for this site vary between jurisdictions, the actual density and number of units will be determined by market conditions, feasibility, and the building code. The number of affordable units and their level of affordability will need to be determined carefully (by any future developer selected for this site) to meet BART minimums (which are higher than the City's requirements and BART's goals.

b. Determining development and BART rider parking requirements

Applicable state laws such as AB 2097 effectively eliminate minimum parking requirements for developments within 0.5mi of a major transit stop (such as a BART station). AB 2923 and MTC policy set a maximum residential parking ratio of 1:1.
Based on estimated demand for BART rider parking spaces, there appear to be more BART parking spaces available on the Dublin side of the station than the demand on the Pleasanton side (not including the County garage on the Dublin side). Other data also reveal that only ~35% of the spaces on the Pleasanton side are used by riders driving from Pleasanton/ areas to the south[2], while most of the spaces are used by riders from areas further east (such as Livermore/Tracy).
Notably, driving to the parking facilities on the Dublin side of the station versus the Pleasanton side of the station is virtually the same in terms of time and distance. Therefore it is reasonable to assume that parking on the Dublin side is equally convenient.

To ensure project feasibility and success, it will be critical to analyze and determine the appropriate parking need for both the new development and BART riders on the Pleasanton side. A station access planning and parking management study will be conducted prior to BART releasing its developer Request for Proposals. That study is slated to begin soon, and will include parking analysis to determine the maximum level of on-site BART rider parking to be provided in future development on the site. It is also important that proposed parking numbers are amenable to all stakeholders and ratified to provide certainty to future developers.

c. Site Circulation

It is crucial to maintain access to the various existing and proposed transit infrastructure as well as the other infrastructure and utilities that are accessed from the project site during construction and once the TOD is built. This will impact any proposed circulation and the extent of developable area on the site. It is also important for any circulation and drop-offs to adhere to BART's MADG where possible. Also, it is important to maintain accessible drop-offs as close to the station entry as needed, while closely adhering to PROWAG.
Opportunities to increase and improve pedestrian and bike circulation throughout the site will also need to be studied. Any interfaces between vehicular and pedestrian circulation (including those with the IHT at Owens Dr) will need to be well managed for a safe and comfortable user experience.

[2] Refer to section 7.b of this memo for more information regarding BART rider parking demand/occupancy.

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7. Appendix

a. Engineering Due Diligence Report [BKF]
b. Access and Circulation Report [Fehr & Peers]
c. Basis of Design Criteria Memo [BART]
d. Exhibits (11"X17")

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Date: August 7, 2025 **BKF Job Number:** 20250482

To: Aaron Welch
Aaron Welch Planning, Inc
aaronwelchplanning@gmail.com

Rick Williams
Van Meter Williams Pollock, LLP
rick@vmwp.com

From: Shanté Stowell, PE, Engineering Manager
Mike O'Connell, PE, Principal/ Vice President

Subject: Pleasanton BART – Due Diligence Report

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1. Introduction

Pursuant to your request, we have completed our preliminary infrastructure due diligence. The purpose of this review is to identify any unusual site-specific issues and special considerations that would add cost beyond the "normal" development costs for a similar project on a different site. In accordance with our scope of work, we have completed the following:

- Collected and reviewed record drawing documents
- Reviewed existing utilities adjacent to the site
- Reviewed various yield study scenarios provided by VMWP
- Plotted record boundary and easements

The approximately 15 acre site encompasses the parking lots at the Pleasanton BART Station. The site is bounded by Interstate 580 and Hewlett Canal to the north, Owens Drive to the south, the BART station access road to the east, and Chabot Canal to the west.

2. Existing Conditions

The approximately 15 acre site is paved with asphalt and contains trees and minor landscaping. A covered pedestrian walkway runs along the north end of the site and provides cover for a bus and taxi pick up and drop off areas. The Iron Horse Regional Trail runs northwest to southeast through the site. At the north end of the site, near where the Iron Horse Trail meets the covered walkway, there are four retail kiosk buildings. There is an enclosure at the northeast corner of the site.

Based on approximate elevation information shown on Google Earth, the site is relatively flat: elevations vary by about 5 feet across the length of the site, resulting in average slopes of 2-3%.

3. Title Review

Copies of the Title Reports are provided for reference in Appendix G. The title reports are separated into West and East parcels.

Based on our review of the Title Reports, the following easements should be noted. These easements are shown on the record boundary exhibit in Appendix K and Parcel Map 3863 in Appendix L.

West Parcel (APN: 941-2771-015)

Exception 5: Easement for pipelines and appurtenances for the conveyance of petroleum or natural gas or products derived therefrom, granted to Southern Pacific Pipe Lines, Inc. This easement is shown on the parcel map and the record boundary as a 10' wide easement located within a 100' strip at the east side of the west parcel, but the exact location is unknown.

Exception 6: Easement for slope, granted to Alameda County Flood Control and Water Conservation District. This easement is shown on the parcel map and the record boundary as an easement of varying width located along the east edge of the west parcel.

Exception 7: Easement for ingress, egress and slope maintenance, granted to Alameda County Flood Control and Water Conservation District. This easement is shown on the parcel map and the record boundary as a 14' wide slope easement and a 15' wide ingress, egress, and slope easement located along the north edge of the west parcel.

Exception 8: Easement for communications purposes, granted to Southern Pacific Transportation Company and to Southern Pacific Pipelines, Inc. This easement is shown on the parcel map and the record boundary as a 15' wide easement located along the east edge of the west parcel.

Exception 9: Easement for transit facilities components, granted to the County of Alameda. This easement is shown on the parcel map and the record boundary as a 50' wide easement located along the east edge of the west parcel.

Exception 10: Easements for utilities, landscape, and public service. On the parcel map and the record boundary, the utility easement is shown as a 100' wide easement along the east edge of the west parcel, the landscape easement is shown as a 14' wide easement along the north edge of the west parcel, and the public service easement is shown as a 33' wide easement along the south edge of the west parcel.

East Parcel (APN: 941-2778-002)

Exception 5: Easement for a line of poles with such wires as second party shall from time to time suspend therefrom for the transmission of electric energy, and for communication purposes, granted to Pacific Gas and Electric Company (PG&E). This easement is shown on the parcel map and the record boundary as a 25' wide easement located along the west edge of the east parcel.

Exception 6: Easement for water pipe line, granted to Alameda County Flood Control and Water Conservation District. This easement is shown on the parcel map and the record boundary as a 15' wide easement located near the west edge of the east parcel.

Exception 7: Easement for a line of poles with such wires as second party shall from time to time suspend therefrom for the transmission of electric energy, and for communications purposes, granted to PG&E. This easement is shown on the parcel map and the record boundary as an easement located near the north edge of the east parcel.

Exception 8: Easement for ingress, egress and slope maintenance, granted to Alameda County Flood Control and Water Conservation District. This easement is shown on the parcel map and the record boundary as a slope easement of varying width located at the north edge of the east parcel.

Exception 9: Easements for public service, landscape, and storm drain. On the parcel map and the record boundary, the public service easement is shown as a 33' wide easement along the south edge of the east parcel, the landscape easement is shown as a 15' wide easement along the north edge of the east parcel, and the storm drain easement is shown as a 10' wide easement near the west edge of the east parcel.

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4. Site Access

Existing site access is provided from Willow Road, a driveway along Owens Drive, and the Bart Station Access Road. There is additional pedestrian access from Iron Horse Trail and from the walkway to the Dublin/ Pleasanton BART Station to the north. Future access to the site will likely need to maintain the existing pedestrian access through the site to the BART Station and Bus / Taxi access to pick up / drop off areas.

The primary fire access will be provided along Owens Drive. Secondary fire access may be required from fire lanes within the site. California Fire Code Appendix D (adopted in the City of Pleasanton Code of Ordinances section 20.24.010) requires that buildings that are more than 30 feet tall be provided with aerial fire apparatus access, consisting of a 26 foot wide road located between 15 and 30 feet from the building, positioned parallel to one entire side of the building. Owens Drive could serve as an aerial apparatus access road, depending on the building location.

5. Flood Zone

The site is located within FEMA Flood Zone X, 0.2% Annual Chance Flood Hazard. Hewlett Canal and Chabot Canal, which are located adjacent to the site, are located in Zone AE, floodway areas. Floodway areas must be kept free of encroachment so that the 1% annual chance flood discharge can be contained in the channel. Base flood elevations in the canals vary from 328 to 331 in the areas adjacent to the site. The site's Flood Insurance Rate Map (FIRM) is included as Appendix A.

The building finished floor elevation should be located above the base flood elevation of the adjacent canals. The building finished floor elevation should also be higher than the elevation of the upstream sewer manhole and the crown of the street.

6. Grading

Once the development scenarios are provided to BKF, we will prepare an analysis of any grading considerations for the site.

7. Water System

The water system is owned and operated by the City of Pleasanton. Record drawings indicate that there is a 16-inch DIP water main in Owens Drive and an existing 10-inch DIP water main that runs north-south through the site. An existing 16-inch DIP water service enters the site on the west side, and an existing 10-inch DIP water service enters the site on the east side. Additionally, there is a Zone 7 owned pipe that runs through the site along the alignment of the Iron Horse trail. Zone 7 is a water wholesaler in the county.

There are 4 existing fire hydrants along the property frontage on the north side of Owens Drive. There is one existing fire hydrant within the property near the retail kiosks.

Refer to Appendix B for the water maps provided by the City of Pleasanton.

Initial domestic water demand is estimated to be 390,000 gpd (based on 1,300 units and 300 gpd/unit consumption). 300 gpd water consumption estimate is based on 2005 Pleasanton Plan 2025 for multi family use.

Fire flow demand will be based on the gross building area and construction type for the building. Once development scenarios that include gross building area and construction type are provided to BKF, we will prepare an estimate of the required fire flow. The city has provided a fire flow analysis dated May 2025, which is included for reference in Appendix B. The fire flow analysis shows that the city's system can provide a fire flow of 5,408 Gallons per Minute (GPM) at an on-site hydrant while maintaining the minimum residual pressure of 20 psi, but that this flow results in velocities in the main above the maximum velocity of 10 feet per second (fps). When velocities are constrained to 10 fps maximum, the on-site hydrant can produce a maximum fire flow of 2,447 GPM. Since the city's modeling assumed all fire flows would be provided from a single point on the project site, the city system may be able to supply a higher fire flow while maintaining the maximum required velocity if multiple connection points are used. If

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fire flows above 2,447 GPM are required, additional modeling should be performed to ensure the city system can meet the required demand.

8. Recycled Water System

The City of Pleasanton owns and maintains a recycled water distribution system that provides water that can be used for landscape irrigation in lieu of using potable water. Per the City's Recycled Water Distribution map, there are no recycled water pipes located in Owens Drive in the area where the project has frontage, but a 6-inch recycled water pipe appears to dead end near the southeast corner of the project site along Owens Drive. The project should anticipate extending this 6-inch line, likely from Willow and Owens to create a looped system.

Recycled water use is estimated to be 7,000 GPD, based on 26 gallons/SF/year, and assuming that 15% of the 14.9-acre site is landscape. The 26 gallons/SF/year estimate comes from the City of Redwood City Landscaping Water Demand projection, as the City of Pleasanton does not provide demand projections for landscape water usage.

Refer to Appendix C for the recycled water maps provided by the City of Pleasanton.

9. Sanitary Sewer System

The sewer system in the area is owned and operated by the City of Pleasanton. An 8-inch VCP sewer main is located in Owens Drive west of Willow Road, and a 12-inch VCP sewer main is located in Owens Drive east of Willow Road. A 6-inch sanitary sewer main runs through the site, connecting the BART station to the sewer main in Owens Drive. Refer to Appendix D for the sewer map provided by the City of Pleasanton.

Estimates for sanitary sewer average dry weather flow 254,000 gpd, based on a 0.65 factor applied to water demands stated in section 7 above. The 0.65 factor is based on the estimate provided in the 2005 Pleasanton Plan 2025 for multi-family residential. Peak dry weather flow is estimated to be 440 GPM, assuming flows are spread across a 24-hour day, with a peaking factor of 2.5.

10. Storm Drain System

The storm drain system in the area is owned and operated by the City of Pleasanton and Alameda County. In Owens drive near the west side of the project site, a city-owned 24-inch storm drain main flows to the intersection with Willow Road, and a city-owned 42-inch storm drain flows from the intersection with Willow Road to Chabot Canal, where it outfalls into the Canal. In Owens drive near the east side of the project site, a 60-inch storm drain main flows toward Iron Horse Trail, where it meets a county-owned 66-inch storm drain main that runs through the project site along Iron Horse Trail. Some existing catch basins on the project site flow to the city mains in Owens Drive, others flow to the county main in Iron Horse Trail, and others discharge directly into Hewlett Canal to the north.

Refer to Appendix D for the storm drain map provided by the City of Pleasanton.

11. Stormwater Quality

The project would create more than 10,000 square-feet of impervious surface and will therefore be required to treat stormwater runoff as outlined in Provision E.12 of the Phase II Small MS4 General Permit. Provision E.12 requires Low Impact Development (LID) techniques to reduce runoff, treat stormwater, and provide baseline hydromodification management to the extent feasible. LID techniques primarily include infiltration and stormwater re-use. If infiltration will not be feasible on this site, landscape-based LID techniques such as bioretention areas are acceptable as an alternative compliance measure. Stormwater treatment strategies often compete with other site functions within the development so it is important to coordinate treatment areas early in the design process.

The project may be eligible for LID treatment reduction credits based on being an affordable housing project. These credits would reduce the amount of bioretention treatment facilities required, but would require stormwater to be treated by a proprietary stormwater media filter instead. In order to qualify for LID treatment reduction credits, the

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project would need to be primarily residential and have a minimum gross density of 40 dwelling units per acre. For a 15 acre site, this would require at least 600 dwelling units; the project is currently projected to have a maximum of 1,300 dwelling units, which would meet this requirement. The project would need to be considered a preserved housing project with deed restriction running at least 55 years, at rent/mortgage rates (including utilities) no greater than 30 percent of the area median household income (AMI) limits adjusted for household size. Additionally, the project would need to demonstrate the technical or economic infeasibility of treating the stormwater with on-site, off-site, or regional LID treatment measures, including demonstrating technical constraints that preclude the use of any onsite landscaped areas for LID treatment.

If the project meets these requirements, it would be eligible for LID treatment reduction credits based on the percentage of dwelling units that are in each Area Median Household Income (AMI) category. If all units are free to tenants and do not charge any rent / mortgage, up to 100% of the stormwater may be treated with non-LID treatment methods. Refer to Appendix E for the Special Projects Worksheet used within Alameda County to determine the LID treatment reduction credits a project may qualify for.

If the project does not meet the criteria for LID treatment reduction or treatment with a proprietary stormwater media filter is not preferred, the project will need to install LID treatment such as bioretention areas. Assuming the 14.9 acre site is 85% impervious, the estimated required treatment facility area for the project is approximately 22,000 square feet (0.5 acres).

12. Hydromodification Management

Changes in the timing and runoff from a site, known as hydromodification, can damage or erode natural creeks and channels. Since 2007, Hydromodification Management (HM) techniques have been required in the Bay Area in areas susceptible to hydromodification. The project site is located in an area susceptible to hydromodification, based on the susceptibility map included in Appendix F. Projects in this area are required to comply with HM requirements if they create and/or replace one acre of more of impervious surface and increase impervious surface over pre-project conditions.

In order to comply with HM requirements, the project would need to implement flow duration stormwater control measures (such as large detention systems) to ensure that post-project stormwater discharge rates and durations match pre-project discharge rates and durations. Analysis using the Bay Area Hydrology Model would also be required. Since the existing site discharges stormwater to two different storm drain systems and multiple outfalls to Hewlett Canal, the analysis would need to show that discharge rates and durations are not increased at any of the existing outfall locations. This may require separate flow duration stormwater control measures for each outfall.

Since the existing project site is mostly impervious, we recommend that the project seek to decrease the total impervious area on the site, so that the project will not be subject to HM requirements. Decreasing the impervious area can be achieved by providing landscaped areas, bioretention areas, and / or green roofs. If needed, the project may also implement pervious pavement to further decrease the impervious area of the site.

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APPENDICES

APPENDIX A – FEMA FLOOD INSURANCE RATE MAP

APPENDIX B – PLEASANTON WATER BASE MAPS AND FIRE FLOW TEST

APPENDIX C – PLEASANTON RECYCLED WATER BASE MAPS

APPENDIX D – PLEASANTON SEWER AND STORM DRAIN BASE MAPS

APPENDIX E- PG&E ELECTRICAL BASE MAPS

APPENDIX F – PG&E GAS BASE MAPS

APPENDIX G -KINDER MORGAN PETROLEUM BASE MAPS

APPENDIX H – ALAMEDA COUNTY SPECIAL PROJECTS WORKSHEET

APPENDIX I – HMP SUSCEPTIBILITY MAP

APPENDIX J – TITLE REPORT

APPENDIX K - RECORD BOUNDARY EXHIBIT

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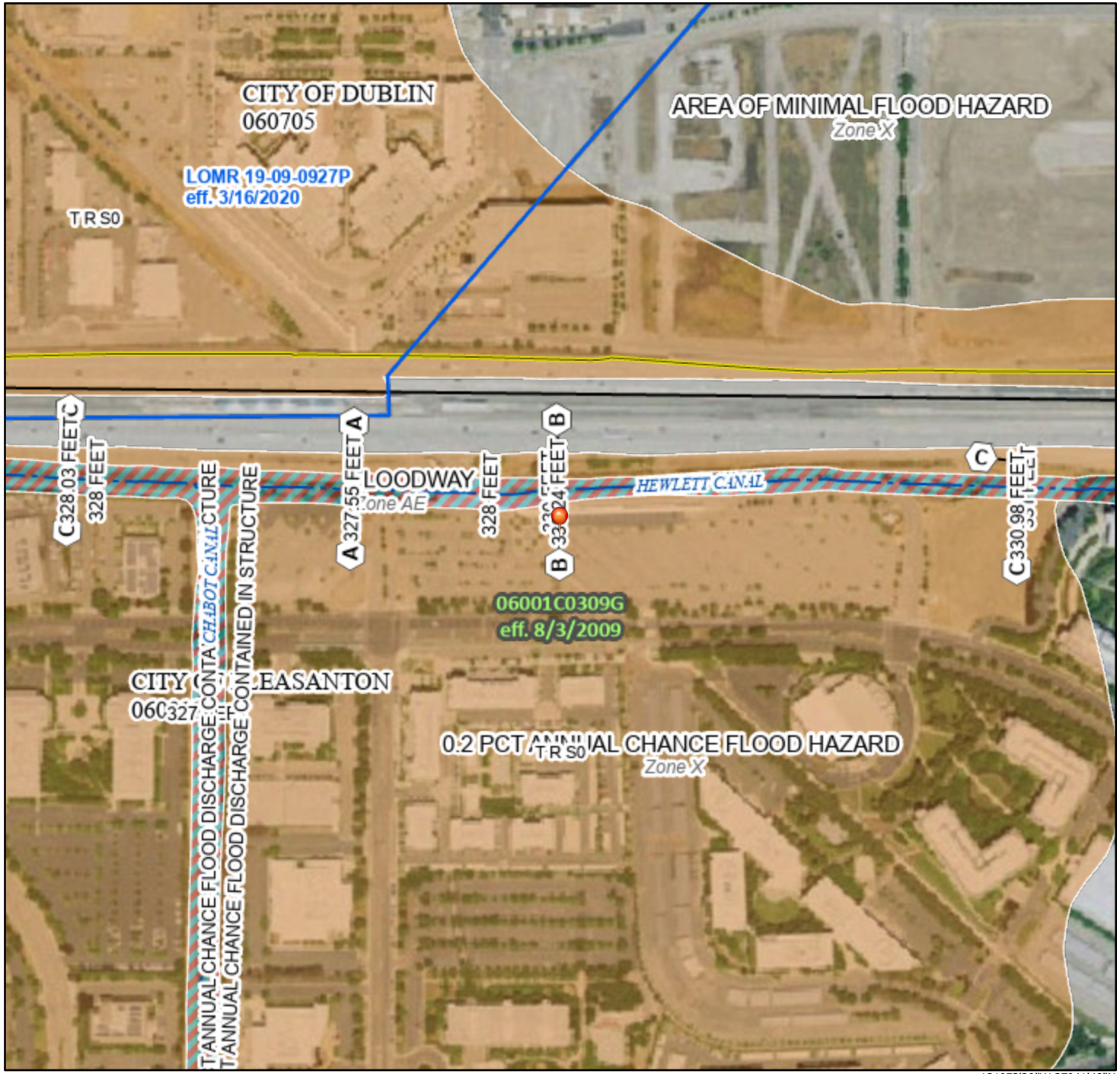
APPENDIX A – FEMA FLOOD INSURANCE RATE MAP

National Flood Hazard Layer FIRMette

FEMA

121°54'6"W 37°42'17"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

121°53'29"W 37°41'48"N

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/22/2025 at 7:01 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX B – PLEASANTON WATER BASE MAPS AND FIRE FLOW TEST

THE CITY OF PLEASANTON©

WATER SYSTEM FACILITIES

SYMBOLOGY

- ACV — AUTO CONTROL VALVE
- BLOW OFF VALVE
- MAIN LINE VALVE
- TEE VALVE
- CROSS
- 22° ELBOW
- 45° ELBOW
- 90° ELBOW
- TEE
- TANK
- GATE VALVE
- HYDRANT
- JOINT
- REDUCER
- CLOSED ZONE VALVE
- PS — PUMP STATION
- W — WELL
- 6534 — ADDRESS
- 3145 — TRACT NUMBER
- NON CONNECTING PIPES
- PRIVATE AREA PIPE
- ABANDONED PIPE
- TRACT BOUNDARIES
- GRID
- MAIN PIPE / RUBY HILL LOWER SYSTEM
- ZONE 7 PIPE
- RUBY HILL UPPER SYSTEM
- ARMY
- RUBY HILL SUCTION LINE
- GRAY WATER
- RECLAIMED WATER
- PRV — PRV
- METER
- PULL BOX
- MANIFOLD
- CONDUIT
- E — POWER SHUT-OFF SWITCH
- R — REPEATER

THE CITY OF PLEASANTON ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS FOR UTILITY INFORMATION SHOWN ON THESE MAPS. ALL INFORMATION SHOULD BE FIELD VERIFIED.

REV.
JAN 2005
LYNX TECHNOLOGIES

INTERSTATE 580

A.C.F.C. & W.C.D.

CHABOT CANAL

OWENS DR

5885
5877
5871
5865
5859

10" DIP
10" DIP
16" DIP
Ⓐ 16" DIP
16" DIP

GRAPHIC SCALE
0 50 100 150
FEET

CITY OF PLEASANTON
WATER SYSTEM FACILITIES

B1D1	B1D2	C1C1
B1D3	B1D4	C1C3
B2B1	B2B2	C2A1

B1D4

THE CITY OF PLEASANTON ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS FOR UTILITY INFORMATION SHOWN ON THESE MAPS. ALL INFORMATION SHOULD BE FIELD VERIFIED.

REV.
JAN 2005
LYNX
TECHNOLOGIES

INTERSTATE 580

A.C.F.C. & W.C.D.

HEWLETT CANAL

5835

OWENS DR

10" DIP

10" DIP

10" DIP

10" DIP

" DIP

CITY OF PLEASANTON
WATER SYSTEM FACILITIES

GRAPHIC SCALE
0 50 100 150
FEET

B1D2	C1C1	C1C2
B1D4	C1C3	C1C4
B2B2	C2A1	C2A2

C1C3

THE CITY OF PLEASANTON ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS FOR UTILITY INFORMATION SHOWN ON THESE MAPS. ALL INFORMATION SHOULD BE FIELD VERIFIED.

REV.
AUG 2007
LYNX
TECHNOLOGIES

CITY OF PLEASANTON
WATER SYSTEM FACILITIES

OWENS DR

CHABOT CANAL

A.C.F.C. & W.C.D.

CHABOT DR

WILLOW RD

16" DIP
10" DIP
12" DIP
12" ACP

5890
5880
5860
4780
4770

GRAPHIC SCALE
0 50 100 150
FEET

B1D3	B1D4	C1C3
B2B1	B2B2	C2A1
B2B3	B2B4	C2A3

B2B2

THE CITY OF PLEASANTON ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS FOR UTILITY INFORMATION SHOWN ON THESE MAPS. ALL INFORMATION SHOULD BE FIELD VERIFIED.

16" DIP
16" DIP
16" DIP
10" DIP
16" DIP
16" DIP
10" DIP
16" DIP
10" DIP
OWENS DR
5840 OWENS DR
4425
ZONE 7
4433
HACIENDA BLVD
4480
4460
HACIENDA BLVD

REV.
JAN 2005
LYNX TECHNOLOGIES

CITY OF PLEASANTON
WATER SYSTEM FACILITIES

GRAPHIC SCALE
0 50 100 150
FEET

B1D4	C1C3	C1C4
B2B2	C2A1	C2A2
B2B4	C2A3	C2A4

C2A1

THE CITY OF PLEASANTON ASSUMES NO LIABILITY FOR ERRORS OR OMISSIONS FOR UTILITY INFORMATION SHOWN ON THESE MAPS. ALL INFORMATION SHOULD BE FIELD VERIFIED.

CITY OF PLEASANTON

5859 OWENS DRIVE

FIRE FLOW ANALYSIS

May 2025

Prepared by:

AKEL
ENGINEERING GROUP, INC.

AKEL
ENGINEERING GROUP, INC.

May 5, 2025

City of Pleasanton
3333 Busch Rd
Pleasanton, CA 94566

Attention: Ryan Ravalin
Chief Utilities System Operator

Subject: 5859 Owens Drive – Fire Flow Analysis

Hi Ryan,

We are attaching our completed Fire Flow Analysis results for the hydrant located in the Pleasanton Bart Parking Lot, north of Owens Drive, as well as some brief discussions of assumptions, tabulated analysis results, and conclusions.

ASSUMPTIONS

- Analysis is performed using the City's existing domestic water system hydraulic model.
- Fire flow requirement for the existing commercial development is 2,500 gpm for a duration of 2 hours based on the City's Master Plan.
- Minimum pressure criteria of 20.0 psi for fire flows based on the City's Master Plan.
- Maximum velocity criteria of 10.0 ft/s for fire flows, excluding hydrant laterals, based on the City's Master Plan.
- Analysis is conducted under Maximum Day Demand conditions.
- Fire flow analysis performed during low tank water levels based on the current 7-day fill/drain cycle operations.
- PRVs are in service.
- Hydrant elevation is assigned via DEM records and validated using Google Earth.

PURPOSE

The purpose of this technical memorandum is to provide the recipient with an understanding of the capabilities of the City of Pleasanton's water distribution system under fire flow conditions. The hydraulic model evaluates the maximum flow capacity of the distribution system at the closest hydrant to 5859 Owens Drive. The analysis below includes a modeled simulation of four different scenarios highlighting the flow and residual pressure in each scenario respectively.

Scenario 1: The first scenario is under static conditions where the system is in its existing state with no fire flow stressors.

Scenario 2: The second scenario is under the design fire flow which is prescribed by the System Performance and Design Criteria based on the City's Water Distribution Capacity Master Plan. The design fire flow is applied to determine if the distribution system is capable of supplying both the minimum required flow and its resultant residual pressure with no constraints applied.

Scenario 3: The third scenario is under the 20.0 psi system wide minimum pressure during fires which is prescribed by the System Performance and Design Criteria based on the City's Water Distribution Capacity Master Plan. This scenario is a test to determine the maximum flow the distribution system is capable of supplying at the hydrant location while maintaining the 20.0 psi minimum pressure constraint.

Scenario 4: The fourth scenario is under both the 20.0 psi minimum pressure constraint as well as the maximum velocity constraint of 10.0 ft/s which are prescribed by the System Performance and Design Criteria based on the City's Water Distribution Capacity Master Plan. This scenario is a test to determine the maximum flow the distribution system is capable of supplying at the hydrant location while maintaining both the 20.0 psi minimum pressure constraint and the 10.0 ft/s maximum velocity constraint.

By adding constraints to each of the scenarios, we are able to identify any limiting factors hindering the maximum flow the distribution system is capable of supplying at the specified hydrant location.

ANALYSIS RESULTS

FH (30400015 @ ROW, 10-inch main)

- Scenario 1: The distribution system at the hydrant location has a static pressure of 63.6 psi during maximum day demands, under no fire flow stressors.
- Scenario 2: The distribution system at the hydrant location can satisfy the fire flow requirement of 2,500 gpm for 2 hours while maintaining a residual pressure of 52.5 psi which is above the minimum pressure constraint of 20.0 psi.
- Scenario 3: The distribution system at the hydrant location can produce a maximum fire flow of 5,408 gpm while maintaining the pressure constraint of 20.0 psi.
- Scenario 4: The distribution system at the hydrant location can only produce a maximum fire flow of 2,447 gpm while adhering to both the pressure constraint of 20.0 psi and the velocity constraint of 10.0 ft/s.
- The fire flow analysis results are documented in **Table 1**.

Table 1: Fire Hydrant – 30400015 @ ROW, 10-inch main

Scenario	Type	Flow (gpm)	Residual Pressure (psi)
1	Static	0	63.6
2	Design Fire Flow (City Criteria)	2,500	52.5
3	Under Pressure Constraint	5,408	20.0
4	Under Pressure and Velocity Constraint	2,447	52.9

Note:
Hydrant elevation of 333 ft.

INDIVIDUAL HYDRANT LIMITATIONS

The fire flow analysis in this report includes results simulated by the hydraulic model along distribution mains and does not account for individual hydrant limitations.

The hydraulic model predicts the capability of the distribution system to deliver water at the selected hydrant "location" and does not limit the flow based on the individual hydrant capacity nor lateral limitation. Most hydrants with 4-inch connections typically extract water at a rate of 1,500-2,000 gpm depending on their size, length, and hydrant type. Fire engine trucks can also impact water flow based on the size of their water tank and pump. Fire marshals indicate that individual fire engines can pump up to 2,000 gpm.

When the required fire flow water extraction value exceeds 1,500-2,000 gpm, multiple hydrants become necessary to meet the demand. There is a maximum spacing requirement between hydrants that is based on the prescribed flow, where a higher flow requirement (industrial/commercial/institutional) necessitates more hydrants with reduced spacing between them. Maximum hydrant spacing is documented in the International Fire Code (ICC IFC-2021).

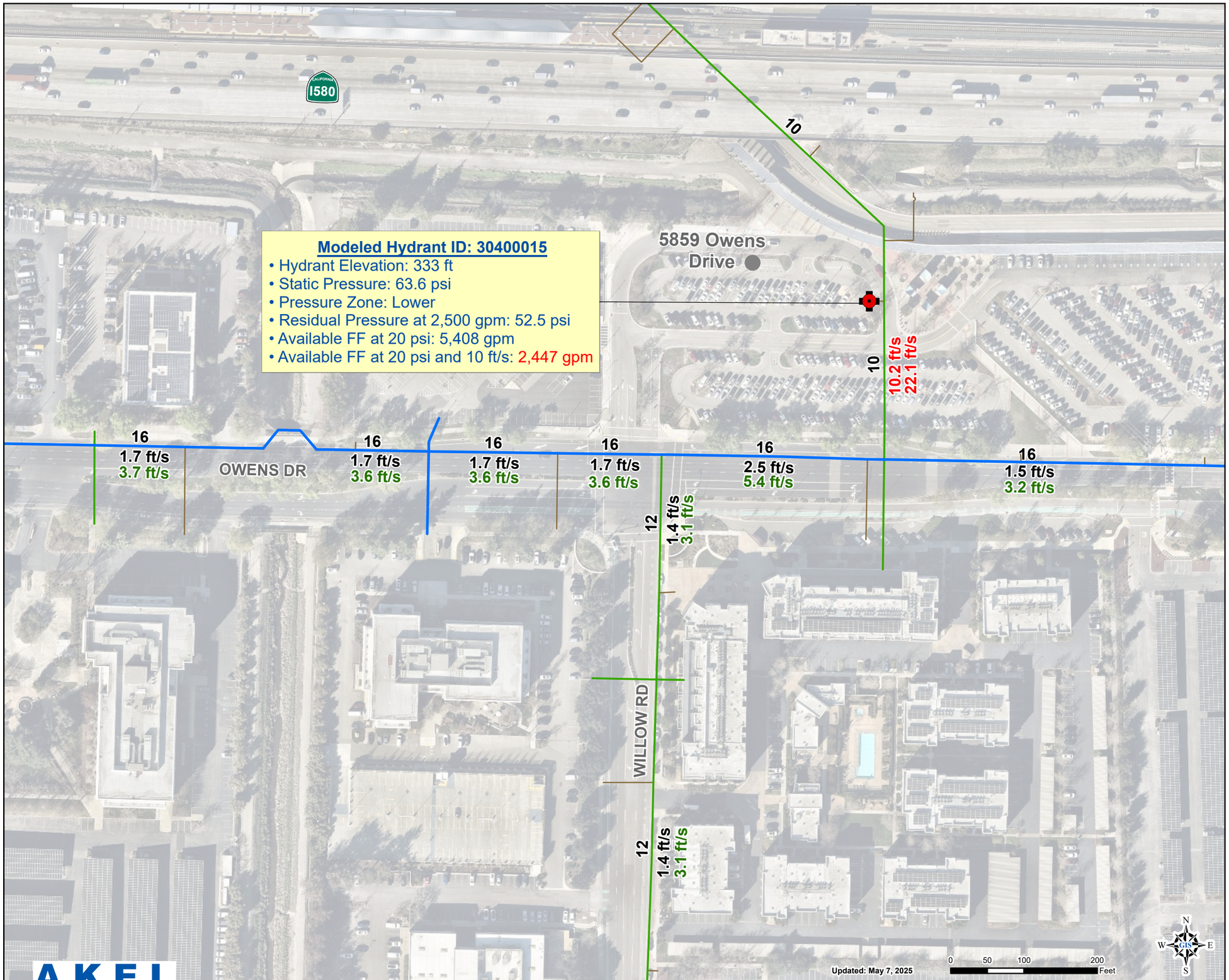
CONCLUSIONS AND RECOMMENDATIONS

The hydrant closest to 5859 Owens Drive was able to supply the commercial fire flow requirement of 2,500 gpm for 2 hours while maintaining a residual pressure above 20 psi. The distribution system can supply up to 5,408 gpm while maintaining a residual pressure of 20 psi, however pipeline velocities will exceed the 10 ft/s criteria. **Figure 1** documents the available fire flows under each scenario and also identifies the pipe that exceeds the maximum velocity constraint of 10 ft/s during a 2,500 gpm (Scenario 2) and 5,408 gpm (Scenario 3) fire flow. The maximum available fire flow while maintaining a 20-psi residual pressure and pipeline velocities under 10 ft/s is 2,447 gpm.

It should be noted that since the fire flow requirement is larger than a single fire hydrant's limitation of 1,500-2,000 gpm, multiple hydrants are needed to supply this fire flow requirement.

Sincerely,

AKEL ENGINEERING GROUP, INC.
Tony Akel, P.E.
Senior Principal



Legend

Existing System

- Modeled Hydrant
- **2.9ft/s** 2,500 gpm FF Velocity
- **2.9ft/s** 5,408 gpm FF Velocity

Pipes by Diameter

- 8" or Less
- 10" - 12"
- 14" or Greater

Design Fire Flow:
2,500 gpm for a duration of 2 hours

Modeling Assumptions:
1. Maximum Day Demands
2. Tank Drain Cycle
3. Low Tank Levels
4. Minimum Pressure of 20 psi
5. Maximum Velocity of 10 ft/s

PRELIMINARY

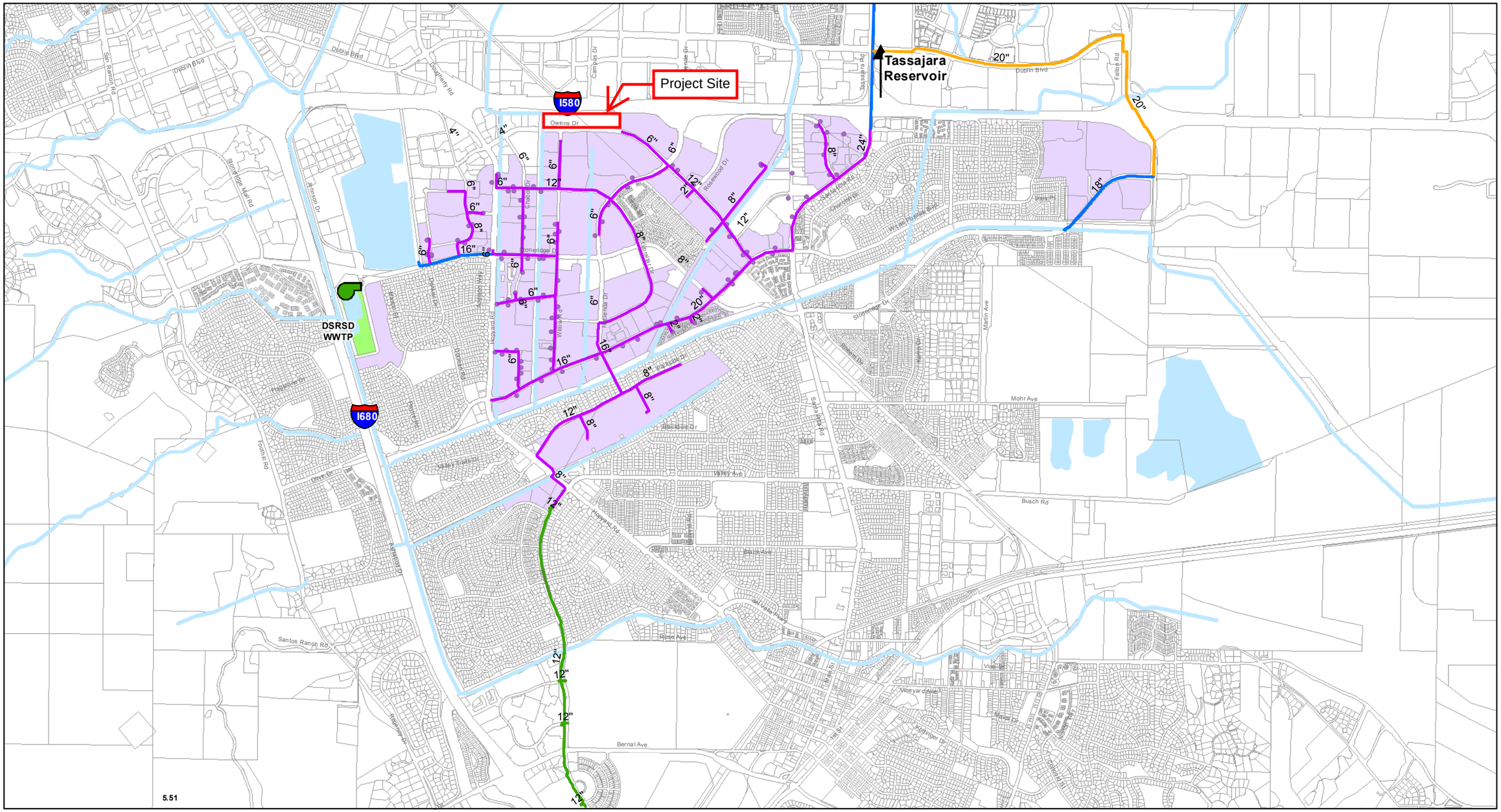
Figure 1
5859 Owens Drive
Fire Flow Analysis
Hydraulic Analysis
City of Pleasanton

THE CITY OF PLEASANTON

AKEL ENGINEERING GROUP, INC.

