CITY COUNCIL
REGULAR MEETING AGENDA

Tuesday, November 18, 2025
7:00 PM

City Council Chamber
200 Old Bernal Avenue
Pleasanton, CA 94566

The meeting will be held in-person, broadcast live on Channel 29 and streamed live for viewing at the following links TV30 https://www.tri-valleytv.org, the City's website in the Meetings portal (a red dot will indicate a live meeting) https://www.cityofpleasantonca.gov/, and the City's YouTube channel: https://www.youtube.com/user/TheCityofPleasanton.

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

To submit written public comment regarding an open session item on this meeting agenda visit https://forms.cityofpleasantonca.gov/f/writtenpubliccomment. Comments will be accepted by the City Clerk's Office until 12:00 p.m. on the day of the Council meeting.

In Person at Council Chamber:

- Submit a physical speaker card to the City Clerk at the meeting. When your name is called, please provide comment at the podium.

CALL TO ORDER

- Welcome and Pledge of Allegiance - Cm. Gaidos
- Roll Call

Resolution No. 2025-061
Ordinance No. 2302

REPORT ON CLOSED SESSION

AGENDA AMENDMENTS

CONSENT CALENDAR

Items listed on the consent calendar are considered routine in nature and may be enacted by one motion. If discussion is required, that particular item will be removed from the consent calendar and will be considered separately.

City Manager

1. Approve meeting minutes of October 21, 2025

2. Adopt a resolution setting the 2026 calendar year City Council meeting schedule

Community and Economic Development

3. Actions of the Zoning Administrator and Planning Commission

4. Review modifications to the installed monument sign and proposed canopy, and adopt a resolution upholding the Zoning Administrator's approval of a Sign Design Review Application (P24-0731) to install new monument, wall, canopy, and pump signage as part of a gas station rebranding for Gulf Gas Station located at 4212 First Street with modifications to the previously approved monument sign

5. Adopt resolutions concurring with the Altamont Landfill and Resource Recovery Facility Open Space Advisory Committee's recommended determination that expenditures totaling $271,803 in Altamont Open Space Funds for consulting services are consistent with the Altamont Landfill Settlement Agreement

Public Works

6. Authorize the City Manager to enter into a purchase order with Belkorp AG, LLC for the purchase of one John Deere 9009A Terraincut Rough Mower in an amount not to exceed $129,161, inclusive of a 15 percent contingency

7. Authorize the City Manager to enter into a purchase order with Peterson CAT for the purchase of one Caterpillar 255 Compact Track Loader in an amount not to exceed $200,022,inclusive of a 15 percent contingency

MEETING OPEN TO THE PUBLIC

8. Presentation of a commendation to Pleasanton Military Families for their years of service to the Pleasanton community

9. Public Comment regarding items not listed on the agenda – Speakers are limited to 3 minutes.

PUBLIC HEARINGS AND OTHER MATTERS

If necessary to ensure completion of the following items, the Mayor may alter time limits.

10. Receive an update on the outcome of stakeholder engagement and facility feasibility and cost analysis, and direct staff to meet and confer with Pleasanton Garbage Service to negotiate a three to five-year extension of the current franchise agreement for solid waste management services in Pleasanton and bring a recommendation back to City Council no later than July 2026

11. Receive a report on the Dublin/Pleasanton BART Station Concept Plan and provide direction on preliminary site re-use options

12. Adopt the following resolutions:

    a. Adopt a resolution to accept the FY 2024/25 year-end operating budget report, approve budget amendments in multiple funds, and designate the General Fund balance

b. Adopt a resolution to accept the FY 2024/25 Year-end Financial and Program Delivery Report for the Capital Improvement Program (CIP)

MATTERS INITIATED BY COUNCIL

COUNCIL REPORTS
Brief reports on conferences, seminars, and meetings attended by the Council

ADJOURNMENT

Notice

Under Government Code §54957.5, any writings/documents regarding an open session item on this agenda and items received by the City Clerk's Office by 12:00 p.m. on the day of the meeting provided to a majority of the City Council after distribution of the agenda packet will be available for public inspection on the City's website https://www.cityofpleasantonca.gov/ and also at the Pleasanton Library located at 400 Old Bernal Ave., Pleasanton, CA 94566.

There is a 90-day limit for the filing of a challenge in the Superior Court to certain City administrative decisions and orders, which require a hearing by law, the receipt of evidence, and the exercise of discretion. The 90-day limit begins on the date the decision is final (Code of Civil Procedure § 1094.6). Further, if you challenge an action taken by the City Council in court, you may be limited, by California law, including but not limited to Government Code §65009, to raising only those issues you or someone else raised in the public hearing, or in written correspondence delivered to the City Council prior to or at the public hearing. The City Council may be requested to reconsider a decision if the request is made prior to the next City Council meeting, regardless of whether it is a regular or special meeting.

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 the City Clerk's Office at 123 Main Street, Pleasanton, CA 94566 or (925) 931-5027 at the earliest possible time. If you need translation or interpretation assistance, please provide at least two working days' notice prior to the meeting date.

CITY OF PLEASANTON
CITY COUNCIL
MINUTES

Tuesday, October 21, 2025
7:00 PM

CALL TO ORDER

Mayor Balch called the Regular Meeting of the City Council to order at the hour of 7:00 p.m. from the Council Chamber located at 200 Old Bernal Avenue.

ROLL CALL

Present: Councilmembers Eicher, Gaidos, Nibert, Testa, Mayor Balch
Absent: None

REPORT ON CLOSED SESSION

There was no report out due to cancellation of the closed session meeting.

AGENDA AMENDMENTS

City Manager Beaudin removed item 13 from the agenda. Councilmember Gaidos continued item 2 to the next regular City Council meeting.

CONSENT CALENDAR

Mayor Balch opened public comment. The following individuals provided comment: Denise Alvarez and Jicky Thomas.

Mayor Balch closed the public comment.

MOTION: It was m/s by Nibert/Gaidos to approve the consent calendar as recommended except for items 2 and 13. Motion passed by the following vote:
Ayes: Councilmembers Eicher, Gaidos, Nibert, Testa, Mayor Balch
Noes: None
Absent: None

City Manager

1. Approve meeting minutes of September 16, 2025

   Recommendation: Approve meeting minutes of September 16, 2025.

2. Authorize the City Manager to execute a professional services agreement with Citygate Associates, LLC for a comprehensive citywide organizational assessment in a not-to-exceed amount of $249,982

   Item continued to next regular meeting.

Community and Economic Development

3. Actions of the Zoning Administrator and Planning Commission

   Recommendation: Actions of the Zoning Administrator and Planning Commission.

4. Adopt a resolution authorizing the City Manager to enter into an agreement with the County of Alameda to allow the exchange of property tax revenue associated with the annexation of the Merritt Property into the City of Pleasanton, as filed under Case No. P22-1089

   Recommendation: Adopt Resolution No. 2025-059 authorizing the City Manager to enter into an agreement with the County of Alameda to allow the exchange of property tax revenue associated with the annexation of the Merritt Property into the City of Pleasanton, as filed under Case No. P22-1089.

5. Adopt Ordinance No. 2299 an ordinance amending Title 20 and Title 18 of the Pleasanton Municipal Code to adopt by reference the 2025 Edition of the California Code of Regulations Title 24 Parts 1-12, including the 2024 International Building, Existing Building, Residential, Fire, Wildland-Urban Interface, Property Maintenance, and Swimming Pool and Spa Codes; the 2024 Uniform Plumbing and Mechanical Codes; the 2023 National Electrical Code and the 2025 California Green Building Standards Code

   Recommendation: Adopt Ordinance No. 2299 an ordinance amending Title 20 and Title 18 of the Pleasanton Municipal Code to adopt by reference the 2025 Edition of the California Code of Regulations Title 24 Parts 1-12, including the 2024 International Building, Existing Building, Residential, Fire, Wildland-Urban Interface, Property Maintenance, and Swimming Pool and Spa Codes; the 2024 Uniform Plumbing and Mechanical Codes; the 2023 National Electrical Code and the 2025 California Green Building Standards Code.

6. Adopt Ordinance No. 2300 an ordinance of the City Council of the City of Pleasanton 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]

   Recommendation: Adopt Ordinance No. 2300 an ordinance of the City Council of the City of Pleasanton 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].

Fire

7. Adopt a resolution accepting the Federal Emergency Management Agency (FEMA) 2024 Assistance to Firefighters Grant (AFG) and authorizing the City Manager to enter into an agreement with FEMA to use the funds for three Emergency Medical Technicians (EMTs) to advance to the rank of Firefighter Paramedics

   Recommendation: Adopt Resolution No. 2025-060.

   1. Authorizing the City Manager, on behalf of and for the Livermore-Pleasanton Fire Department JPA (LPFD) in his capacity as a Joint Executive Director for LPFD, to execute any agreements and accept a $472,006 grant from FEMA.
   2. Authorizing appropriation of $519,207 including the $472,006 FEMA grant and $47,201 for the required match in LPFD's fiscal year (FY) 2025-26 Operating Fund budget for the purpose of advancing EMTs to Firefighter Paramedics.

Public Works

8. Accept the public improvements performed by Silicon Valley Paving, Inc. for the Annual Court Resurfacing Projects at Fairlands Park and Tennis and Community Park, CIP No. 24744 and 25744, and authorize the return of the remaining project balance

   Recommendation:

   1. Accept the project as complete and authorize the City Clerk to file a Notice of Completion with the Alameda County Recorder.
   2. Authorize release of the retention in the amount of $20,904 to Silicon Valley Paving, Inc. 30 days after the recordation of the Notice of Completion.
   3. Authorize the remaining court resurfacing project balance of $164,453 to be returned back to the Park CIP – General Fund (Fund 221).

9. Approve plans and specifications, review bids, and authorize the City Manager to enter into a construction contract with B and D Excavation and Construction, Inc. in the amount of $2,665,540 for the Valley Avenue Soundwall Repair Project, CIP No. 18437, and approve various budget transfers

   Recommendation:

   1. Accept the request for relief from and withdrawal of the bid from Integra Services, Inc., and reject the remaining bids for the Valley Avenue Soundwall Repair Project, CIP No. 18437, with a bid date of July 9, 2025.

2. Approve plans and specifications, review bids, and award the construction contract for the project to B and D Excavation and Construction, Inc. of Santa Rosa, CA, for the low bid amount of $2,665,540, including the base bid amount of $1,973,700, Alternative A bid amount of $508,310, and Alternative B bid amount of $183,530 for the Valley Avenue Soundwall Repair Project, CIP No. 18437, with bid date of September 4, 2025.
3. Authorize the City Manager to enter into the construction agreement.
4. Authorize the Director of Public Works to approve and execute contract change orders for a project contingency amount not to exceed $399,831 (approximately 15 percent of the contract) for unforeseen yet necessary related work.
5. Transfer $190,242 from the Annual Soundwall Repair & Replacement, CIP No. 22416 (Fund 201), to the Valley Avenue Soundwall Repair Project, CIP No. 18437.
6. Transfer $225,000 from the Annual Soundwall Repair & Replacement, CIP No. 22416 (Fund 203), to the Valley Avenue Soundwall Repair Project, CIP No. 18437.
7. Transfer $100,000 from the Annual Soundwall Repair & Replacement, CIP No. 23416 (Fund 201), to the Valley Avenue Soundwall Repair Project, CIP No. 18437.
8. Transfer $125,000 from the Annual Soundwall Repair & Replacement, CIP No. 24416 (Fund 201), to the Valley Avenue Soundwall Repair Project, CIP No. 18437.
9. Transfer $95,860 from the Annual Soundwall Repair & Replacement, CIP No. 25416 (Fund 201), to the Valley Avenue Soundwall Repair Project, CIP No. 18437.
10. Transfer $1,137,689 from the Deferred Maintenance Asset Management Plan, CIP No. 26489 (Fund 201), to the Valley Avenue Soundwall Repair Project, CIP No. 18437.