File Path: P:\xGIS\GIS_Projects\Pleasanton\Studies\250505-5859OwensDr_FF\PLE_Fig1_5859OwensDr_FF_050525.aprx

APPENDIX C – PLEASANTON RECYCLED WATER BASE MAPS



5.51

pw:\\PHX-POP-PW.Carollo.local:Carollo\Documents\Client\CA\Pleasanton\
8889A00\Data\GIS\Figure 6.7 Recommended Alternative Potential Customers and Pipeline Alignment.mxd
Modify Total in table PleasantonGIS/raw/20130613
Add Deleted, Phase 1B to 1A, and new Phase1;
Now: \\PLEASGIS_DATA\GIS_Data\Utilities\RecycledWater\
RecycledWaterMapNovember2014.mxd
PleasantonGIS/raw/20141121
All 1B > 1A; add CWR Now: \\PLEASGIS_DATA\GIS_Data\Utilities\RecycledWater\RecycledWaterMapFebruary2015.mxd/raw/20150219
Change 1B pipes on SRR > 1A, extend CWR line on ElCharro > Existing 18;
Now: \\PLEASGIS_DATA\GIS_Data\Utilities\RecycledWater\RecycledWaterMapMarch2015.mxd-3/5/2015
Replace Gibraltar and add Valley Ave Ext from ACAD
Upd: \\PLEASGIS_DATA\GIS_Data\Utilities\RecycledWater\RecycledWaterMapSept2016.mxd - 09/13/2016-rw

DSRSD Facilities

- WWTP
- Recycled Water Pump Station

Recycled Water Pipelines

- Phase 1A
- Clean Water Revival
- Valley Ave Extension
- Existing

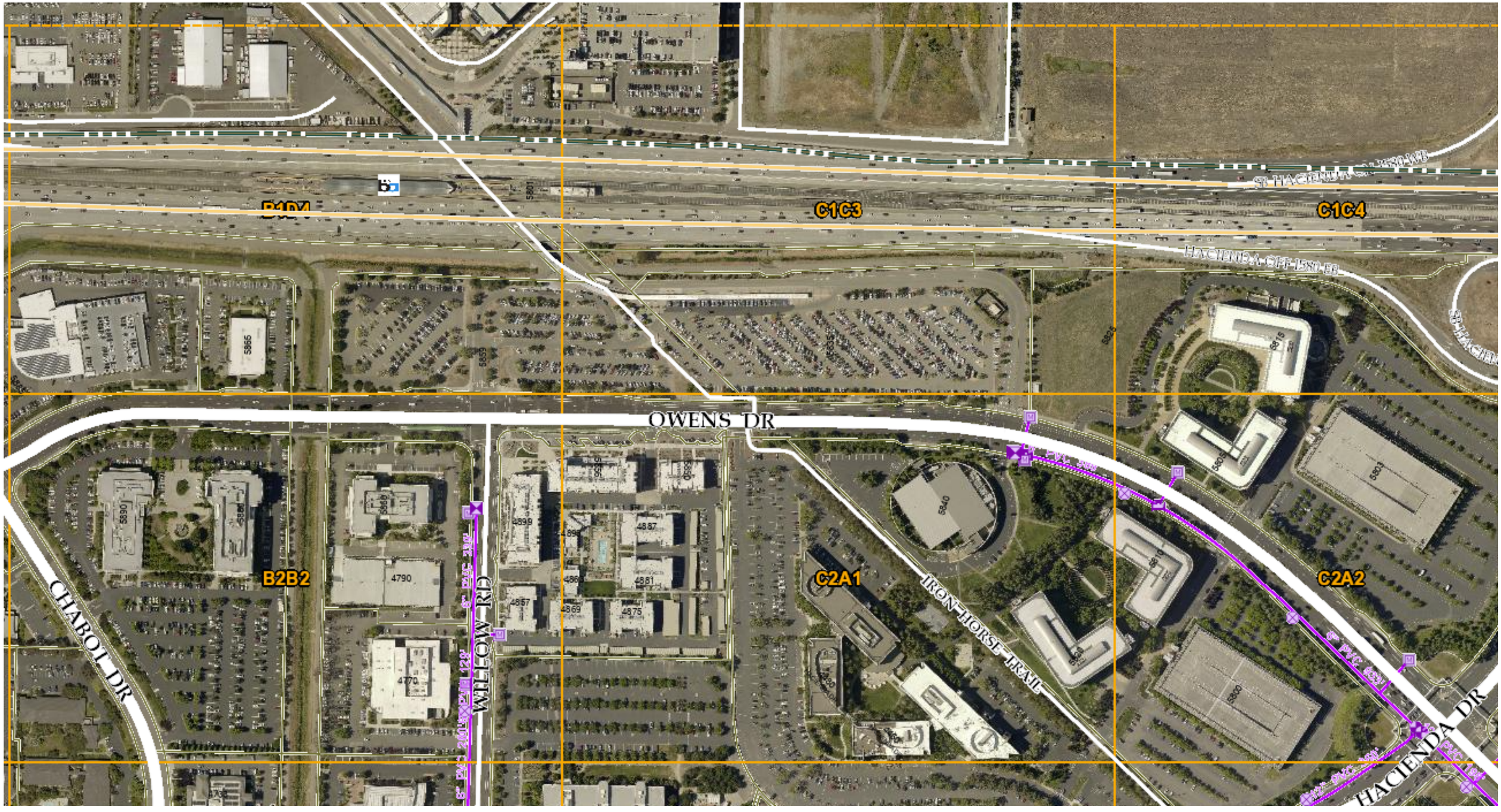
Potential Users

- Served by Phase 1A Alignment
- Waterbody

Phase 1
Recycled Water Distribution System

0 1,500 3,000 Feet

N


B1B4
C1C3
C1C4
OWENS DR
CHABOT DR
WILLOW RD
B2B2
C2A1
IRON HORSE TRAIL
C2A2
HACIENDA DR

APPENDIX D – PLEASANTON SEWER AND STORM DRAIN BASE MAPS

THE CITY OF PLEASANTON©

SEWER \ STORM DRAIN SYSTEM FACILITIES

SYMBOLOGY

MANHOLE	JOINT	NON-CONNECTING PIPES	ABANDONED SEWER PIPE
STORM DRAIN INLET	LUG	GRID LINE	ABANDONED STORM DRAIN PIPE
PUMP STATION	SEWER PLUG	CAMP PARKS SEWER PIPE	PRIVATE STORM DRAIN PIPE
SEWER RISER	WYE	DSRSD SEWER PIPE	STORM DRAIN V-DITCH
STORM DRAIN OUTFALL	VAULT	LAVWMA SEWER PIPE	STORM DRAIN MAIN
FLOW DIRECTION SYMBOL	WATER HYDRANT	SEWER MAIN	
STORM DRAIN WALL	6534 ADDRESS	PRIVATE SEWER MAIN	

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REV.
NOV 2000
LYNX TECHNOLOGIES

CITY OF PLEASANTON
SEWERSTORM DRAIN SYSTEM FACILITIES

GRAPHIC SCALE
0 60 100 150
FEET

B1D1	B1D2	C1C1
B1D3	B1D4	C1C3
B2B1	B2B2	C2A1

B1D4

INTERSTATE 580

A.C.F.C. & W.C.D.

CHABOT CANAL

CAMP PARKS SEWER SYSTEM

OWENS DR

5877 5871 5865 5859 2885

100 8" PVC 70'
8" PVC 310'
102
101 24" VCP 140'
36" VCP 142'
104
39" VCP 140'
105
24" VCP
39" VCP 242'
200 39" VCP 192'
201 39" VCP 152'
39" VCP 325'
300
400
36" VCP 1002'
6" UKN
6" U
68" RCP
500 D 8.97
501
502
503 D 9.22
100 D 9.14
101 D 11.11
101
94'
95'
100'
80" RCP

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REV.
MARCH 2000
LYNX TECHNOLOGIES

CITY OF PLEASANTON
SEWER/STORM DRAIN SYSTEM FACILITIES

GRAPHIC SCALE
0 100 150
FEET

B1D2	C1C1	C1C2
B1D4	C1C3	C1C4
B2B2	C2A1	C2A2

C1C3

INTERSTATE 580

A.C.F.C. & W.C.D.

HEWLETT CANAL

CAMP PARKS SYSTEM

98' 100

6" PVC

401

80'

6" PVC

400

6" PVC 243'

500

500
D 8.60

320'

103

68" RCP 245'

OWENS DR

5835

50'

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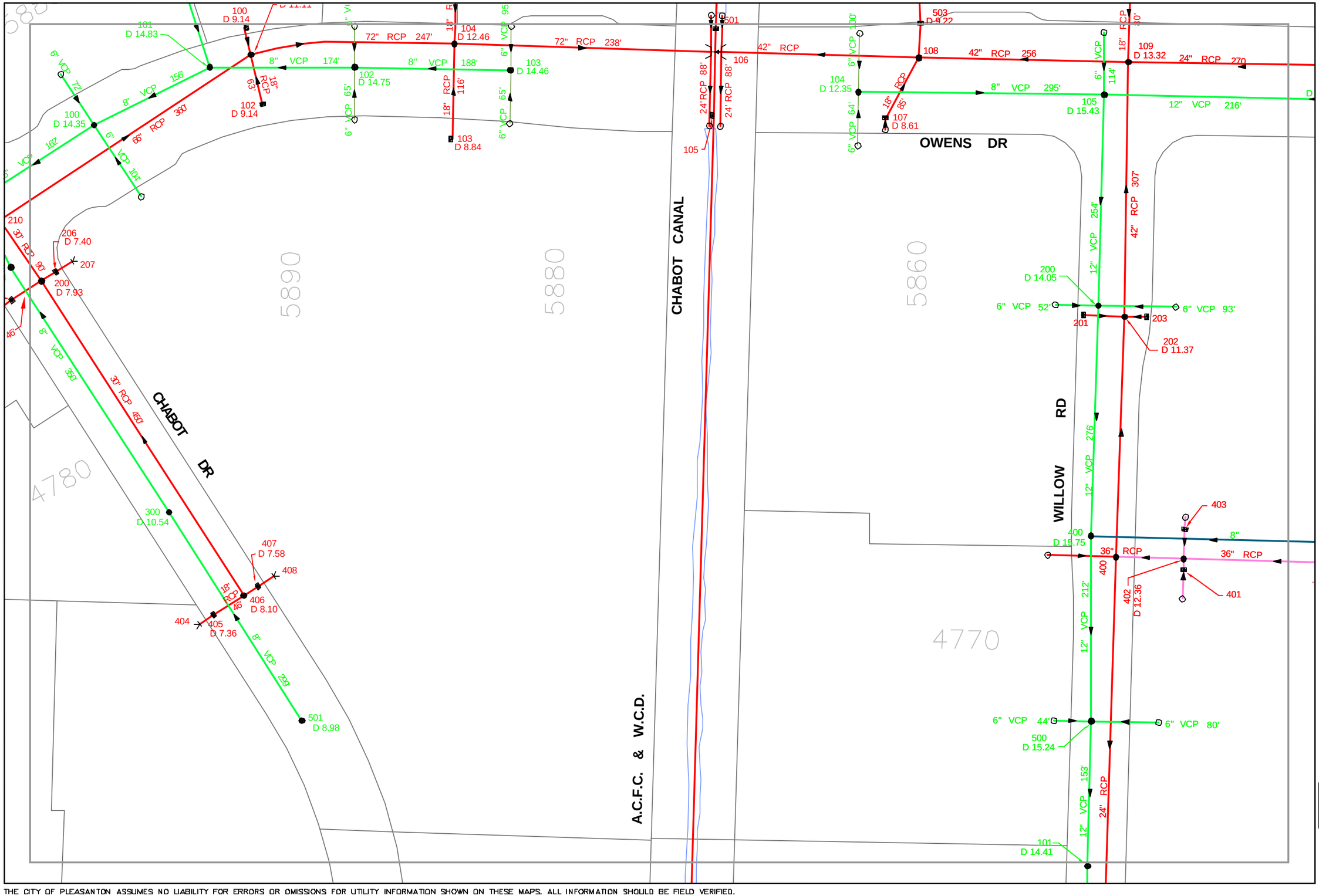

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REV.
APRIL 2001
LYNX TECHNOLOGIES

CITY OF PLEASANTON
SEWER/STORM DRAIN SYSTEM FACILITIES

GRAPHIC SCALE
0 50 100 150
FEET

B1D3	B1D4	C1C3
B2B1	B2B2	C2A1
B2B3	B2B4	C2A3

B2B2

REV.
NOV 2000
LYNX TECHNOLOGIES

CITY OF PLEASANTON
SEWER\STORM DRAIN SYSTEM FACILITIES

GRAPHIC SCALE
0 100 150
FEET

B1D4	C1C3	C1C4
B2B2	C2A1	C2A2
B2B4	C2A3	C2A4

C2A1

OWENS DR

5840 OWENS DR

4425

4433

4480 HACIENDA BLVD

4460 HACIENDA BLVD

ALAMEDA COUNTY

100 D 13.61
6" UKN 75'
6" VCP 75'
18" RCP 88'
100 D 8.23
101 D 9.92
24" RCP 217'
103
104 D 9.65
RCP 65'
18" RCP 102'
6" VCP 50'
101 D 13.67
12" VCP 276'
12" VCP 350'
106
6" VCP 105'
102 D 14.63
6" VCP 78'
107
RCP 437'
18" RCP 70'
6" VCP 310'
108
15" VCP 103 D 15.83
60" RCP 217'
111 D 10.09
112
110 D 12.13
18" RCP 75'
109 D 9.67
6" VCP 105'
6" VCP 63'
104 D 15.33
60" RCP 320'
12" VCP 326'
12" VCP 343'

402 D 9.15
401 D 7.96
6" UKN
400 D 12.84
400
8" UKN
30" RCP
403 D 9.70
404 D 7.93
401 D 12.65
407
24" RCP 405
406 D 9.80
8" UKN
408 D 7.28
500
500 D 11.10
501 D 8.90

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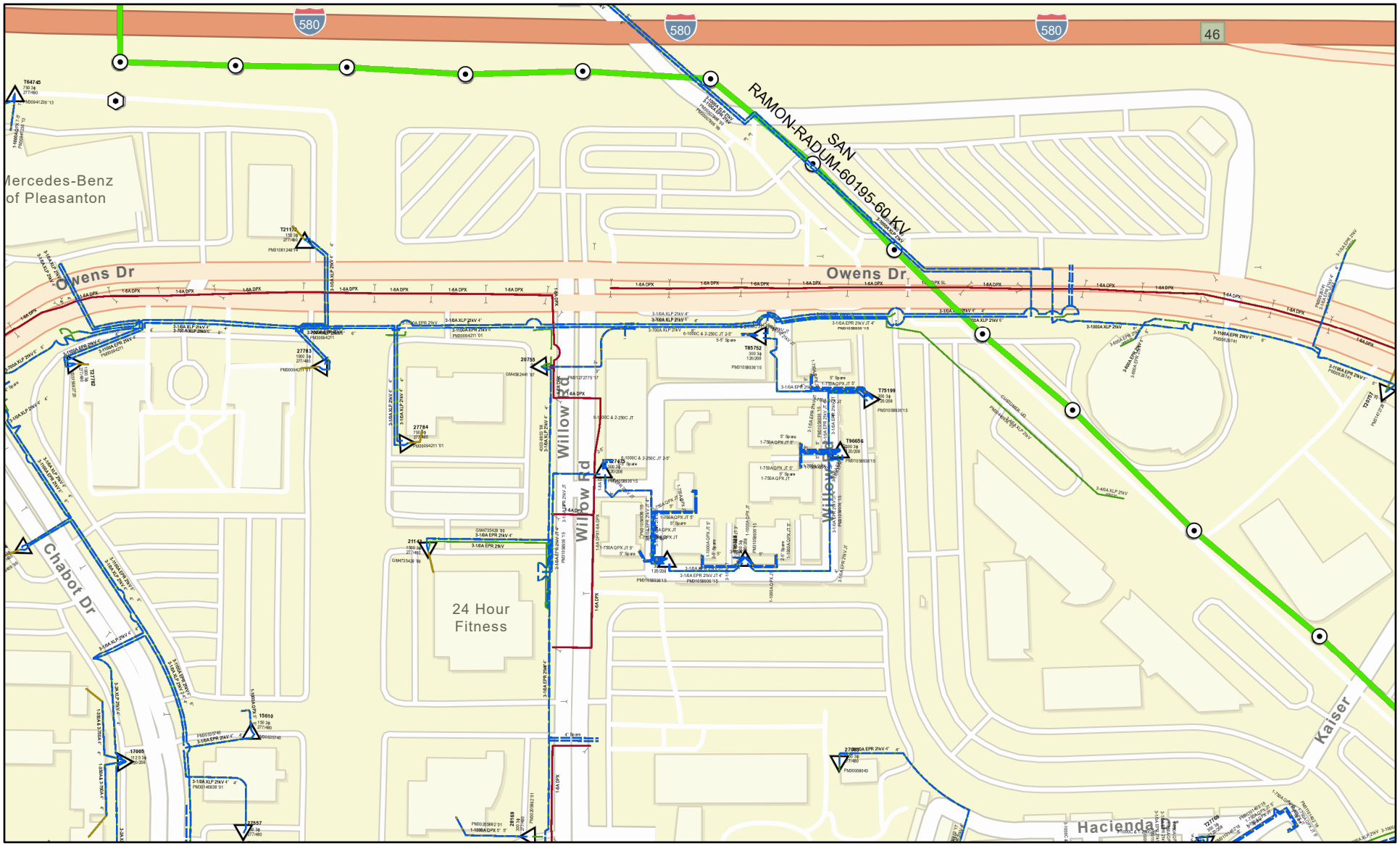
APPENDIX E – PG&E ELECTRICAL BASE MAPS



May 28, 2025

PG&E Joint Pole Map

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Conduit

- <all other values>
- In Service
- Proposed - Install

Deactivated

Support Structure

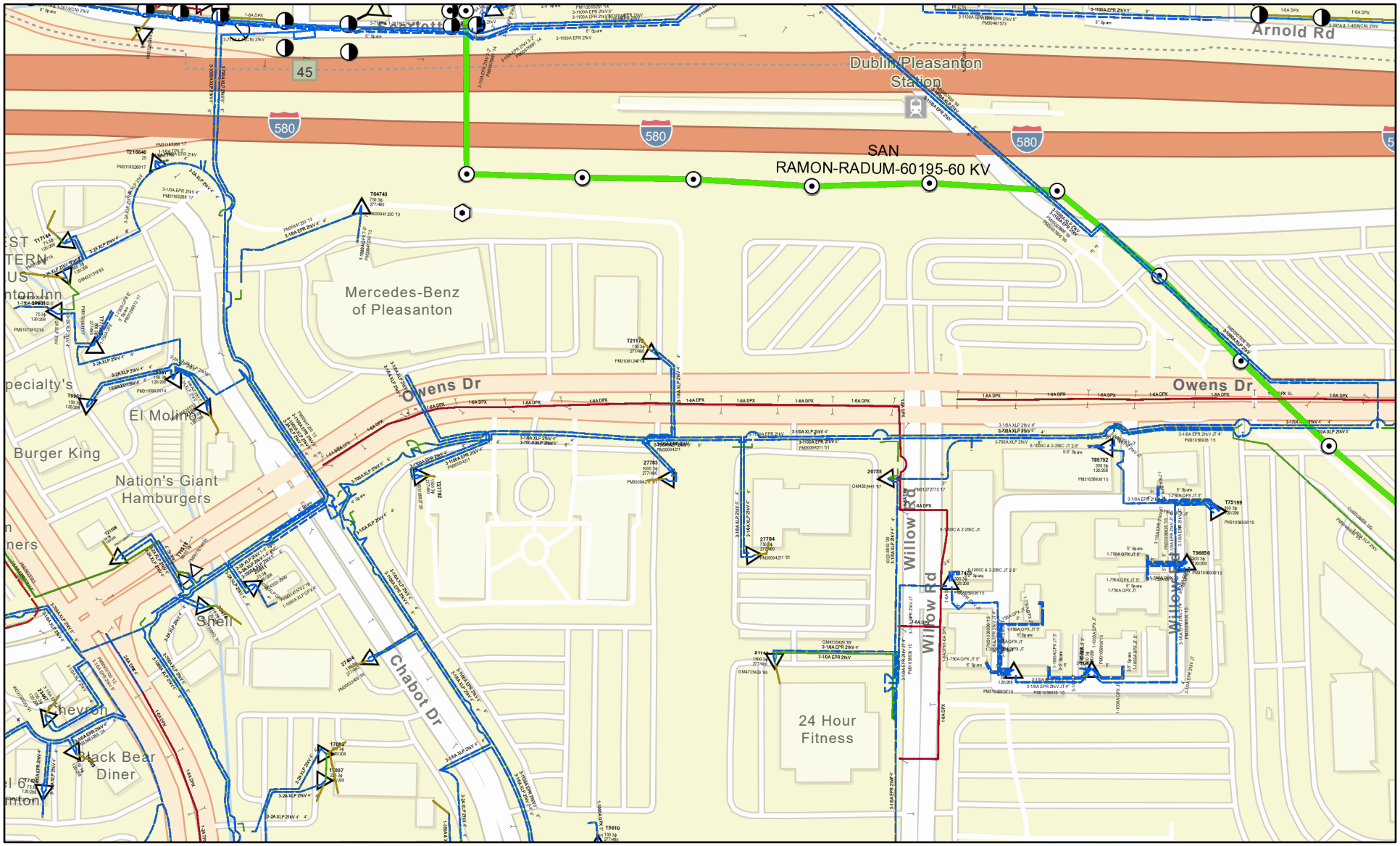
- <all other values>
- Electrolier, Customer Owned, Metered

1:4,514

0 0.03 0.05 0.1 mi

0 0.04 0.08 0.16 km

When using PG&E's JUMP website to display selected pole information, PG&E may include and display pole attachment data that was received from third parties. PG&E is obligated to accept this data from third parties and make it available to the end user. The data presented in PG&E's JUMP website may not be completely accurate. In accordance with the CPUC's Track 2 Decision on Attachment Data on Pole Owner's Databases in D.21-10-019 it is the responsibility of the information requestor to verify and validate the information in accordance with all existing safety requirements



May 28, 2025

PG&E Joint Pole Map

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Conduit

- <all other values>
- In Service
- Proposed - Install

Deactivated

Support Structure

- <all other values>
- Electrolier, Customer Owned, Metered

1:4,514

0 0.03 0.05 0.1 mi

0 0.04 0.08 0.16 km

When using PG&E's JUMP website to display selected pole information, PG&E may include and display pole attachment data that was received from third parties. PG&E is obligated to accept this data from third parties and make it available to the end user. The data presented in PG&E's JUMP website may not be completely accurate. In accordance with the CPUC's Track 2 Decision on Attachment Data on Pole Owner's Databases in D.21-10-019 it is the responsibility of the information requestor to verify and validate the information in accordance with all existing safety requirements

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APPROXIMATE LOCATIONS
VERIFY BY HAND TOOLS
PACIFIC GAS AND ELECTRIC CO.

1 inch = 100 feet

Pacific Gas & Electric Company

Date: 6/4/2025

Printed on: 06/04/2025
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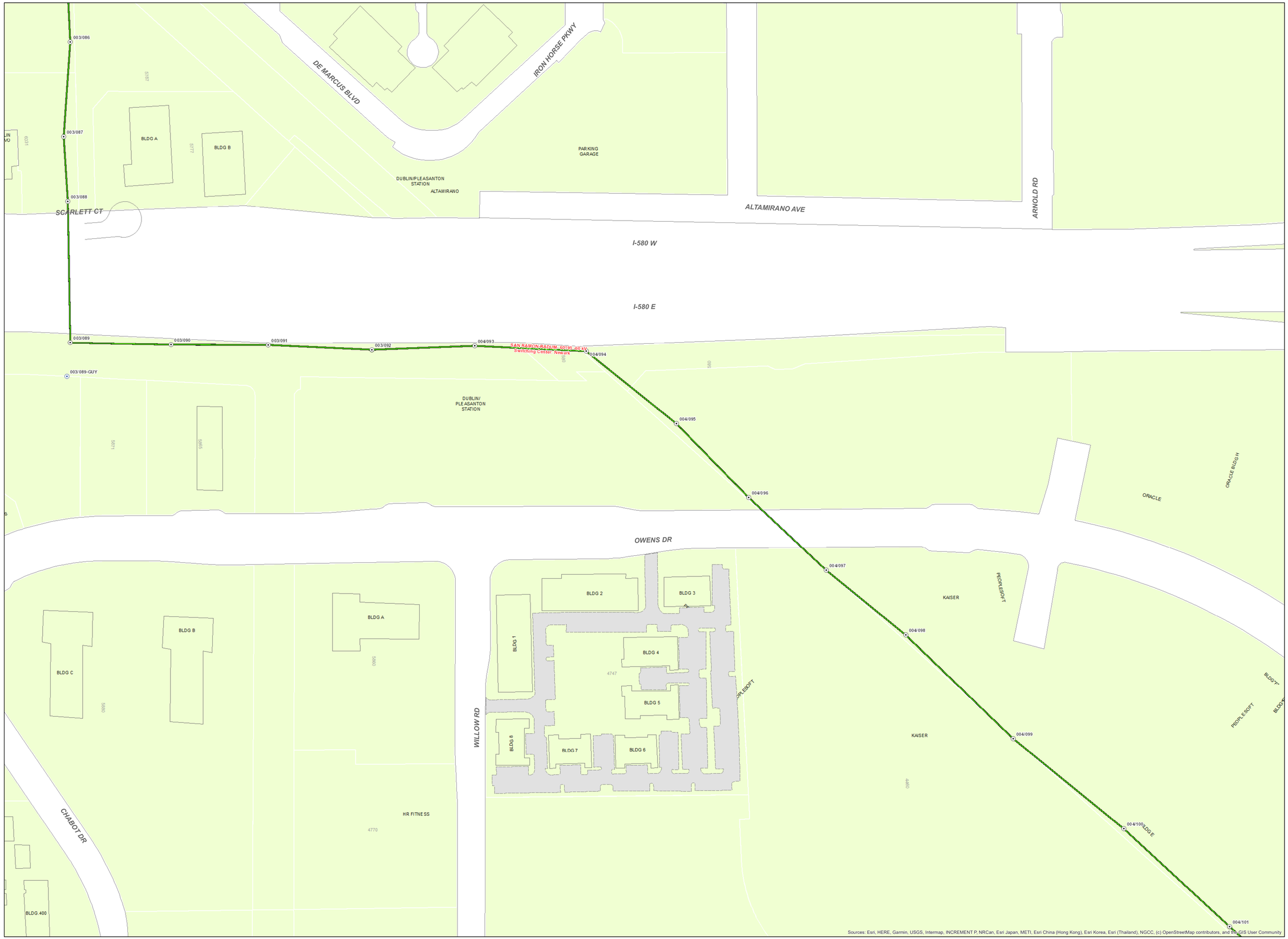

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1 inch = 100 feet

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VERIFY BY HAND TOOLS
PACIFIC GAS AND ELECTRIC CO.

APPENDIX F – PG&E GAS BASE MAPS

ALTAMIRANO AVE

SCARLETT CT

1155'

235'

1 1/4 PL 2014 (JT)

12

12

(20)

8

I-580 W

8

I-580 E

6902

6902

(JT) 2 PL 1996

5865

(JT)

81'

1 1/4 PL 1989

5859

310'

OWENS DR

1 1/4 PL

4PL-7" B/C

(JT)

489'

1 1/4 PL

BLD B

120'

5880

377'

(JT)

4PL-7' B/C

1 1/4 PL 2001

267'

5860

(JT)

55'

(JT)

2PL-7' B/C

WILLOW RD

(JT)

85'

1 1/4 PL

4747

1 1/4

4899

PL 2015

(JT)

(JT)

1 1/4 1 1/4

PL 2015 PL 2015

(JT) (JT)

1 1/4

PL 2015

BLDG 1

288'

FITNESS

(JT)

1 1/4

4863

PL 2

(JT)

(JT)

2PL-8'F/C(JT)

LEASING

1 1/4 PL 2015

33'

48'

BLDG 8

BLDG 7

1 1/4

4857

PL 2015

(JT)

1 1/4

PL 2015

(JT)

2PL-VARIES(JT)

(JT)

210'

1 1/4 PL 1988

33'

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N

Pacific Gas and Electric Company®

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APPROXIMATE LOCATIONS
VERIFY BY HAND TOOLS

0 37.575 150 225 300 Feet

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5859 OWENS DR PLEASANTON

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650
160

122'

(JT)

4PL

12-4'

ALTAMIRANO AVE

6PLC-4'

8-8'

6PLC-

12PLC-16'

I-580 W

I-580 E

5118

153'

5835
(LOT 56B)

960'

OWENS DR

650'

(JT)

4PL-7' B \C

460'

5' 490'

1 1/4
PL 1986

LOT 55B

910'

5810

1 1/4 PL

1 PL
1999

22'

1448'

1 PL 2011

PEOPLE SOFT

5840

1648'

2 PL 2017

181'

5840

5856

1 1/4
PL 2015

BLDG 2

175'

1 1/4
PL 2015

2PL-5'F/C(JT)

BLDG 3

5850

1 1/4
PL 2015

2PL-3'F/C(JT)

154'

2203-01-0858

4887

1 1/4
PL 2015

BLDG 4

1 1/4 PL 2015

PEOPLE SOFT

120'

49'

1 1/4
PL 2015

1 1/4
PL 2015
4893

TNESS

2 PL 1998

384'

2 PL 1998

4480

PEOPLE SOFT

1 1/4
PL 2015

BLDG 5

4881

1 1/4
PL 2015

48'

4875

1 1/4
PL 2015

4869

1 1/4
PL 2015

LDG 7

BLDG 6

1 1/4
PL 2015

118'

1 1/4
PL 2015

S.F.30007983

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LEAST 48 HOURS PRIOR TO
EXCAVATING IN THIS AREA
DIAL 811

N

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THE MOST CURRENT INFORMATION

APPROXIMATE LOCATIONS
VERIFY BY HAND TOOLS

0 37.575 150 225 300 Feet

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OR IF YOU DETERMINE PG&E'S
FACILITIES MAY NEED TO BE LOWERED/RAISED,
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OR CALL: (877) 743-7782

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5859 OWENS DR
PLEASANTON

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No engineering decisions related to proposed acceptable facility clearances from PG&E facilities, construction methods over or under PG&E facilities, wheel loading, or cuts/fills over PG&E facilities should be determined from these maps. All improvement plans must be reviewed by PG&E engineering.

650
160

122'

(JT)

4PL

ARNOLD RD

(JT)

2203-01-0926

ALTAMIRANO AVE

12PLC-16'

6PLC-4'

8-8'

6PLC-4'

2'

(JT)

12

4PL-4'

8

8

I-580 W

I-580 E

5118

494'

ORACLE BLDG H

2 PL 2009

153'

5835
(LOT 56B)

960'

1100'

OWENS DR

910'

5810

1 1/4 PL

(JT)

1648'

2 PL 2017

18'

5840

1 PL
1999

22'

1448'

1 PL 2011

PEOPLE SOFT

5840

5840

(JT)

1 1/4 PL

1069'

5810

(JT)

ORACLE LN

BLDG F

1 PL
1999

727'

20'

PEOPLE SOFT

2 PL 1999

2 PL 1998

(JT)

BLDG E

PLEASE CALL U.S.A. AT
LEAST 48 HOURS PRIOR TO
EXCAVATING IN THIS AREA
DIAL 811

N

Pacific Gas and Electric Company®

PRINTED ON: 6/4/2025

REFERENCE PG&E'S GIS FOR
THE MOST CURRENT INFORMATION

APPROXIMATE LOCATIONS
VERIFY BY HAND TOOLS

0 37.575 150 225 300 Feet

IF YOU DISCOVER A POTENTIAL CONFLICT
OR IF YOU DETERMINE PG&E'S
FACILITIES MAY NEED TO BE LOWERED/RAISED,
FILE AN APPLICATION ONLINE AT
WWW.PGE.COM/CUSTOMERCONNECTIONS
OR CALL: (877) 743-7782

THIS MAP IS FOR THE EXCLUSIVE USE OF
BKF ENGINEERS
ONLY. IT IS NOT TO BE REPRODUCED AND
DISTRIBUTED TO OTHERS WITHOUT
WRITTEN PERMISSION FROM PG&E

5859 OWENS DR
PLEASANTON

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No engineering decisions related to proposed acceptable facility clearances from PG&E facilities, construction methods over or under PG&E facilities, wheel loading, or cuts/fills over PG&E facilities should be determined from these maps. All improvement plans must be reviewed by PG&E engineering.

APPENDIX G – KINDER MORGAN PETROLEUM BASE MAPS

KINDER MORGAN

A Different Kind of ENERGY COMPANY

Legend

- M.P. MARKER
- PIPE SEGMENT
- VALVE
- ROUTE
- METER
- MILEPOST

DOT_SEGMENT

- OTHER
- ALTAMONT
- COLORADO INTERSTATE GAS
- COPANO
- EAGLE FORD GATHERING
- EAGLE FORD MIDSTREAM
- EL PASO NATURAL GAS
- GREENHOLLY
- GULF COAST EXPRESS
- HILAND PARTNERS
- HORIZON
- KINDERHAWK
- KM ILLINOIS PIPELINE
- KM LOUISIANA PIPELINE
- KM MIER MONTEREY
- KM NORTH TEXAS PIPELINE
- KM TEJAS PIPELINE
- KM TEXAS PIPELINE
- KM TREATING LP
- MIDCONTINENT EXPRESS PIPEL
- MISSION NATURAL GAS
- NATURAL GAS PIPELINE COMPA
- NET MEXICO PIPELINE LLC
- PERMIAN HIGHWAY PIPELINE
- SIERRITA
- SOUTHERN GULF LNG
- SOUTHERN NATURAL GAS
- STAGECOACH
- TENNESSEE GAS PIPELINE
- TRANSCOLORADO PIPELINE

KINDER MORGAN LIQUIDS

- OTHER
- CALNEV
- CAMINO REAL GATHERING LIQU
- CENTRAL FLORIDA PIPELINE CC
- DOUBLE EAGLE
- DOUBLE H
- HILAND GATHERING
- KM CRUDE AND CONDENSATE
- KM SOUTHEAST TERMINALS
- PRODUCTS SE

1: 4,514

0.1 0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

37°42'3.29"N 121°53'51.14"W
5859 Owens Drive, Pleasanton, CA 94588

APPENDIX H – ALAMEDA COUNTY SPECIAL PROJECTS WORKSHEET

Special Projects Worksheet

Complete this worksheet for projects that appear to meet the definition of "Special Project", per Provision C.3.e.ii of the Municipal Regional Stormwater Permit (MRP). The form assists in determining whether a project meets Special Project criteria, and the percentage of low impact development (LID) treatment reduction credit. Special Projects that implement less than 100% LID treatment must provide a narrative discussion of the feasibility or infeasibility of 100% LID treatment. See Appendix J of the C.3 Technical Guidance (download at https://www.cleanwaterprogram.org/) for more information.

Project Name:_____

Project Address:_____

Applicant/Developer Name:_____

1. "Special Project" Determination *(Check the boxes to determine if the project meets any of the following categories.)*

Special Project Category "A"

Does the project have ALL of the following characteristics?

- ☐ Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district[1];
- ☐ Creates and/or replaces 0.5 acre or less of impervious surface;
- ☐ Includes no surface parking, except for incidental parking for emergency vehicle access, ADA access, and passenger or freight loading zones;
- ☐ Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping and stormwater treatment.

☐ **No (continue)** ☐ **Yes – complete Section 2A of the Special Project Worksheet**

Special Project Category "B"

Does the project have ALL of the following characteristics?

- ☐ Located in a municipality's designated central business district, downtown core area or downtown core zoning district, neighborhood business district or comparable pedestrian-oriented commercial district, or historic preservation site and/or district[1];
- ☐ Creates and/or replaces an area of impervious surface that is greater than 0.5 acre, and no more than 2.0 acres of impervious surface;
- ☐ Includes no surface parking, except for incidental parking for emergency access, ADA access, and passenger or freight loading zones;
- ☐ Has at least 85% coverage of the entire site by permanent structures. The remaining 15% portion of the site may be used for safety access, parking structure entrances, trash and recycling service, utility access, pedestrian connections, public uses, landscaping, and stormwater treatment;
- ☐ Minimum density of either 50 dwelling units per acre (DU/ac) (for residential projects) or a Floor Area Ratio (FAR) of 2:1 (for commercial or mixed use projects)

☐ **No (continue)** ☐ **Yes – complete Section 2B of the Special Project Worksheet**

Special Project Category "C"

Does the project have ALL of the following characteristics?

- ☐ Must have affordable housing deed restrictions running a minimum of 55 years that limit the rent/mortgage rates (including utilities) to be no greater than 30 percent of the area median household income (AMI) limits adjusted for household size based on the maximum percentage of AMI for each income category, which are defined by the Federal Department of Housing and Urban Development's affordable housing in metropolitan areas: Acutely Low: 0-15 percent of area median household income (AMI), Extremely Low: 16-30 percent of AMI; Very Low: 31-50 percent of AMI; Low: 51-80 percent of AMI; and Moderate 81-120 percent of AMI. (Up to three DU's that are used as building manager's DU's may be exempted from the deed restriction requirement and may be excluded from the calculations).
- ☐ Is primarily a residential development.
- ☐ Minimum gross density of 40 DU/ac.

☐ **No** ☐ **Yes – complete Section 2C of the Special Project Worksheet**

[1] And built as part of a municipality's stated objective to preserve/enhance a pedestrian-oriented type of urban design.

Special Projects Worksheet (continued)

2. LID Treatment Reduction Credit Calculation *(If more than one category applies, choose only one of the applicable categories and fill out the table for that category.)*

Category	Impervious Area Created/Replaced (sq. ft.)	Site Coverage (%)	Project Density or FAR	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
A			NA	NA	100%	
B				Res ≥ 50 DU/ac or FAR ≥ 2:1	50%	
				Res ≥ 75 DU/ac or FAR ≥ 3:1	75%	
				Res ≥ 100 DU/ac or FAR ≥ 4:1	100%	
C[2]				**Affordable Housing credit (select one):**		
				Step 1: Multiply the percentage of project DUs in each affordability category[3] by the respective credit multipliers listed in **Table 1**. Round to the nearest whole number.		
				Step 2: Sum all credits generated from Step 1 to create a weighted sum (X). The affordable housing credit is based on the range (listed below) that the weighted sum, X, falls into. Select one:		
				X ≤ 9%	0%	
				10% ≤ X ≤ 20%	20%	
				21% ≤ X ≤ 30%	30%	
				31% ≤ X ≤ 40%	40%	
				41% ≤ X ≤ 50%	50%	
				51% ≤ X ≤ 60%	60%	
				61% ≤ X ≤ 70%	70%	
				71% ≤ X ≤ 80%	80%	
				81% ≤ X ≤ 90%	90%	
				91% ≤ X	100%	
				Location credit (select one)[4]:		
				Within ¼ mile of transit hub	5%	
				Within a planned Priority Development Area (PDA)[5]	10%	
				Density credit (select one):		
				Gross density ≥ 40 DU/Ac	5%	

[2] For any Category C Special Project, the total maximum LID Treatment Reduction Credit allowed is the sum of four different types of credits that the Category C Special Project may qualify for, namely: Affordable Housing + Location, Density + Minimized Surface Parking Credits. A Category C Special Project must at least qualify for an Affordable Housing credit before it can earn any credits in the other categories.