10. Authorize the City Manager to enter into a purchase order with Rush Enterprises for two Ford F-350 trucks and with National Auto Fleet for two Ford F-150 Lightning electric vehicles for a total of four vehicles at an amount not to exceed $415,978, inclusive of a 15 percent contingency from the Vehicle Replacement Fund (Fund 510)

    Recommendation: Authorize the City Manager to enter into a purchase order with Rush Enterprises for two Ford F-350 trucks and with National Auto Fleet for two Ford F-150 Lightning electric vehicles for a total amount not to exceed $415,978, inclusive of a 15 percent contingency from the Vehicle Replacement Fund (Fund 510).

11. Authorize the City Manager to enter into a subdivision improvement agreement with KL LB BUY 5, LLC and an agreement for completion of the improvements with Tri-Point Homes Holdings, Inc. for Tract 8672, located at 3200 Hopyard Road

Recommendation:

1. Authorize the City Manager to enter into the subdivision improvement agreement with KL LB BUY 5 LLC (see Attachment 1) and the companion agreement for completion of improvements with Tri-Pointe Homes Holdings, Inc. that transfers the property owner's duties and obligations to the contractor.
2. Authorize the City Engineer to approve the final map (see Attachment 2) and improvement plans for Tract 8672.
3. Authorize the City Clerk to record the final map with the Alameda County Clerk-Recorder, including the acceptance of a public service easement for utility services, as well as an easement for emergency vehicle access, both offered for dedication to the City on the final map.

12. Authorize the City Manager to enter into a professional services agreement with WSP USA in the amount of $182,721 for construction management and inspection support services for Phase I Constructability Review and Bid Support, and to enter into a third amendment to the professional services agreement with Mark Thomas & Company, Inc. for an additional $222,173.44 for a new total of $2,995,689.59 to complete the 100 percent design for the West Las Positas Multimodal Reconstruction Project, CIP No. 11514, and approve $1.7 million in budget amendments to the Miscellaneous CIP Grants Fund (Fund 162)

    Recommendation:

    1. Authorize the City Manager to enter into a professional service agreement with WSP USA of Oakland, CA, for a not-to-exceed amount of $182,721 for Phase I: Constructability Review and Bid Support Services for the West Las Positas Multimodal Reconstruction Project, CIP No. 11514.
    2. Authorize the City Manager to enter into third amendment to the professional services agreement with Mark Thomas & Company, Inc. for the not-to-exceed amount of $222,173.44, for a total amount of $2,995,689.59 to complete the 100 percent design of the West Las Positas Multimodal Reconstruction Project, CIP No. 11514.
    3. Approve $1.7 million in budget amendments (revenues and expenditures) from the Federal "Safe Routes to School" grant from the Alameda County Transportation Commission to the Miscellaneous CIP Grants (Fund 162) for the West Las Positas Boulevard Multimodal Reconstruction Project, CIP No. 11514.

13. Authorize the City Manager to enter into a maintenance and trade services agreement with Midland Construction for $414,444 for the Bernal Reclaimed Asphalt Pavement Stockpile Removal, CIP No. 26580, and authorize a contingency of $132,000 for a total budget of $546,444, and approve budget amendments to the Gas Tax and Streets CIP General Funds (Funds 160 and 211)

Item 13 was removed from the agenda.

MEETING OPEN TO THE PUBLIC

14. Presentation of BART updates by Director Hernandez

    Presentation by Director Hernandez.

15. Business Anniversary Recognition

    Lisa Adamos, Economic Development Manager, introduced the businesses celebrating anniversaries.

16. Presentation of a Proclamation recognizing October 2025 as Domestic Violence Awareness Month

    Councilmember Testa presented the proclamation to the recipient, Maitri.

17. Presentation of a Proclamation recognizing October 20, 2025 as Diwali

    Councilmember Testa presented the proclamation to the recipient, the Association of Indo-Americans.

18. Public Comment regarding items not listed on the agenda – Speakers are limited to 3 minutes.

    Mayor Balch opened public comment. The following individuals provided comment: Gene Fahey.

    Mayor Balch closed the public comment.

    Mayor Balch called a recess at 8:12 p.m. and reconvened the meeting at 8:18 p.m.

PUBLIC HEARINGS AND OTHER MATTERS

19. Approve updates to the Utility Discount Billing Program

    Recommendation: Approve updates to the Utility Billing Discount Program, effective March 1, 2026, to:

    1. Apply the discount to Pleasanton's and Zone 7's fixed and variable charges for water, and Pleasanton's fixed charges for sewer.
    2. Reduce the maximum water usage to receive the discount to 24-hundred cubic feet (ccf).
    3. Cap the maximum total discount program budget at $425,000, funded by General Fund allocation.

4. Maintain the requirement for proof of residency for discount eligibility.
5. Continue discount applications to low-income facilities and senior facilities, and residents in facilities with a shared master meter.
6. Adopt a 30% utility bill discount to qualified low-income customers under the PG&E CARE Program.

Presentation by Siew-Chin Yeong, Public Works Director.

Mayor Balch opened public comment. The following individuals provided comment: Vicki LaBarge and Grace Scerri.

Mayor Balch closed the public comment.

MOTION: It was m/s by Eicher/Balch to approve the item as recommended and provided direction to evaluate the feasibility for enrollment windows in addition to the single point in time schedule. Motion passed by the following vote:

Ayes:	Councilmembers Eicher, Gaidos, Nibert, Mayor Balch
Noes:	Councilmember Testa
Absent:	None

20. Consider and provide direction on the key terms of a Pre-Annexation and Development Agreement between the City of Pleasanton and 330 Land Company, LLC, for the proposed Arroyo Lago Residential Development at 3030 Mohr Avenue (APN 946-4634-1)

    Recommendation: Consider and provide direction on the key terms of a Pre-Annexation and Development Agreement (PADA) between the City of Pleasanton and 330 Land Company, LLC, for the proposed Arroyo Lago Residential Development at 3030 Mohr Avenue (APN 946-4634-1).

    Presentation by Ellen Clark, Community Development Director.
    The project applicant, represented by Steve Dunn and Steve Reilly, provided comments.

    Mayor Balch opened public comment. The following individuals provided comment: Arne Olson, Kelly Cousins, Sandra Yamaoda, Cliff McDonald, Bob Watson, Pam Alpert, and Linda Kelly. Mayor Balch closed the public comment.

    The project applicant, represented by Steve Dunn and Steve Reilly, provided rebuttal remarks.

    At 10:43 p.m., it was m/s by Gaidos/Nibert and by unanimous vote of the City Council, to continue item 21 on the agenda to the next regular City Council meeting.

By majority consensus, the City Council provided direction to support the PADA terms items 1-9 as proposed, including the public benefit contribution for El Charro Road.

21. Approve the Long-Term Sewer Capital Improvement Plan

    Item continued to the next regular meeting.

MATTERS INITIATED BY COUNCIL

None.

COUNCIL REPORTS

Councilmembers reported on regional and local meetings attended.

ADJOURNMENT

Mayor Balch adjourned the meeting at 11:45 p.m.

_____

Jocelyn Kwong, City Clerk

CITY COUNCIL AGENDA REPORT

November 18, 2025
City Clerk

TITLE: ADOPT A RESOLUTION SETTING THE 2026 CALENDAR YEAR CITY COUNCIL MEETING SCHEDULE

SUMMARY

The Pleasanton Municipal Code Chapter 2.04.010 states that the City Council shall establish the dates and times of its regular meetings. A regular meeting schedule for the 2026 calendar year will assist in managing City Council meeting agendas and inform the public of planned public meetings.

The proposed 2026 calendar year schedule has 19 meeting dates. Regular meetings start at 7 p.m. in the City Council Chambers

RECOMMENDATION

Adopt a resolution setting the 2026 calendar year City Council meeting schedule.

BACKGROUND

The City generally holds 19 or 20 regularly scheduled meetings per year. For the 2026 calendar year, it is proposed that the City Council set 19 regular meeting dates.

DISCUSSION

Typically, regular meetings are held on the first and third Tuesdays of each month. Regular meetings start at 7 p.m. in the City Council Chambers. The first meeting of January is not scheduled due to proximity to City-observed holidays. Meetings in April, August and November are not scheduled to align with Pleasanton Unified School District breaks, National Night Out/ summer holidays and Election Day. It is recommended that the Council adopt the resolution setting the 2026 calendar year schedule (Attachment 1). Setting this calendar does not preclude scheduling additional special meetings.

EQUITY AND SUSTAINABILITY

This schedule does not impact City-observed holidays.

OUTREACH

No outreach was conducted, as this is an administrative matter to conduct City business.

STRATEGIC PLAN ALIGNMENT

Not applicable, as this item is a routine item of City business.

FISCAL IMPACT

There is no fiscal impact associated with this action.

Prepared by:	Submitted by:	Approved by:
Jocelyn Kwong, City Clerk	Alexa Jeffress, Assistant City Manager	Gerry Beaudin, City Manager

Attachments:

1. Resolution setting the 2026 City Council meeting calendar

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON SETTING THE 2026 CALENDAR YEAR CITY COUNCIL MEETING SCHEDULE

WHEREAS, Chapter 2.04.010 of the Pleasanton Municipal Code allows the City Council to establish dates of its regular meetings by resolution; and

WHEREAS, at its November 18, 2025, meeting, the City Council reviewed and considered the 2026 calendar year meeting schedule.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE AND ORDER THE FOLLOWING:

SECTION 1. The 2026 City Council regular meeting schedule is set as follows:

January 20	July 7
February 3	July 21
February 17	September 1
March 3	September 15
March 17	October 6
April 21	October 20
May 5	November 17
May 19	December 1
June 2	December 15
June 16	

SECTION 2. All regular meetings of the City Council shall start at 7:00 p.m. in the City Council Chambers.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on November 18, 2025.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 18th day of November 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

_____
Daniel G. Sodergren, City Attorney

CITY COUNCIL AGENDA REPORT

November 18, 2025
Community and Economic Development

TITLE: ACTIONS OF THE ZONING ADMINISTRATOR AND PLANNING COMMISSION

P25-0399, Michael Martin
Application for Administrative Design Review approval to construct an approximately 12-foot-tall, 441-square-foot gazebo in the rear of 4673 Black Avenue.

Project Information:
Existing floor area: 2,087 square feet
Total floor area with addition:2,087 square feet
Lot size: 7,150 square feet
Existing floor area ratio: 29.19 percent
Total floor area ratio with addition: 29.19 percent

Approved. (*10 days*)

P25-0440, Dave Ayres
Application for Administrative Design Review approval to construct an approximately 276-square-foot single-story rear addition and an attached approximately 200-square-foot rear covered patio located at 3987 Payne Road.