[3] Affordability credits categories: Acutely Low, Extremely Low, Very Low, Low, Moderate.

[4] To qualify for a Location Credit, 100% of the Category C Special Project's site must be located within the ¼-mile radius of an existing or planned transit hub.

[5] A "planned Priority Development Area" is an infill development area formally designated by the Association of Bay Area Government's Metropolitan Transportation Commission's FOCUS regional planning program.

Special Projects Worksheet (continued)

Category	Impervious Area Created/Replaced (sq. ft.)	Site Coverage (%)	Project Density or FAR	Density/Criteria	Allowable Credit (%)	Applied Credit (%)
				Gross density ≥ 60 DU/Ac	10%	
				Gross density ≥ 100 DU/Ac	15%	
				Parking credit (select one):		
				Includes no surface parking, except for incidental parking for emergency vehicle access, ADA access, and passenger or freight loading zones	5%	
				TOTAL CATEGORY C CREDIT =		

3. Narrative Discussion of the Feasibility/Infeasibility of 100% LID Treatment:

If project will implement less than 100% LID, prepare a discussion of the feasibility or infeasibility of 100% LID treatment, as described in Appendix J of the C.3 Technical Guidance.

4. Select Certified Non-LID Treatment Measures:

If the project will include non-LID treatment measures, select a treatment measure certified for "Basic" General Use Level Designation (GULD) by the Washington State Department of Ecology's Technical Assessment Protocol – Ecology (TAPE). Guidance is provided in Appendix J of the C.3 Technical Guidance.[6]

Special Projects Worksheet Completed by:

_____ _____

Signature Date

_____

Print or Type Name

Table 1 Affordable Housing Credit Multipliers

AMI	Credit Multiplier
Moderate (≤120% of AMI)	**0.20**
Low (≤ 80% of AMI)	**1.00**
Very Low (≤ 50% of AMI)	**2.00**
Extremely Low (≤ 30% of AMI)	**3.00**
Acutely Low (≤ 15% of AMI)[7]	**4.00**

[6] TAPE certification is used in order to satisfy Special Project's reporting requirements in the MRP.

[7] Dwelling units that are free to tenants, i.e., there is no charge to tenants for any rent/mortgage, are included in this category.

APPENDIX I – HMP SUSCEPTIBILITY MAP

Attachment A:
HMP susceptibility map

Alameda Countywide
Clean Water Program
January 26, 2007

LEGEND (see text also)

- Major highways
- Major watersheds
- County boundary
- Streets

Channel type

- Natural creek or stream (susceptible)
- Earthen channel or connector
- Engineered channel - materials unknown
- Engineered channel - concrete
- Enclosed pipe or culvert

- Special consideration - San Lorenzo & Alameda Creeks
- Special consideration - Codornices Creek
- Hill or high slope region (susceptible)
- Tidally influenced / depositional - exempt
- Not included in HMP

Data sources:
Alameda County Flood Control and Water Conservation District; ACCWP;
Zone 7 Water Agency; U.S. Census Bureau; U.S. Geological Survey;
William Lettis Associates (Oakland Museum creek and watershed mapping project);
Balance Hydrologics and EIP Associates (Proposed test of the approach for the ACCWP HMM Preliminary Map, July 2003)

N W E S

2 0 2 4 6 Miles

Project site

Contra Costa County
Alameda County
Contra Costa County
Alameda County
Alameda County
Santa Clara County
Alameda County
Santa Clara County
Alameda County
San Joaquin County

c:\esri\afproj\hmp\slevs_map7

APPENDIX J – TITLE REPORT

ORDER NO. : 1117029681

EXHIBIT A

The land referred to is situated in the County of Alameda, City of Pleasanton, State of California, and is described as follows:

Lot 54, Parcel Map 3863, filed May 22, 1986, in Book 161 of Parcel Maps, Pages 15 to 30, inclusive, Alameda County Records.

Excepting therefrom that portion thereof lying below a depth of 500 feet, measured vertically, from the contour of the surface of said property, however, grantor or its successors and assigns shall not have the right for any purpose whatsoever to enter now, into or through the surface of said property or any part thereof lying between said surface and 500 feet below said surface, as reserved in deeds executed by Southern Pacific Industrial Development Company, a Texas corporation, recorded August 14, 1981, Instrument No. 81-138446, Official Records, and by Southern Pacific Transportation Company, recorded December 12, 1985, Instrument No. 85-264891, Official Records.

APN: 941-2771-015

OLD REPUBLIC TITLE COMPANY

555 12th Street, Suite 2000
Oakland, CA 94607
(510) 272-1121 Fax: (510) 208-5045

PRELIMINARY REPORT

Our Order Number 1117029681-JM

When Replying Please Contact:

Julie Massey
JMassey@ortc.com
(510) 272-1121

Property Address:

Apn 941-2771, Pleasanton, CA 94566

In response to the above referenced application for a policy of title insurance, OLD REPUBLIC TITLE COMPANY, as issuing Agent of Old Republic National Title Insurance Company, hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an Exception below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said Policy or Policies are set forth in Exhibit I attached. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the Homeowner's Policy of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Exhibit I. Copies of the Policy forms should be read. They are available from the office which issued this report.

Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit I of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.
It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects, and encumbrances affecting title to the land.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

Dated as of April 2, 2025, at 7:30 AM

OLD REPUBLIC TITLE COMPANY
For Exceptions Shown or Referred to, See Attached

The form of policy of title insurance contemplated by this report is:

CLTA Standard Coverage Owner's Policy of Title Insurance - 2022. A specific request should be made if another form or additional coverage is desired.

The estate or interest in the land hereinafter described or referred or covered by this Report is:

Fee

Title to said estate or interest at the date hereof is vested in:

San Francisco Bay Area Rapid Transit District, a rapid transit district

The land referred to in this Report is situated in the County of Alameda, City of Pleasanton, State of California, and is described as follows:

Lot 54, Parcel Map 3863, filed May 22, 1986, in Book 161 of Parcel Maps, Pages 15 to 30, inclusive, Alameda County Records.

Excepting therefrom that portion thereof lying below a depth of 500 feet, measured vertically, from the contour of the surface of said property, however, grantor or its successors and assigns shall not have the right for any purpose whatsoever to enter now, into or through the surface of said property or any part thereof lying between said surface and 500 feet below said surface, as reserved in deeds executed by Southern Pacific Industrial Development Company, a Texas corporation, recorded August 14, 1981, Instrument No. 81-138446, Official Records, and by Southern Pacific Transportation Company, recorded December 12, 1985, Instrument No. 85-264891, Official Records.

APN: 941-2771-015

At the date hereof exceptions to coverage in addition to the Exceptions and Exclusions in said policy form would be as follows:

1. Taxes and assessments, general and special, for the fiscal year 2025 - 2026, a lien, but not yet due or payable.

2. Taxes and assessments, general and special, are currently not assessed because of a statutory exemption. Should the statutory exemption change, taxes may be levied against the land.

3. The lien of supplemental taxes, if any, assessed pursuant to the provisions of Section 75, et seq., of the Revenue and Taxation Code of the State of California.

4. The herein described property lying within the proposed boundaries of a Community Facilities District, as follows:

District No	:	2014-1 (Clean Energy)
For	:	California Home Finance Authority
Disclosed By	:	Assessment Map filing
Recorded	:	August 24, 2015 in Book 18 of Maps of Assessment and Community Facilities Districts, Page 64

Further information may be obtained by contacting:

5. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Instrument	:	Memorandum Indenture
Granted To	:	Southern Pacific Pipe Lines, Inc., a Delaware corporation
For	:	Pipelines and appurtenances for the conveyance of petroleum or natural gas or products derived therefrom.
Dated	:	February 27, 1970
Recorded	:	June 3, 1970 in Reel 2628 of Official Records, Page 802
Affects	:	Reference being made to the record thereof for full particulars.

6. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Instrument	:	Grant Deed
Granted To	:	Alameda County Flood Control and Water Conservation District
For	:	Slope
Dated	:	February 23, 1984
Recorded	:	March 28, 1984 in Official Records under Recorder's Serial Number 84-059952
Affects	:	Reference being made to the record thereof for full particulars.

7. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Instrument	:	Grant Deed
Granted To	:	Alameda County Flood Control and Water Conservation District
For	:	Ingress, egress and slope maintenance
Dated	:	February 23, 1984
Recorded	:	March 28, 1984 in Official Records under Recorder's Serial Number 84-059953
Affects	:	Reference being made to the record thereof for full particulars.

8. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Instrument	:	Grant Deed
Reserved By	:	Southern Pacific Transportation Company, a Delaware corporation and to Southern Pacific Pipelines, Inc.
For	:	Communications purposes.
Dated	:	December 9, 1985
Recorded	:	December 12, 1985 in Official Records under Recorder's Serial Number 85-264891
Affects	:	Reference being made to the record thereof for full particulars.

9. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Instrument	:	Grant of Transit Way Easement
Granted To	:	The County of Alameda
For	:	Transit facilities components
Dated	:	November 27, 1985
Recorded	:	December 12, 1985 in Official Records under Recorder's Serial Number 85-264890
Affects	:	Reference being made to the record thereof for full particulars.

10. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as shown on the filed map.

For	:	Utility easement
Affects	:	The Easterly 100 feet.
For	:	Landscape easement
Affects	:	A 14 foot wide strip of land along the Northerly border of said parcel. Reference being made to the record thereof for full particulars.
For	:	Public service easement
Affects	:	Southerly 33 feet.

11. Covenants, Conditions and Restrictions which do not contain express provisions for forfeiture or reversion of title in the event of violation, but omitting any covenants or restrictions if any, based upon age, race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, familial status, marital status, disability, veteran or military status, genetic information, national origin, source of income as defined in subdivision (p) of Section 12955 of the Government Code, or ancestry, unless and only to the extent that said covenant (a) is exempt under Title 42, Section 3607 of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons, as provided in an instrument

Entitled	:	Declaration of Covenants, Conditions and Restrictions for Hacienda Business Park No. 4
Executed by	:	The Hacienda Business Park Owners Association
Dated	:	March 12, 2013
Recorded	:	April 8, 2013 in Official Records under Recorder's Serial Number 2013124373

12. The requirement that satisfactory evidence be furnished to this Company of compliance with applicable statutes, ordinances and charters governing the ownership and disposition of the herein described land.

13. Any unrecorded and subsisting leases.

14. The requirement that this Company be provided with a suitable Owner's Declaration (form ORT 174). The Company reserves the right to make additional exceptions and/or requirements upon review of the Owner's Declaration.

15. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

16. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.

17. Any encroachment, encumbrance, violation, variation, easement, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records at Date of Policy.

18. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.

19. Any lien or right to a lien for services, labor, material or equipment unless such lien is shown by the Public Records at Date of Policy.

20. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.

---------- Informational Notes ----------

A. NOTE: The last recorded transfer or agreement to transfer the land described herein is as follows:

Instrument Entitled	:	Corporation Grant Deed
By/From	:	The Prudential Insurance Company of America, a New Jersey corporation
To	:	San Francisco Bay Area Rapid Transit District, a rapid transit district
Dated	:	September 27, 1993
Recorded	:	September 28, 1993 in Official Records under Recorder's Serial Number 93-343174

B. The above numbered report (including any supplements or amendments thereto) is hereby modified and/or supplemented to reflect the following additional items relating to the issuance of an American Land Title Association loan form policy:

NONE

NOTE: Our investigation has been completed and there is located on said land <.....> known as Apn 941-2771-015, Pleasanton, CA 94566.

The ALTA loan policy, when issued, will contain the CLTA 100 Endorsement and 116 series Endorsement.

Unless shown elsewhere in the body of this report, there appear of record no transfers or agreements to transfer the land described herein within the last three years prior to the date hereof, except as follows:

NONE

NOTE:

The following statement is deemed attached as a coversheet to any declaration, governing document, or deed identified in the above exceptions:

If this document contains any restriction based on age, race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, familial status, marital status, disability, veteran or military status, genetic information, national origin, source of income as defined in subdivision (p) of Section 12955, or ancestry, that restriction violates state and federal fair housing laws and is void, and may be removed pursuant to Section 12956.2 of the Government Code by submitting a "Restrictive Covenant Modification" form, together with a copy of the attached document with the unlawful provision redacted to the county recorder's office. The "Restrictive Covenant Modification" form can be obtained from the county recorder's office and may be available on its internet website. The form may also be available from the party that provided you with this document. Lawful restrictions under state and federal law on the age of occupants in senior housing or housing for older persons shall not be construed as restrictions based on familial status.

Information for processing a "Restrictive Covenant Modification" form:

1. Print a complete copy of the document in question. Strike out what you believe to be unlawful restrictive language in the document.
2. Print and complete the "Restrictive Covenant Modification" ("RCM") form. Note that the signature on the form must be acknowledged by a notary public or other qualified officer.
3. Submit the completed RCM form and the document with your strike-outs to the County Clerk-Recorder's Office for the county where the property is located. No fee is required for this service.
4. The County Clerk-Recorder's Office will forward the RCM form and the document with your strike-outs to the Office of the County Counsel, who will determine whether the document contains any unlawful restrictions.
5. The Office of the County Counsel will return the RCM form and the document with your strike-outs to the County Clerk-Recorder's Office along with its determination. If approved, a Deputy County Counsel will sign the RCM, and the County Clerk-Recorder's Office will record, image and index it. If the Office of the County Counsel determines that the document does not contain an unlawful restriction, the County Clerk-Recorder's Office will not record the RCM.
6. The approved RCM will be returned to the submitter by mail.

The "Restrictive Covenant Modification" form is linked below:

Restrictive Covenant Modification form

Exhibit I

CALIFORNIA LAND TITLE ASSOCIATION
STANDARD COVERAGE OWNER'S POLICY OF TITLE INSURANCE – 2022

EXCLUSIONS FROM COVERAGE

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
   i. the occupancy, use, or enjoyment of the Land;
   ii. the character, dimensions, or location of any improvement on the Land;
   iii. the subdivision of land; or
   iv. environmental remediation or protection.
   b. any governmental forfeiture, police, regulatory, or national security power.
   c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
   Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.

2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.

3. Any defect, lien, encumbrance, adverse claim, or other matter:
   a. created, suffered, assumed, or agreed to by the Insured Claimant;
   b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   c. resulting in no loss or damage to the Insured Claimant;
   d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 9 or 10); or
   e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser had been given for the Title at the Date of Policy.

4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction vesting the Title as shown in Schedule A is a:
   a. fraudulent conveyance or fraudulent transfer;
   b. voidable transfer under the Uniform Voidable Transactions Act; or
   c. preferential transfer:
      i. to the extent the instrument of transfer vesting the Title as shown in Schedule A is not a transfer made as a contemporaneous exchange for new value; or
      ii. for any other reason not stated in Covered Risk 9.b.

5. Any claim of a PACA-PSA Trust. Exclusion 5 does not modify or limit the coverage provided under Covered Risk 8.

6. Any lien on the Title for real estate taxes or assessments imposed or collected by a governmental authority that becomes due and payable after the Date of Policy. Exclusion 6 does not modify or limit the coverage provided under Covered Risk 2.b.

7. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

EXCEPTIONS FROM COVERAGE

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This policy treats any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document are excepted from coverage.

This policy does not insure against loss or damage and the Company will not pay costs, attorneys' fees, or expenses resulting from the terms and conditions of any lease or easement identified in Schedule A, and the following matters:

PART I

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

2. Any facts, rights, interests, or claims that are not shown by the Public Records at Date of Policy but that could be (a) ascertained by an inspection of the Land, or (b) asserted by persons or parties in possession of the Land.

3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.

4. Any encroachment, encumbrance, violation, variation, easement, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records at Date of Policy.

5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.

6. Any lien or right to a lien for services, labor, material or equipment unless such lien is shown by the Public Records at Date of Policy.

7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.

PART II

(Variable exceptions such as taxes, easements, CC&R's, etc., are inserted here)

Updated 1/1/2025

OLD REPUBLIC TITLE

FACTS	WHAT DOES OLD REPUBLIC TITLE DO WITH YOUR PERSONAL INFORMATION?

Why?	Financial companies choose how they share your personal information. Federal law gives consumers the right to limit some but not all sharing. Federal law also requires us to tell you how we collect, share, and protect your personal information. Please read this notice carefully to understand what we do.
What?	The types of personal information we collect and share depend on the product or service you have with us. This information can include: • Social Security number and employment information • Mortgage rates and payments and account balances • Checking account information and wire transfer instructions When you are no longer our customer, we continue to share your information as described in this notice.
How?	All financial companies need to share customers' personal information to run their everyday business. In the section below, we list the reasons financial companies can share their customers' personal information; the reasons Old Republic Title chooses to share; and whether you can limit this sharing.

Reasons we can share your personal information	Does Old Republic Title share?	Can you limit this sharing?
For our everyday business purposes — such as to process your transactions, maintain your account(s), or respond to court orders and legal investigations, or report to credit bureaus	**Yes**	**No**
For our marketing purposes — to offer our products and services to you	**No**	**We don't share**
For joint marketing with other financial companies	**No**	**We don't share**
For our affiliates' everyday business purposes — information about your transactions and experiences	**Yes**	**No**
For our affiliates' everyday business purposes — information about your creditworthiness	**No**	**We don't share**
For our affiliates to market to you	**No**	**We don't share**
For non-affiliates to market to you	**No**	**We don't share**

	Go to www.oldrepublictitle.com (Contact Us)

Who we are	
Who is providing this notice?	Companies with an Old Republic Title name and other affiliates. Please see below for a list of affiliates.

What we do	
How does Old Republic Title protect my personal information?	To protect your personal information from unauthorized access and use, we use security measures that comply with federal law. These measures include computer safeguards and secured files and buildings. For more information, visit https://www.oldrepublictitle.com/privacy-policy
How does Old Republic Title collect my personal information?	We collect your personal information, for example, when you: • Give us your contact information or show your driver's license • Show your government-issued ID or provide your mortgage information • Make a wire transfer We also collect your personal information from others, such as credit bureaus, affiliates, or other companies.
Why can't I limit all sharing?	Federal law gives you the right to limit only: • Sharing for affiliates' everyday business purposes - information about your creditworthiness • Affiliates from using your information to market to you • Sharing for non-affiliates to market to you State laws and individual companies may give you additional rights to limit sharing. See the State Privacy Rights section location at https://www.oldrepublictitle.com/privacy-policy for your rights under state law.

Definitions	
Affiliates	Companies related by common ownership or control. They can be financial and nonfinancial companies. • Our affiliates include companies with an Old Republic Title name, and financial companies such as Attorneys' Title Fund Services, LLC, Lex Terrae National Title Services, Inc., and Mississippi Valley Title Services Company
Non-affiliates	Companies not related by common ownership or control. They can be financial and non-financial companies. • Old Republic Title does not share with non-affiliates so they can market to you
Joint marketing	A formal agreement between non-affiliated financial companies that together market financial products or services to you. • Old Republic Title doesn't jointly market.

Affiliates Who May be Delivering This Notice				
American First Title & Trust Company	American Guaranty Title Insurance Company	Attorneys' Title Fund Services, LLC	Compass Abstract, Inc.	eRecording Partners Network, LLC
Genesis Abstract, LLC	Guardian Consumer Services, Inc.	iMarc, Inc.	L.T. Service Corp.	Lenders Inspection Company
Lex Terrae National Title Services, Inc.	Lex Terrae, Ltd.	Mississippi Valley Title Services Company	Old Republic Branch Information Services, Inc.	Old Republic Diversified Services, Inc.
Old Republic Escrow of Vancouver, Inc.	Old Republic Exchange Company	Old Republic Title and Escrow of Hawaii, Ltd.	Old Republic National Title Insurance Company	Old Republic Title Company
Old Republic Title Company of Conroe	Old Republic Title Company of Nevada	Old Republic Title Company of Oklahoma	Old Republic Title Company of Oregon	Old Republic Title Company of St. Louis
Old Republic Title Information Concepts	Old Republic Title Insurance Agency, Inc.	Old Republic Title, Ltd.	RamQuest Software, Inc.	Republic Abstract & Settlement, LLC
Sentry Abstract Company	Surety Title Agency, Inc.	Trident Land Transfer Company, LLC		

Updated: January 1, 2025

Privacy Notice for California Consumers

This Privacy Notice for California Consumers supplements the information contained in the Master Privacy Notice for Old Republic Title and applies to consumers that reside in the State of California. The terms used in this Privacy Notice have the same meaning as the terms defined in the California Consumer Privacy Act ("CCPA").

What Personal Information We Collect

In accordance with the CCPA, personal information is information that identifies, relates to, describes, is capable of being associated with, or could reasonably be linked, directly or indirectly, with a particular consumer or household. Personal information does not include:
Information outside the scope of the CCPA such as:

- Health or medical information covered by the Health Insurance Portability Act of 1996 (HIPAA) and the California Confidentiality of Medical Information Act (CMIA).
- Personal Information covered by the Gramm-Leach-Bliley Act (GLBA), the Fair Credit Reporting Act (FCRA), the California Financial Information Privacy Act (FIPA), and the Driver's Privacy Protection Act of 1994,
- Publicly available information or lawfully obtained, truthful information that is a matter of public concern, and
- De-identified or aggregated consumer information.

Please see the chart below to learn what categories of personal information we may have collected about California consumers within the preceding twelve months, the sources of and business purposes for that collection and the third parties to whom the information has been disclosed, if any.

Category	**Examples**	**Sources**	**Business Purpose for Collection**	**Categories of Third Parties with Whom Information is Shared**
Identifiers	Real name, alias, postal address, unique personal identifier, online	Consumers, Lenders, Brokers, Attorneys, Real Estate Agents, and	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or	Service providers associated with the transaction for a business

	identifier, Internet protocol address, email address, account name, social security number, driver's license number, passport number or other similar identifiers Social security number, driver's license number, passport number are collected	Title Agents associated with the transaction	complaints, detecting security incidents, protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	purpose
Personal information described in California Customer Records statute (Cal. Civ. Code § 1798.80(e))	Name, signature, social security number, physical characteristics or description, address, telephone number, passport number, driver's license or state identification card number, insurance policy number, education, employment, employment history, bank account number, credit card number, debit card	Consumers, Lenders, Brokers, Attorneys, Real Estate Agents, and Title Agents associated with the transaction	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints, detecting security incidents, protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	Service providers associated with the transaction for a business purpose

	number, or any other financial information, medical information, or health insurance information. "Personal information" does not include publicly available information that is lawfully made available to the general public from federal, state, or local government records. Social security number, driver's license number or state identification card number, passport number, bank account number, citizenship, immigration status are collected			
Characteristics of protected classifications under California or federal law	Age (40 years or older), race, color, ancestry, national origin, citizenship, religions or creed, marital	Consumers, Lenders, Brokers, Attorneys, Real Estate Agents, and Title Agents	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints. Other	Service providers associated with the transaction for a business purpose

	status, medical condition, physical or mental disability, sex (including gender, gender identity, gender expression, pregnancy or childbirth and related medical conditions), sexual orientation, veteran or military status, or genetic information (including familial genetic information). Marital status, sex, physical disability, citizenship is collected	associated with the transaction	audit or operational purposes.	
Internet or other electronic network activity	Browsing history, search history, information about a consumer's interaction with a website, application, or advertisement.	Consumers, Lenders, Brokers, Attorneys, Real Estate Agents, and Title Agents associated with the transaction	To provide access to certain online services. To understand the interests of visitors to our online services, to support certain features of our site, for navigation and to display certain features more effectively. Detecting security incidents,	Not Disclosed

			protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	

What Personal Information We Disclose and Why We Disclose It

The CCPA requires us to tell you what categories of personal information we “sell”, “share” or “disclose.” We do not sell and will not sell your personal information as that term is commonly understood. We also do not sell and will not sell your personal information, including the personal information of persons under 16 years of age, as that term is defined by the CCPA. We do not share your personal information as that term is defined in the CCPA. When it is necessary for a business purpose, we may disclose your personal information with a service provider or contractor, and we enter into a contract with the service provider or contractor that limits how the information may be used and requires the service provider to protect the confidentiality of the information.

In the preceding twelve months, we have disclosed the following categories of personal information for the following business purposes. Where the personal information is shared with third parties, as that term is defined in the CCPA, the category of the third party is indicated.

Category	**Examples**	**Business Purpose for Disclosure**	**Categories of Third Parties with Whom Information is Shared**
Identifiers (Including social security number, driver’s license number,	Real name, alias, postal address, unique personal identifier, online identifier, internet protocol address, email address, account name, social security number, driver’s license number, passport number or other similar identifiers	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints, detecting security incidents, protecting against	Service providers associated with the transaction for a business purpose

and passport number)		malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	
Personal information described in California Customer Records statute (Cal. Civ. Code § 1798.80(e)) (Including Social security number, driver's license number or state identification card number, passport number, bank account number, citizenship, and immigration status)	Name, signature, social security number, physical characteristics or description, address, telephone number, passport number, driver's license or state identification card number, insurance policy number, education, employment, employment history, bank account number, credit card number, debit card number, or any other financial information, medical information, or health insurance information. "Personal information" does not include publicly available information that is lawfully made available to the general public from federal, state, or local government records.	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints, detecting security incidents, protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	Service providers associated with the transaction for a business purpose
Characteristics of protected classifications under California or federal law (Including marital status, sex, citizenship, and physical disability)	Age (40 years or older), race, color, ancestry, national origin, citizenship, religions or creed, marital status, medical condition, physical or mental disability, sex (including gender, gender identity, gender expression, pregnancy or childbirth and related medical conditions), sexual orientation, veteran or military status, or genetic information (including familial genetic information).	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints. Other audit or operational purposes.	Service providers associated with the transaction for a business purpose
Internet or other electronic	Browsing history, search history, information about a consumer's interaction with a	To provide access to certain online services. To	Not Disclosed

network activity	website, application, or advertisement.	understand the interests of visitors to our online services, to support certain features of our site, for navigation and to display certain features more effectively. Detecting security incidents, protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	

We may also transfer to a third party the personal information of a consumer as an asset that is part of a merger, acquisition, bankruptcy, or other transaction in which the third party assumes control of all or part of the business.

Our Retention of Your Personal Information

The length of time that we retain personal information largely depends upon the purpose for which the information was collected rather than the category of the information as set forth in this Notice. When establishing retention periods, we consider applicable statutes of limitation and legal and regulatory requirements and guidelines. Personal information is generally retained for periods of time that permit the company to meet its legal and regulatory obligations.

Your Rights and Choices

The CCPA provides California consumers with certain rights regarding their personal information. This chart describes those rights and certain limitations to those rights.

Right	What This Means
Notice	At or before the time your personal information is collected, you will be given written notice of the categories of personal information to be collected, the purposes for which the categories of personal information will be used, and whether that information is sold or shared.
Access	At your verifiable request, but no more than twice in a twelve month period, we shall disclose to you: 1) the categories of personal information we have collected about you, 2) the categories of sources for the personal information we collected about you, 3) our business or commercial purpose for collecting, selling or sharing your personal information, 4) the categories of third parties to whom we disclose your personal information, 5) the specific pieces of information we have collected about you, 6) the categories of personal

	information disclosed about you for a business purpose and the categories of persons to whom your personal information was disclosed for a business purpose, and 7) if we sold or shared personal information, the categories of personal information sold or shared and the categories of third parties to whom it was sold or shared.
Deletion	You have the right to request that we delete any of your personal information that we collected from you, subject to certain exceptions. Once we receive and verify your request, we will delete (and direct our service providers and contractors to delete) your personal information from our records unless an exception applies. We may deny your request if retention of the information is necessary for us or our service providers to: • Complete the transaction for which we collected the personal information, provide a good or service that you requested, take actions reasonably anticipated within the context of our ongoing business relationship with you, or otherwise perform our contract with you. • Help to ensure security and integrity to the extent the use of your personal information is reasonably necessary and proportionate to that purpose. Debug to identify and repair errors that impair existing intended functionality. • Exercise free speech, ensure the right of another consumer to exercise their free speech rights, or exercise another right provided for by law. • Comply with the California Electronic Communications Privacy Act (Cal. Penal Code §1546 et seq.) • Engage in public or peer reviewed scientific, historical, or statistical research that conforms or adheres to all other applicable ethics and privacy laws, when the information's deletion is likely to render impossible or seriously impair the research's completion, if you previously provided informed consent. • Enable solely internal uses that are reasonably aligned with consumer expectations based on your relationship with us and compatible with the context in which you provided the information. • Comply with a legal obligation. • Or if it is the type of personal information that falls outside the scope of the CCPA, (HIPAA, CIMA, GLBA, or publicly available information)
Correct	You have the right to request that we correct inaccurate personal information about you, taking into account the nature of the personal information and the purposes of the processing of the personal information. After we receive and verify your request, we will use commercially reasonable efforts to correct the inaccurate personal information as directed by you.
Opt-Out of Sale or Sharing	With some limitations, you may direct a business that sells or shares personal information to third parties not to sell or share the personal information to these third parties. A business may not sell or share the personal information of persons less than sixteen years of age without their affirmative consent, and in the case of those less than thirteen years of age, the consent must come from a parent.

Opt-In to Sale or Sharing	
Limit Use of Sensitive Personal Information	You may direct a business to limit the use of your sensitive personal information to that use which is necessary to perform the services or provide the goods reasonably expected by an average consumer who requests those goods or services and certain other limited uses as described in the CCPA and applicable regulations.
Non-Discrimination	We will not discriminate against you for exercising your rights under the CCPA. Unless otherwise permitted by the CCPA we will not: • Deny you goods or service • Charge you different prices or rates for goods or services, including through granting discounts or other benefits, or imposing penalties • Provide a different level or quality of goods or services • Suggest that you will receive a different price or rate for goods or services or a different level or quality of goods or services

To Exercise Your Rights

To Opt-out of the Sale or Sharing of Your Personal Information

The CCPA gives consumers the right to direct a business that sells or shares personal information about the consumer to third parties not to sell or share the consumer's personal information. We do not sell and will not sell your personal information as that term is commonly understood. We also do not sell and will not sell your personal information, as that term is defined by the CCPA. We do not share your personal information as that term is defined in the CCPA.

To Limit the Use of Sensitive Personal Information

The CCPA gives consumers the right to direct a business to limit the use of the consumer's sensitive personal information to that use which is necessary to perform the services or provide the goods reasonably expected by an average consumer who requests those goods or services and certain other limited uses as described in the CCPA and applicable regulations. We do not use or disclose sensitive personal information for purposes other than those purposes specified in Section 7027, subsection (m) of the California Consumer Privacy Act Regulations. If we begin using or disclosing your sensitive personal information outside of those purposes, then we will provide you with the option to limit our use or disclosure through a clear and conspicuous link on our internet homepage.

To Request Access to, Correction or Deletion of Your Personal Information

To exercise your access, correction or deletion rights described above, please submit a verifiable consumer request to us by either: Calling us at 1-855-557-8437 or contacting us through our website https://ccpa.oldrepublictitle.com/ .

Only you or your representative that you authorize to act on your behalf (Authorized Agent) can make a verifiable consumer request for your personal information. You may also make a request for your minor child. The verifiable request must provide enough information that allows us to reasonably verify you are the person about whom we collected personal information. We cannot respond to your request or provide you with personal information if we cannot verify your identity or authority to make the request and to confirm the personal information relates to you.

We work to respond to a verifiable consumer request within 45 days of its receipt. If we require additional time, we will inform you of the extension period (up to an additional 45 days), and the reason for the extension in writing. If you have an account with us, we will deliver our response to that account. If you do not have an account with us, we will deliver our response by mail or electronically, depending on your preference. The response we provide will also explain any reasons why we cannot comply with a request.

You may only make a consumer request for access twice within a twelve-month period. Any disclosures we provide will apply to the twelve-month period preceding the consumer request's receipt.

Contact Us

If you have any questions regarding our Privacy Notice or practices, please contact us or send your written request to: CCPA@oldrepublictitle.com, 1-855-557-8437, or 3000 Bayport Drive, Suite 1000 Tampa FL 33707

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ASSESSOR'S MAP 941

Code Area Nos. 19-006 19-068

2771

SCALE: 1" = 200'

(A) P.M. 3941 146/32
(B) P.M. 4583 159/6
(C) P.M. 4552 159/43 AMENDED 172/97
(E) SANTA RITA RCHO (Pats. Bk. A Pg 183)
(F) P.M. 3863 161/15
(G) P.M. 4994 168/45
(H) P.M. 5258 176/42
(I) P.M. 5500 180/14
(J) P.M. 6960 225/1
(K) P.M. 6946 232/78

DRAWN: 9-14-84 A.H. REVISED: 10-24-84 CSL 3-07-13 CC
11-7-85 PB 8-10-88 CSL
12-24-85 KT 12-21-88 JT
12-28-86 KT 5-9-90 JT
10-9-86 BV 6-25-91 JT
11-20-86 PB 5-17-93 BV
8-14-87 PB 2-10-94 PB
10-13-87 PB 7-01-94 NVF.
4-29-88 JT 3-06-94 CSL
6-9-88 PB 1301 1-02-97 CSL
1-22-97 WL
12-11-97 CSL.

FORMERLY: POR. BLK. 700, 600

1301

OWENS DR.

OWENS CT.

ROAD

HOPYARD

CHABOT DR.

GIBRALTAR DR.

WILLOW RD.

INTERSTATE 580

550

19-068
19-006
19-070
R-60-12

986 / 1

B.A.R.T.

County

2759

2778

A (1) 1.16 Ac.±

5E (34)

5D (33) 1.39 Ac.±

B (10) 2.53 Ac.±

A (9) 7.49 Ac.±

52 (17) 10.95 Ac.±

51A (3.17 Ac.±)

31-1 6.33 Ac.±

51E (1.93 Ac.±)

51F (1.23 Ac.±)

51C (26) 1.83 Ac.±

A.C.F.C. (7) 6.64 Ac.±

53A (28) 4.46 Ac.±

53B (29) 3.42 Ac.±

54 (15) 6.93 Ac.± BART

A.C.F.C. (14)

A.C.F.C. (25)

Det. "A"
Scale: 1"=60'

A.C.M. 48

REF.: R.S. 442 8/32, P.M. 4064 141/35, P.M. 4756 159/77

HPN 34

IND. PG 12

ORDER NO. : 1117029682

EXHIBIT A

The land referred to is situated in the County of Alameda, City of Pleasanton, State of California, and is described as follows:

Lot 56B, Parcel Map 3863, filed May 22, 1986, in Book 161 of Parcel Maps, Pages 15 to 30, inclusive, Alameda County Records.

Excepting therefrom that portion thereof lying below a depth of 500 feet, measured vertically, from the contour of the surface of said property, however, grantor or its successors and assigns shall not have the right for any purpose whatsoever to enter now, into or through the surface of said property or any part thereof lying between said surface and 500 feet below said surface, as reserved in deeds executed by Southern Pacific Industrial Development Company, a Texas corporation, recorded August 14, 1981, Instrument No. 81-138446, Official Records, and by Southern Pacific Transportation Company, recorded December 12, 1985, Instrument No. 85-264891, Official Records.

APN: 941-2778-002

OLD REPUBLIC TITLE COMPANY

555 12th Street, Suite 2000
Oakland, CA 94607
(510) 272-1121 Fax: (510) 208-5045

PRELIMINARY REPORT

Our Order Number 1117029682-JM

When Replying Please Contact:

Julie Massey
JMassey@ortc.com
(510) 272-1121

Property Address:

Apn 941-2778, Pleasanton, CA 94566

In response to the above referenced application for a policy of title insurance, OLD REPUBLIC TITLE COMPANY, as issuing Agent of Old Republic National Title Insurance Company, hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a Policy or Policies of Title Insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an Exception below or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations of said policy forms.

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said Policy or Policies are set forth in Exhibit I attached. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the Homeowner's Policy of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Exhibit I. Copies of the Policy forms should be read. They are available from the office which issued this report.

Please read the exceptions shown or referred to below and the exceptions and exclusions set forth in Exhibit I of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.
It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects, and encumbrances affecting title to the land.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

Dated as of April 2, 2025, at 7:30 AM

OLD REPUBLIC TITLE COMPANY
For Exceptions Shown or Referred to, See Attached

The form of policy of title insurance contemplated by this report is:

ALTA Loan Policy of Title Insurance - 2021. A specific request should be made if another form or additional coverage is desired.

The estate or interest in the land hereinafter described or referred or covered by this Report is:

Fee

Title to said estate or interest at the date hereof is vested in:

San Francisco Bay Area Rapid Transit District, a rapid transit district

The land referred to in this Report is situated in the County of Alameda, City of Pleasanton, State of California, and is described as follows:

Lot 56B, Parcel Map 3863, filed May 22, 1986, in Book 161 of Parcel Maps, Pages 15 to 30, inclusive, Alameda County Records.

Excepting therefrom that portion thereof lying below a depth of 500 feet, measured vertically, from the contour of the surface of said property, however, grantor or its successors and assigns shall not have the right for any purpose whatsoever to enter now, into or through the surface of said property or any part thereof lying between said surface and 500 feet below said surface, as reserved in deeds executed by Southern Pacific Industrial Development Company, a Texas corporation, recorded August 14, 1981, Instrument No. 81-138446, Official Records, and by Southern Pacific Transportation Company, recorded December 12, 1985, Instrument No. 85-264891, Official Records.

APN: 941-2778-002

At the date hereof exceptions to coverage in addition to the Exceptions and Exclusions in said policy form would be as follows:

1. Taxes and assessments, general and special, for the fiscal year 2025 - 2026, a lien, but not yet due or payable.

2. Taxes and assessments, general and special, are currently not assessed because of a statutory exemption. Should the statutory exemption change, taxes may be levied against the land.

3. The lien of supplemental taxes, if any, assessed pursuant to the provisions of Section 75, et seq., of the Revenue and Taxation Code of the State of California.

4. The herein described property lying within the proposed boundaries of a Community Facilities District, as follows:

District No	:	2014-1 (Clean Energy)
For	:	California Home Finance Authority
Disclosed By	:	Assessment Map filing
Recorded	:	August 24, 2015 in Book 18 of Maps of Assessment and Community Facilities Districts, Page 64

Further information may be obtained by contacting:

5. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Granted To	:	Pacific Gas and Electric Company
For	:	A line of poles with such wires as second party shall from time to time suspend therefrom for the transmission of electric energy, and for communication purposes.
Dated	:	June 17, 1958
Recorded	:	August 6, 1958 in Reel 331 of Official Records, Page 197
Affects	:	Reference being made to the record thereof for full particulars.

6. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Instrument	:	Indenture
Granted To	:	Alameda County Flood Control and Water Conservation District
For	:	Water pipe line
Dated	:	June 6, 1962
Recorded	:	November 8, 1962 in Book 720 of Official Records, Page 324
Affects	:	Reference being made to the record thereof for full particulars.

7. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Instrument	:	Easement
Granted To	:	Pacific Gas and Electric Company
For	:	A line of poles with such wires as second party shall from time to time suspend therefrom for the transmission of electric energy, and for communications purposes.
Recorded	:	January 18, 1982 in Official Records under Recorder's Serial Number 82-007681
Affects	:	Reference being made to the record thereof for full particulars.

8. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as provided in the following

Instrument	:	Grant Deed
Granted To	:	Alameda County Flood Control and Water Conservation District
For	:	Ingress, egress and slope maintenance
Dated	:	February 23, 1984
Recorded	:	March 28, 1984 in Official Records under Recorder's Serial Number 84-059954
Affects	:	Reference being made to the record thereof for full particulars.

9. An easement affecting that portion of said land and for the purposes stated herein and incidental purposes as shown on the filed map.

For	:	Public service easement
Affects	:	Southerly 33 feet.
For	:	Landscape easement
Affects	:	A 15 foot wide strip of land along the Northerly border of said parcel. Reference being made to the record thereof for full particulars.
For	:	Storm drain easement
Affects	:	Westerly 10 feet

10. Covenants, Conditions and Restrictions which do not contain express provisions for forfeiture or reversion of title in the event of violation, but omitting any covenants or restrictions if any, based upon age, race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, familial status, marital status, disability, veteran or military status, genetic information, national origin, source of income as defined in subdivision (p) of Section 12955 of the Government Code, or ancestry, unless and only to the extent that said covenant (a) is exempt under Title 42, Section 3607 of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons, as provided in an instrument

Entitled	:	Declaration of Covenants, Conditions and Restrictions for Hacienda Business Park No. 4
Executed by	:	The Hacienda Business Park Owners Association
Dated	:	March 12, 2013
Recorded	:	April 8, 2013 in Official Records under Recorder's Serial Number 2013124373

11. The requirement that satisfactory evidence be furnished to this Company of compliance with applicable statutes, ordinances and charters governing the ownership and disposition of the herein described land.

12. Any unrecorded and subsisting leases.

13. The requirement that this Company be provided with a suitable Owner's Declaration (form ORT 174). The Company reserves the right to make additional exceptions and/or requirements upon review of the Owner's Declaration.

14. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

15. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.

16. Any encroachment, encumbrance, violation, variation, easement, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records at Date of Policy.

17. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.

18. Any lien or right to a lien for services, labor, material or equipment unless such lien is shown by the Public Records at Date of Policy.

19. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.

---------- Informational Notes ----------

A. NOTE: The last recorded transfer or agreement to transfer the land described herein is as follows:

Instrument Entitled	:	Corporation Grant Deed
By/From	:	The Prudential Insurance Company of America, a New Jersey corporation
To	:	San Francisco Bay Area Rapid Transit District, a rapid transit district
Dated	:	September 27, 1993
Recorded	:	September 28, 1993 in Official Records under Recorder's Serial Number 93-343174

B. The above numbered report (including any supplements or amendments thereto) is hereby modified and/or supplemented to reflect the following additional items relating to the issuance of an American Land Title Association loan form policy:

NONE

NOTE: Our investigation has been completed and there is located on said land <.....> known as Apn 941-2778-002, Pleasanton, CA 94566.

The ALTA loan policy, when issued, will contain the CLTA 100 Endorsement and 116 series Endorsement.

Unless shown elsewhere in the body of this report, there appear of record no transfers or agreements to transfer the land described herein within the last three years prior to the date hereof, except as follows:

NONE

NOTE:

The following statement is deemed attached as a coversheet to any declaration, governing document, or deed identified in the above exceptions:

If this document contains any restriction based on age, race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, familial status, marital status, disability, veteran or military status, genetic information, national origin, source of income as defined in subdivision (p) of Section 12955, or ancestry, that restriction violates state and federal fair housing laws and is void, and may be removed pursuant to Section 12956.2 of the Government Code by submitting a "Restrictive Covenant Modification" form, together with a copy of the attached document with the unlawful provision redacted to the county recorder's office. The "Restrictive Covenant Modification" form can be obtained from the county recorder's office and may be available on its internet website. The form may also be available from the party that provided you with this document. Lawful restrictions under state and federal law on the age of occupants in senior housing or housing for older persons shall not be construed as restrictions based on familial status.

Information for processing a "Restrictive Covenant Modification" form:

1. Print a complete copy of the document in question. Strike out what you believe to be unlawful restrictive language in the document.
2. Print and complete the "Restrictive Covenant Modification" ("RCM") form. Note that the signature on the form must be acknowledged by a notary public or other qualified officer.
3. Submit the completed RCM form and the document with your strike-outs to the County Clerk-Recorder's Office for the county where the property is located. No fee is required for this service.
4. The County Clerk-Recorder's Office will forward the RCM form and the document with your strike-outs to the Office of the County Counsel, who will determine whether the document contains any unlawful restrictions.
5. The Office of the County Counsel will return the RCM form and the document with your strike-outs to the County Clerk-Recorder's Office along with its determination. If approved, a Deputy County Counsel will sign the RCM, and the County Clerk-Recorder's Office will record, image and index it. If the Office of the County Counsel determines that the document does not contain an unlawful restriction, the County Clerk-Recorder's Office will not record the RCM.
6. The approved RCM will be returned to the submitter by mail.

The "Restrictive Covenant Modification" form is linked below:

Restrictive Covenant Modification form

Exhibit I

AMERICAN LAND TITLE ASSOCIATION
LOAN POLICY OF TITLE INSURANCE – 2021

EXCLUSIONS FROM COVERAGE

The following matters are excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. a. any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) that restricts, regulates, prohibits, or relates to:
   i. the occupancy, use, or enjoyment of the Land;
   ii. the character, dimensions, or location of any improvement on the Land;
   iii. the subdivision of land; or
   iv. environmental remediation or protection.
   b. any governmental forfeiture, police, regulatory, or national security power.
   c. the effect of a violation or enforcement of any matter excluded under Exclusion 1.a. or 1.b.
   Exclusion 1 does not modify or limit the coverage provided under Covered Risk 5 or 6.

2. Any power of eminent domain. Exclusion 2 does not modify or limit the coverage provided under Covered Risk 7.

3. Any defect, lien, encumbrance, adverse claim, or other matter:
   a. created, suffered, assumed, or agreed to by the Insured Claimant;
   b. not Known to the Company, not recorded in the Public Records at the Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
   c. resulting in no loss or damage to the Insured Claimant;
   d. attaching or created subsequent to the Date of Policy (Exclusion 3.d. does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
   e. resulting in loss or damage that would not have been sustained if consideration sufficient to qualify the Insured named in Schedule A as a bona fide purchaser or encumbrancer had been given for the Insured Mortgage at the Date of Policy.

4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business law.

5. Invalidity or unenforceability of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury law or Consumer Protection Law.

6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights law, that the transaction creating the lien of the Insured Mortgage is a:
   a. fraudulent conveyance or fraudulent transfer;
   b. voidable transfer under the Uniform Voidable Transactions Act; or
   c. preferential transfer:
      i. to the extent the Insured Mortgage is not a transfer made as a contemporaneous exchange for new value; or
      ii. for any other reason not stated in Covered Risk 13.b.

7. Any claim of a PACA-PSA Trust. Exclusion 7 does not modify or limit the coverage provided under Covered Risk 8.

8. Any lien on the Title for real estate taxes or assessments imposed by a governmental authority and created or attaching between the Date of Policy and the date of recording of the Insured Mortgage in the Public Records. Exclusion 8 does not modify or limit the coverage provided under Covered Risk 2.b. or 11.b.

9. Any discrepancy in the quantity of the area, square footage, or acreage of the Land or of any improvement to the Land.

Exhibit I

AMERICAN LAND TITLE ASSOCIATION
LOAN POLICY OF TITLE INSURANCE – 2021
(Continued)

EXCEPTIONS FROM COVERAGE

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This policy treats any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document are excepted from coverage.

This policy does not insure against loss or damage and the Company will not pay costs, attorneys' fees, or expenses resulting from the terms and conditions of any lease or easement identified in Schedule A, and the following matters:

NOTE: The 2021 ALTA Loan Policy may be issued to afford either Standard Coverage or Extended Coverage. In addition to variable exceptions such as taxes, easements, CC&R's, etc., the Exceptions from Coverage in a Standard Coverage policy will also include the Western Regional Standard Coverage Exceptions listed as 1 through 7 below:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

2. Any facts, rights, interests, or claims that are not shown by the Public Records at Date of Policy but that could be (a) ascertained by an inspection of the Land, or (b) asserted by persons or parties in possession of the Land.

3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records at Date of Policy.

4. Any encroachment, encumbrance, violation, variation, easement, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records at Date of Policy.

5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.

6. Any lien or right to a lien for services, labor, material or equipment unless such lien is shown by the Public Records at Date of Policy.

7. Any claim to (a) ownership of or rights to minerals and similar substances, including but not limited to ores, metals, coal, lignite, oil, gas, uranium, clay, rock, sand, and gravel located in, on, or under the Land or produced from the Land, whether such ownership or rights arise by lease, grant, exception, conveyance, reservation, or otherwise; and (b) any rights, privileges, immunities, rights of way, and easements associated therewith or appurtenant thereto, whether or not the interests or rights excepted in (a) or (b) appear in the Public Records or are shown in Schedule B.

Updated 1/1/2025

OLD REPUBLIC TITLE

FACTS	WHAT DOES OLD REPUBLIC TITLE DO WITH YOUR PERSONAL INFORMATION?

Why?	Financial companies choose how they share your personal information. Federal law gives consumers the right to limit some but not all sharing. Federal law also requires us to tell you how we collect, share, and protect your personal information. Please read this notice carefully to understand what we do.
What?	The types of personal information we collect and share depend on the product or service you have with us. This information can include: • Social Security number and employment information • Mortgage rates and payments and account balances • Checking account information and wire transfer instructions When you are no longer our customer, we continue to share your information as described in this notice.
How?	All financial companies need to share customers' personal information to run their everyday business. In the section below, we list the reasons financial companies can share their customers' personal information; the reasons Old Republic Title chooses to share; and whether you can limit this sharing.

Reasons we can share your personal information	Does Old Republic Title share?	Can you limit this sharing?
For our everyday business purposes — such as to process your transactions, maintain your account(s), or respond to court orders and legal investigations, or report to credit bureaus	**Yes**	**No**
For our marketing purposes — to offer our products and services to you	**No**	**We don't share**
For joint marketing with other financial companies	**No**	**We don't share**
For our affiliates' everyday business purposes — information about your transactions and experiences	**Yes**	**No**
For our affiliates' everyday business purposes — information about your creditworthiness	**No**	**We don't share**
For our affiliates to market to you	**No**	**We don't share**
For non-affiliates to market to you	**No**	**We don't share**

	Go to www.oldrepublictitle.com (Contact Us)

Who we are	
Who is providing this notice?	Companies with an Old Republic Title name and other affiliates. Please see below for a list of affiliates.

What we do	
How does Old Republic Title protect my personal information?	To protect your personal information from unauthorized access and use, we use security measures that comply with federal law. These measures include computer safeguards and secured files and buildings. For more information, visit https://www.oldrepublictitle.com/privacy-policy
How does Old Republic Title collect my personal information?	We collect your personal information, for example, when you: • Give us your contact information or show your driver's license • Show your government-issued ID or provide your mortgage information • Make a wire transfer We also collect your personal information from others, such as credit bureaus, affiliates, or other companies.
Why can't I limit all sharing?	Federal law gives you the right to limit only: • Sharing for affiliates' everyday business purposes - information about your creditworthiness • Affiliates from using your information to market to you • Sharing for non-affiliates to market to you State laws and individual companies may give you additional rights to limit sharing. See the State Privacy Rights section location at https://www.oldrepublictitle.com/privacy-policy for your rights under state law.

Definitions	
Affiliates	Companies related by common ownership or control. They can be financial and nonfinancial companies. • Our affiliates include companies with an Old Republic Title name, and financial companies such as Attorneys' Title Fund Services, LLC, Lex Terrae National Title Services, Inc., and Mississippi Valley Title Services Company
Non-affiliates	Companies not related by common ownership or control. They can be financial and non-financial companies. • Old Republic Title does not share with non-affiliates so they can market to you
Joint marketing	A formal agreement between non-affiliated financial companies that together market financial products or services to you. • Old Republic Title doesn't jointly market.

Affiliates Who May be Delivering This Notice				
American First Title & Trust Company	American Guaranty Title Insurance Company	Attorneys' Title Fund Services, LLC	Compass Abstract, Inc.	eRecording Partners Network, LLC
Genesis Abstract, LLC	Guardian Consumer Services, Inc.	iMarc, Inc.	L.T. Service Corp.	Lenders Inspection Company
Lex Terrae National Title Services, Inc.	Lex Terrae, Ltd.	Mississippi Valley Title Services Company	Old Republic Branch Information Services, Inc.	Old Republic Diversified Services, Inc.
Old Republic Escrow of Vancouver, Inc.	Old Republic Exchange Company	Old Republic Title and Escrow of Hawaii, Ltd.	Old Republic National Title Insurance Company	Old Republic Title Company
Old Republic Title Company of Conroe	Old Republic Title Company of Nevada	Old Republic Title Company of Oklahoma	Old Republic Title Company of Oregon	Old Republic Title Company of St. Louis
Old Republic Title Information Concepts	Old Republic Title Insurance Agency, Inc.	Old Republic Title, Ltd.	RamQuest Software, Inc.	Republic Abstract & Settlement, LLC
Sentry Abstract Company	Surety Title Agency, Inc.	Trident Land Transfer Company, LLC		

Updated: January 1, 2025

Privacy Notice for California Consumers

This Privacy Notice for California Consumers supplements the information contained in the Master Privacy Notice for Old Republic Title and applies to consumers that reside in the State of California. The terms used in this Privacy Notice have the same meaning as the terms defined in the California Consumer Privacy Act ("CCPA").

What Personal Information We Collect

In accordance with the CCPA, personal information is information that identifies, relates to, describes, is capable of being associated with, or could reasonably be linked, directly or indirectly, with a particular consumer or household. Personal information does not include:
Information outside the scope of the CCPA such as:

- Health or medical information covered by the Health Insurance Portability Act of 1996 (HIPAA) and the California Confidentiality of Medical Information Act (CMIA).
- Personal Information covered by the Gramm-Leach-Bliley Act (GLBA), the Fair Credit Reporting Act (FCRA), the California Financial Information Privacy Act (FIPA), and the Driver's Privacy Protection Act of 1994,
- Publicly available information or lawfully obtained, truthful information that is a matter of public concern, and
- De-identified or aggregated consumer information.

Please see the chart below to learn what categories of personal information we may have collected about California consumers within the preceding twelve months, the sources of and business purposes for that collection and the third parties to whom the information has been disclosed, if any.

Category	**Examples**	**Sources**	**Business Purpose for Collection**	**Categories of Third Parties with Whom Information is Shared**
Identifiers	Real name, alias, postal address, unique personal identifier, online	Consumers, Lenders, Brokers, Attorneys, Real Estate Agents, and	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or	Service providers associated with the transaction for a business

	identifier, Internet protocol address, email address, account name, social security number, driver's license number, passport number or other similar identifiers Social security number, driver's license number, passport number are collected	Title Agents associated with the transaction	complaints, detecting security incidents, protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	purpose
Personal information described in California Customer Records statute (Cal. Civ. Code § 1798.80(e))	Name, signature, social security number, physical characteristics or description, address, telephone number, passport number, driver's license or state identification card number, insurance policy number, education, employment, employment history, bank account number, credit card number, debit card	Consumers, Lenders, Brokers, Attorneys, Real Estate Agents, and Title Agents associated with the transaction	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints, detecting security incidents, protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	Service providers associated with the transaction for a business purpose

	number, or any other financial information, medical information, or health insurance information. "Personal information" does not include publicly available information that is lawfully made available to the general public from federal, state, or local government records. Social security number, driver's license number or state identification card number, passport number, bank account number, citizenship, immigration status are collected			
Characteristics of protected classifications under California or federal law	Age (40 years or older), race, color, ancestry, national origin, citizenship, religions or creed, marital	Consumers, Lenders, Brokers, Attorneys, Real Estate Agents, and Title Agents	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints. Other	Service providers associated with the transaction for a business purpose

	status, medical condition, physical or mental disability, sex (including gender, gender identity, gender expression, pregnancy or childbirth and related medical conditions), sexual orientation, veteran or military status, or genetic information (including familial genetic information). Marital status, sex, physical disability, citizenship is collected	associated with the transaction	audit or operational purposes.	
Internet or other electronic network activity	Browsing history, search history, information about a consumer's interaction with a website, application, or advertisement.	Consumers, Lenders, Brokers, Attorneys, Real Estate Agents, and Title Agents associated with the transaction	To provide access to certain online services. To understand the interests of visitors to our online services, to support certain features of our site, for navigation and to display certain features more effectively. Detecting security incidents,	Not Disclosed

			protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	

What Personal Information We Disclose and Why We Disclose It

The CCPA requires us to tell you what categories of personal information we “sell”, “share” or “disclose.” We do not sell and will not sell your personal information as that term is commonly understood. We also do not sell and will not sell your personal information, including the personal information of persons under 16 years of age, as that term is defined by the CCPA. We do not share your personal information as that term is defined in the CCPA. When it is necessary for a business purpose, we may disclose your personal information with a service provider or contractor, and we enter into a contract with the service provider or contractor that limits how the information may be used and requires the service provider to protect the confidentiality of the information.

In the preceding twelve months, we have disclosed the following categories of personal information for the following business purposes. Where the personal information is shared with third parties, as that term is defined in the CCPA, the category of the third party is indicated.

Category	**Examples**	**Business Purpose for Disclosure**	**Categories of Third Parties with Whom Information is Shared**
Identifiers (Including social security number, driver’s license number,	Real name, alias, postal address, unique personal identifier, online identifier, internet protocol address, email address, account name, social security number, driver’s license number, passport number or other similar identifiers	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints, detecting security incidents, protecting against	Service providers associated with the transaction for a business purpose

and passport number)		malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	
Personal information described in California Customer Records statute (Cal. Civ. Code § 1798.80(e)) (Including Social security number, driver's license number or state identification card number, passport number, bank account number, citizenship, and immigration status)	Name, signature, social security number, physical characteristics or description, address, telephone number, passport number, driver's license or state identification card number, insurance policy number, education, employment, employment history, bank account number, credit card number, debit card number, or any other financial information, medical information, or health insurance information. "Personal information" does not include publicly available information that is lawfully made available to the general public from federal, state, or local government records.	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints, detecting security incidents, protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	Service providers associated with the transaction for a business purpose
Characteristics of protected classifications under California or federal law (Including marital status, sex, citizenship, and physical disability)	Age (40 years or older), race, color, ancestry, national origin, citizenship, religions or creed, marital status, medical condition, physical or mental disability, sex (including gender, gender identity, gender expression, pregnancy or childbirth and related medical conditions), sexual orientation, veteran or military status, or genetic information (including familial genetic information).	Underwriting or providing other products or services, responding to policyholder/consumer claims, inquiries or complaints. Other audit or operational purposes.	Service providers associated with the transaction for a business purpose
Internet or other electronic	Browsing history, search history, information about a consumer's interaction with a	To provide access to certain online services. To	Not Disclosed

network activity	website, application, or advertisement.	understand the interests of visitors to our online services, to support certain features of our site, for navigation and to display certain features more effectively. Detecting security incidents, protecting against malicious, deceptive, fraudulent, or illegal activity. Other audit or operational purposes.	

We may also transfer to a third party the personal information of a consumer as an asset that is part of a merger, acquisition, bankruptcy, or other transaction in which the third party assumes control of all or part of the business.

Our Retention of Your Personal Information

The length of time that we retain personal information largely depends upon the purpose for which the information was collected rather than the category of the information as set forth in this Notice. When establishing retention periods, we consider applicable statutes of limitation and legal and regulatory requirements and guidelines. Personal information is generally retained for periods of time that permit the company to meet its legal and regulatory obligations.

Your Rights and Choices

The CCPA provides California consumers with certain rights regarding their personal information. This chart describes those rights and certain limitations to those rights.

Right	What This Means
Notice	At or before the time your personal information is collected, you will be given written notice of the categories of personal information to be collected, the purposes for which the categories of personal information will be used, and whether that information is sold or shared.
Access	At your verifiable request, but no more than twice in a twelve month period, we shall disclose to you: 1) the categories of personal information we have collected about you, 2) the categories of sources for the personal information we collected about you, 3) our business or commercial purpose for collecting, selling or sharing your personal information, 4) the categories of third parties to whom we disclose your personal information, 5) the specific pieces of information we have collected about you, 6) the categories of personal

	information disclosed about you for a business purpose and the categories of persons to whom your personal information was disclosed for a business purpose, and 7) if we sold or shared personal information, the categories of personal information sold or shared and the categories of third parties to whom it was sold or shared.
Deletion	You have the right to request that we delete any of your personal information that we collected from you, subject to certain exceptions. Once we receive and verify your request, we will delete (and direct our service providers and contractors to delete) your personal information from our records unless an exception applies. We may deny your request if retention of the information is necessary for us or our service providers to: • Complete the transaction for which we collected the personal information, provide a good or service that you requested, take actions reasonably anticipated within the context of our ongoing business relationship with you, or otherwise perform our contract with you. • Help to ensure security and integrity to the extent the use of your personal information is reasonably necessary and proportionate to that purpose. Debug to identify and repair errors that impair existing intended functionality. • Exercise free speech, ensure the right of another consumer to exercise their free speech rights, or exercise another right provided for by law. • Comply with the California Electronic Communications Privacy Act (Cal. Penal Code §1546 et seq.) • Engage in public or peer reviewed scientific, historical, or statistical research that conforms or adheres to all other applicable ethics and privacy laws, when the information's deletion is likely to render impossible or seriously impair the research's completion, if you previously provided informed consent. • Enable solely internal uses that are reasonably aligned with consumer expectations based on your relationship with us and compatible with the context in which you provided the information. • Comply with a legal obligation. • Or if it is the type of personal information that falls outside the scope of the CCPA, (HIPAA, CIMA, GLBA, or publicly available information)
Correct	You have the right to request that we correct inaccurate personal information about you, taking into account the nature of the personal information and the purposes of the processing of the personal information. After we receive and verify your request, we will use commercially reasonable efforts to correct the inaccurate personal information as directed by you.
Opt-Out of Sale or Sharing	With some limitations, you may direct a business that sells or shares personal information to third parties not to sell or share the personal information to these third parties. A business may not sell or share the personal information of persons less than sixteen years of age without their affirmative consent, and in the case of those less than thirteen years of age, the consent must come from a parent.

Opt-In to Sale or Sharing	
Limit Use of Sensitive Personal Information	You may direct a business to limit the use of your sensitive personal information to that use which is necessary to perform the services or provide the goods reasonably expected by an average consumer who requests those goods or services and certain other limited uses as described in the CCPA and applicable regulations.
Non-Discrimination	We will not discriminate against you for exercising your rights under the CCPA. Unless otherwise permitted by the CCPA we will not: • Deny you goods or service • Charge you different prices or rates for goods or services, including through granting discounts or other benefits, or imposing penalties • Provide a different level or quality of goods or services • Suggest that you will receive a different price or rate for goods or services or a different level or quality of goods or services

To Exercise Your Rights

To Opt-out of the Sale or Sharing of Your Personal Information

The CCPA gives consumers the right to direct a business that sells or shares personal information about the consumer to third parties not to sell or share the consumer's personal information. We do not sell and will not sell your personal information as that term is commonly understood. We also do not sell and will not sell your personal information, as that term is defined by the CCPA. We do not share your personal information as that term is defined in the CCPA.

To Limit the Use of Sensitive Personal Information

The CCPA gives consumers the right to direct a business to limit the use of the consumer's sensitive personal information to that use which is necessary to perform the services or provide the goods reasonably expected by an average consumer who requests those goods or services and certain other limited uses as described in the CCPA and applicable regulations. We do not use or disclose sensitive personal information for purposes other than those purposes specified in Section 7027, subsection (m) of the California Consumer Privacy Act Regulations. If we begin using or disclosing your sensitive personal information outside of those purposes, then we will provide you with the option to limit our use or disclosure through a clear and conspicuous link on our internet homepage.

To Request Access to, Correction or Deletion of Your Personal Information

To exercise your access, correction or deletion rights described above, please submit a verifiable consumer request to us by either: Calling us at 1-855-557-8437 or contacting us through our website https://ccpa.oldrepublictitle.com/ .

Only you or your representative that you authorize to act on your behalf (Authorized Agent) can make a verifiable consumer request for your personal information. You may also make a request for your minor child. The verifiable request must provide enough information that allows us to reasonably verify you are the person about whom we collected personal information. We cannot respond to your request or provide you with personal information if we cannot verify your identity or authority to make the request and to confirm the personal information relates to you.

We work to respond to a verifiable consumer request within 45 days of its receipt. If we require additional time, we will inform you of the extension period (up to an additional 45 days), and the reason for the extension in writing. If you have an account with us, we will deliver our response to that account. If you do not have an account with us, we will deliver our response by mail or electronically, depending on your preference. The response we provide will also explain any reasons why we cannot comply with a request.

You may only make a consumer request for access twice within a twelve-month period. Any disclosures we provide will apply to the twelve-month period preceding the consumer request's receipt.

Contact Us

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ASSESSOR'S MAP 941

Code Area Nos. 19-006

2778

SCALE: 1" = 200'

(A) SANTA RITA RCHO. PAT.BK.A,PG.183 (D) P.M.8062 296/20-22
(B) P.M.3863 161/15 AMENDED 180/82
(C) P.M.7105 229/19

REVISED: 04-01-97 WL
03-16-99 LGR
04-05-02 LL
08-04-06 ZC
10-04-07 ZC
05-23-17 JL

DRAWN: 01-21-97 WL

FORMERLY: POR.BLK.600,2761&2771

2759 2771 2761 2803 2797 2779

WILLOW ROAD GIBRALTAR DRIVE OWENS DRIVE HACIENDA DRIVE HACIENDA DRIVE

INTERSTATE ROUTE 580

7F 12.14 AC.± (12)
7G (8.42 AC.±) 8.28 AC.± (13-2)
7E (8.17 AC.±) 7.23 AC.± (11-4)
55F 17.54 AC.± (9)
57A (2.00 AC.±) (11-1)
57B (4.00 AC.±)
57C (11.81 AC.±) 17.81 AC.± (4-1)
56B 7.97 AC.± (2)
56A 20.44 AC.± (3-5)
A.C.F.C. 1.46AC.± (1-4)
CITY (13-1)
CITY (11-2)
CITY (11-3)
STATE (1-3)
POR.J

ACM: 48 REF: R.S.1299 19/55; P.M.4412 157/16 AMENDED 172/91 ;R.S.1691 25/57 HPN: 13 IND PG: 12

APPENDIX K – RECORD BOUNDARY EXHIBIT

LEGEND:

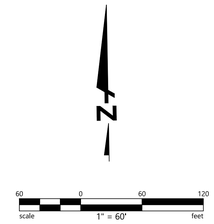
DOC	DOCUMENT
A.C.F.C	ALAMEDA COUNTY FLOOD CONTROL
EXC	EXCEPTION
PTR 1	OLD REPUBLIC TITLE COMPANY, PRELIMINARY TITLE REPORT, ORDER NUMBER 1117029681-JM, DATED APRIL 2, 2025
PTR 2	OLD REPUBLIC TITLE COMPANY PRELIMINARY TITLE REPORT, ORDER NUMBER 1117029682-JM, DATED APRIL 2, 2025
W.C.D.	WATER CONTROL DISTRICT

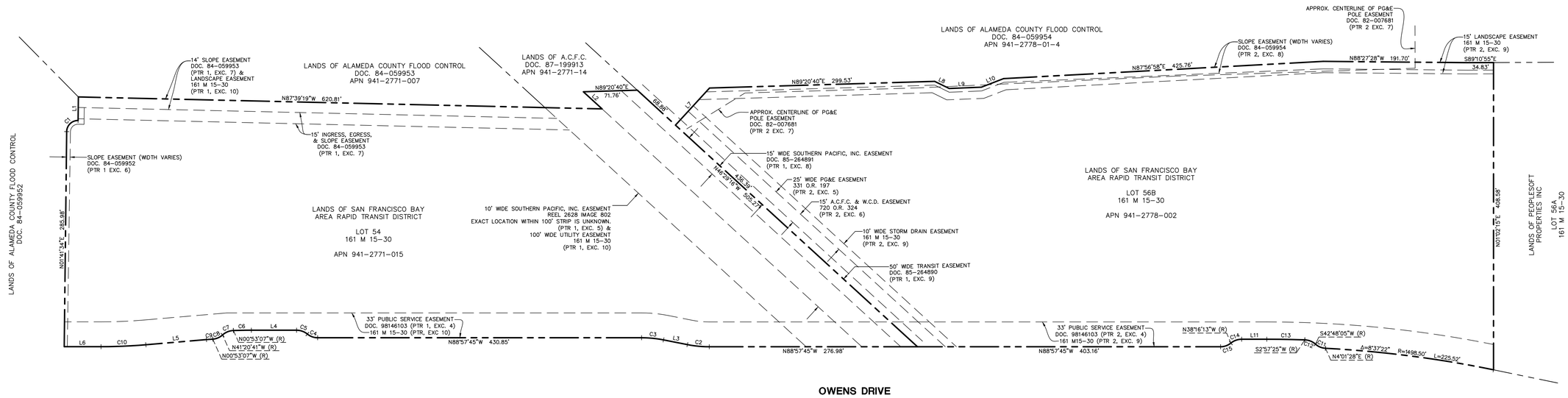
SURVEY NOTES

1. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
2. ALL INFORMATION REGARDING BOUNDARY AND EASEMENTS BKF ENGINEERS RELIED ON THE INFORMATION PROVIDED IN THE PRELIMINARY TITLE REPORTS ISSUED BY OLD REPUBLIC TITLE COMPANY, TITLE REPORT NUMBERS 1117029681-JM & 1111029682-JM, DATED APRIL 2, 2025.
3. BOUNDARIES FOR LOTS 54 & 56B AND ALL EASEMENTS AS SHOWN HEREON ARE PER RECORD DATA AS SHOWN ON THE ABOVE REFERENCED TITLE REPORTS. NO ATTEMPT HAS BEEN MADE TO VERIFY LOCATIONS OF SAID BOUNDARIES AND EASEMENTS WITH RESPECT TO A FIELD SURVEY.

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N01°41'34"E	31.39'
L2	N46°29'16"W	33.75'
L3	N77°45'21"W	32.31'
L4	N88°57'45"W	60.16'
L5	N86°08'42"E	80.89'
L6	N88°57'45"W	48.90'
L7	N43°35'43"E	67.00'
L8	N62°53'49"W	21.47'
L9	N88°45'53"E	42.94'
L10	N69°55'08"E	31.62'
L11	N88°57'45"W	33.47'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	90°00'00"	15.00'	23.56'
C2	11°12'24"	149.50'	29.24'
C3	11°12'24"	150.50'	29.44'
C4	39°18'28"	21.60'	14.82'
C5	39°18'28"	22.60'	15.50'
C6	1°55'22"	710.50'	23.84'
C7	40°27'35"	22.60'	15.96'
C8	38°11'01"	21.60'	14.39'
C9	0°41'36"	700.50'	8.48'
C10	4°53'33"	699.50'	59.73'
C11	38°46'37"	21.60'	14.62'
C12	39°50'40"	22.60'	15.72'
C13	1°55'10"	1508.50'	50.54'
C14	39°18'28"	22.60'	15.50'
C15	39°18'28"	21.60'	14.82'





PRELIMINARY
NOT FOR CONSTRUCTION
DATE: 05/16/2025

BKF ENGINEERS
5301 PRARONE ROAD
SUITE 101
SALIDA, CA 95368
(209) 923-8200
www.bkf.com

PLEASANTON BART
APN 941-2778-002
CITY OF PLEASANTON, COUNTY OF ALAMEDA

ENCUMBRANCE EXHIBIT

No.	Revisions

Date: 05/16/2025
Scale: AS SHOWN
Design:
Drawn:
Approved:
Job No: 250482

Drawing Number:
250482
1 OF 1

Plot May 16, 2025 at 3:48pm
250482_Exhibit.dwg

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APPENDIX L – PARCEL MAP 3863

OWNER'S CERTIFICATE

THE UNDERSIGNED, THE PRUDENTIAL INSURANCE COMPANY OF AMERICA, A NEW JERSEY CORPORATION, HEREBY CERTIFIES IT IS THE OWNER OF THE LANDS DELINEATED AND EMBRACED WITHIN THE HEAVY BROKEN LINES AS SHOWN ON THE HEREIN EMBODIED MAP ENTITLED "PARCEL MAP 3863, CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA"; THAT SAID OWNER ACQUIRED TITLE TO SAID LAND BY VIRTUE OF THE INSTRUMENTS RECORDED AUGUST 14, 1981 AND DECEMBER 12, 1985, UNDER RECORDER'S SERIES NUMBERS 81-138446 AND 85-264891, RESPECTIVELY, OFFICIAL RECORDS OF ALAMEDA COUNTY, CALIFORNIA; AND THAT IT CONSENTS TO THE PREPARATION AND FILING OF THIS MAP.

AND THE UNDERSIGNED DOES HEREBY DEDICATE TO THE PUBLIC FOREVER THOSE STRIPS OF LAND DESIGNATED HEREIN AS OWENS DRIVE, WILLOW ROAD, BAKER DRIVE, HACIENDA DRIVE, ROSEWOOD DRIVE AND WEST LAS POSITAS BOULEVARD, OLD SANTA RITA ROAD AS EMBRACED WITHIN THE BOUNDARY OF THE HEREIN EMBODIED MAP FOR THE PURPOSES OF PUBLIC HIGHWAYS.

AND THE UNDERSIGNED DOES HEREBY DEDICATE TO THE PUBLIC FOREVER THE RIGHT TO CONSTRUCT, MAINTAIN, REPAIR AND/OR RECONSTRUCT STORM DRAINS AND ANY AND ALL APPURTENANCES UNDER, ON OR OVER THOSE CERTAIN STRIPS OF LAND DESIGNATED AS "S.D.E." OR "STORM DRAIN EASEMENT".

AND THE UNDERSIGNED DOES HEREBY DEDICATE TO THE PUBLIC FOREVER THE RIGHT TO CONSTRUCT AND MAINTAIN ALL PUBLIC SERVICE FACILITIES, INCLUDING SLOPES, POLES, WIRES, CONDUITS, STORM SEWERS, SANITARY SEWERS, STREET TREES, STREET SIGNS, BUS SHELTERS, BUS TURNOUTS, SIDEWALKS, GAS AND WATER MAINS AND ALL PUBLIC UTILITIES AND ANY AND ALL APPURTENANCES TO THE ABOVE, UNDER, ON OR OVER THOSE CERTAIN STRIPS OF LAND DESIGNATED AS "P.S.E." OR "PUBLIC SERVICE EASEMENT".

AND THE UNDERSIGNED DOES HEREBY DEDICATE TO THE PUBLIC FOREVER THE RIGHT TO CONSTRUCT AND MAINTAIN ALL PUBLIC SERVICE FACILITIES, INCLUDING SLOPES, POLES, WIRES, CONDUITS, STORM SEWERS, SANITARY SEWERS, STREET TREES, STREET SIGNS, BUS SHELTERS, BUS TURNOUTS, SIDEWALKS, GAS AND WATER MAINS AND ALL PUBLIC UTILITIES AND ANY AND ALL APPURTENANCES TO THE ABOVE, UNDER, ON OR OVER THOSE CERTAIN STRIPS OF LAND DESIGNATED AS "C.A.E." OR "COMMON AREA EASEMENT".

AND THE UNDERSIGNED DOES HEREBY RESERVE PRIVATE UTILITY EASEMENTS WITHIN THOSE AREAS DESIGNATED AS "P.S.E." OR "PUBLIC SERVICE EASEMENT" FOR THE PURPOSE OF CONSTRUCTING, MAINTAINING, REPAIRING AND/OR RECONSTRUCTING STORM DRAIN, SANITARY SEWER, WATER, GAS AND ELECTRICAL SERVICE LATERALS, DRIVEWAYS, LANDSCAPING, IRRIGATION AND ALL APPURTENANCES THERETO FOR THE PURPOSES OF FUTURE CONVEYANCE OF THIS RIGHT TO OTHERS SUBJECT TO NON-INTERFERENCE WITH "P.S.E" AND "C.A.E."

AND THE UNDERSIGNED DOES HEREBY RESERVE THE RIGHT TO CONSTRUCT, MAINTAIN, REPAIR AND/OR RECONSTRUCT STORM DRAIN, WATER, GAS, AND ELECTRIC SERVICE LATERALS, LANDSCAPING, IRRIGATION SYSTEMS AND ALL APPURTENANCES THERETO WITHIN THE AREAS DESIGNATED AS "C.A.E." OR "COMMON AREA EASEMENT", FOR THE PURPOSES OF FUTURE CONVEYANCE OF THIS RIGHT TO THE HACIENDA BUSINESS PARK OWNERS ASSOCIATION, A CORPORATION, OR OTHERS.

AND THE UNDERSIGNED DOES HEREBY RESERVE THE RIGHT, IN GROSS, TO CONSTRUCT, MAINTAIN, REPAIR AND/OR RECONSTRUCT UTILITY AND COMMUNICATION FACILITIES AND ALL APPURTENANCES THERETO, IN A MANNER NOT INCONSISTENT WITH THE USE OF PRE-EXISTING EASEMENTS, FOR THE PURPOSE OF FUTURE CONVEYANCE OF THIS RIGHT TO OTHERS WITHIN THE AREAS DESIGNATED "U.E." OR "UTILITY EASEMENT".

AND THE UNDERSIGNED DOES HEREBY RESERVE THE RIGHT TO CONSTRUCT, MAINTAIN, REPAIR AND/OR RECONSTRUCT ALL LANDSCAPING, IRRIGATION SYSTEMS AND ALL APPURTENANCES THERETO WITHIN THE AREAS DESIGNATED AS "LANDSCAPE EASEMENT" FOR THE PURPOSES OF FUTURE CONVEYANCE OF THIS RIGHT TO THE HACIENDA BUSINESS PARK OWNERS ASSOCIATION, A CORPORATION, OR OTHERS.

IF PARCELS A THROUGH I ARE NOT ZONED, DEVELOPMENT OF PARCELS A THROUGH I SHALL BE SUBJECT TO ZONING.

IN WITNESS WHEREOF, THE UNDERSIGNED OWNER HAS CAUSED THIS CERTIFICATION TO BE EXECUTED THIS 9th DAY OF MAY, 1986.