Project Information:
Existing floor area: 1,357 square feet
Total floor area with addition: 1,633 square feet
Lot size: 6,200 square feet
Existing floor area ratio: 21.89 percent
Total floor area ratio with addition: 26.34 percent

Approved. (*10 days)*

Prepared by:	Submitted by:	Approved by:
Eric Luchini Zoning Administrator	Ellen Clark Director of Community and Economic Development	Gerry Beaudin City Manager

CITY COUNCIL AGENDA REPORT

November 18, 2025
Community and Economic Development

TITLE: REVIEW MODIFICATIONS TO THE INSTALLED MONUMENT SIGN AND PROPOSED CANOPY, AND ADOPT A RESOLUTION UPHOLDING THE ZONING ADMINISTRATOR'S APPROVAL OF A SIGN DESIGN REVIEW APPLICATION (P24-0731) TO INSTALL NEW MONUMENT, WALL, CANOPY, AND PUMP SIGNAGE AS PART OF A GAS STATION REBRANDING FOR GULF GAS STATION LOCATED AT 4212 FIRST STREET WITH MODIFICATIONS TO THE PREVIOUSLY APPROVED MONUMENT SIGN

SUMMARY

On March 4, 2025, the City Council requested review of a Zoning Administrator (ZA) Sign Design Review (SDR) approval to allow the installation of new monument, wall, canopy, and pump signage as part of a gas station rebranding for Gulf gas station located at 4212 First Street (former Shell gas station). On April 15, 2025, the City Council considered the SDR application and after hearing comments and deliberating, continued the item to the May 6, 2025, with a request for staff to provide supplemental information. At the continued public hearing, there was not City Council majority support for either approval or denial of the proposed signage in its entirety. The City Council indicated support for the proposed wall and pump signage, and by 5-0 vote directed the applicant to modify and reinstall the monument sign within certain parameters; and directed staff to reinspect the revised monument sign, once installed, for conformance with the ZA-approved height limitations and return to the City Council for action on all components of the SDR application, including the canopy signage. Staff has since inspected the modified monument sign and found it to be conforming with the expected parameters; staff recommends approval of the overall SDR, inclusive of the canopy signage as installed.

RECOMMENDATION

Review modifications to the installed monument sign and proposed canopy, and adopt a resolution upholding the Zoning Administrator's approval of a Sign Design Review Application (P24-0731) to install new monument, wall, canopy, and pump signage as part of a gas station rebranding for Gulf Gas Station located at 4212 First Street with modifications to the previously approved monument sign and Conditions of Approval in Attachment 1.

BACKGROUND

On January 30, 2025, the Zoning Administrator (ZA) approved a Sign Design Review (SDR) application for the installation of new monument, wall, canopy, and pump signage as part of a gas station rebranding for the Gulf Gas Station located at 4212 First Street. In accordance with Pleasanton Municipal Code (PMC) procedures, a report of the ZA action was provided to the City Council at its March 4, 2025 meeting. A Councilmember requested review of the ZA decision, citing concerns with the installed canopy and monument signage, which were installed prior to the formal effective date of the ZA's approval.

On April 15, 2025, the City Council considered the above-referenced SDR. After hearing the staff presentation and opening the public hearing, including comments from the applicant, and initial questions and deliberation, the City Council continued the item to the May 6, 2025, meeting, requesting staff to:

- Provide additional information on the timeline for the SDR approval and subsequent actions with respect to permitting and installation of the signage
- Conduct an inspection of installed signage to determine its compliance with the ZA approved plans
- Work with the applicant to find opportunities to modify/improve the signage.

Staff provided the requested additional information to the City Council via a Supplemental Memorandum (Attachment 2) to the April 15, 2025, Agenda Report. (Attachment 3), including applicant-proposed modifications to the monument sign.

At the continued public hearing on May 6, 2025, the City Council further considered and deliberated based on the information provided in the April 15 Agenda Report and Supplemental Memorandum, and additional detail provided by staff and the applicant. At the conclusion of the City Council's deliberations, there was not City Council majority support for either approval or denial of the proposed signage in its entirety. Instead, by a 5-0 vote the City Council:

1) Approved proposed modifications to the monument sign as illustrated in the supplemental memorandum. This action would result in the applicant removing and modifying the unpermitted and non-compliant monument sign with the following changes:

- Retain the existing brick base and side surrounds “as is”
- Modify the height of the sign to comply with the ZA-approved height limitations (flush with the top of the brick side surrounds, see Attachment 3)
- Change the frame and panel colors from orange to white to be more consistent with a 2024 Gulf Gas station monument sign approved in Dublin.

2) Directed staff to continue review of the canopy design to a future meeting following completion of work to modify the monument sign.

3) Approved all other elements of the application, excluding the monument sign and canopy.

Per the City Council's direction, and following installation of the modified monument sign, staff is returning the item to City Council for review of the two elements noted.

DISCUSSION

Revised Monument Sign

Staff reinspected the revised monument sign on both October 21 and 22, 2025 (during the day and in the evening). The revised monument sign conforms to the height limitations established by the ZA approval. Additionally, the revised monument sign has been redesigned according to the parameters specified above and as shown in the images below.

Canopy Signage

As noted, there was not majority support among the City Council either for approval of the canopy signage as installed, or for requiring revision and redesign of that element of the SDR. Councilmembers with concerns about the signage cited provisions of General Plan Policies 15 and 16, and Program 15.3, which calls for the City to encourage signs that are designed with higher quality materials, use attractive colors, and minimize franchise colors and branding. Staff noted that the General Plan and Sign Ordinance do not include quantified standards for the amount of branded signage that is permissible to include, meaning that a decision about appropriateness of a sign design is to some degree subjective, with the Zoning Administrator's approval of the sign being based on various factors including location, all elements of the sign proposal, comparison to the previously installed signage when a business is undergoing re-branding, nature of nearby gas station signage, among other factors. It is noted that there are examples throughout Pleasanton of signs with both more and fewer branded elements than the Gulf Gas station.