THE PRUDENTIAL INSURANCE COMPANY OF AMERICA,
A NEW JERSEY CORPORATION

BY Robert Shallenberger
VICE PRESIDENT

BY Susan Kanfer
ASSISTANT SECRETARY

ENGINEER'S CERTIFICATE

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED ON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF THE PRUDENTIAL INSURANCE COMPANY OF AMERICA IN FEBRUARY, 1986. I HEREBY STATE THAT THIS PARCEL MAP SUBSTANTIALLY CONFORMS TO THE APPROVED OR CONDITIONALLY APPROVED TENTATIVE MAP, IF ANY.
GROSS AREA = 282.309 ± AC.

THE MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED ON THIS MAP AND THAT SAID MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. SAID MONUMENTS WILL BE SET BY FEBRUARY 1988.

REGISTERED PROFESSIONAL ENGINEER
PIERO P. RUGGERI
No. 25281
CIVIL
STATE OF CALIFORNIA

Piero P. Ruggeri
PIERO P. RUGGERI
REGISTERED CIVIL ENGINEER NO. 25281
EXPIRES 12-31-89

CITY ENGINEER'S CERTIFICATE

THIS MAP CONFORMS WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE.

OWENS DRIVE, WILLOW ROAD, BAKER DRIVE, HACIENDA DRIVE, ROSEWOOD DRIVE, WEST LAS POSITAS BOULEVARD, OLD SANTA RITA ROAD AND ALL THE EASEMENTS AS SHOWN UPON SAID MAP THEREON OFFERED BY DEDICATION ARE HEREBY ACCEPTED FOR PURPOSES FOR WHICH THEY ARE OFFERED, PURSUANT TO THE AUTHORITY CONFERRED BY SECTION 2-3.05.1 OF TITLE II, CHAPTER 1, ARTICLE 5 OF THE ORDINANCE CODE OF THE CITY OF PLEASANTON.

DATE MAY 21, 1986

Robert T. Okamura
ROBERT T. OKAMURA, R.C.E. NO. 24948
CITY ENGINEER FOR THE CITY OF
PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
EXPIRES 12-31-89

CERTIFICATE OF CLERK, BOARD OF SUPERVISORS

I, WILLIAM MEHRWEIN, CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DO HEREBY CERTIFY THAT CERTIFICATES HAVE BEEN FILED AND DEPOSITS HAVE BEEN MADE IN CONFORMANCE WITH THE REQUIREMENTS OF SECTIONS 66492 AND 66493 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA.
Bond $1,839,891.16

DATED: May 22, 1986

WILLIAM MEHRWEIN
CLERK OF THE BOARD OF SUPERVISORS,
COUNTY OF ALAMEDA

BY: Cindy P. Richard
DEPUTY

ACKNOWLEDGMENT

STATE OF CALIFORNIA)
COUNTY OF) SS

ON MAY 9, 1986, BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED ROBERT SHALLENBERGER AND SUSAN KANFER, PERSONALLY KNOWN TO ME, OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE, TO BE THE PERSONS WHO EXECUTED THE WITHIN INSTRUMENT AS VICE PRESIDENT AND ASSISTANT SECRETARY ON BEHALF OF THE PRUDENTIAL INSURANCE COMPANY OF AMERICA AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE WITHIN INSTRUMENT PURSUANT TO ITS BY-LAWS OR A RESOLUTION OF ITS BOARD OF DIRECTORS.

WITNESS MY HAND AND OFFICIAL SEAL

BY Gayla Powers

MY COMMISSION EXPIRES FEB. 5, 1988

OFFICIAL SEAL
GAYLA POWERS
NOTARY PUBLIC-CALIFORNIA
PRINCIPAL OFFICE IN
CITY & CO OF SAN FRANCISCO
MY COMMISSION EXPIRES FEB 5,1988

NOTE:

THE UNDERSIGNED HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP, PURSUANT TO THE PROVISIONS OF SECTION 66436 OF THE SUBDIVISION MAP ACT.

BY: J M Engelhardt
SOUTHERN PACIFIC PIPELINES, INC.
J. M. ENGELHARDT
ASSISTANT VICE PRESIDENT

ACKNOWLEDGMENT

STATE OF CALIFORNIA)
COUNTY OF) SS

ON May 6, 1986, BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED J. M. Engelhardt, PERSONALLY KNOWN TO ME, OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE, TO BE THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT AS Asst. Vice Pres.-Engrg ON BEHALF OF SOUTHERN PACIFIC PIPELINES, INC., AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE WITHIN INSTRUMENT PURSUANT TO ITS BY-LAWS OR A RESOLUTION OF ITS BOARD OF DIRECTORS.

WITNESS MY HAND AND OFFICIAL SEAL

BY Helen Y. Riedl

MY COMMISSION EXPIRES 7-28-89

OFFICIAL SEAL
HELEN Y RIEDL
NOTARY PUBLIC - CALIFORNIA
LOS ANGELES COUNTY
My comm. expires JUL 28, 1989

RECORDER'S CERTIFICATE

FILED THIS 22nd DAY OF MAY, 1986, AT 3:08 P.M. IN BOOK 161 OF PARCEL MAPS AT PAGES 15 THROUGH 30, AT THE REQUEST OF CHICAGO TITLE COMPANY OF ALAMEDA COUNTY.

SERIES NO. 86-120067 FEE: $ 36.00

COUNTY RECORDER'S OFFICE
ALAMEDA COUNTY, CAL.

RENE' C. DAVIDSON
COUNTY RECORDER IN AND FOR THE COUNTY
OF ALAMEDA, STATE OF CALIFORNIA

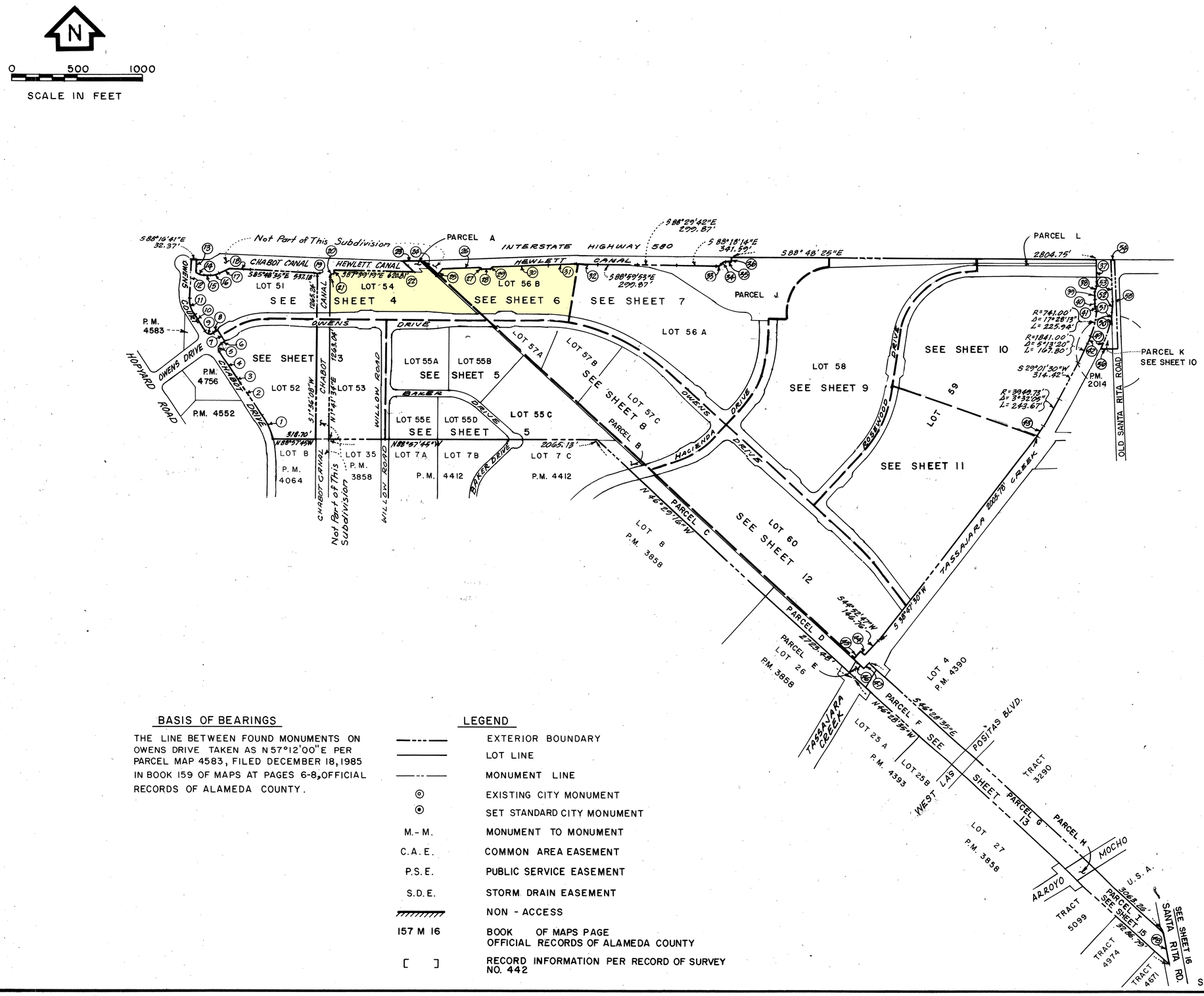
BY: M Young
DEPUTY COUNTY RECORDER

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986
SHEET 1 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3863
Map Bk 161 15



BOUNDARY DATA

NO.	BEARING	DIST.	RADIUS	DELTA	LENGTH
(1)			633.50'	18°33'58"	205.28'
(2)	N32°48'00"W	300.01'			
(3)	N31°04'54"W	50.02'			
(4)	N32°48'00"W	241.27'			
(5)			49.50'	90°00'00"	77.75'
(6)	N57°12'00"E	24.01'			
(7)	N32°48'00"W	97.00'			
(8)	S57°12'00"W	36.51'			
(9)			44.50'	90°00'00"	69.90'
(10)	N32°48'00"W	156.98'			
(11)			225.50'	34°26'51"	135.58'
(12)	N1°38'51"E	298.88'			
(13)	S1°38'51"W	97.39'			
(14)			99.00'	33°40'29"	58.19'
(15)	S88°16'41"E	51.77'			
(16)			124.00'	28°09'19"	60.93'
(17)	N63°34'00"E	73.56'			
(18)	S88°16'51"E	157.38'			
(19)			25.00'	87°24'43"	38.14'
(20)			15.00'	90°00'00"	23.56'
(21)	N1°41'34"E	31.39'			
(22)	N46°29'16"W	118.49'			
(23)	N88°32'33"E	141.50'			
(24)	S46°29'16"E	162.17'			
(25)	N43°35'43"E	67.00'			
(26)	N89°20'40"E	299.58'			
(27)	S82°53'49"E	21.47'			
(28)	N88°45'53"E	42.94'			
(29)	N69°55'08"E	31.62'			
(30)	N87°56'58"E	425.76'			
(31)	S88°27'28"E	191.70'			
(32)	S89°10'55"E	152.77'			
(33)			55.00'	52°30'21"	50.40'
(34)			26.56'	40°41'34"	18.87'
(35)	N79°52'59"E	56.74'			
(36)	N1°11'35"E	23.65'			
(37)	S1°02'00"E	213.64'			
(38)	S23°24'38"W	36.25'			
(39)	S1°02'00"E	51.14'			
(40)			726.00'	5°34'31"	70.64'
(41)	S27°45'30"E	27.39'			
(42)	S23°48'10"W	46.39'			
(43)	S32°33'35"W	79.29'			
(44)	N46°29'16"W	49.10'			
(45)	S38°47'30"W	70.24'			
(46)	S46°29'16"E	125.30'			
(47)	N43°31'20"E	50.00'			
(48)	S14°30'35"E	283.33'			
(49)			520.00'	23°04'07"	209.36'
(50)	N88°58'00"E	12.00'			
(51)			510.00'	7°15'08"	64.55'
(52)			490.00'	7°15'08"	62.02'
(53)	S1°02'00"E	371.75'			
(54)	N88°28'40"W	27.03'			
(55)	N1°02'00"W	687.96'			
(56)	S89°21'59"W	132.08'			

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

LEGEND

- EXTERIOR BOUNDARY
- LOT LINE
- MONUMENT LINE
- ⊙ EXISTING CITY MONUMENT
- ⊙ SET STANDARD CITY MONUMENT
- M.-M. MONUMENT TO MONUMENT
- C.A.E. COMMON AREA EASEMENT
- P.S.E. PUBLIC SERVICE EASEMENT
- S.D.E. STORM DRAIN EASEMENT
- NON - ACCESS
- 157 M 16 BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
- [ ] RECORD INFORMATION PER RECORD OF SURVEY NO. 442

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 500'

SHEET 2 OF 16 SHEETS (MS 86-4) JOB NO. 866801

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MAP BK 161 PG 16
3863

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
(1)	49.50'	90°00'00"	77.75'
(2)	21.60'	39°18'28"	14.82'
(3)	22.60'	39°18'28"	15.50'
(4)	490.00'	5°39'25"	48.38'
(5)	22.60'	37°42'56"	14.88'
(6)	21.60'	40°57'20"	15.44'
(7)	49.50'	90°36'36"	78.28'
(8)	37.50'	24°24'52"	15.98'
(9)	37.50'	33°08'19"	21.69'

LEGEND

- EXTERIOR BOUNDARY
- LOT LINE
- MONUMENT LINE
- ⊙ EXISTING CITY MONUMENT
- ⊙ SET STANDARD CITY MONUMENT
- M.-M. MONUMENT TO MONUMENT
- C.A.E. COMMON AREA EASEMENT
- P.S.E. PUBLIC SERVICE EASEMENT
- S.D.E. STORM DRAIN EASEMENT
- NON-ACCESS
- 157 M 16 BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
- [ ] RECORD INFORMATION PER RECORD OF SURVEY NO. 442
- ( ) PER RECORD INFORMATION
- ⊕ RECORD MONUMENT PER PARCEL MAP 3858

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N 57°12'00" E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 3 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3863
MAP BK 161 PG 17

N

0 50 100 200

SCALE IN FEET

INTERSTATE ROUTE 580 IV- ALA- 580

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
(11)	15.00'	90°00'00"	23.56'
(12)	149.50'	11°12'24"	29.24'
(13)	150.50'	11°12'24"	29.44'
(14)	710.50'	1°55'22"	23.84'
(15)	22.60'	40°27'35"	15.96'
(16)	21.60'	38°11'00"	14.39'
(17)	700.50'	0°41'36"	8.48'

Fd: N. & T. R.C.E. 13368

[N88°16'41"W] [134.73'] S88°16'41"E 167.10'

[N63°34'00"E] [70.22'] N63°34'00"E 70.22'

Fd. 3/4" I.P. RCE 13368

[N88°16'51"W] [185.16'] S88°16'51"E 185.16'

Calif. Div. of Highway Iron Pipe

[N 85°48'35"W] S 85°48'35"E

[598.28'] 598.28'

(NOT PART OF THIS SUBDIVISION)

CHABOT CANAL (84-059952)

A.C.F.C. & W.C.D.

3/4" Iron Pipe S.N.F.

[N 87°39'19"W] S 87°39'19"E

[611.74'] 612.13'

Found Calif. Div. of Highway Iron Pipe

Fd. 3/4" Iron Pipe R.C.E. 13368

100' Utility Easement

(NOT PART OF THIS SUBDIVISION)

HEWLETT CANAL (84-059954)

A.C.F.C. & W.C.D.

N88°21'09"W 54.00' M-M

Fd. Mon. per P.M. 3941 146 M 32

S 88°16'41"E 32.37'

N 1°38'51"E 97.39'

N 63°34'00"E 73.56' 157.38'

N88°16'41"W 51.77'

N88°16'51"W

N85°48'35"W

537.18'

N1°41'34"E 31.39' (10) (11) (total)

N43°33'54"W 112.10'

14.00'

N87°39'19"W

(620.55') 620.81'

N87°39'19"W 8.00'

16.00'

(636.35') 636.66'

(653.28') 653.64'

N1°41'34"E 22.39'

N87°39'19"W 7.89'

(R=10.00' Δ=90°28'14" L=15.79')

14' Slope Easement (84-059953) Pcl. 2

15' Ingress & Egress Easement (84-059953) Pcl. 3

14' Landscape Easement

PARCEL A 240± Acres

(686.77') (total) (21.23') 21.27' (22.78') 22.79'

S 88°16'41"E 76.96'

N 1°38'51"E 394.39'

N 1°38'51"E 17.50'

OWENS COURT (62.50' WIDE)

N 39°56'19"E (R)

Fd. Mon. per P.M. 3941 146 M 32

298.88'

305.72' M-M

(R=102.00' Δ=32°12'55" L=57.35')

N1°38'51"E 4.55' (3.58')

N88°16'40"W 51.77'

N88°16'51"W 156.97'

N63°34'01"E 72.81'

(R=127.00' Δ=28°09'19" L=62.41')

15' Landscape Easement

LOT 51

8.220± Acres

℄ U.S.A. Sanitary Sewer Easement to be Vacated by Separate Instrument

Slope Easement (84-059952) Pcl. 2 Width Varies

N85°26'32"W (N85°22'34"W) 527.92'

R=30.00' Δ=86°47'49" L=45.45'

Slope Easement (84-059952) Pcl. 2 Width Varies

1265.24'

298.19'

N1°25'15"E 276.77'

Slope Easement (84-059952) Pcl. 3 Width Varies

LOT 54

6.725± Acres

N1°52'27"E 285.96'

R=699.50' Δ=4°53'33" L=59.73'

N86°08'42"E 80.89'

N88°57'45"W 60.16'

10' wide Southern Pacific Pipeline, Inc. Easement Exact location within 100' strip is unknown.

Exact location of Southern Pacific Pipeline, Inc. Easement (Abs. Record)

100' Utility Easement

420.35'

N46°29'16"W 39.75'

S 46°29'16"E

50' Transit Easement (Abs. Record)

505.27'

N77°45'21"W 32.31'

LOT 56 B

See Sheet 6

Fd. Mon. per P.M. 3941 146 M 32

Existing P.S.E. (Abs. Record) 156.98'

N 32°48'00"W

N 57°12'00"W 36.51'

Exist. C.A.E.

P.M. 4583 159 M 6

SEE DETAIL "F" See Sheet 142

325.37' M-M

N 57°12'00"W 36.51'

N89°56'40"E 156.35'

N 32°48'00"W 97.00'

R=568.50' Δ=33°50'15" L=335.74' M. to M.

N88°57'45"W 376.54'

376.26'

240.00'

N88°57'45"W

938.54' M. to M.

528.99'

103.55'

103.51'

45.56'

90.70'

OWENS DRIVE

OF

DRIVE

(NOT PART OF THIS SUBDIVISION) CHABOT CANAL A.C.F.C. & W.C.D. 1265.24' 4.09' 285.96'

33' P.S.E.

48.90'

49.22'

288.18'

342.38'

N40°20'43"E (R)

115.39'

110.39'

73.49'

315.46'

217.83'

N88°57'45"W

430.85'

90.00'

240.00'

N88°57'45"W

1147.09' M. to M.

276.98'

741.63'

615.77'

LOT 52

See Sheet 3

LOT 53

See Sheet 3

WILLOW ROAD

LOT 55A

See Sheet 5

Fd. Mon. per P.M. 3941 146 M 32

OWENS DRIVE (104.50' WIDE)

N57°12'00"E Basis Of Bearings

N57°12'00"E 537.08' M-M

N57°12'00"E 5.00' M-M

Fd. Mon. per P.M. 3941 146 M 32

P.M. 4756 159 M 77

CHABOT DRIVE

S32°48'00"E (S32°48'00"E (489.26' M-M) meas. PM 3941 & PM 4552)

HOPYARD ROAD

Fd. Mon. per P.M. 3941 146 M 32

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
(1)	21.60'	37°59'33"	14.32'
(2)	22.60'	40°39'30"	16.04'
(3)	607.00'	4°34'17"	48.43'
(4)	22.60'	39°18'28"	15.50'
(5)	21.60'	39°18'28"	14.82'
(6)	44.50'	90°00'00"	69.90'
(7)	225.50'	34°26'51"	135.58'
(8)	99.00'	33°40'29"	58.19'
(9)	124.00'	28°09'19"	60.93'
(10)	25.00'	87°24'43"	38.14'

RADIAL BEARING DATA

(A)	N 28°13'43"W (R)
(B)	N 12°25'56"E (R)
(C)	N 3°09'42"W (R)
(D)	N41° 20' 41"W (R)
(E)	N 0°53' 07"W (R)
(F)	N 25°33'37"W (R)
(G)	N 72°06'28"W (R)

LEGEND

———	EXTERIOR BOUNDARY
———	LOT LINE
— - —	MONUMENT LINE
◎	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M - M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
//////////	NON - ACCESS
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
( )	PER RECORD INFORMATION
S.N.F.	SEARCH NOT FOUND
[ ]	RECORD INFORMATION PER RECORD OF SURVEY NO. 442

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OF FICIAL RECORDS OF ALAMEDA COUNTY.

PARCEL MAP 3863

CITY OF PLEASANTON

ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.

PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 4 OF 16 SHEETS (MS86-4) JOB NO. 866801

PM 3863 MAP BK 161 PG 18

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N

0 50 100 200

SCALE IN FEET

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

LEGEND

- EXTERIOR BOUNDARY
- LOT LINE
- MONUMENT LINE
- ⊙ EXISTING CITY MONUMENT
- ⊙ SET STANDARD CITY MONUMENT
- M-M MONUMENT TO MONUMENT
- C.A.E. COMMON AREA EASEMENT
- P.S.E. PUBLIC SERVICE EASEMENT
- S.D.E. STORM DRAIN EASEMENT
- NON-ACCESS
- 157 M 16 BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
- [ ] RECORD INFORMATION PER RECORD OF SURVEY NO. 442
- ⊗ FOUND CHISELLED CROSS IN CURB PER P.M. 4412
- ⊙ RECORD MONUMENT PER PARCEL MAP 3858

LOT 54 See Sheet 4

LOT 56 B See Sheet 6

OWENS DRIVE

BAKER DRIVE

WILLOW ROAD

LOT 53 See Sheet 3

LOT 55A 4.828± Acres

LOT 55B 5.420± Acres

LOT 55C 7.959± Acres

LOT 55D 2.789± Acres

LOT 55E 2.790± Acres

LOT 57 A See Sheet 6

LOT 57B See Sheet 6

LOT 57 C See Sheet 8

15' Southern Pacific Pipe Line's Inc. Easement (B5-264 B917)

50' Transit Easement (B5-264 B920)

10' wide Southern Pacific Pipeline, Inc. Easement. Exact location within 100' strip is unknown

100' Utility Easement

20' PT&T Easement BK 4102 PG 425

Found 3/4" Iron Pipe L.C.E. 25,281 Per P.M. 4412

Found 1" Iron Pipe R.C.E. 13368 Per P.M. 3858

See Detail "H" Top Left this Sheet

See Detail "B" Sheet 14

SEE DETAIL "E" Sheet 14

DETAIL "H"
Scale: 1"=40'

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
(1)	49.50'	90°00'00"	77.75'
(2)	266.50'	8°37'17"	40.10'
(3)	267.50'	8°37'17"	40.25'
(4)	49.50'	89°23'24"	77.23'
(5)	538.50'	8°33'26"	80.42'
(6)	537.50'	1°13'38"	11.52'
(7)	537.50'	7°19'48"	68.76'
(8)	537.50'	8°33'26"	80.28'
(9)	353.00'	41°51'53"	257.93'
(10)	50.50'	81°45'48"	72.07'
(11)	49.50'	40°32'09"	35.02'
(12)	300.00'	41°51'53"	219.20'
(13)	49.50'	38°56'33"	33.64'

LOT 7A P.M. 4412 157 M 16

LOT 7B P.M. 4412 157 M 16

LOT 7C P.M. 4412 157 M 16

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 5 OF 16 SHEETS (MS 86-4) JOB NO. 86680'

PM 3863
MAP BK 161 PG 19

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PM 3863

SCALE: 1"=50'

INTERSTATE ROUTE 580 IV-ALA-580

(NOT PART OF THIS SUBDIVISION)

HEWLETT CANAL (84-059954)

A.C.F.C. & W.C.D.

PARCEL A 0.246 Acres

LOT 56B 7.975 ± Acres

LOT 54 see Sheet 4

LOT 56A see Sheet 7

LOT 55A see Sheet 5

LOT 55B see Sheet 5

LOT 57A see Sheet 8

OWENS DRIVE

WILLOW ROAD

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
1	21.60'	38°46'37"	14.62'
2	22.60'	39°50'40"	15.72'
3	22.60'	39°18'28"	15.50'
4	21.60'	39°18'28"	14.82'
5	1508.50'	1°55'10"	50.53'

0 50 100 200

SCALE IN FEET

LEGEND

———	EXTERIOR BOUNDARY
( )	PER RECORD INFORMATION
S.N.F.	SEARCH NOT FOUND
———	LOT LINE
——·——	MONUMENT LINE
⊙	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
//////	NON-ACCESS
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
[ ]	RECORD INFORMATION PER RECORD OF SURVEY NO. 442

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

PARCEL MAP 3863

CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1"= 100'

SHEET 6 OF 16 SHEETS (MS 86-4) JOB NO. 866801

MAP BK 161 PG 20

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PM 3863

INTERSTATE ROUTE 580 IV-ALA-580

[S 88°48'25"E] S88°48'25"E 1209.27' S88°48'25"E 2804.75'

(NOT PART OF THIS SUBDIVISION) HEWLETT CANAL A.C.F.C. & W.C.D.

S89°10'55"E 152.77' S88°59'53"E 299.87' S88°29'42"E 299.87' S88°18'14"E 341.59'

117.95' 164.13' N87°48'50"W 299.84' N87°48'03"W 341.60'

10.00' N89°10'55"W 117.92' (152.80' (Total)) N88°59'53"E 299.82' 135.74' N03°55'26"W 249.44' N74°01'11"W 182.76' N60°10'53"W 181.12' N59°01'46"W 238.38' N1°41'46"E (R) 17.00'

15' Landscape Easement

Slope Easement (84-059954)

N 80°48'35"W (R) N 10°10'00" W (R)

N63°15'36"E 59.43' N79°52'59"E 56.94' N1°11'35"E 23.65' S88°48'25"E

70.00' 66.24' 119.69' N1°11'35"E 50.00'

N88°48'50"W (N88°48'25"W) R=3.56' Δ=40°41'34" L=6.79'

R=72.00' Δ=52°30'21" L=65.98'

Slope Easement (84-059954)

MATCH LINE PARCEL J See Sheet 9

PARCEL J 9.779± Acres (total)

R=380.00' Δ=30°41'00" L=203.50'

R=320.00' Δ=54°53'33" L=306.58'

N23°57'42"W (R)

N1°08'45"E 70.00'

N1°08'45"E 15.00' N88°51'15"W 132.50'

N1°08'45"E 15.20' N88°51'15"W 132.50'

R=45.00' Δ=90°00'00" L=70.60'

S88°51'15"E 1.50' S1°08'45"W 30.00' N88°51'15"W 15.00' N1°08'45"E 85.49'

66.00' 66.50' 20.00' 46.50' 46.50' 86.50' 34.36' 130.49' N1°08'45"E 184.85' M-M

S1°08'45"W 115.49'

R=762.90' Δ=13°10'32" L=175.43'

N75°40'44"W (R) 16.00'

R=778.90' Δ=6°38'01" L=90.18'

N69°02'43"W (R)

R=677.50' Δ=14°48'29" L=175.10'

90' P.S.E.

R=1288.90' Δ=19°48'32" L=386.58' L=288.50' R=1206.42' L=376.17'

Δ=26°17'01" L=606.34' M-M

92.50'

LOT 56A 19.272± Acres

LOT 56B SEE SHEET 6

N1°02'15"E N12°38'50"E (R) 408.58'

33' P.S.E.

R=1498.50' Δ=31°29'15" R=1470.00' Δ=19°52'41" L=807.86' Δ=42°28'29" L=519.88' N32°31'30"E (R)

R=2480.50' Δ=10°59'14" L=1080.75' M-M L=2811.89'

LOT 57B SEE SHEET 8

OWENS DRIVE

LOT 57C SEE SHEET 8

N46°29'16"W 40.79' L=475.66' N46°29'16"E 171.16' 80.61' 182.16' 246.86' N46°29'16"W 40.50' 46.50' 46.50' 46.50' 92.50' 140.00' 185.15' R=844.00' N46°29'16"W 136.00' 140.34' N43°30'44"E 650.29' M-M 140.34' 92.50' 46.50' 46.50' 92.50' 142.00' 142.38' N43°30'44"E 356.00' 358.50' M-M N43°30'44"E 123.17' M-M

R=155.00' Δ=82°14'39" L=222.49' N54°14'37"W (R) 45.18'

C.A.E.

N43°30'44"E 42.50'

Δ=7°49'21" L=128.48' R=721.50' Δ=22°53'27" L=288.18' R=820.00' Δ=22°53'27" L=327.55' Δ=9°10'35" L=131.36' Δ=6°58'15" L=98.01' 46.50' 46.50' 46.50' 46.50' 46.50' 92.50' 92.50'

HACIENDA DRIVE

Δ=42°21'50" L=332.84'

LOT 58 See Sheet 9

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
1	21.60'	39°18'28"	14.82'
2	22.60'	39°18'28"	15.50'
3	55.00'	52°30'21"	50.40'
4	26.56'	40°41'34"	18.87'
5	49.50'	90°00'00"	77.75'
6	155.00'	1°47'01"	4.83'
7	155.00'	0°55'27"	2.50'

RADIAL BEARING DATA

A	N 4°12'16"E (R)
B	N 82°49'12"E (R)
C	N 45°33'49"W (R)
D	N 33°58'22"E (R)
E	N 54°14'14"W (R)
F	N 62°34'14"W (R)
G	N 53°23'31"W (R)

0 50 100 200 SCALE IN FEET

LEGEND

- EXTERIOR BOUNDARY
- LOT LINE
- MONUMENT LINE
- ⊙ EXISTING CITY MONUMENT
- ⊙ SET STANDARD CITY MONUMENT
- M-M MONUMENT TO MONUMENT
- C.A.E. COMMON AREA EASEMENT
- P.S.E. PUBLIC SERVICE EASEMENT
- S.D.E. STORM DRAIN EASEMENT
- NON-ACCESS
- 157 M 16 BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
- [ ] RECORD INFORMATION PER RECORD OF SURVEY NO. 442
- ( ) PER RECORD INFORMATION

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

PARCEL MAP 3863

CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 7 OF 16 SHEETS (MS 86-4) JOB NO. 866801

MAP BK 161 PG 21

LEGEND

——·——·——	EXTERIOR BOUNDARY
————	LOT LINE
——·——·——	MONUMENT LINE
⊙	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
//////////	NON - ACCESS
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
( )	PER RECORD INFORMATION

0 100 200
SCALE IN FEET

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

LOT 56A
SEE SHEET 7

LOT 56B
SEE SHEET 6

LOT 57B
4.000 ± ACRES

LOT 57C
11.810 ± ACRES

LOT 57A
2.000 ± ACRES

LOT 55B
SEE SHEET 5

LOT 55C
SEE SHEET 5

LOT 7C
P.M. 4412
157 M 16

LOT 8
P.M. 3858
135 M 49

LOT 60
SEE SHEET 12

PARCEL B
0.705± Acres

PARCEL C
SEE SHEET 13

OWENS DRIVE

HACIENDA DRIVE

C.A.E.

DETAIL
Scale: 1"=40'

See Detail

See Detail "A" Sheet 14

15' A.C.F.C. & W.C.D Easement (RE 720 O.R. IM. 324)

25' P.G.&E. Easement (RE. 331 O.R. IM. 197)

20' PT&T Easement (Bk 4105 O.R. Pg. 318)

50' Transit Esmt. (85-264890)

100' Utility Esmt.

15' Southern Pacific Pipelines, Inc. Esmt. (85-264891)

10' Wide Southern Pacific Pipe Line, Inc. Easement, Exact Location Within 100' Strip is Unknown. (Re. 2628, Im. 802)

Found 1" Iron Pipe R.C.E. 13368 Per P.M. 3858

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
(1)	21.60	39°42'41"	14.97'
(2)	22.60'	38°54'26"	15.35'
(3)	21.60'	39°05'32"	14.74'
(4)	22.60'	39°18'04"	15.50'
(5)	22.60'	39°18'28"	15.50'
(6)	21.60'	35°59'18"	13.57'
(7)	22.60'	5°38'51"	2.23'
(8)	155.00'	6°28'20"	17.51'

RADIAL BEARING DATA

(A) S 2° 33' 01" W (R)
(B) N 42° 15' 42" E (R)
(C) S 3° 21' 16" W (R)
(D) N 5° 46' 25" E (R)
(E) S 33° 08' 02" E (R)
(F) N 6° 34' 40" E (R)
(G) S 44° 13' 11" W (R)
(H) N 44° 08' 22" W (R)
(I) N 28° 47' 01" W (R)
(J) S 10° 18' 31" W (R)
(K) N 68° 18' 01" W (R)
(L) N 12° 25' 16" E (R)
(M) N 52° 57' 36" W (R)
(N) S 4° 39' 40" W (R)

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 8 OF 16 SHEETS (MS86-4) JOB NO. 866801

PM 3863
MAP BK 161 PG 22

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PM 3863

MAP BK 161 PG 23

N

0 50 100 200
SCALE IN FEET

LOT 56A
See Sheet 7

HACIENDA DRIVE

PARCEL J
See Sheet 7

Match Line Parcel J

INTERSTATE ROUTE 580 IV-ALA-580

Record Measure

PARCEL J 9.779± Acres (total)

15' Landscape Easement

C.A.E.