Accordingly, staff continues to support the Zoning Administrator's prior determination, and as was the case at the May 6, 2025, meeting, to support approval of the canopy signage and overall SDR, based on the project-specific analysis previously provided. The improvements to the revised monument signage, which reduces the amount of branded signage, further support this recommendation. However, it is ultimately up to a majority of the City Council to determine if the signage is appropriate as proposed, and the City Council could decide to deny the application, or specify additional design changes or amendments to the canopy signage.

For reference, images of the canopy signage (day and evening) as proposed and installed, are included in Attachment 5.

Finally, going forward, and recognizing the somewhat unique circumstance of this application, staff would emphasize that this decision should not be considered to set a precedent. Applications will continue to be reviewed in light of the full range of site- and project-specific conditions and circumstances, some of which are outlined above,particularly with respect to evaluation of conformance to the above-referenced General Plan policies.

As proposed and conditioned, the Zoning Administrator found the proposed SDR is in keeping with other similar gas station signage design concepts throughout the City, would be

compatible with, and would not detrimentally affect, the existing adjacent/nearby uses or residences. Conditions of approval have been included which will ensure that the safety and general welfare of the surrounding area, and the City in general, is maintained. Therefore, staff recommends the City Council uphold the Zoning Administrator's approval of the project, as modified and conditioned.

EQUITY AND SUSTAINABILITY

The action supports the City's goal of encouraging the revitalization of existing and underutilized retail sites, especially within the downtown, as well as to assist in the retention of existing businesses.

OUTREACH

Notice of this meeting was sent to property owners and tenants/occupants within 1,000 feet of the site, as shown in Attachment 3. At the time of this report's publication, no public comments have been received.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the ONE Pleasanton citywide strategic goal of *Building a Community Where Everyone Belongs,* Strategy 4, which aims to implement the updated 2024-2028 Economic Development Strategic Plan initiatives, including retail revitalization, ensuring the vibrancy of Pleasanton's downtown, business retention and expansion, and workforce development. This project would provide new signage as part of the rebranding (and future façade remodel) of a former Shell gas station to a Gulf gas station supporting the Strategic Plan efforts of retail revitalization, ensuring vibrancy of Pleasanton's downtown, and business retention.

FISCAL IMPACT

The proposed project would be responsible for the payment of fees as set forth in the Conditions of Approval. No fiscal impacts to the City or public services are anticipated.

Prepared by:	Submitted by:	Approved by:
Eric Luchini, Senior Planner	Ellen Clark, Director of Community and Economic Development	Gerry Beaudin, City Manager

Attachments:

1. Attachment 1 - CC Resolution
2. Attachment 2 - May 6, 2025 Memorandum to City Council
3. Attachment 3 - April 15, 2025 PC Agenda Report and Attachments Electronic Link
4. Attachment 4 - Zoning Administrator Approval Letter
5. Attachment 5 - Canopy Signage Images (Day and Night)

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON UPHOLDING THE ZONING ADMINISTRATOR'S APPROVAL OF A SIGN DESIGN REVIEW APPLICATION FOR THE INSTALLATION OF NEW MONUMENT, WALL, CANOPY, AND PUMP SIGNAGE AS PART OF A GAS STATION REBRANDING FOR GULF GAS STATION LOCATED AT 4212 FIRST STREET, SUBJECT TO THE CONDITIONS OF APPROVAL (FILED UNDER CASE NO. P24-0731)

WHEREAS, on December 3, 2024, Guy Houston, on behalf of the owners of Gulf gas station submitted a Sign Design Review application to install new monument, wall, canopy, and pump signage as part of a gas station rebranding process from the former Shell to the new Gulf gas station located at 4212 First Street; and

WHEREAS, the Property is designated Retail/Highway/Service Commercial Business and Professional Offices in the City's General Plan; and

WHEREAS, the Property is zoned C-F (Freeway Commercial); and

WHEREAS, the Property is designated Downtown Commercial in the Downtown Specific Plan; and

WHEREAS, on January 30th, 2025, the Zoning Administrator approved the Sign Design Review application, filed under case no. P24-0731; and

WHEREAS, within the time specified by the Pleasanton Municipal Code, a member of the City Council requested that the application and approval of the Zoning Administrator be reviewed by the City Council; and

WHEREAS, on April 15, 2025, the City Council held a duly noticed public hearing to consider the Project, the determination by the Zoning Administrator, all public comments and testimony, and findings; and

WHEREAS, on April 15, 2025, the City Council continued the item to May 6, 2025; and

WHEREAS, on May 6, 2025, the City Council held a duly noticed public hearing to consider the Project, the determination by the Zoning Administrator, all public comments and testimony, and findings; and

WHEREAS, on May 6, 2025, the City Council continued the item to a date uncertain and provided direction to staff and the applicant; and

WHEREAS, on November 18, 2025, the City Council held a duly noticed public hearing to consider the Project, the determination by the Zoning Administrator, all public comments and testimony, and findings.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE AND ORDER THE FOLLOWING:

Section 1. Prior to taking action on the Project, and at a properly noticed public meeting, the City Council reviewed written and oral staff reports, conducted a public hearing on the Project and took testimony, and received into the record all pertinent documents related to the Project (collectively, the "Record Evidence"). The City Council's determination is based on the Record Evidence, which is incorporated into this Resolution by reference**.**

Section 2. The City Council finds that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301, (Existing Facilities), since the project only includes removal and replacement of existing signage with new signage. Therefore, no additional environmental review is required.