LOT 58
33.103± Acres

LOT 60
See Sheet 12

OWENS DRIVE

20' P.G.&E. Easement (Bk. 4105 O.R. Pg. 318)

ROSEWOOD DRIVE

LOT 59
See Sheets 10 & 11

Match Line Parcel J See Sheet 10

RADIAL BEARING DATA

(A)	N 14° 59' 47" W (R)
(B)	N 52° 25' 32" W (R)
(C)	N 48° 54' 39" E (R)
(D)	N 52° 58' 14" W. (R)
(E)	N 19° 39' 38" W (R)
(F)	N 13° 57' 08" E (R)

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
(1)	49.50'	90°00'00"	77.75'
(2)	600.00'	0°43'24"	7.58'
(3)	21.60'	39°18'28"	14.82'
(4)	22.60'	39°18'28"	15.50'
(5)	49.50'	90°43'24"	78.38'
(6)	21.60'	38°23'44"	14.47'
(7)	22.60'	40°14'16"	15.87'
(8)	876.50'	5°29'30"	84.05'
(9)	866.50'	6°54'15"	104.41'
(10)	21.60'	37°23'25"	14.10'
(11)	866.50'	6°08'00"	92.76'
(12)	155.00'	17°31'55"	31.20'
(13)	37.50'	29°33'36"	19.35'
(14)	37.50'	89°16'36"	58.43'
(15)	37.50'	26°06'14"	17.08'
(16)	155.00'	6°28'58"	17.54'

LEGEND

——·——·——	EXTERIOR BOUNDARY
————	LOT LINE
——·——	MONUMENT LINE
⊙	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
//////////	NON - ACCESS
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
( )	PER RECORD INFORMATION

BASIS OF BEARINGS

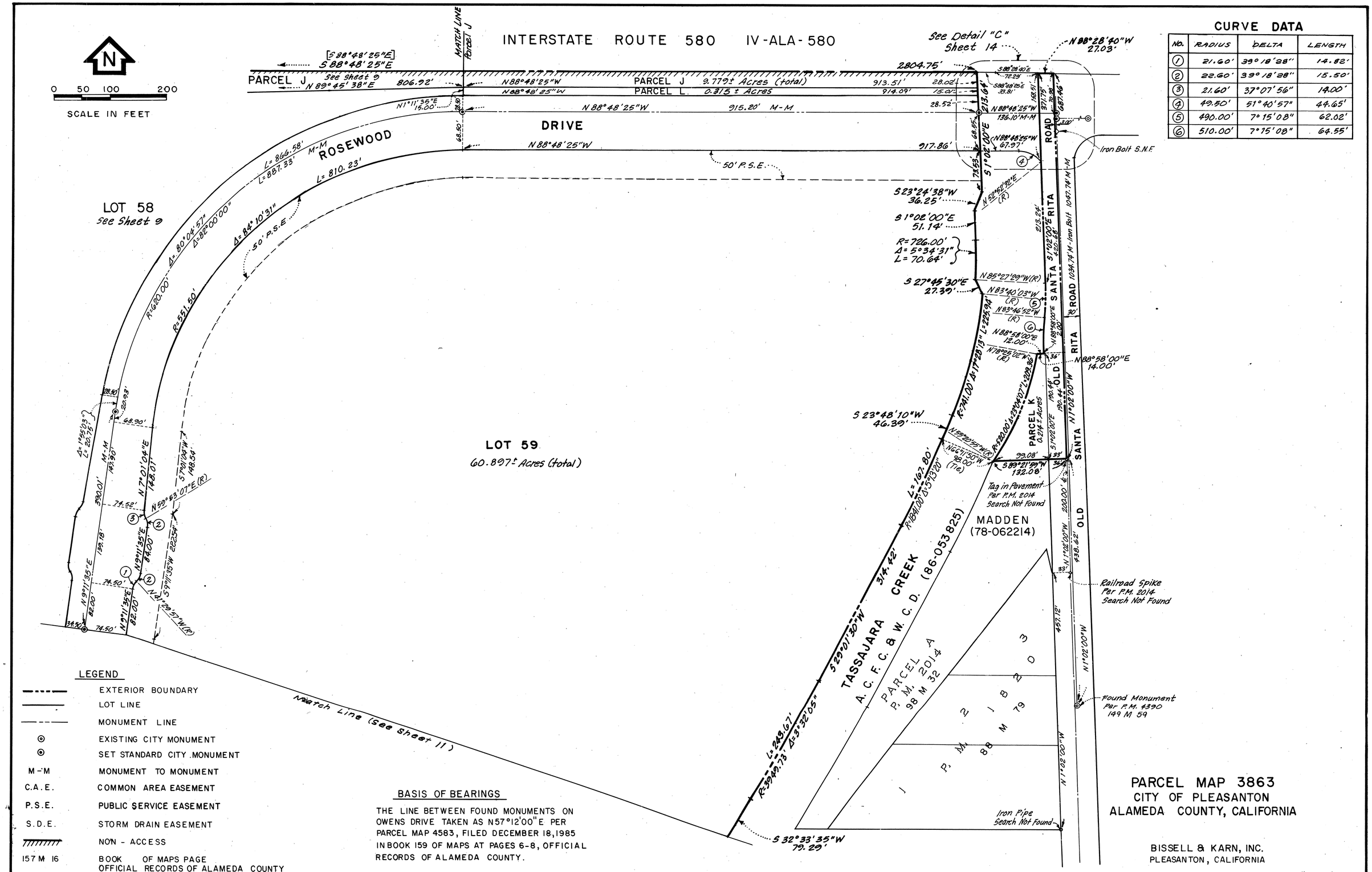
THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N 57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1"= 100'

SHEET 9 OF 16 SHEETS (MS 86-4) JOB NO. 866801



CURVE DATA

NO.	RADIUS	DELTA	LENGTH
1	21.60'	39°18'28"	14.82'
2	22.60'	39°18'28"	15.50'
3	21.60'	37°07'56"	14.00'
4	49.50'	51°40'57"	44.65'
5	490.00'	7°15'08"	62.02'
6	510.00'	7°15'08"	64.55'

LEGEND

————	EXTERIOR BOUNDARY
————	LOT LINE
— — —	MONUMENT LINE
⊙	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
//////////	NON - ACCESS
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
[ ]	RECORD INFORMATION PER RECORD OF SURVEY NO.442
( )	PER RECORD INFORMATION

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 10 OF 16 SHEETS (MS86-4) JOB NO. 866801

PM 3863 MAP BK 161 PG 24

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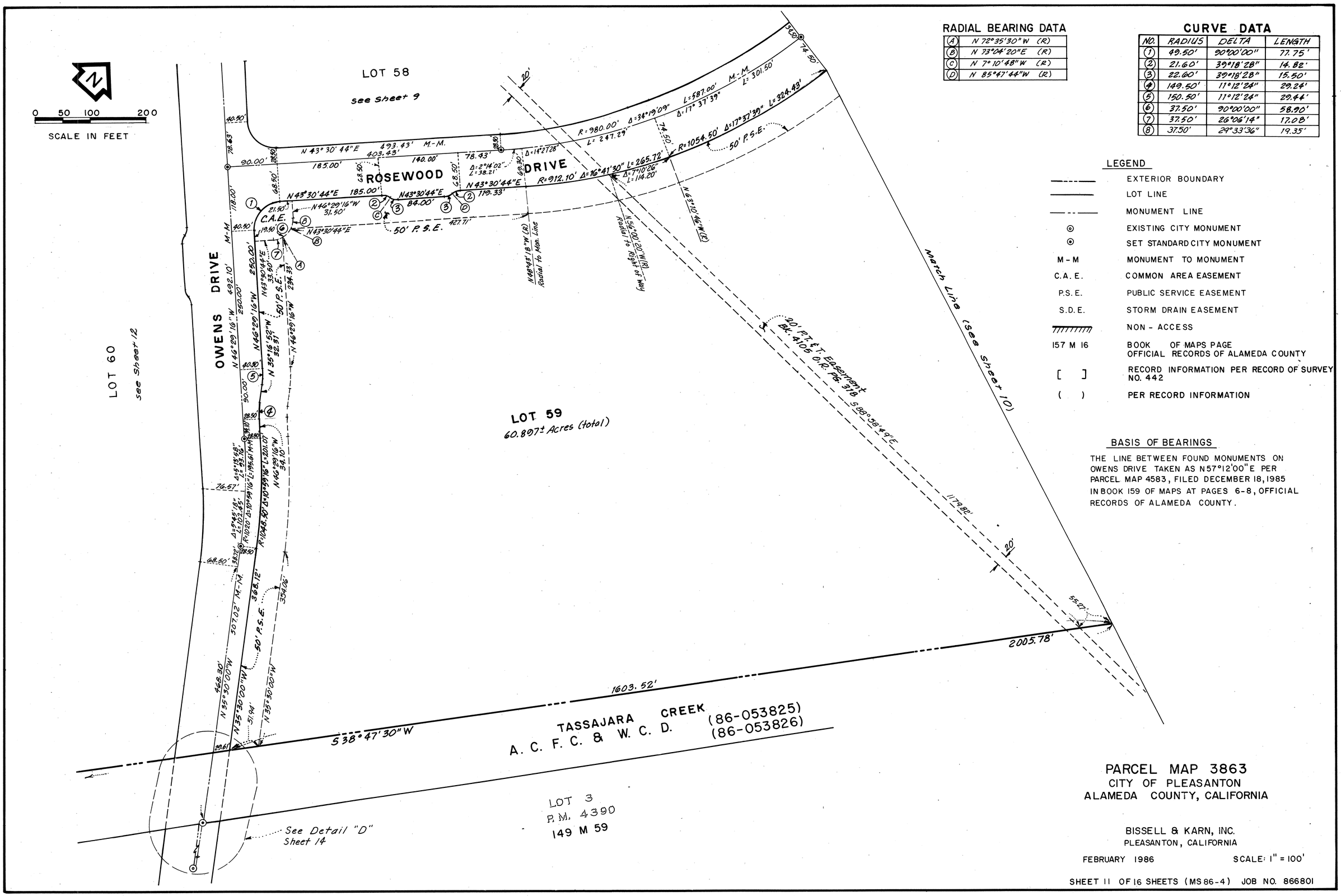

RADIAL BEARING DATA

(A)	N 72°35'30" W (R)
(B)	N 73°04'20" E (R)
(C)	N 7°10'48" W (R)
(D)	N 85°47'44" W (R)

CURVE DATA

NO.	RADIUS	DELTA	LENGTH
(1)	49.50'	90°00'00"	77.75'
(2)	21.60'	39°18'28"	14.82'
(3)	22.60'	39°18'28"	15.50'
(4)	149.50'	11°12'24"	29.24'
(5)	150.50'	11°12'24"	29.44'
(6)	37.50'	90°00'00"	58.90'
(7)	37.50'	26°06'14"	17.08'
(8)	37.50'	29°33'36"	19.35'

LEGEND

————	EXTERIOR BOUNDARY
————	LOT LINE
——--——	MONUMENT LINE
⊙	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
//////////	NON - ACCESS
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
[ ]	RECORD INFORMATION PER RECORD OF SURVEY NO. 442
( )	PER RECORD INFORMATION

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 11 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3863
MAP BK 161
Pg 25

LEGEND

———	EXTERIOR BOUNDARY
———	LOT LINE
— — —	MONUMENT LINE
◉	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
//////	NON-ACCESS
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
[ ]	RECORD INFORMATION PER RECORD OF SURVEY NO. 442
( )	PER RECORD INFORMATION

0 50 100 200

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

LOT 59
see sheet 11

LOT 3
P.M. 4390
149 M 59

LOT 4
P.M. 4390
149 M 59

See Detail "D" Sheet 14

ROSEWOOD DRIVE
N 42° 30' 44" E 403.43' M-M
493.43'

OWENS DRIVE

TASSAJARA
A.C.F.C. & W.C.D.

CREEK
(86-053825)
(86-053826)

LOT 58
See Sheet 9

20' P.T. & T. Easement
BK. 4105 O.R. PG. 318

LOT 60
26.402 ± Acres

C.A.E.

HACIENDA DRIVE

LOT 57C
See Sheet 8

PARCEL C
See Sheet 13

PARCEL D
See Sheet 13

PARCEL E
See Sheet 13

LOT 8
P.M. 3858
135 M 49

LOT 26
P.M. 3858
135 M 49

15' A.C.F.C. & W.C.D. Easement
(RE. 720 O.R. IM. 324)

25' P.G. & E. Easement
(RE 331 O.R. IM 197)

40' P.G. & E. Easement
(RE. 331 O.R. IM. 197)

Found 3/4" Iron Pipe RCE 10879 per P.M. 3858

S. Iron Pipe per P.M. 1572

CURVE DATA

NO.	RADIUS	DELTA	LENGTH	NO.	RADIUS	DELTA	LENGTH
(1)	19.50'	88°50'28"	76.75'	(15)	155.00'	7°36'02"	20.56'
(2)	21.60'	30°18'28"	14.82'	(16)	931.50'	1°13'55"	20.03'
(3)	22.60'	39°18'28"	15.50'	(17)	155.00'	11°07'36"	30.10'
(4)	405.50'	7°02'22"	49.82'				
(5)	404.50'	7°02'22"	49.70'				
(6)	796.50'	6°23'59"	88.97'				
(7)	425.50'	14°02'56"	104.33'				
(8)	881.50'	9°34'32"	147.32'				
(9)	835.00'	2°50'31"	41.42'				
(10)	835.00'	5°52'33"	85.63'				
(11)	835.00'	4°57'02"	72.15'				
(12)	835.00'	6°46'49"	98.81'				
(13)	835.00'	1°09'32"	16.90'				
(14)	835.00'	1°36'37"	23.47'				

RADIAL BEARING DATA

(A)	N 35°45'12"W (R)
(B)	N 42°04'02"W (R)
(C)	N 36°59'07"W (R)
(D)	N 38°53'14"W (R)
(E)	N 18°08'48"W (R)
(F)	N 24°01'21"W (R)
(G)	N 28°58'23"W (R)

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 12 OF 16 SHEETS (MS86-4) JOB NO. 866801

PM 3863
MB 81 161
Pg 26

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CURVE DATA			
NO.	RADIUS	DELTA	LENGTH
①	1050.00'	12°40'49"	232.38'
②	1000.00'	12°40'49"	221.31'

0 200 400
SCALE IN FEET

TRACT 3290
70 M 87

PARCEL F | PARCEL G | PARCEL H 0.585± Acres | PARCEL I 3.069± Acres

U.S.A.

SANTA RITA ROAD

See Detail "K" Sheet 15

POSITAS BLVD.

WEST LAS POSITAS

ARROYO MOCHO CANAL A.C.F.C. & W.C.D.

ARROYO MOCHO CANAL-A.C.F.C. & W.C.D. (RE 3051 IM 225)

50' Transit Easement (85-264890)

15' Southern Pacific Pipeline, Inc. Easement (85-264831)

10' wide Southern Pacific Pipeline, Inc. Easement, (Reel 2628 Im. 802) Exact location within 100' strip is unknown

Found 3/4" iron pipe - RCE 10879 per P.M. 3858

3/4" Iron Pipe S.N.F. Fnd. R&wd Hub w/Copper Nail

Iron Pipe S.N.F.

A.C.F.C. & W.C.D. Esmt. (Re. 3041 Im. 364)

LOT 27 PM 3858 135 M 49

TRACT 5099 140 M 9

TRACT 4974 142 M 92

TRACT 4671 126 M 82

SUTTER GATE AVENUE

LOT 4 PM 4390 149 M 59

LOT 60 See Sheet 12

PARCEL B | PARCEL C 2.612± Acres | PARCEL D 2.338± Acres | PARCEL E 0.423± Acres | PARCEL F 3.160± Acres

HACIENDA DRIVE

TASSAJARA CREEK A.C.F.C. & W.C.D. (RE 3351 IM 561)

Approx. Location V.C.S.D. Esmt. (RE 2049 IM 660)

LOT 8 PM 3858 135 M 49

LOT 26 PM 3858 135 M 49

LOT 25A | LOT 25B PM 4393 152 M 1

10' Wide Southern Pacific Pipe Line, Inc. Easement, Exact Location Within 150' strip is Unknown. (Re. 2628 Im. 802)

DETAIL I
Scale: 1" = 60'

Iron Pipe per P.M. 1572 S.N.F.

DETAIL J
NO SCALE

City of Pleasanton Street Easement (83-38378)

Both Water Line Easements Are Per (83-102349)

LEGEND

———	EXTERIOR BOUNDARY
———	LOT LINE
— — —	MONUMENT LINE
U.E.	UTILITY EASEMENT
◎	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
S.N.F.	SEARCH NOT FOUND
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
( )	RECORD INFORMATION
◎	RECORD MONUMENT PER PARCEL MAP 4393

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS NORTH 57°12'00" EAST PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

PARCEL MAP 3863

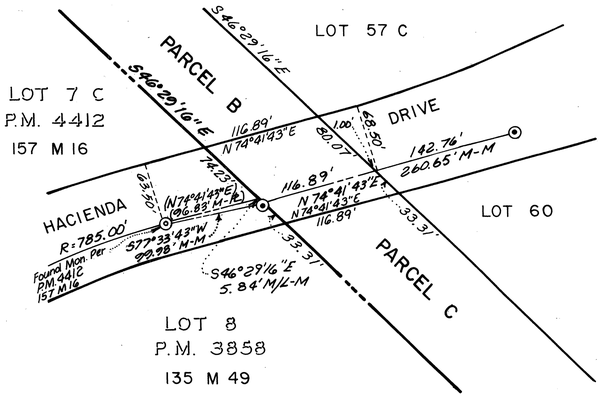
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 200'

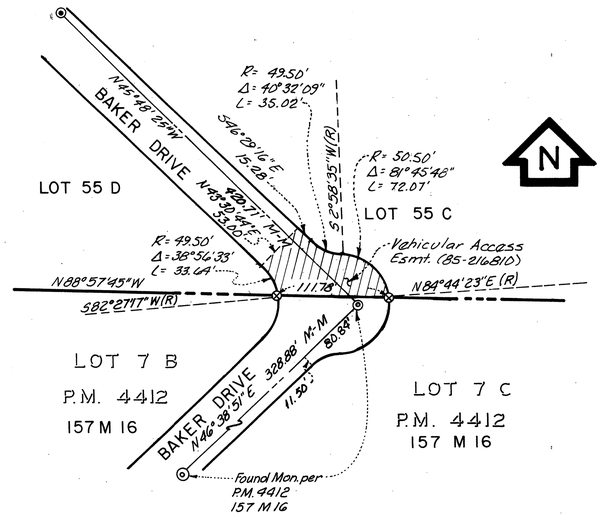
SHEET 13 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3863 BK 161 PG 27



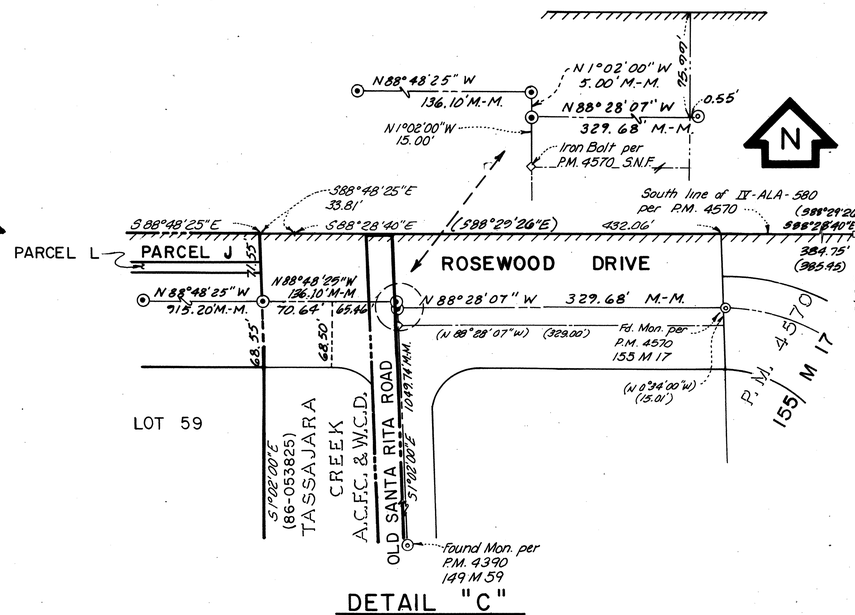
DETAIL "A"

See Sheets 8 & 13
Scale: 1" = 100'



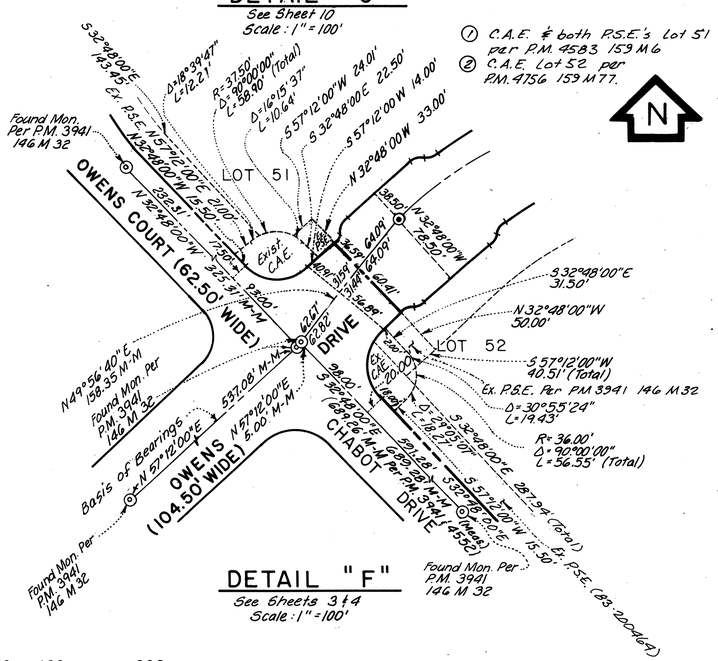
DETAIL "B"

See Sheet 5
Scale: 1" = 100'



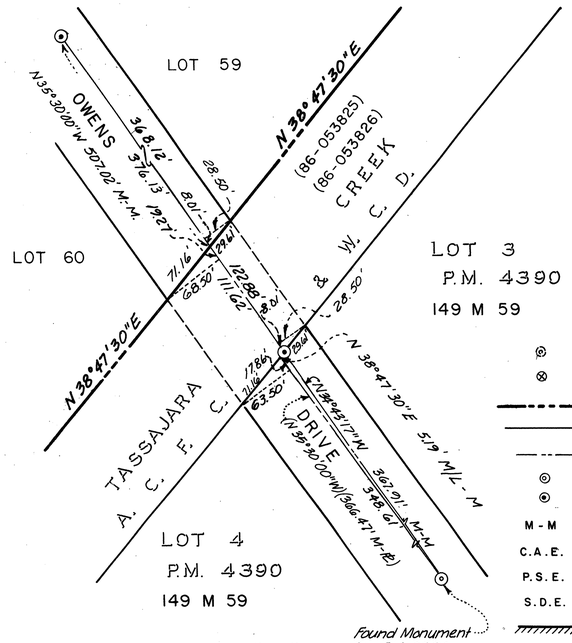
DETAIL "C"

See Sheet 10
Scale: 1" = 100'



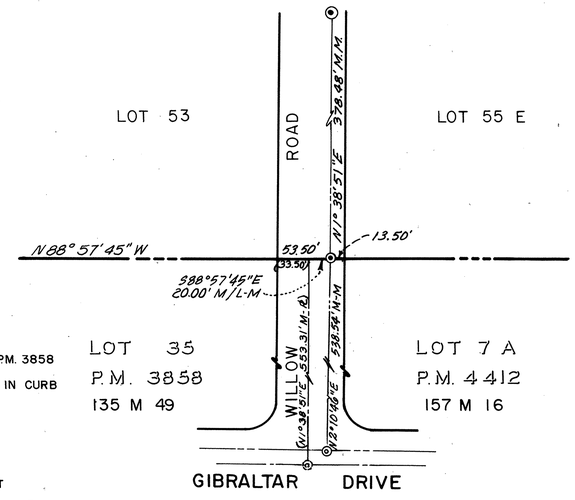
DETAIL "F"

See Sheets 3 & 4
Scale: 1" = 100'



DETAIL "D"

See Sheets 11 & 12
Scale: 1" = 100'



DETAIL "E"

See Sheets 3 & 5
Scale: 1" = 100'

LEGEND

⊗	RECORD MONUMENT PER P.M. 3858
⊗	FOUND CHISELLED CROSS IN CURB
———	EXTERIOR BOUNDARY
———	LOT LINE
— — —	MONUMENT LINE
◎	EXISTING CITY MONUMENT
◉	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
//////////	NON - ACCESS
157 M 16	BOOK OF MAPS PAGE
	OFFICIAL RECORDS OF ALAMEDA COUNTY
[ ]	RECORD INFORMATION PER RECORD OF SURVEY NO.442
( )	PER RECORD INFORMATION

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N 57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

0 50 100 200
SCALE IN FEET

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 14 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3863
MAP BK 161
PG 28

LEGEND

———	EXTERIOR BOUNDARY
———	LOT LINE
———	MONUMENT LINE
U.E.	UTILITY EASEMENT
⊙	EXISTING CITY MONUMENT
⊙	SET STANDARD CITY MONUMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
S.N.F.	SEARCH NOT FOUND
157 M 16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY
( )	RECORD INFORMATION
(R1)	RECORD DATA PER TRACT 3471
(R2)	" " " TRACT 4671
(R3)	" " " DOCUMENT NO. 85-264891
(R4)	" " " TRACT 4974
(R5)	" " " TRACT 5099
(R6)	" " " TRACT 4863
(R7)	" " " PARCEL MAP 2626
(R8)	" " " PARCEL MAP 1415
(R9)	" " " TRACT 2639
(R10)	" " " TRACT 3232
(R11)	" " " TRACT 2855
(R12)	" " " TRACT 3290
(R13)	" " " PARCEL MAP 3653

0 50 100
SCALE IN FEET

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS NORTH 57°12'00" EAST PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

LIN GATE STREET
TRACT 5099
PARCEL D
TRACT 140 M 9
LARAMIE GATE CIRCLE
TRACT 4974 142 M 92
PARCEL A
PARCEL I 3.069± Acres
TRACT 4671 126 M 82
TRACT 3471
SUTTER GATE AVENUE
SANTA RITA ROAD
U.S.A. (5957 OR 204)
City of Pleasanton (84-098485)
10' Wide Southern Pacific Pipelines, Inc. easement exact location within the 150' strip is unknown. (Re 2628 Im 802)
50' County Transit Easement (85-264890)
15' Southern Pacific Pipelines, Inc. Easement (85-264891)
3/4" Pipe per TR4974 S.N.F.
3/4" Pipe per Tract 4671 S.N.F.
Fd. R.R. Spike per Tr. 4863 (See Pg. 16)
Mon. on old ℄ per Tr. 3471
Old ℄
New ℄ and Monument Line
Mon. @ B.C. set per Tr. 4863
Old ℄ Santa Rita Road
Monument Line
Mon. @ Stoneridge Drive
Monument per record (TR 4863) Destroyed, reset per record
P.O.C.
See Sheet 16 For Additional Information

DETAIL "K"

SEE SHEET 13
SCALE: 1"=50'

PARCEL MAP 3863

CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE 1" = 50'

SHEET 15 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3863
MAP BK 161
PG 29

BASIS OF BEARINGS

THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS NORTH 57°12'00" EAST PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

LEGEND

———	EXTERIOR BOUNDARY
———	LOT LINE
———	MONUMENT LINE
◎	EXISTING CITY MONUMENT
◉	SET STANDARD CITY MONUMENT
⬡	FOUND ALAMEDA COUNTY BOLT IN STANDARD MONUMENT WELL.
△	CALCULATED FROM RECORD NOTHING FOUND NOTHING SET.
U.E.	UTILITY EASEMENT
M-M	MONUMENT TO MONUMENT
C.A.E.	COMMON AREA EASEMENT
P.S.E.	PUBLIC SERVICE EASEMENT
S.D.E.	STORM DRAIN EASEMENT
S.N.F.	SEARCH NOT FOUND
157 M16	BOOK OF MAPS PAGE OFFICIAL RECORDS OF ALAMEDA COUNTY.
(R1)	RECORD DATA PER TRACT 3471
(R2)	" " " TRACT 4671
(R3)	" " " DOCUMENT NO. 85-264891
(R4)	" " " TRACT 4974
(R5)	" " " TRACT 5099
(R6)	" " " TRACT 4863
(R7)	" " " PARCEL MAP 2626
(R8)	" " " PARCEL MAP 1415
(R9)	" " " TRACT 2639
(R10)	" " " TRACT 3232
(R11)	" " " TRACT 2855
(R12)	" " " TRACT 3290
(R13)	" " " PARCEL MAP 3653

0 100 200
SCALE IN FEET

SUTTER GATE AVE.

TRACT 4671

PARCEL 1

984.84'

N46°28'35"E

Common Nail

P.K. Nail per T.R. 5099 193.84'

Found Nail on ℄ of Track

30'

100'

U.S.A. (59570R 204)

N 76°39'33"E (R)

Fd. Mon. Per Tr. 4863 & P.M. 3653.

Fd. Mon. No record found

City Mon. @ B.C. & E.C. Per Tr. 3290 & 2639 S.N.F.

TRACT 3232

NAVAJO CT.

WEST LAS POSITAS BLVD.

SANTA ROSA AVE.

33'

Old ℄ RITA ROAD

(31.99')(R13)

31.99'

125.35'

N14°33'10"W 186.10'

258.98'

B.C. TO E.C. (R=1500.00' Δ=13°31'10" R=1500.00' Δ=13°30'54" L=353.94')(R9) L=353.82'

218.87 EC.-M

263.79' M-M

(182.16')(R9) 182.17' M-M

24.99' M-M (24.90')(R9)

Fd. Mon. Per Tr. 3232

Fd. 50. head bolt. Per Tr. 3232 N1°02'16"W 700.10' (N1°02'00"W 700.05')(R9)(R10)

492.94' M-M (492.89')(R9)

(N15°23'00"W)(R11) (N15°49'27"W)(R8) (N15°23'00"W)(R1) (N14°33'15"W)(R7) N14°33'10"W

Found RR Spike at intersection ℄ RR Tracks & Santa Rita Road per B&K Field Book 602 (Since Removed) & Tract 4863

1287.79' M-M

30.34' (30.40')(R7) (30.40')(R8) (30.40')(R11)

M-RR Spike

1688.10' (1688.11')(R8)

N14°33'10"W 376.93'

23.38'

R=1000' Δ=2°17'30" L=399.77'

(R=1000' Δ=2°17'30" L=399.97')(R2)(R6)(R13)

SEE DETAIL "L" BELOW

1438.05' M-BC.

N12°15'40"W (N13°05'30"W)(R2) (N13°31'57"W 400.00')(R13) 400.00'

SEE DETAIL "M" BELOW

New ℄

Fd. Mon. Per Tr. 4863

R=10000' Δ=1°12'43" L=211.52'

(R=10000' Δ=1°12'43" L=211.52')(R13)

SEE DETAIL "N" BELOW

SEE DETAIL "O" BELOW

SEE DETAIL "P" BELOW

SEE DETAIL "Q" BELOW

Fd. Mon. No Record

R=10000' Δ=1°04'47" L=188.45'

(R=10000' Δ=1°04'47" L=188.45')(R13)

Monuments shown as set Per Tract 4863 S.N.F.

TRACT 4863

P.M. 3653

STONERIDGE DR.

S75°26'50"W 6.79'

N19°33'10"W New ℄

S87°18'05"W (R)

E.C.

R=1500.00' Δ=0°52'58" L=23.11'

S88°11'03"W (R)

R=1500' Δ=0°46'41" L=20.37' M-EC

(R=1500' Δ=0°45'50" L=20.00')(R11)

P.O.T. old ℄

℄ RR Track

Found Spike

(N74°51'14"E 8.00')(R7) N78°39'40"E 8.01'

DETAIL "L"
NO SCALE

N58°24'07"W 0.28'

P.O.C.

DETAIL "M"
NO SCALE

S66°17'58"W 0.19'6'

E.C.

DETAIL "N"
NO SCALE

DETAIL "O"
NO SCALE

Fd. Mon. NO RECORD FOUND S75°26'50"W 0.23'

DETAIL "P"
NO SCALE

DETAIL "Q"
NO SCALE

PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 100'

SHEET 16 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3683
Map Bk 161
Pg 30

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FEHR PEERS

Draft Memorandum

Date:	August 21, 2025
To:	Rick Williams and Preeti Srinivasan, VMWP
From:	Sam Tabibnia and Bruno Lertora, Fehr & Peers
Subject:	**Dublin/Pleasanton Bay Area Rapid Transit (BART) Existing Conditions – Access and Circulation**

OK25-0596.03

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1. Introduction

The Dublin/Pleasanton Bay Area Rapid Transit (BART) Station is located on the border of Dublin and Pleasanton in the Interstate 580 (I-580) median. As the terminus of BART's Blue (Daly City) Line, the station serves as a key regional transit hub, offering connections to a wide range of local and regional bus services. It is accessible to riders from both cities, with vehicle parking and passenger loading, as well pedestrian and bicycle infrastructure on both sides of the freeway, including sidewalks and a crossing of the Iron Horse Trail, a Class I multi-use path. **Figure 1** shows the station location and surrounding area.

This memorandum provides an assessment of existing conditions in and around the Dublin/ Pleasanton BART Station, with a focus on multimodal access and connectivity. The analysis is intended to support future transit-oriented development (TOD) on the surface parking lots on the Pleasanton side of the station, just north of Owens Drive (referred to as the Project site). **Figure 2** shows the Project site (the Pleasanton side of the station) in more detail.

According to BART's Station Access Policy,[1] the Dublin/Pleasanton Station is currently classified as "Auto-Dependent", which is defined as stations with the highest level of investment in auto-based access with relatively low levels of transit, bicycle and walk access compared to other stations across the BART district. Per BART's Access Policy, the Dublin/Pleasanton Station is expected to remain an Auto-Dependent station.

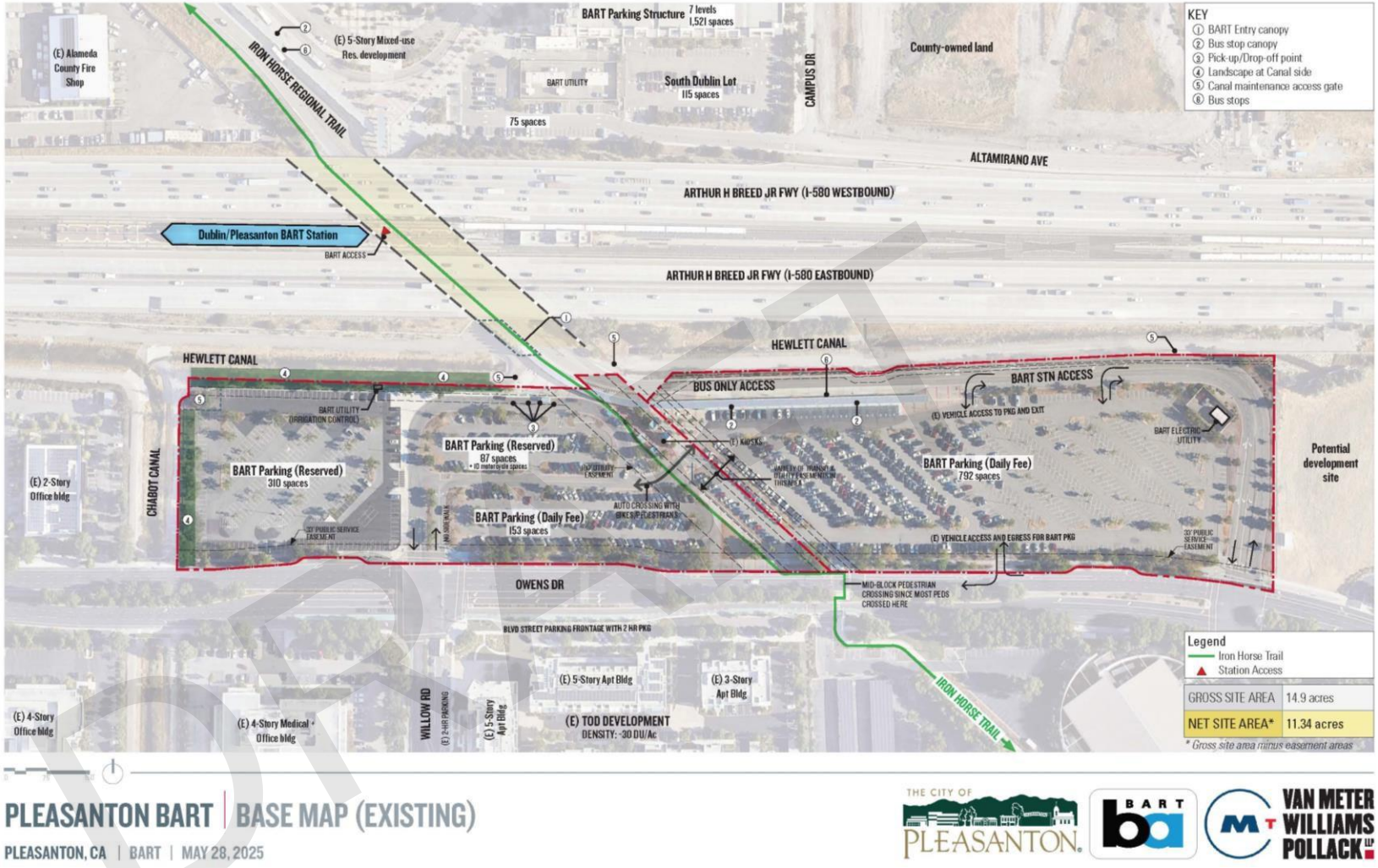
[1] Bay Area Rapid Transit (BART), *BART Station Access Policy*, 2016. Available at: https://www.bart.gov/about/planning/station-access/policy.

Figure 1: Station Area

Notes: County Connection bus route 636 currently stops at the Pleasanton side of the station.
Source: BART, 2025.

The City of Pleasanton's *2023–2031 Housing Element* identifies the Project site as a potential location for residential development. In addition, the Metropolitan Transportation Commission (MTC) designates the site as a Priority Site, part of an initiative to align local development opportunities with regional housing and equity goals.

Figure 2: Project Site



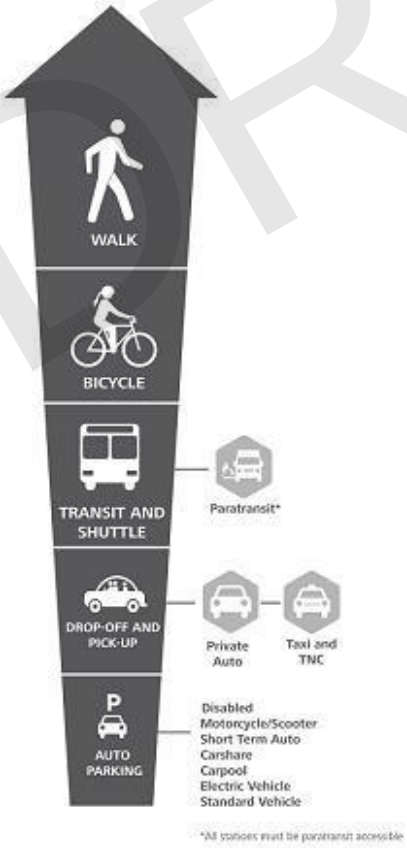
Source: Van Meter Williams Pollack, 2025

As such, the City of Pleasanton, BART, and MTC are prioritizing investments in improving the multimodal access at this station. The BART Station Access Design Hierarchy, shown on Figure 3, offers a framework to guide these improvements in a way that supports safety, public health, and environmental sustainability.

Existing conditions data was primarily compiled from the following sources:

- 2024-2025 BART ridership data and forecasts
- 2015 BART Station Profile Study
- 2024 BART and BikeLink bicycle parking data
- 2024 multimodal counts at several intersections along Owens Drive
- BART parking occupancy data (Spring & Fall 2025)
- 2023 bus service ridership data for the various bus service providers at the station (Wheels, AC Transit, County Connection, San Joaquin RTD, StanRTA)
- Weekday midday site visit conducted in April 2025
- Iron Horse Trail improvements project

Figure 3: BART Station Access Design Hierarchy



Source: BART, 2025.

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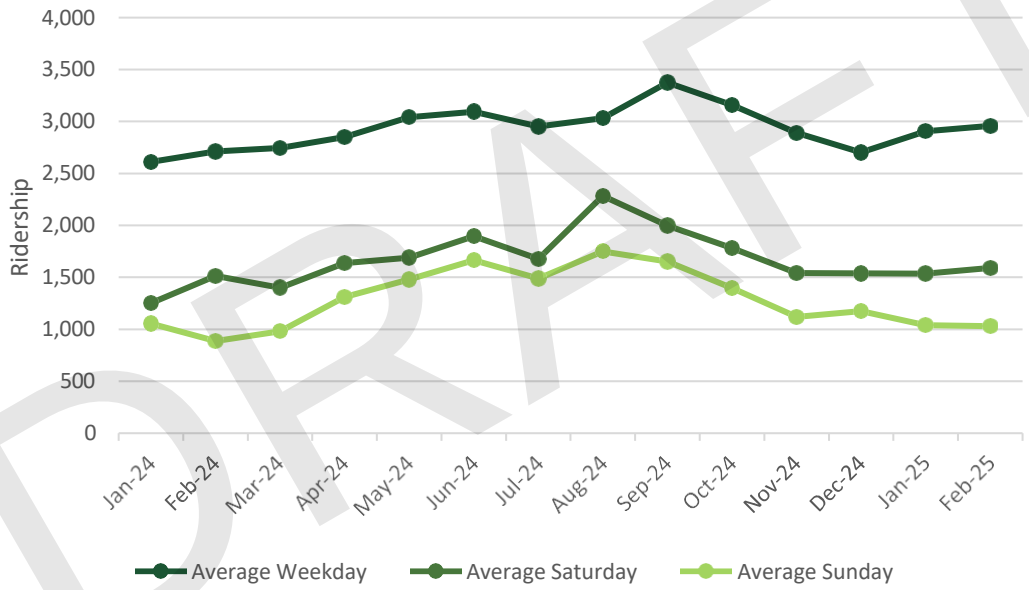
2. Ridership and Access at the Station

Figure 4 shows the average daily entries at the Dublin/Pleasanton BART Station for weekdays and weekends for the period between January 2024 and February 2025. According to the BART ridership data,[2] the Dublin/Pleasanton BART Station had around 3,000 entries on a typical weekday and about 1,500 entries on an average weekend day in 2024. Ridership peaked in August/September and was the lowest during the winter months. In comparison, the station had more than 8,000 entries on a typical weekday in 2019.

Figure 4: Average Daily Ridership (Station Entries) at Dublin/Pleasanton BART



Source: BART, 2025.

The Dublin/Pleasanton BART Station platform has a single gated entrance located in the I-580 freeway median, just west of the Iron Horse Trail and a two-way transit-only access road. Both sides of the station provide designated bus, passenger loading, and parking spaces. The main bus boarding area is on the Dublin side, where 12 bus bays are located just north of the station entrance. Of the 20 bus routes that serve the station, 18 stop on the Dublin side of the station and only two stop on the Pleasanton side. About 30 total buses serve the station during each of the morning and evening peak hours. **Table 1** compares the 2015 (the latest publicly available data) station access mode share for all trips for this station to that systemwide. About 73 percent of riders accessed the station by automobile modes (41 percent drove and parked and 32 percent were dropped off or took a taxi). In comparison, about 30 percent of the riders systemwide accessed the stations by automobile modes.

[2] BART Ridership Reports. Available at: https://www.bart.gov/about/reports/ridership.
[3] BART Station Profile Study, 2015 Home Origin. Available at: https://www.bart.gov/about/reports/profile.

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Table 1: Dublin/Pleasanton BART Station Access Modes for All Trips (2015)

Access Mode	Dublin/Pleasanton Station Mode Share	BART Systemwide Mode Share
Walk	17%	56%
Bicycle	5%	5%
Bus, train, or other transit	5%	8%
Motorcycle or motorized scooter	<0.5%	<0.5%
Drive alone or carpool	41%	16%
Drop off, taxi, or other	32%	14%

Source: BART Station Profile Study, 2015. Available at: https://www.bart.gov/about/reports/profile.

Table 2 compares the 2015 station access mode share for home-based trips to the systemwide. Home-based trips represent 75 percent of all trips at the Dublin/Pleasanton station and 55 percent of trips systemwide. About 82 percent of the home-based riders accessed the station by automobile modes. In comparison, about 49 percent of the home-based riders systemwide accessed the stations by automobile modes.

Table 2: Dublin/Pleasanton BART Station Access Modes for Home Trips (2015)

Access Mode	Dublin/Pleasanton Station Mode Share	BART Systemwide Mode Share
Walk	9%	37%
Bicycle	5%	6%
Bus, train, or other transit	4%	8%
Motorcycle or motorized scooter	1%	<0.5%
Drive alone or carpool	52%	29%
Drop off, taxi, or other	30%	19%

Source: BART Station Profile Study, 2015 Home Origin. Available at: https://www.bart.gov/about/reports/profile.

Table 3 compares the 2015 station access mode share for non-home-based trips to the systemwide and shows that more than half of non-home-based riders accessed the station by non-automobile modes, with about 40 percent by walking. This share is smaller than the systemwide mode share for non-home trips, as 91 percent of riders systemwide accessed the stations by non-automobile modes.

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Table 3: Dublin/Pleasanton BART Station Access Modes for Non-Home Trips (2015)

Access Mode	Dublin/Pleasanton Station Mode Share	BART Systemwide Mode Share
Walk	40%	78%
Bicycle	7%	4%
Bus, train, or other transit	9%	9%
Motorcycle or motorized scooter	<0.5%	<0.5%
Drive alone or carpool	6%	1%
Drop off, taxi, or other	38%	8%

Source: BART Station Profile Study, 2015 Non-Home Origin. Available at: https://www.bart.gov/about/reports/profile.

Table 4 shows the distribution of home origins for home-based trip riders at the Dublin/Pleasanton BART in 2015. About 31 percent of the riders have a [OB] origin in Pleasanton[OB] a home origin to the north (Dublin, San Ramon, etc.), and about 24 percent have a home origin to the east (Livermore, Tracy, etc.).

Table 4: Dublin/Pleasanton BART Home Origins for Home Trips (2015)

Home Origin City	Home Origin County	Share of Riders
Pleasanton	Alameda	31%
Dublin	Alameda	27%
Livermore	Alameda	17%
San Ramon	Contra Costa	12%
Tracy	Contra Costa	4%
Danville	Contra Costa	3%
Stockton	San Joaquin	1%
Modesto	Stanislaus	1%
Manteca	San Joaquin	1%
Other	-	3%

Source: BART Station Profile Study, 2015 Home Origin. Available at: https://www.bart.gov/about/reports/profile.

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Table 5 shows the trip destinations of riders entering the Dublin/Pleasanton Station in 2015. Similar to the BART systemwide travel patterns, most riders at the station are work commute trips entering the Dublin/Pleasanton Station in 2015. Similar to the BART systemwide travel patterns, most riders at the station are work commute trips.

Table 5: Dublin/Pleasanton BART Trip Destinations for Home Trips (2015)

Destination	Dublin/Pleasanton Station	BART Systemwide
Workplace or work-related	79%	73%
Social or recreational	8%	8%
College or university	5%	7%
Airplane trip	2%	2%
Sports event	2%	1%
Other	4%	9%

Source: BART Station Profile Study, 2015 Home Origin. Available at: https://www.bart.gov/about/reports/profile.

3. Access and Circulation by Travel Mode

This section describes access and circulation by travel mode at the Dublin/Pleasanton BART Station, with the focus on the Pleasanton side of the station.

Walking and Pedestrian Environment

According to the 2015 station access mode share data, walking is the second most common mode of access to the station for home-based trips and the most common mode of access for non-home-based trips. Both the Dublin and Pleasanton sides of the station provide pedestrian access to the station entrance via the Iron Horse Trail. **Figure 5** shows the major pedestrian paths on the Pleasanton side of the station.

Sidewalks with minimum 8 feet width are present, and in several locations these walkways overlap with the Iron Horse Trail, increasing the potential for conflicts between pedestrians and cyclists. For example, signage south of the station advises cyclists to dismount and walk their bikes until reaching Owens Drive.

Another challenge for pedestrians is the eastern crosswalk at the Owens Drive/Willow Road intersection, which does not provide a direct pedestrian path into the station. Pedestrians must either walk through the surface parking lot, or take longer, indirect routes either along Owens Drive and use the Iron Horse Trail or walk along the west and north sides of the station adjacent to the Hewlett Canal to reach the station entrance.

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Bicycle and Micromobility

Biking and micromobility account for a relatively small share of trips at the Dublin/Pleasanton BART Station, similar to the rest of The BART system.

All bicyclists observed in the station area during the site visit were on the Iron Horse Trail. Most were travelling south on the Iron Horse Trail, riding on the raised area of the parking lot and sidewalk—spaces shared with pedestrians—to reach the Iron Horse Trail crossing on Owens Drive. The Iron Horse Trail through the station reaches Owens Drive about 120 feet west of the signalized trail crossing. The offset results in southbound bicycles generally riding on the sidewalk to reach the signalized crossing, resulting in potential conflict with pedestrians. (see page 21 regarding the planned improvements to the Iron Horse Trail at the station).

Peak hour counts conducted by the City of Pleasanton in May 2024 at the Owens Drive/Iron Horse Trail intersection recorded 9 bicyclists and 13 pedestrians during the AM peak hour, and 13 bicyclists and 32 pedestrians during the PM peak hour crossing Owens Drive.

Owens Drive along the station frontage provides Class II bike lanes in both directions. Eastbound Owens Drive provides a buffered bike lane along a 650-foot segment east of Willow Road. Along the station frontage, for motor vehicles, Owens Drive provides one eastbound through-lane and two westbound through-lanes, which seem adequate for handling observed traffic volumes (258 eastbound and 357 westbound during the AM peak; 603 eastbound and 451 westbound during the PM peak based on May 2024 data). Considering the observed vehicle volumes, westbound Owens Drive may offer opportunities for reallocation of automobile lanes to enhance pedestrian and bicycle infrastructure.

The station accommodates bicycle parking for 173 bicycles at the following locations:

- Near the station entrance: 56 BikeLink lockers and 24 BART bike lockers
- Opposite the station entrance: 35 bike racks and 28 BikeLink lockers
- Adjacent to the Dublin Transit Center garage: 30 bike lockers

According to BART data from October 2023 to September 2024, the 24 BART bike lockers averaged about 10 rentals per day. BikeLink data for the same period shows that the station's 84 lockers were used by approximately 192 unique individuals, with each user averaging 15 rentals annually. Weekday use averaged around 10 unique users per day, while weekend use was minimal (fewer than one unique user per day). October 2024 data shows that 12 of these 84 lockers were out of service or low battery during a standard BikeLink site visit; the overall bike parking supply exceeded observed demand. No bike racks were in use at the time of the site visit. **Figure 6** shows the location of the bike lockers and bike infrastructure around the Pleasanton side of the station.

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Figure 5: Pedestrian Access and Circulation

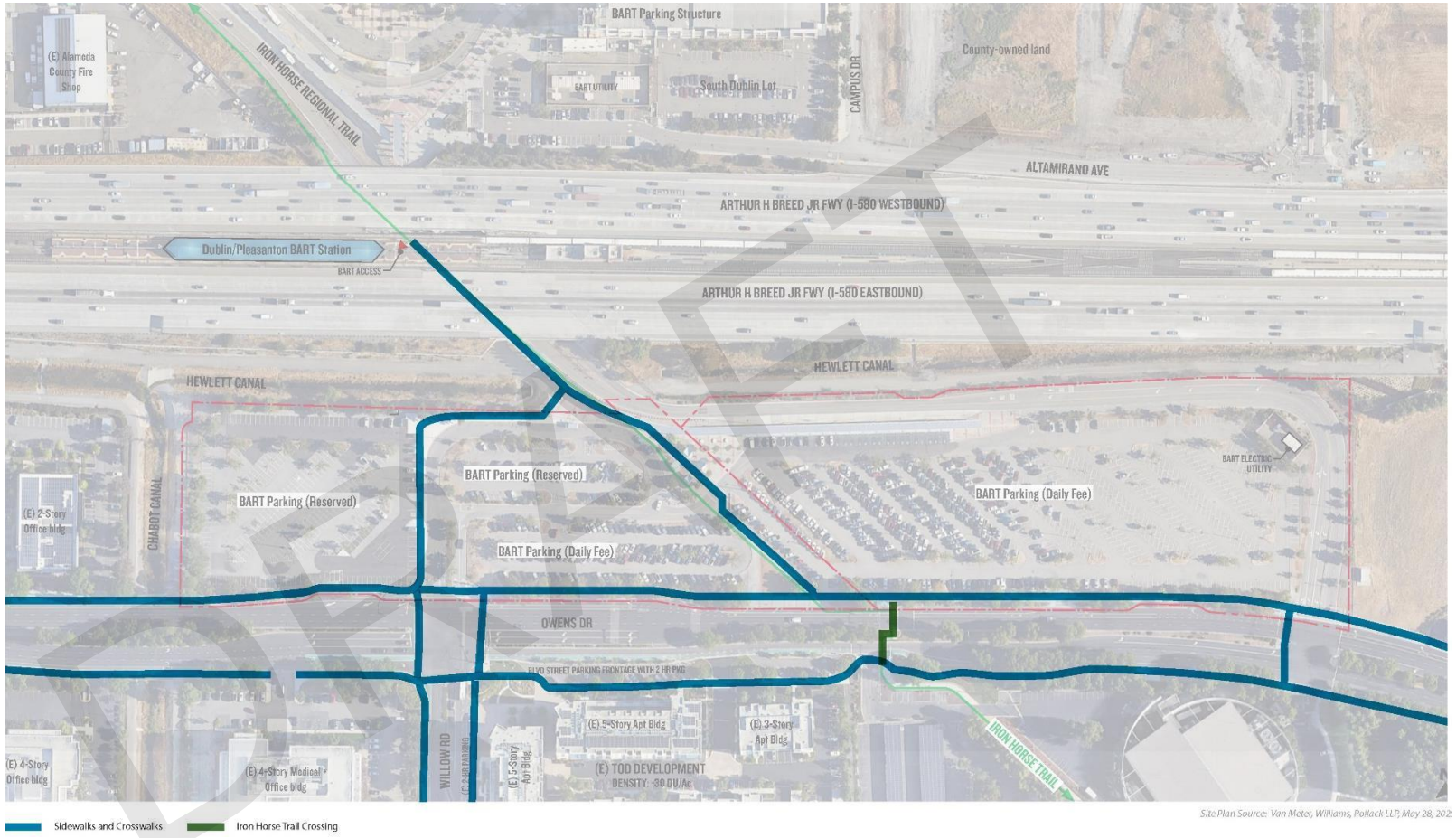
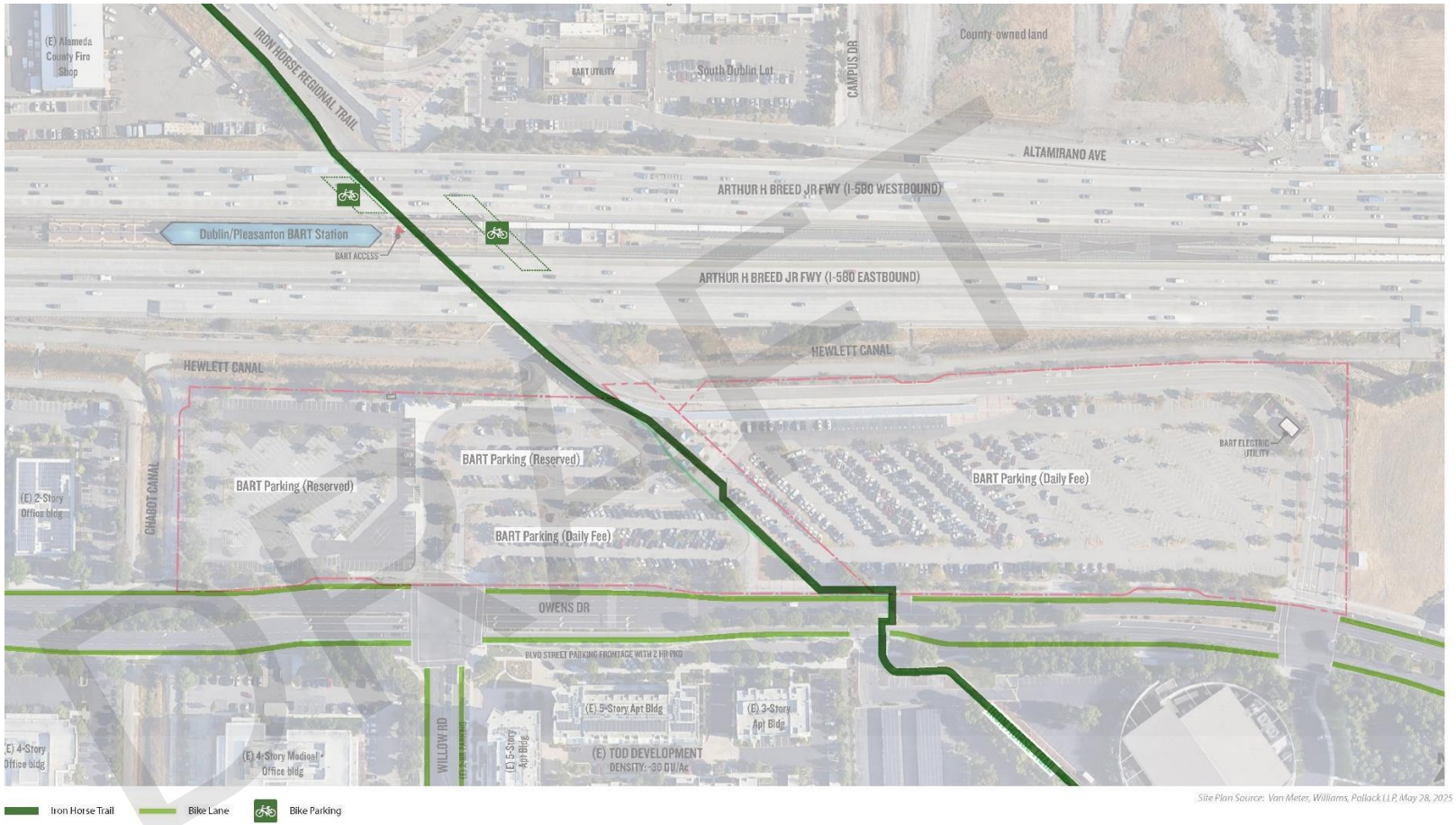


Figure 6: Bicycle Access and Circulation



Bus and Shuttle

Table 5 summarizes the bus routes serving the station. Twenty bus lines, operated by six bus operators, currently serve the station. The Livermore Amador Valley Transit Authority - LAVTA (whose bus service is called Wheels) operates 12 routes, more than other operators, followed by County Connection, which operates four routes at the station. Other operators include commuter or "early bird" routes that serve San Joaquin and Stanislaus Counties, primarily in the early morning or late afternoon or evening hours. Of the 20 bus routes that serve the station, 18 stop on the Dublin side of the station and only two stop on the Pleasanton side.

As shown on Figure 1, bus stops are located in three primary areas around the station. The main bus boarding area is on the Dublin side, where 12 bus bays are located just north of the station entrance along the transit-only access road. These bays serve most of the County Connection and Wheels bus routes and provide amenities, including shelters, benches, trash receptacles, and route information displays. Two additional curbside bus stops are located on Iron Horse Parkway, also on the Dublin side and northeast of the station, which primarily serve commuter bus routes and provide similar amenities. As shown on **Figure 7**, four additional bus bays are located along the transit-only road on the Pleasanton side of the station. These stops provide the same amenities as the stops on the Dublin side of the station. Two bus routes currently use these stops, Wheels Route 54 and County Connection Route 636. Wheels Route 54 connects to the Altamont Corridor Express (ACE) Pleasanton station, which is located near Downtown Pleasanton. The ACE is a commuter rail service which only operates in single directions during the peak hours. As shown in **Table 6**, the two bus routes stopping on the Pleasanton side of the station had an average of about 12 riders combined on a typical weekday. Six of the bus lines that have stops on the Dublin side of the station use the transit-only roadway to cross under the freeway and exit the station on the Pleasanton side.

About 30 total buses serve the station during each of the morning and evening peak hours. Based on our observations, some buses stop at the Dublin/Pleasanton BART Station entrance for passengers to alight, before travelling to their designated stops at the bus bays to board passengers. According to BART staff, private shuttles also use the transit-only lanes to drop-off passengers closer to the station entrance. Paratransit services also have a stop in the northbound direction of the transit-only roadway, opposite the station entrance. We did not observe any paratransit services or private shuttles during our site visit.

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Table 6: Major Bus Lines

Bus Operator	Bus Line	Major Destinations	Service Day	Peak Hour Service Frequency (minutes)	Average Daily Ridership at Dublin/Pleasanton Station (Spring 2023)	
					Boarding	Alighting
County Connection	35	San Ramon Transit Center	Weekdays	Every 30 minutes	94	86
	97X	San Ramon Transit Center, Bishop Ranch	Weekdays	Every 60 minutes	9	9
	335	San Ramon Transit Center	Weekends	Every 40 minutes	37	39
	636	Iron Horse Middle School, California High School, Pine Valley Middle School	Weekdays	Two PM trips (school service)	0	1
Livermore Amador Valley Transit Authority	1	East County Hall of Justice, Santa Rita Jail	All days	Every 40 minutes (weekdays), every 60 minutes (weekends)	29	26
	2	Central Parkway, Dublin Ranch, Silvera Ranch, Positano Hill, Fallon Middle School	Weekdays	Every 60 minutes	2	2
	3	Stoneridge Mall	All days	Every 40 minutes	53	44
	4	San Ramon Senior Center	Weekdays and Saturdays	Every 40 minutes	-	-
	8	Downtown Pleasanton, Pleasanton Senior Center, Kottinger Park, Vineyard	All days	Every 40 minutes (weekdays), every 60 minutes (weekends)	66	64
	10R	Downtown Pleasanton, Livermore Transit Center	All days	Every 20 minutes	191	190
	14	Livermore Transit Center, Livermore Civic Center, San Francisco Premium Outlets, Stoneridge Creek Senior Living, Hacienda	All days	Every 40 minutes (weekdays), every 60 minutes (weekends)	67	71

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Bus Operator	Bus Line	Major Destinations	Service Day	Peak Hour Service Frequency (minutes)	Average Daily Ridership at Dublin/Pleasanton Station (Spring 2023)	
					Boarding	Alighting
	20X	ACE Station, Lawrence Livermore National Lab, Livermore Transit Station	Weekdays	Two AM trips and two PM trips	11	15
	30R	West Dublin/ Pleasanton BART, Las Positas College, Livermore Transit Center, Lawrence Livermore National Lab	All days	Every 20 minutes (weekdays), every 40-60 minutes (weekends)	374	322
	54	Altamont Corridor Express Station, Downtown Pleasanton, Hacienda Business Park	Weekdays	Two AM trips and three PM trips	6	5
	70X	Walnut Creek BART, Pleasant Hill BART	Weekdays	Two AM trips and three PM trips	8	9
	580X	Livermore Transit Center	Weekdays	Two to three peak hour trips depending on the direction	NA	NA
San Joaquin Regional Transit District	150	Tracy Transit Center, Stockton Downton Transit Center	All days	Two to three peak hour trips depending on the direction	NA	NA
Stanislaus Regional Transit Authority	90	Modesto Downtown Transit Center	All days	Two to three peak hour trips depending on the direction	NA	NA
AC Transit	703	Bay Fair BART, Fruitvale BART, Salesforce Transit Center	Weekdays	One AM trip	10	0
Amtrak	6	Stockton, Tracy, Livermore, Fremont, San Jose	All days	One AM trip and one PM trip	NA	NA

Notes:
1. Some bus routes have different schedules on different days of the week.
2. Ridership data by stop not available for all transit agencies.

Source: BART Station Map, Fehr & Peers, 2025.

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Figure 7: Bus Access and Circulation

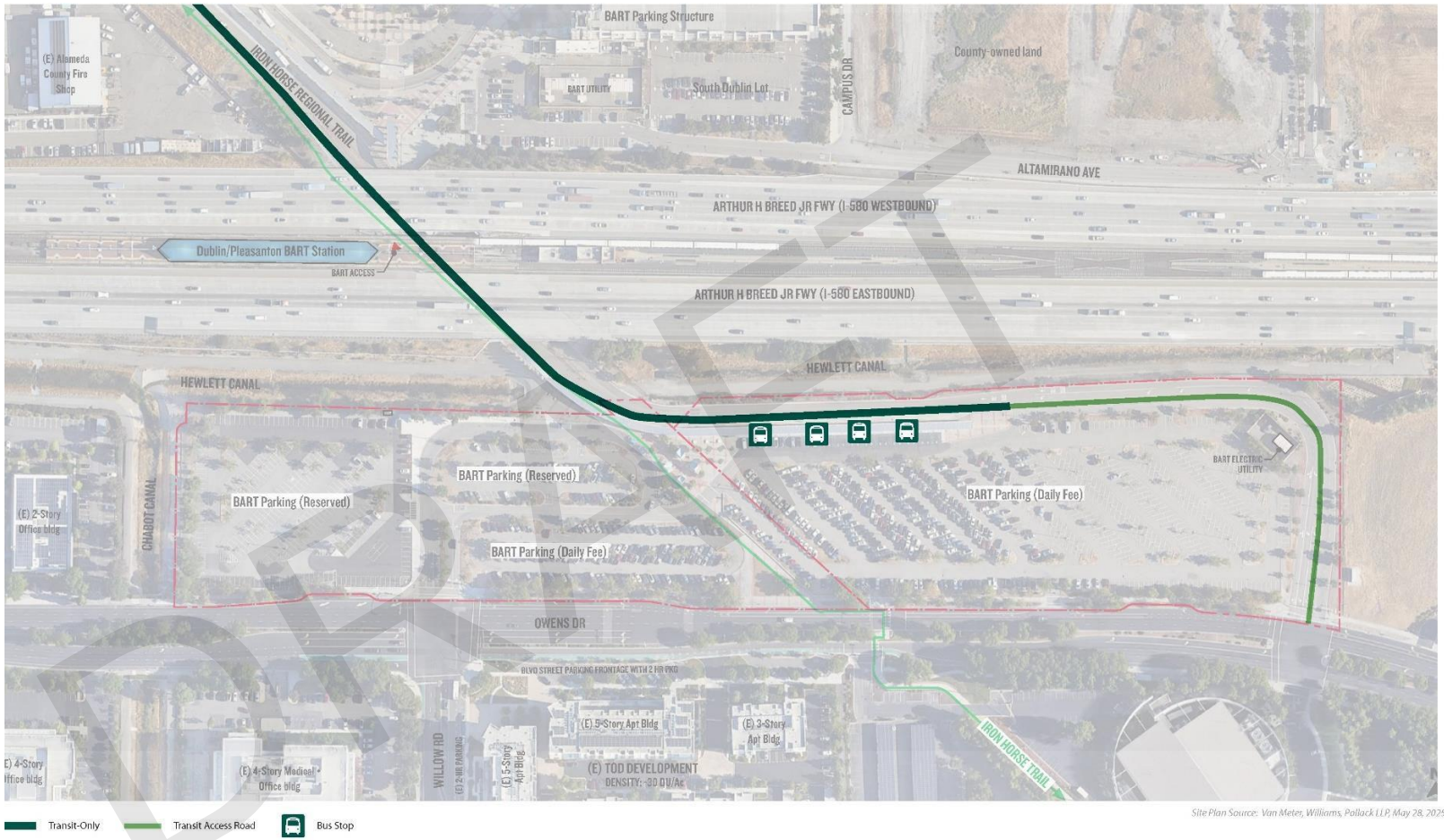
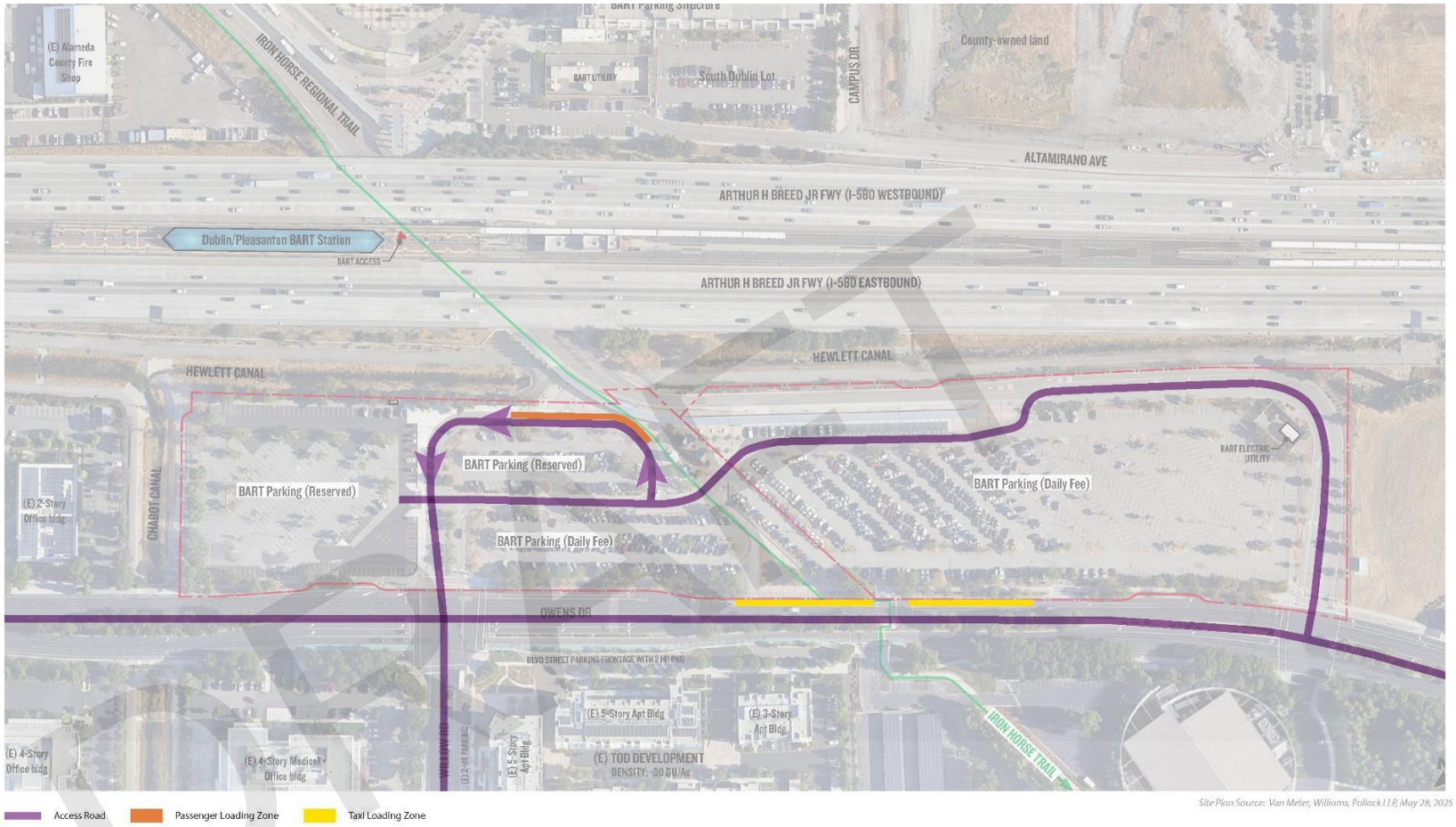


Figure 8: Vehicle Access and Circulation



Site Plan Source: Van Meter, Williams, Pollack LLP, May 28, 2025

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Passenger Loading

Both sides of the station provide passenger loading areas. The passenger loading on the Dublin side is along DeMarcus Boulevard/Iron Horse Parkway. As shown on **Figure 8**, the designated passenger loading and taxi zone on the Pleasanton side is just north of the BART Permit parking lot (Lot C). The passenger loading area is a one-way counterclockwise roadway and at least 22 feet wide, accommodating passenger loading on the right side of the roadway and providing one lane for circulation. Vehicles access the passenger loading area either through the BART driveway on Owens Drive opposite Willow Road or through the BART Station roadways and exit through the BART driveway on Owens Drive opposite Willow Road.

The passenger loading area provides about 350 feet of curbside loading space with the first 150 feet designated for taxis and the remainder designated as passenger drop-off zone, including 40 feet of accessible curb space nearest to the station entrance.

Owens Drive also provides a taxi-only zone south of the Dublin/Pleasanton Station parking lots. City of Pleasanton staff noted that these spaces currently have minimal usage. These spaces could accommodate some of the current passenger loading activities that occur within the station.

Driving and Parking

About 52 percent of Dublin/Pleasanton BART riders drove from home and parked at the station in 2015. This corresponds to about 38 percent of the total riders at the station in 2015. The Dublin/ Pleasanton Station provides about 3,150 parking spaces on both sides of the station. **Figure 9** identifies the various parking facilities serving the station. On the Dublin side of the station, drivers can use uncovered surface lots (Lots E, F and H), or a seven-story BART parking garage with accessible, reserved, and daily parking spaces. The Pleasanton side of the station provides four surface parking lots (Lots A through D) that are connected by internal roadways.

Table 7 shows the parking supply by location and type based on a BART inventory and parking occupancy count conducted in Spring 2025. About 57 percent of the parking supply is on the Dublin side and about 43 percent is on the Pleasanton side. About 2,237 spaces are designated as daily fee parking (Lots A, B, E, and H and floors 2 through 7 of the BART parking garage), with a rate of $3 per day. About 782 spaces are designated as reserved parking (Lots C, D, F, and H and floors 1 through 3 of the parking garage), with a rate of $105 per month or $6 per day for single or multi- day reservations. About 63 spaces are accessible parking spaces (Lots A and F and on the first floor of the parking garage).

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Table 7: Dublin/Pleasanton BART Station Parking Inventory

Parking Facility	Location	Name	Accessible	Fee	Motor-cycle	Non-patron	Reserved	Total
Garage	Dublin	*Garage Total*	*27*	*1,176*	*0*	*0*	*318*	*1,521*
Lot		*Lot Total*	*9*	*143*	*9*	*48*	*67*	*276*
Dublin Subtotal			**36**	**1,319**	**9**	**48**	**385**	**1,797**
Lot	Pleasanton	A	27	765				792
		B		153				153
		C			10		87	97
		D					310	310
		Lot Total	*27*	*918*	*10*	*0*	*397*	*1,352*
Pleasanton Subtotal			**27**	**918**	**10**	**0**	**397**	**1,352**
Total			**63**	**2,237**	**19**	**48**	**782**	**3,149**

Source: BART, 2025.

Table 8 summarizes the parking demand at the station based on our April 2025 site visit and confirmed by the spring 2025 BART parking occupancy count. The overall parking occupancy at the station is about 55 percent. On the Dublin side of the station, the fee spaces on the lower five levels of the BART garage are at or near capacity, while the surface lots closer to the station entrance (Lots F and H) and the reserved spaces in the garage have medium occupancy, and the parking lot furthest from the station entrance (Lot E) and the top two levels of the BART garage are mostly empty.

On the Pleasanton side, about 51 percent of the parking spaces are occupied on a typical weekday. The lots closest to the station entrance (Lots B and C) are at or near capacity, the easternmost lot (Lot A) is about half full, while the westernmost lot (Lot D) is mostly empty. Note that there are about 760 unoccupied spaces on the Dublin side, which can accommodate the approximately 690 vehicles that currently park on the Pleasanton side.

According to 2024 StreetLight Data (a big data vendor of anonymous location records from GPS devices), approximately 55 percent of vehicles using the parking lot on the Pleasanton side of the station arrived via I-580 from the east, 35 percent from Pleasanton or areas to the south (corresponding to about 240 vehicles), and 10 percent originate from Dublin or areas to the north.

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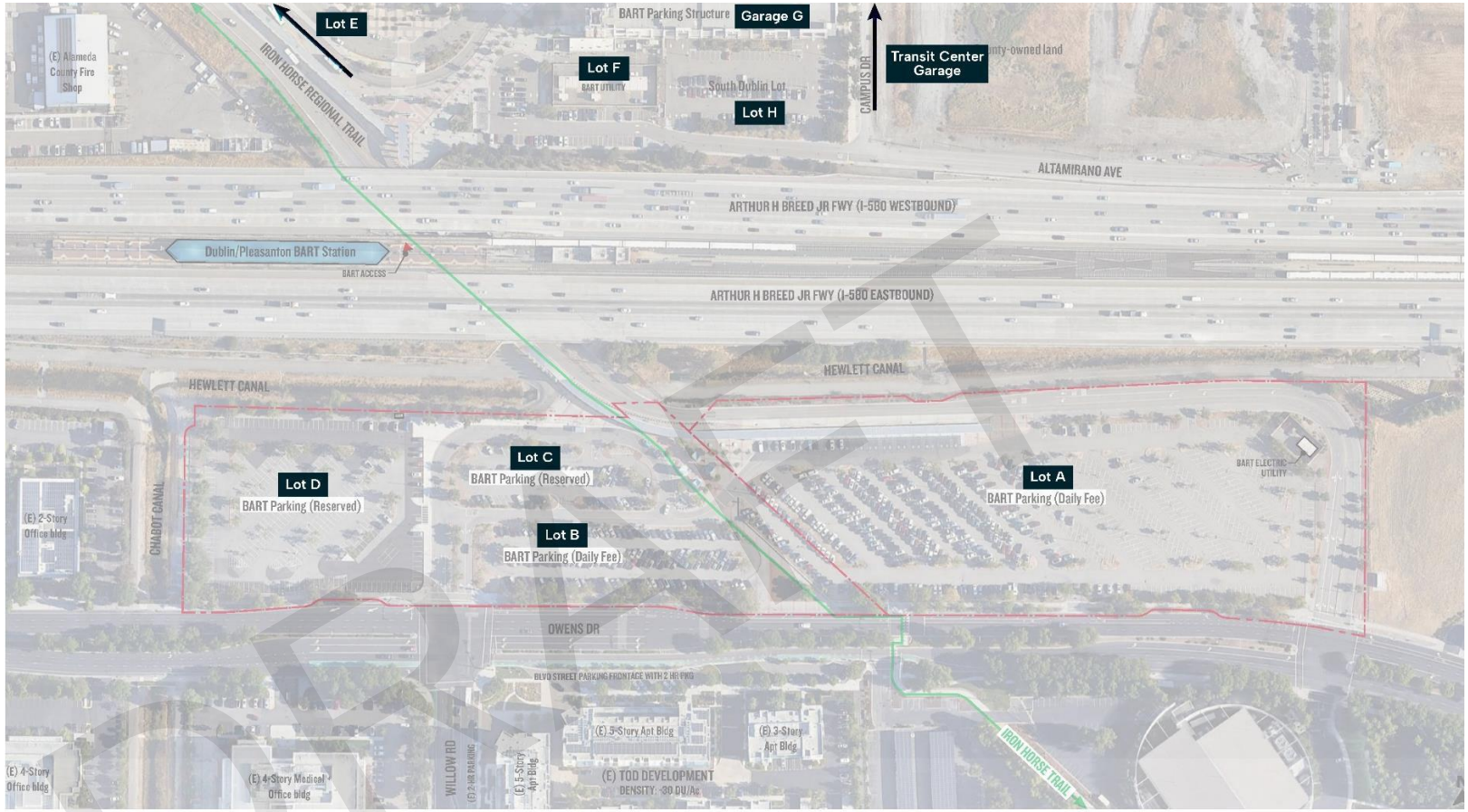
Figure 9: Parking Facilities



Site Plan Source: Van Meter, Williams, Pollack LLP, May 28, 20.

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Table 8: Dublin/Pleasanton BART Station Estimated Demand

Parking Type	Location	Name	Total	Estimated Occupancy	Estimated Demand
Garage	Dublin	*Garage Total*	*1,521*	*59%*	*895*
Lot		*Lot Total*	*276*	*51%*	*140*
Dublin Subtotal			**1,797**	**58%**	**1,035**
Lot	Pleasanton	A	792	50%	400
		B	153	100%	153
		C	97	90%	90
		D	310	15%	50
		Lot Total	*1,352*	*51%*	*693*
Pleasanton Subtotal			**1,352**	**51%**	**693**
Total			**3,149**	**55%**	**1,728**

Source: BART, Fehr & Peers, 2025.

In addition to the BART owned and operated parking described above, the County of Alameda opened the Dublin Transit Center garage in June 2024. The garage provides 507 parking spaces about 1,000 feet northeast of the station entrance and includes electric vehicle (EV) charging stations. The garage charges a daily rate of $3, consistent with the current daily rate at BART parking facilities. Our April 2025 observations show minimal usage of the garage, except the EV charging stations on the first level.

The following on-street parking is available near the station:

- Owens Drive provides 22 median-protected angled parking spaces on the south side of the street along the station frontage; these spaces include one EV charging space and two accessible spaces. These on-street spaces were approximately 60 percent occupied during our site visit.
- Willow Road provides 12 parallel on-street parking spaces approximately 0.2 miles south of the station. These spaces were about 40 percent occupied during our site visit.

These on-street parking spaces have a two-hour time limit, making them unsuitable for most BART riders.

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4. Planned and Proposed Improvements

The following transportation improvements that could affect access at the Dublin/Pleasanton BART Station are currently planned at or near the station:

The City of Pleasanton's 2018 *Bicycle and Pedestrian Master Plan* proposes several improvements to improve pedestrian and bicycle access around the station, including the following:

- Improvements to the Iron Horse Tail, including wayfinding, trail and access enhancements.
- Striping buffered bike lanes along Ownes Drive, modifying curb ramps at the trail intersection, and implementing a protected intersection at the Owens Drive/Willow Road intersection.
- Converting the existing bike lanes along Willow Road to separated bikeways through implementing road diet treatments, enhancing crosswalks with high-visibility striping and median refuges, and reducing curb radii to improve pedestrian safety.

The Plan also identifies the "Dublin/Pleasanton BART to Downtown" corridor, which identifies a series of improvements along Willow Road, West Las Positas Boulevard, and Hopyard Road to improve the non-motorized connection between Downtwon Pleasanton and the BART station.

Iron Horse Trail

Several improvements to the Iron Horse Trail though the station have been designed, with construction anticipated in early 2026. Features include improving the trail's connection to the Class II bike lanes on Owens Drive by upgrading crossings, improving wayfinding and lighting, and improving the separation between pedestrian and bicycle traffic through the station area. **Figure 10** shows the location of the Iron Horse Trail improvements project. The Iron Horse Trail upgrades also include a two-way cycletrack along Owens Drive as shown on **Figure 10**. These changes are aimed at reducing conflicts and improving safety, especially in potential pedestrian and bike conflict areas.