Section 3. The City Council has considered the findings made in the Zoning Administrator's approval letter dated January 30, 2025, and subject to conditions of approval, adopts those same findings as their own findings as part of this resolution. Based upon the City Council's own independent review of the Record Evidence, the City Council hereby finds that the proposed Sign Design Review application is consistent with the City's General Plan, the Pleasanton Municipal Code and the City's Guidelines and approves the Sign Design Review Application (Case No. P24-0731). The Zoning Administrator's decision as set forth in January 30, 2025, approval letter, subject to conditions of approval, attached hereto and incorporated herein by reference as Exhibit A, is hereby affirmed.

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

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on November 18, 2025.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on November 18, 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

_____
Daniel G. Sodergren, City Attorney

EXHIBIT A
DRAFT CONDITIONS OF APPROVAL

P24-0731
4212 First Street
November 18, 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 Public Works/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 Sign Design Review (SDR) to allow the installation of new monument, wall, canopy, and pump signage as part of a gas station rebranding for Gulf gas station (former Shell gas station) located on Assessor Parcel No(s). 094-0095-025-03 at 4212 First Street. Development shall be substantially as shown on the project materials listed below:

a. Revised Project plans, Exhibit B, prepared by Big Red Rooster Flow for Gulf gas station, dated “Received” on ___, 2025, and kept on file in the Planning Division of the Community Development Department.

The project materials listed above are collectively the “Approved Plans”.

<u>THIS APPROVAL IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:</u>

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, house colors or materials, green building measures, landscape material, etc.

2. EXPIRATION – DESIGN REVIEW: This design review approval shall lapse 1 year from the effective date of approval unless a building permit is issued and construction has commenced and is diligently pursued towards completion, or the City has approved a time extension.

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.

5. 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

Site Development and Building Design

6. FINAL INSPECTION: Final inspection by the Planning Division is required prior to installation. Prior to final inspection, if applicable, all existing building signs shall be removed and all wall surfaces, including, but not limited to any holes in the wall resulting from its removal shall be patched, repaired, and/or replaced to match the existing wall color and texture to the satisfaction of the Director of Community Development. ***(Project Specific Condition)***

7. CANOPY ILLUMINATION. All canopy signage and lighting (except under canopy lighting) shall be remotely turned off daily by 10:00 p.m. Canopy signage and lighting shall not be turned on daily prior to 7:00 a.m. ***(Project Specific Condition)***

8. There shall be no additional signage on the subject property without prior approval from the City. ***(Project Specific Condition)***

Construction Practices and Noticing

9. WORK HOURS: All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8 a.m. to 5 p.m., Monday through Saturday. No construction shall be allowed on State or Federal Holidays or Sundays. The Director of Community Development may allow earlier “start times” or later “stop times” for specific construction activities, e.g., concrete pouring. All construction equipment shall meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices. Prior to construction, the hours of construction shall be posted on site.

10. DISTURBANCE COORDINATOR: The applicant shall designate a “disturbance coordinator” who shall be responsible for responding to any complaints regarding construction noise, dust, construction parking, etc. The coordinator (who may be an employee of the general contractor) shall determine the cause of the complaint and shall require the implementation of reasonable measures warranted to correct the problem. A telephone number of the disturbance coordinator shall be posted on the construction site fence and on the notification sent to neighbors adjacent to the site. The sign shall also list an emergency after-hours contact number for the disturbance coordinator, or designee.

Fees

11. 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.

12. SCHOOL IMPACT FEES – COMMERCIAL: Prior to building permit issuance, the applicant shall pay the required commercial development school impact fee as prescribed by State law and as adopted by the Pleasanton Unified School District (PUSD).

END

THE CITY OF PLEASANTON

MEMORANDUM

Date: May 6, 2025

To: Mayor and City Council

From: Gerry Beaudin, City Manager
Ellen Clark, Director of Community Development

Re: Agenda Item 18, review of the Zoning Administrator's Approval of a Sign Design Review Application (P24-0731) to install new monument, wall, canopy, and pump signage as part of a gas station rebranding for Gulf Gas Station located at 4212 First Street

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On April 15, 2025, the City Council considered the above-referenced Sign Design Review (SDR) application for installation of new monument, wall, canopy, and pump signage as part of a gas station rebranding for Gulf Gas Station located at 4212 First Street. After hearing the staff presentation and opening the public hearing, including comments from the applicant, and initial questions and deliberation, the City Council continued the item to May 6, 2025, meeting, requesting staff to:

- Provide additional information on the timeline for the SDR approval and subsequent actions with respect to permitting and installation of the signage
- Conduct an inspection of installed signage to determine its compliance with the Zoning Administrator (ZA) approved plans
- Work with the applicant to find opportunities to modify/improve the signage.

This memorandum provides supplemental information with respect to the above three items. The April 15 Agenda Report is included as Attachment 2.

<u>Gulf Gas Station Sign Design Review Approval and Post-Approval Permitting Timeline</u>
The following outlines the entire timeline for project approval, and post-approval actions:

- October/November 2024 – Guy Houston (Applicant), on behalf of the owners of Gulf Gas Station, makes first contact with staff for feedback on initial signage concept
- December 3, 2024 – Sign Design Review application submitted
- December 19, 2024 – Sign Design Review application deemed incomplete

- December 20, 2024, to January 28, 2025 – Staff and the applicant meet approximately four to five times to review possible sign design options, lighting options, etc.