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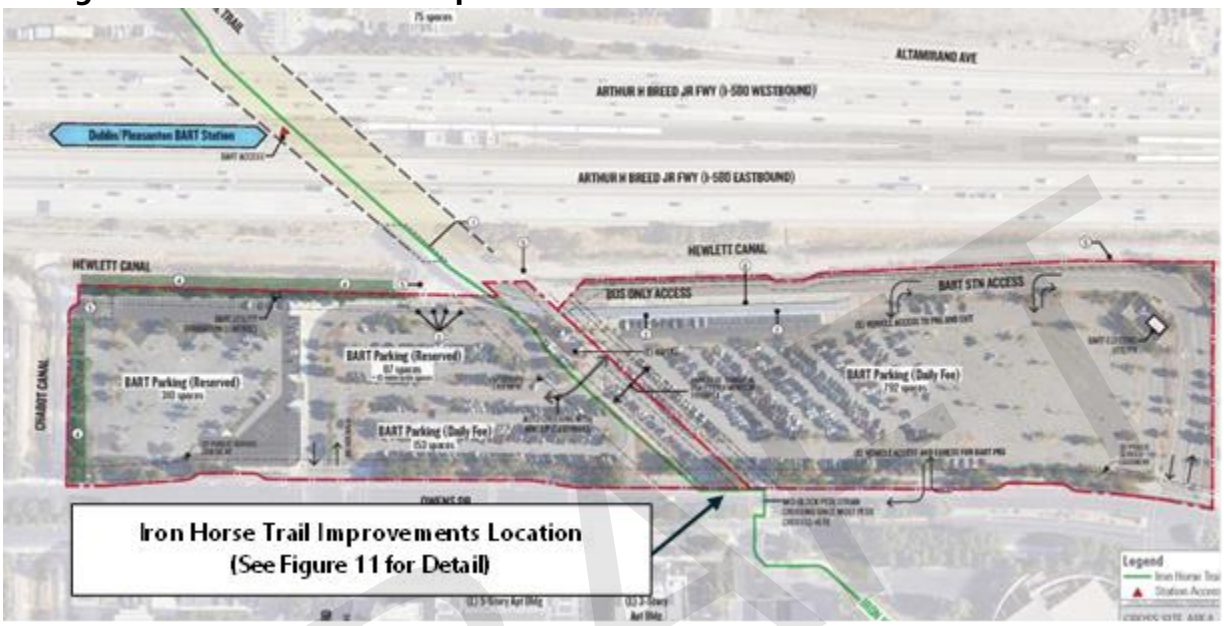
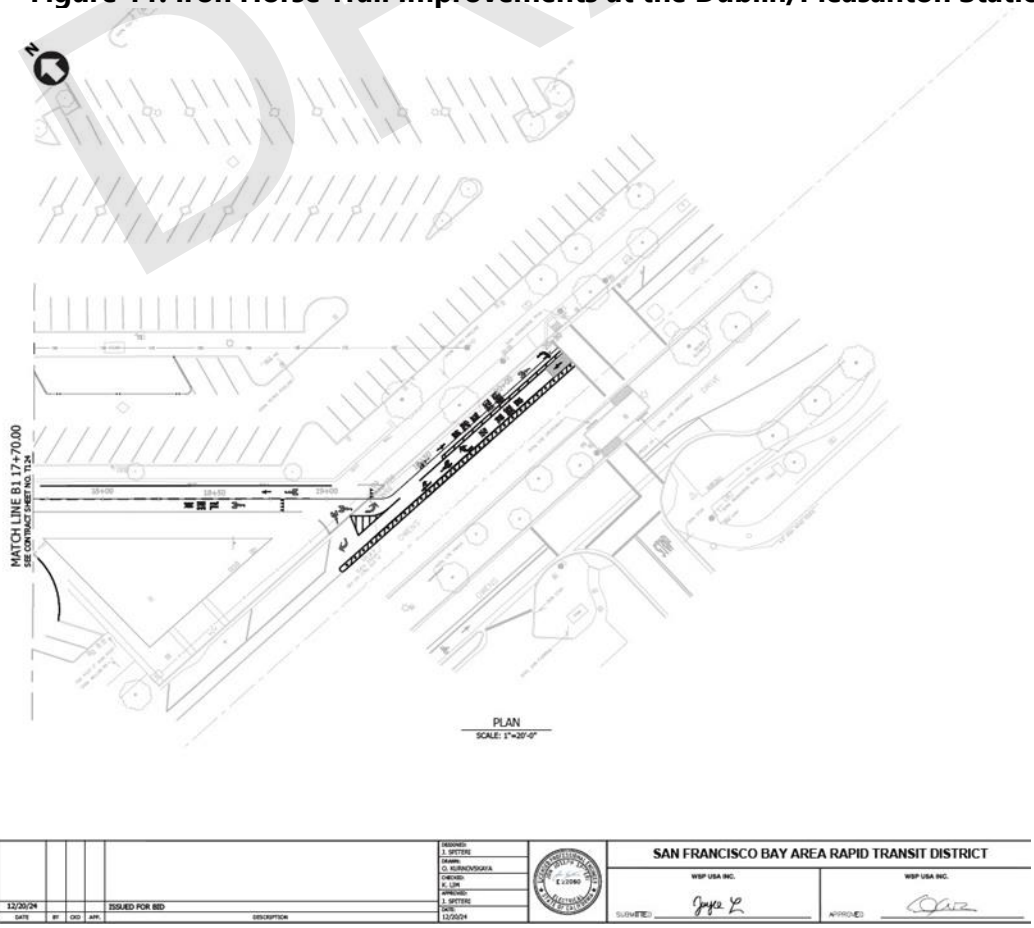
Figure 10: Iron Horse Trail Improvements Location

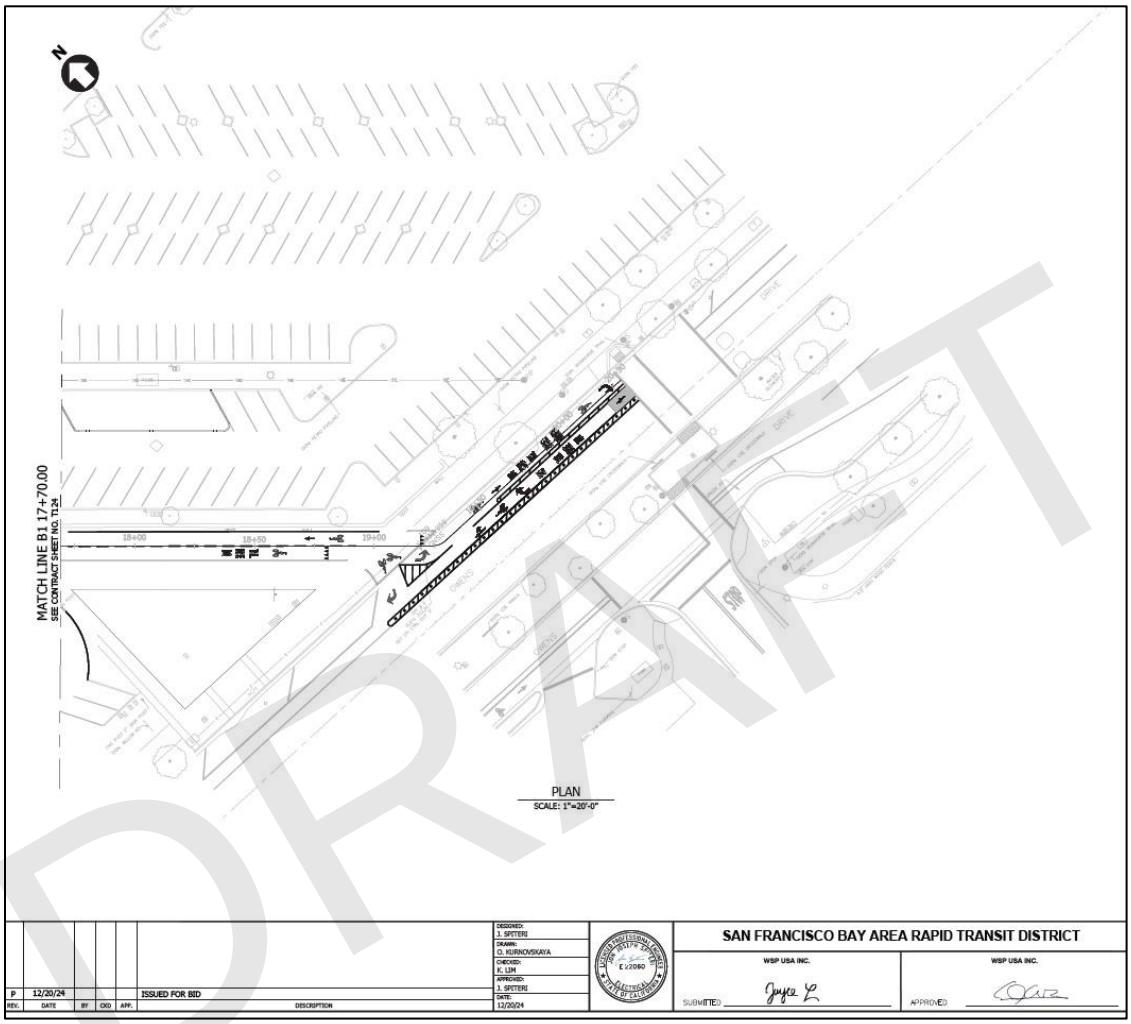


Source: Van Meter Williams Pollack, 2025

Figure 11: Iron Horse Trail Improvements at the Dublin/Pleasanton Station



Source: BART, 2025.



Valley Link

Valley Link is a planned 42-mile rail corridor that will connect the Tri-Valley region to the Northern San Joaquin Valley, serving the cities of Livermore, Tracy, and Stockton. The project is intended to expand regional connectivity, reduce congestion on I-580, and provide a sustainable alternative to long car commutes between inland communities and the Bay Area. The west terminus of the service would be at the Dublin/Pleasanton Station, which would serve as a transfer point between Valley Link and BART. **Figure 11** shows the location of the raised platform on the Pleasanton side of the station above the Hewlett Canal. The project is currently in the design and environmental clearance phase with construction expected in 2028.

Figure 12: Valley Link Pleasanton Station Location

Source: Valley Link, 2024.

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5. Conclusions

The Dublin/Pleasanton BART Station is the eastern terminus of BART's Blue Line and a key access point for commuters from the Tri-Valley and Central Valley. While historically auto-oriented, the station area offers opportunities to support more balanced, multimodal access that aligns with current land use, housing, and sustainability goals.

Our site visit and review of available data shows both existing strengths, such as regional bus connections, available parking capacity, and a strong trail network, and notable gaps in pedestrian and bicycle infrastructure, signage, and connectivity. Planned projects, including enhancements to the Iron Horse Trail, the proposed Valley Link station, and potential transit-oriented housing development on the Pleasanton side, reflect a growing shift toward a more integrated station area.

San Francisco Bay Area Rapid Transit

MEMORANDUM

To: Dublin/Pleasanton Station Transit-Oriented Development Team

Date: September 8, 2025

Re: Dublin/Pleasanton Station TOD Basis of Design Criteria

Here is a summary of criteria to be incorporated into the Dublin/Pleasanton Station Transit Oriented Development (TOD) Basis of Design (BOD). These criteria are intended to provide the Developer's Design Team with information to develop a comprehensive and project specific BOD and Maintenance Responsibility Matrix that will be submitted and reviewed by BART to communicate how the development intends to address the operational and design needs of the District. **This initial statement of criteria is not intended to replace future criteria that will result from site specific field and technical investigations**. The development team is responsible for verification of actual field conditions and addressing code compliance requirements as they apply to this development both from local agencies and BART.

Should additional information be required, a request should be made through Shannon Dodge, Principal Property Development Officer with BART Transit-Oriented Development. Some information will require Security Sensitive Information (SSI) clearance, and some files may be required to be viewed on BART property only.

BART Permits:

1) Permits for development on BART property are required. Permits will be required for:
    a. Site Investigation (drilling, monitoring, surveying of BART facilities)
    b. All construction and staging on non-leased parcel(s).
    c. Operation of facilities in and under the BART Operating Envelope and station.
2) BART Permit conditions will include limitations to minimize passenger impacts, emergency access, maintain the security of the station, and mitigate any impacts on the maintenance and station operations.
3) BART permit conditions may include considerations with respect to passenger impacts, security, and transit and maintenance operations.

Design Considerations for the BOD and Maintenance Responsibility Matrix:

The development team should prepare BOD and Maintenance Responsibility Matrix submittals that address the operational requirements and constraints included herein. Submission of the

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BOD and Maintenance Responsibility Matrix is required when submitting plans for review by BART, and providing them is a prerequisite for BART's review.

The Maintenance Responsibility Matrix should include a list of assumptions detailing which entity would be responsible for maintaining the proposed infrastructure. (For example: BART is assumed to maintain lighting in the station and substation areas, but the Developer should maintain lighting in public spaces near the proposed development. Lighting on BART property shall comply with the foot-candle requirements of the current BART Facilities Standards [BFS]. Lighting on leased parcels shall comply with the foot-candle requirements of the local permitting jurisdiction, unless shared use with BART patrons. Lights not maintained by BART shall be connected to a new power source from PG&E and metered to the Development; separate metering may be necessary for lighting that might impact BART patrons.)

The following is a table template recommended to ensure BART understands the design assumptions for the project:

Owner	List of Assets	Maintenance Provider	Additional Permitting Agencies	Design Criteria	Design Criteria Exception Request
BART				BFS	
Developer or Third-Party					
City or other agency					

Preliminary Design Criteria/Requirements Considerations for Dublin/Pleasanton TOD Improvements:

Based on the existing site and future BART planning for improvements, the following criteria have been developed. Relevant sections of the BART Facilities Standards (BFS) can be provided for reference, if needed. The Developer team shall address the following in the BOD:

A) Utilities
   a. Any new or relocated wet utilities (such as water and sewer) and communication/electrical conduits serving the District are to be clear and away from the private structural developments. All the requirements of National Fire Protect Association 13 (NFPA 13) and BFS are applied.
   b. Sewer and Water connections to existing BART facilities shall not be disrupted during operation hours.
   c. Irrigation: New BART irrigation system to be certified by CalSense is required to serve the Remainder Parcel(s).

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d. The development shall be required to install new utility services for all infrastructure associated with the development and not along BART's main access roadway or Traction Power area.
e. Services/Mainlines: Utility services to proposed buildings should be made from the existing streets to the proposed buildings. No mains or services should be designed to run through BART plazas/Station or through the Traction Power building and setbacks as noted below.
f. Storm Water Design: Design shall comply with BART's Municipal Separate Storm Sewer System (MS4) permit requirements and must include 100% full trash capture if the local agency's C3-compliant design is not approved. A storm water maintenance agreement between the Developer and BART will be required for long term maintenance and reporting of the storm water system to meet the reporting requirements set by RWQCB.
g. Drainage: All grading shall be designed to direct drainage away from BART infrastructure such as the Traction Power and other utility facilities.
h. Lighting for BART entries or BART passenger access pathways like the bus bays/waiting area shall meet the BART Facilities Standards (BFS).

B) Structural Design for Buildings
a. All improvements must be designed to minimize structural impact to BART infrastructure in accordance with the BFS Structural Design Criteria for Design and Construction Near Existing BART structures.
b. Local requirements and building codes (including the provision for Fixed Rail Transit) shall be consulted for the analysis and design requirements for buildings maintained by third parties.
c. For any improvements adjacent to the canal, all design and permit requirements shall be consulted.
d. Buildings exceeding the height limits specified on Table 12.2-1, Design Coefficients and Factors for Seismic Force-Resisting Systems of American Society of Civil Engineers 7 (ASCE), Minimum Design Load for Buildings and Other Structures must comply with the Performance-Based Procedure specified in ASCE 7. The seismic design and review process shall be conducted in accordance with Tall Buildings Initiative Guidelines for Performance-Based Seismic Design of Tall Buildings (most current version) developed by the Pacific Earthquake Engineering Center.
e. Shoring and temporary/permanent structural components incorporated into the construction staging plan or ultimate design that may impact BART facilities must be designed to BFS structural design criteria.

C) Station Maintenance and Access
a. Existing Station Entrances shall always remain operational.
b. A clearance of at least 10' shall be maintained around the perimeter of all BART structures (i.e. electrical and irrigation facilities).
c. The utility housing at the westernmost parking lot (in red box below) must be provided with 24/7 access for Ford F350 or similar truck at minimum. This

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includes 2-4 parking stalls located in the immediate vicinity, as approved by BART, with direct access for loading and unloading.

d. A plan for proposed enhancements on BART property must be presented, and the plan must detail how and who will maintain them.
e. Provide a station access plan managed by Station Area Planning to ensure that BART riders continue to have the same or improved level of access by all modes to BART.
f. Existing access roadway to traction power facility is to be protected and must remain open at all times.
g. The gates to the Hewlett Canal are to remain accessible during and after the improvements, although reconfiguring the access pathways shown in recorded easements may be negotiated.
h. Maintain a minimum of 50’ wide clearance around the perimeter of the traction power building at the northeast corner of the parking lot to accommodate the need for BART to perform repairs and staging. The final shape/configuration of the maintenance and staging areas will be determined during project design, subject to BART approval.
i. Construction shall not commence without a phasing and staging plan detailing how riders getting to the station by walking, biking, taking the bus, getting dropped off or parking and emergency and maintenance vehicles will access the station throughout all phases of construction. The plan shall detail ADA-compliant modes of ingress and egress.
j. ADA access to all BART entrances from public rights of way must be provided for in the design.
k. An overland release plan depicting the flow of storm water in the event all piping fails must be provided. The overland release plan must demonstrate that storm water will flow away from all station entrances.
l. Trees or landscaping that will be maintained by BART shall comply with the landscaping requirements of the BFS.

D) Safety and Security
a. Emergency access shall be identified and designed in compliance with Fire Department, City, and BART standards and regulations.
b. Areas reserved exclusively for emergency vehicles or BART maintenance vehicles shall be protected by bollards, striping, signage, or other means to prevent public access.
c. Design of TOD shall consider preventive measures for public safety and security. Following principles of Crime Prevention Through Environmental Design

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(CPTED), the buildings shall be designed to provide natural surveillance of publicly accessible areas and avoid creating inactive areas/spaces that could negatively impact BART operations and safety.

d. BART Police Department (BPD) will review and approve all security assessments and measures to ensure compliance with regulatory standards and best practices.
e. Access for BPD to park at station entrance must be provided. At minimum, two stalls shall be provided that are accessible 24 hours a day, 7 days a week.

E) Fire Protection
   a. These standards apply to all planned buildings on BART property.
      - BART Facility Standards (BFS)
      - NFPA (1, 10, 14, 70E, 72, 101, etc.)
      - NFPA 130
      - California Building Code
      - California Fire Code
      - City of Pleasanton Building Code/Livermore-Pleasanton Fire Department
      - Industry Standards (ASME, ANSI, IEEE, IBC, IFC, etc). These standards apply to all planned buildings on BART property.

BART will review and provide comments on the comprehensive and project specific BOD and Maintenance Responsibility Matrix submittals to help ensure the project design is compliant with all applicable codes and requirements, criteria identified here, and maintenance commensurate with work in and around BART infrastructure.

Submittal Requirements:

Each submittal shall include a completed checklist and a comments/responses Comment Resolution Form (CRF). The initial submittal shall be for the Basis of Design and shall include the following plans/information:

A) A Conceptual Development Plan shall include the following:
   a. Building locations and extents, utility connections, proposed landscaping and stormwater management concept.
   b. An access plan for vehicles, bicycles and pedestrians.
   c. A storm water improvement plan to comply with the BART MS4 permit.
   d. Identification of areas for BART maintenance access including dedicated parking for BART maintenance trucks.
   e. A clear layout of the reserved area for Traction Power Building as described above.
   f. Renderings and Profiles/Elevations.

B) A Staging and Traffic Control Plan shall include:
   a. Possible locations of all equipment that could impact BART facilities, i.e., cranes, vehicles in excess of H-20 loading, material storage locations, etc.
   b. Construction Phasing, including mode of traffic circulations during construction (pedestrian, bicycle, and auto).
   c. Shoring Plan/Excavation support system including design assumptions

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d. Construction Fencing Plan, including plan and profile.

C) A Structural Design Plan shall include:
   a. Proposed building footprint(s), heights, vertical and lateral force resisting systems, and foundation types.
   b. Shoring Plan/Excavation support system including design assumptions.
   c. Ground Water Management Plan.
   d. Vibration, Settlement, and/or other Displacement Monitoring Plan.
   e. A list of building codes with which the design will comply.

D) Safety and Security Plan:
   a. Identify operable windows.
   b. Identify balconies & rooftop outdoor areas.
   c. Identify plan for vehicular access protection to station entrances and ventilation structures.
   d. Identify access for Fire (Fire Access Map to include Development Building accesses) and Police Services including dedicated parking at all BART station access points.

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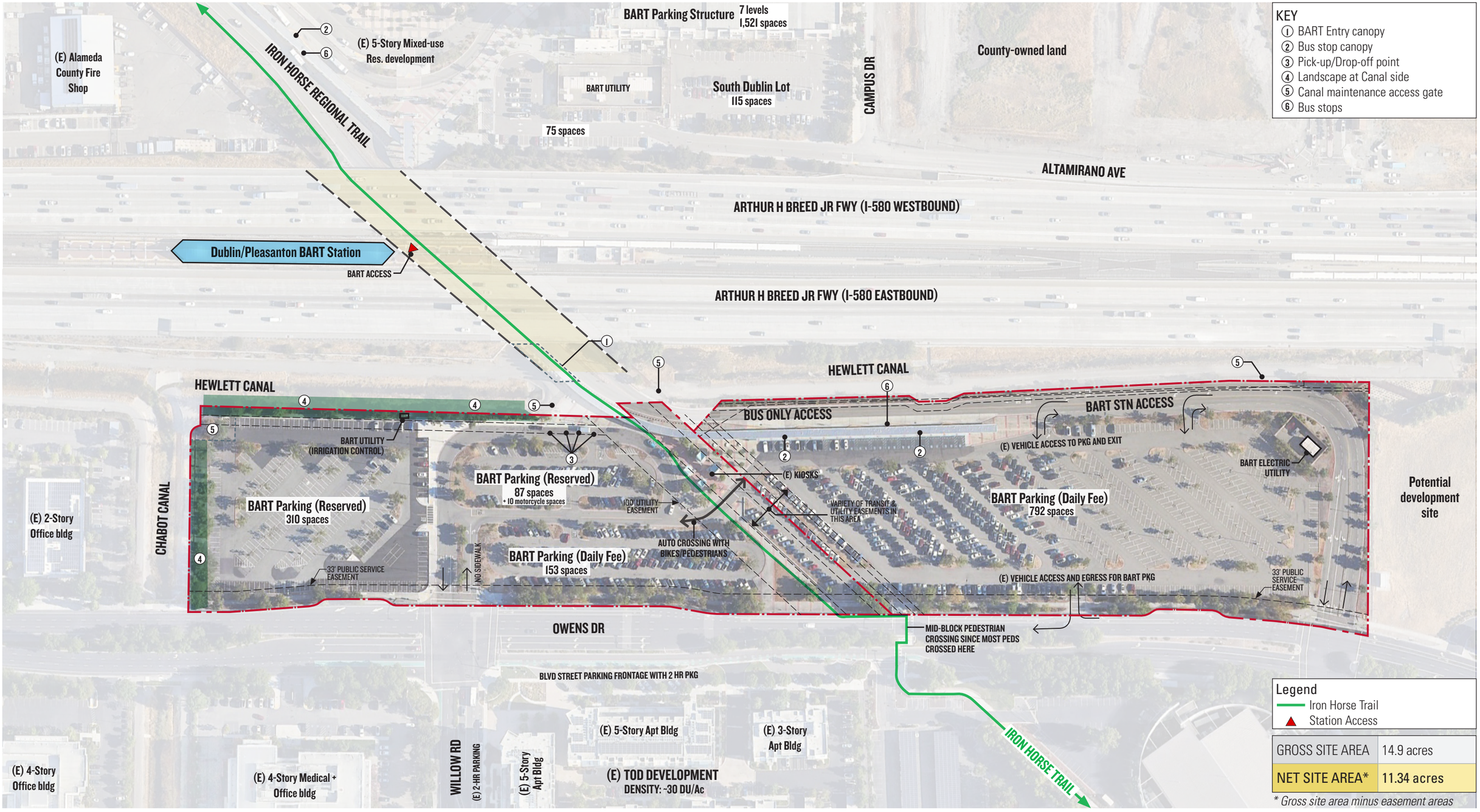

PLEASANTON BART | BASE MAP (EXISTING)

PLEASANTON, CA | BART | MAY 28, 2025

THE CITY OF PLEASANTON

BART

VAN METER WILLIAMS POLLACK LLP

KEY
1. BART Entry canopy; impacted by Valley Link
2. Bus stop canopy
3. Pick-up/Drop-off point
4. Landscape at Canal side
5. Canal maintenance access gate
6. Bus stops

(E) Alameda County Fire Shop
(E) 5-Story Mixed-use Res. development
IRON HORSE REGIONAL TRAIL
BART Parking Structure 7 levels 1,521 spaces
BART UTILITY
South Dublin Lot 115 spaces
75 spaces
CAMPUS DR
County-owned land
ALTAMIRANO AVE
ARTHUR H BREED JR FWY (I-580 WESTBOUND)
Dublin/Pleasanton BART Station
BART ACCESS
ARTHUR H BREED JR FWY (I-580 EASTBOUND)
Proposed Valley Link Station (Elevated)
VALLEY LINK CONSTRUCTION EASEMENT
Valley Link Station expansion
HEWLETT CANAL
BUS ONLY ACCESS
BART STN ACCESS
VALLEY LINK CONSTRUCTION EASEMENT
BART UTILITY (IRRIGATION CONTROL)
(E) VEHICLE ACCESS TO PKG AND EXIT
BART ELECTRIC UTILITY
BART Parking (Reserved) 87 spaces + 10 motorcycle spaces
(E) KIOSKS
100' UTILITY EASEMENT
VARIETY OF TRANSIT & UTILITY EASEMENTS IN THIS AREA
BART Parking (Reserved) 310 spaces
BART Parking (Daily Fee) 792 spaces
Potential development site
(E) 2-Story Office bldg
CHABOT CANAL
AUTO CROSSING WITH BIKES/PEDESTRIANS
BART Parking (Daily Fee) 153 spaces
NO SIDEWALK
33' PUBLIC SERVICE EASEMENT
(E) VEHICLE ACCESS AND EGRESS FOR BART PKG
33' PUBLIC SERVICE EASEMENT
OWENS DR
MID-BLOCK PEDESTRIAN CROSSING SINCE MOST PEDS CROSSED HERE
BLVD STREET PARKING FRONTAGE WITH 2 HR PKG
(E) 5-Story Apt Bldg
(E) 3-Story Apt Bldg
IRON HORSE TRAIL
(E) 4-Story Office bldg
(E) 4-Story Medical + Office bldg
WILLOW RD
(E) 2-HR PARKING
(E) 5-Story Apt Bldg
(E) TOD DEVELOPMENT
DENSITY: ~30 DU/Ac

Legend
- Iron Horse Trail (latest layout shown; construction to start)
- Valley Link Construction Easement
- Station Access

GROSS SITE AREA	14.9 acres
NET SITE AREA*	11.34 acres

** Gross site area minus easement areas*

0 75' 150'

PLEASANTON BART | BASE MAP (WITH FUTURE INFRASTRUCTURE UPGRADES)

PLEASANTON, CA | BART | MAY 28, 2025

THE CITY OF PLEASANTON
BART
VAN METER WILLIAMS POLLACK LLP

Pleasanton Transit-Oriented Development (TOD) at Dublin/Pleasanton BART Station Goals & Objectives (DRAFT)

EXHIBIT C

A. Complete Communities

Partner to ensure BART contributes to neighborhood/commercial district vitality, creating places offering a mix of uses and incomes.

1. **Create visual and physical connection between the BART station and Owens Drive**, as well as adjoining properties, and the Hacienda area in general.
2. **Require active commercial uses on the ground floor at key locations**, including by the new plaza along the Iron Horse Trail as well as along Owens Drive.
3. **Encourage commercial and community-serving uses that complement and leverage the BART station** and the TOD - such as convenience retail, commuter-focused amenities, childcare, and if feasible, major commercial such as office, educational facilities, and/or hotel.
4. **Provide a well-designed, high-quality plaza along the Iron Horse Trail** which allows for walking to the station and supports local events, gatherings, and adjacent businesses.
5. **Provide improvements to the north side of Owens Drive**, including (but not limited to) an upgraded bikeway, sidewalk, convenient passenger and other loading areas, improved landscaping and lighting.

B. Sustainable Communities Strategy

Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.

1. **Address the regional housing need** by delivering high-quality multifamily homes accessible to multiple transportation options for residents' daily needs, at densities consistent with the City's Housing Element and BART's TOD standards.
2. **Require new TOD buildings to implement Transportation Demand Management (TDM) strategies**, with the goal of reducing vehicle miles traveled (VMT) generated by the project by 20% compared to a comparable project in the same location without TDM strategies.
3. **Incorporate green and sustainable design** to minimize vehicle- and building-related greenhouse gas emissions.
4. **Integrate with the proposed Valley Link rail line** to provide public transit between the San Joaquin Valley and the Tri-Valley/greater Bay Area, reducing freeway congestion and related pollution.

C. Ridership

Increase BART ridership, particularly outside commute hours

1. **Deliver uses on the site that promote BART ridership gain** by optimizing residential density and parking levels, implementing station access solutions for BART riders, and incorporating TDM measures for TOD residents, employees and visitors.
2. **Attract BART patrons from the larger Hacienda area and beyond** through improved walking, biking, and transit access to, from, and through the BART station properties.

D. Value Creation & Value Capture

Enhance the stability of BART 's financial base by capturing the value of transit and reinvesting in the program to achieve TOD goals.

1. **Deliver a feasible development** that generates long term revenue to support BART and the City by maximizing development potential on the BART properties within the allowable site densities, incorporating quality building design consistent with the City's adopted objective design standards.
2. **Provide a mix and intensity of uses that take advantage of proximity to the station** and that support BART's financial base via increased ridership and ground lease rents.
3. **Leverage innovative third-party funding and financing options** to deliver TOD-related BART infrastructure and programming.

E. Transportation Choice

Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property through enhanced walkability, bikeability, and seamless transit connectivity.

1. **Increase the share of patrons who walk, bike, or take transit to BART** through access improvements that offer safe, viable non-auto alternatives to BART patrons, per BART's Access Policy.
2. **Minimize the need for BART rider parking replacement** by developing other parking locations and access options, and by effectively managing and maximizing the use of available parking near the station.
3. **Develop and implement an Access Plan** to identify future station access needs and strategies once TOD is built, per BART's TOD Policy.
4. **Expand the pedestrian and bicycle network** by enhancing the connection from the Iron Horse Trail (IHT) to Owens Drive and surrounding residential and businesses, by providing a continuous separated bikeway along Owens Drive, and by improving the safety and operations of the IHT crossing at Owens Dr to support the City and BART's active transportation goals.

F. Affordability

Serve households of all income levels by linking housing affordability with access to opportunity.

1. **Require at least 20% of homes built on this site to be affordable** to lower income households in order to meet BART's Affordable Housing Policy, and support BART's 35% systemwide affordability goal by aiming for a higher percentage of affordable units.
2. **Support local workers and entrepreneurs by including Small Business Enterprises** in design and construction of the TOD.
3. **Advance goals and policies laid out in the City's Housing Element**, including:
   i. Encourage residential and mixed-use projects to be designed at the maximum building height permitted (Policy 1.3)
   ii. Support the development of sites designated for residential uses, particularly sites zoned for higher density and lower- and moderate-income housing (Policy 1.4), and
   iii. Encourage new housing to be located in areas well-served by public transit and the active transportation network (Policy 6.5).

From: Shweta Bonn
Sent: Wednesday, October 8, 2025 4:00 PM
To: Ramprasad Srirama
Subject: RE: Request to Retain Existing Parking Spaces at Pleasanton BART

Thank you for your email message and comments.

Your communication will be included with the materials provided to the Planning Commission for its meeting on Wednesday, October 22, 2025.
A meeting agenda and accompanying materials for this meeting will be posted to the City website by 5:00 pm on Friday, October 17, 2025.

The Planning Commission is being requested to provide its feedback in advance of City Council's review anticipated on November 18, 2025.
The BART Concept Plan is expected to be reviewed again in the Spring of 2026.

I will add this email address to the *Interested Parties* list for the project so that you receive messages when additional information is available. You can unsubscribe at any time.

-SB

Shweta Bonn
Senior Planner, Community and Economic Development Department
D: 925-931-5611
F: 925-931-5483
sbonn@cityofpleasantonca.gov

City of Pleasanton | P.O. Box 520, Pleasanton, CA 94566

From: Ramprasad Srirama
Sent: Wednesday, October 8, 2025 7:50 AM
To: Shweta Bonn <sbonn@cityofpleasantonca.gov>
Subject: Request to Retain Existing Parking Spaces at Pleasanton BART

Hello Swetha,

I am a resident of Pleasanton and a regular BART commuter to my workplace. Recently, I've noticed that a significant portion of the parking lot is already filling up during weekday mornings. With more companies now requiring employees to return to the office four to five days a week, the demand for

parking has clearly increased.

Historically, before the COVID-19 pandemic, all parking lots at the Pleasanton BART station would reach full capacity early in the day. Many commuters, including myself, often had to park far away and walk a considerable distance to the station—an inconvenient and unpleasant experience.

Given this growing demand, I strongly oppose any reduction in parking spaces at the Pleasanton BART station. I kindly request that the City reconsider any plans to reduce parking capacity and instead explore ways to maintain or even expand available parking to support the needs of daily commuters.

Thank you for your attention and understanding.

Warm regards,
Ram

From: Payal Agarwal
Sent: Wednesday, October 8, 2025 8:05 AM
To: Shweta Bonn
Subject: Pleasanton Bart Parking

Hello Swetha,

I am a resident of Pleasanton and a regular BART commuter to my workplace. Recently, I've noticed that a significant portion of the parking lot is already filling up during weekday mornings. With more companies now requiring employees to return to the office four to five days a week, the demand for parking has clearly increased.

Historically, before the COVID-19 pandemic, all parking lots at the Pleasanton BART station would reach full capacity early in the day. Many commuters, including myself, often had to park far away and walk a considerable distance to the station—an inconvenient and unpleasant experience.

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Thank you for your attention and understanding.
Warm regards,
Payal

From: Reshma
Sent: Wednesday, October 8, 2025 8:44 AM
To: Shweta Bonn
Cc: Ramprasad Srirama
Subject: Do not reduce Pleasanton BART parking space

Hello Swetha,

I am a resident of Pleasanton and a regular BART commuter to my workplace. Recently, I've noticed that a significant portion of the parking lot is already filling up during weekday mornings. With more companies now requiring employees to return to the office four to five days a week, the demand for parking has clearly increased.

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Thank you for your attention and understanding.

Warm regards,

Reshma
Sent from my iPhone

From: Rachna Jain
Sent: Wednesday, October 8, 2025 10:32 AM
To: Shweta Bonn
Subject: Sincere Request

Hello,

I am a resident of Pleasanton and a regular BART commuter to my workplace. Recently, I've noticed that a significant portion of the parking lot is already filling up during weekday mornings. With more companies now requiring employees to return to the office four to five days a week, the demand for parking has clearly increased.

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Thank you for your attention and understanding.

Warm regards,

From: Venu Ranganathan
Sent: Wednesday, October 8, 2025 3:22 PM
To: Shweta Bonn
Subject: Pleasanton BART parking space reg.

Hello Swetha,

I am a resident of Pleasanton and a regular BART commuter to my workplace. Recently, I've noticed that a significant portion of the parking lot is already filling up during weekday mornings. With more companies now requiring employees to return to the office four to five days a week, the demand for parking has clearly increased.

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Thank you for your attention and understanding.

Warm regards,
Venu Ranganathan

THE CITY OF PLEASANTON

Planning Commission Agenda Report

October 22, 2025
Item 9

SUBJECT: Committee, Commission, and Task Force List

Bicycle, Pedestrian, and Trails Committee

Advise the Parks and Recreation Commission and the City's Traffic Engineering Division on bicycle, pedestrian and trail-related items. The committee reviews and prioritizes potential projects and provides input on policies related to bikeways and trails.

Meeting Time:	Fourth Monday of every other month at 6:45 p.m.
Meeting Location:	Pleasanton Senior Center, 5353 Sunol Blvd., Pleasanton
Representative:	Commissioner Jain
Alternate:	Commissioner Pace
Staff Contacts:	Matt Nelson, Traffic Engineer, 931-5671; Matt Gruber, Landscape Architect, 931-5672

Civic Arts Commission

Promote the acquisition, construction and installment of works of public art in Pleasanton. Make recommendations to the City Council regarding the City Civic Arts Program.

Meeting Time:	First Monday of each month at 7 p.m.
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact:	Lia Bushong, Asst. Director, Library and Recreation, 931-3412

Committee on Energy and the Environment

Works closely with City staff to prepare an Energy and Environmental Priorities Plan focusing on energy and environmental issues and strategies reflecting community opportunities, needs and interests.

Meeting Time:	Fourth Wednesday of every other month at 5:00 p.m.
Meeting Location:	Operations Service Center, 3333 Busch Rd., Pleasanton
Staff Contact:	Megan Campbell, Associate Planner, 931-5610

Economic Vitality Committee

Assess the current and ongoing business climate in the City of Pleasanton and offer suggestions and recommendations to the City Council intended to maintain a strong economic development base in the City.

Meeting Time:	Third Thursday of each month at 7:30 a.m.
Meeting Location:	Remillard Conference Room, 3333 Busch Rd., Pleasanton
Staff Contact:	Lisa Adamos, Economic Development Manager, 931-5039

Heritage Tree Board of Appeals

Make findings of fact upholding, reversing or modifying the director's decision with regard to heritage tree removal permits.

Meeting Time:	As needed
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Representatives:	Commissioners Wedge and Mohan
Alternate:	Commissioner Jagoe
Staff Contact:	Sarah Hosterman, Landscape Architect Asst., 931-5514

Human Services Commission

Advise the City Council on the human service needs of the community and methods of fulfilling these needs. Particular emphasis is given by the commission to the human service needs of the socially and economically disadvantaged, the elderly and the youth of the community.

Meeting Time:	First Wednesday of each month at 7 p.m.
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact:	Lia Bushong, Asst. Director, Library and Recreation, 931-3412

Library Commission

Advise the City Council on matters related to the Pleasanton Library and library services in general. Promote the use of library services to the community.

Meeting Time:	First Thursday of each month at 7 p.m.
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact:	Heidi Murphy, Director of Library and Recreation, 931-3400

Parks and Recreation Commission

Advise the City Council, City Manager, and Parks and Community Services Department on matters related to the development and provision of services pertaining to parks and recreation facilities, programs and services.

Meeting Time:	Second Thursday of each month at 7 p.m.
Meeting Location:	City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact:	Heidi Murphy, Director of Library and Recreation, 931-3400

Youth Commission

Act as the liaison between Pleasanton's youth community and the City Council; advise the Council on youth-related issues; promote an understanding and appreciation of community affairs among the youth of Pleasanton.

Meeting Time:	Second Wednesday of each month at 7 p.m., September-May
Meeting Location:	Remillard Conference Room, 3333 Busch Rd., Pleasanton
Staff Contact:	Nicole Thomas, Recreation Supervisor, 931-3432

THE CITY OF PLEASANTON

Planning Commission Agenda Report

October 22, 2025
Item 10

SUBJECT: Future Planning Calendar

East Pleasanton Policy Framework - Study session to consider draft policy and land-use scenarios for East Pleasanton

P23-0563: Application for Housing Site Compliance Review pursuant to SB 330 and Vesting Tentative Tract Map 8749 to demolish an existing commercial building and construct 59 multi-family residential units and seven accessory dwelling units with associated site improvements and approval of an Affordable Housing Agreement located at 4400 Black Avenue.