- January 30, 2025 – Sign Design Review application deemed complete

- January 30, 2025 – Sign Design Review application approval letter issued with an effective date of March 5, 2025 (Attachment 3)

- January 31, 2025 – Applicant, with submittal of an "at risk" plan check appeal waiver form, submits the approved Sign Design Review signage package to the Building Division for plan check[1]

- February 18, 2025 – Planning Division completes its plan check, approving the Sign Design Review signage package, with a note provided within the electronic permitting system for the Building Division to hold issuance of any permits until the stated effective date of March 5, 2025

- February 20, 2025 – Building Division completes its plan check, approving the Sign Design Review signage package, with a note provided within the electronic permitting system for the Building Division to hold issuance of any permits until the stated effective date of March 5, 2025

- February 21, 2025 – Building Division notifies applicant plan check is complete and provides information related to final steps to obtain permits (final paperwork, fees, etc.) but that permits are on hold until the stated effective date of March 5, 2025

- February 22, 2025, to March 3, 2025—While the exact installation date is unknown, staff observes that the applicant installed the new wall, canopy, and pump signage without permits and before the effective date of March 5, 2025.

- March 4, 2025 – City Council requests to review the Zoning Administrator approval of the Sign Design Review application at the next available meeting

- March 7, 2025 – Unaware of the City Council request, Building Division, after being contacted by applicant, meets with applicant to complete final steps and issues the Sign Design Review signage package construction permits

- March 8, 2025, to April 14, 2025 – While the exact installation date is unknown, staff observes that the applicant has installed the monument signage with permits and after the effective date of March 5, 2025 (first day permits can be issued)

- April 15, 2025 – City Council hearing for review of Zoning Administrator approval of the Sign Design Review application (Continued to May 6, 2025)

[1] The "At Risk" waiver allows for applicants to prepare and submit plans for Building Permit review during the City's specified appeal and call-up periods, with an explicit acknowledgement that the approval is not effective until such periods have elapsed, since an approval could be subject to denial \or modification if appealed or called up

Staff inspection of installed Gulf Gas Station signage package

On April 17, 2025, staff conducted an on-site inspection to compare the installed signage package against the approved Zoning Administrator signage package. The results of that inspection are:

- Wall, Canopy, Pump Signage – In compliance
  - Signage design and colors comply
  - Signage dimensions comply

- Monument Sign – Not in compliance
  - Sign design and colors comply
  - Brick base and side surrounds comply
  - Sign height does not comply (see Photo 1 below)
    - Approved monument sign height exceeds the height of previous monument sign (protrudes above the height of the existing brick surround), which was explicitly not allowed per the ZA approval.

As a result, the installed monument sign is required to be changed so the signage panel does not exceed the height of the existing brick surround.

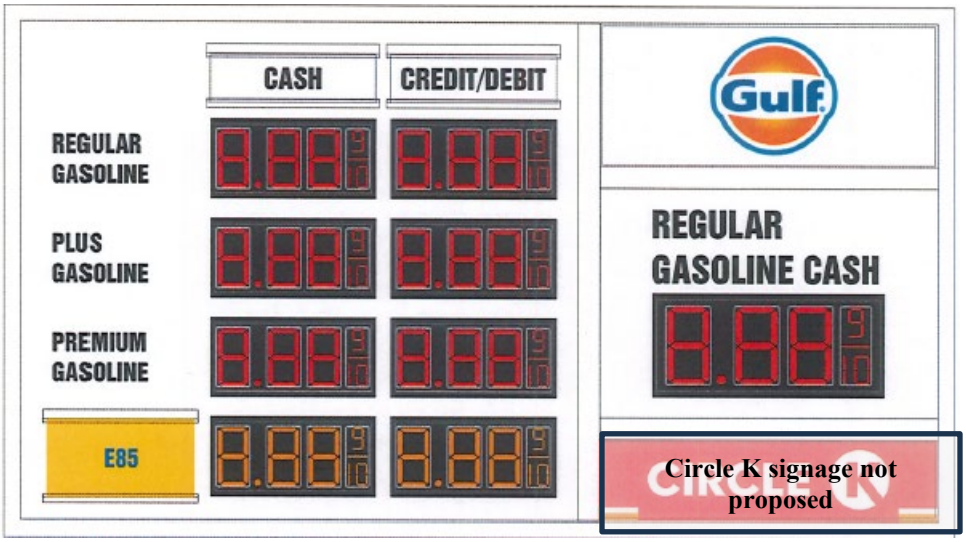
Photo 1 – Out of Compliance Monument Sign

Applicant Proposed Signage Modifications

Staff met with the applicant on-site and had subsequent discussions with the applicant regarding opportunities for modifications of the sign design, particularly the potential to reduce the amount of branded color elements on the canopy and monument sign.

- Wall, Canopy, Pump Signage – Applicant proposes no modifications

- Monument Sign –Applicant proposes modifications as follows:
  - Remove installed non-compliant sign
  - Retain existing brick base and side surrounds "as is"
  - Install a new monument sign to comply with Zoning Administrator approval height limitations (flush with top of brick side surrounds)
  - Change frame and panel colors from orange to white (see design sample from City of Dublin location below – approved in 2024) – (Note: a "Circle K" is not proposed at the project site.)



Staff is supportive of this proposed change to the monument signage, since it would substantially reduce the amount of branded color elements on the sign, limited to the Gulf logo.

Beyond the monument sign, the applicant has stated that they are unwilling to modify the wall, canopy, and pump signage, based on their compliance with the Zoning Administrator's approval.

Staff Recommendation

As noted, staff is supportive of the proposed modifications to the monument sign, and recommends the City Council approve the gas station signage with this revision.

A Resolution upholding the Zoning Administrator's approval, subject to the revisions above (primarily the monument sign), and with conditions of approval is attached as Attachment 1. Note, the date of plan submittal will be added when the formally amended sign package is submitted and verified.

Optional Further Revision: As an option, the City Council could consider directing the applicant to make further revisions to the canopy signage design, since the amount and use of branded color elements was raised as a concern by some City Council members, although there was not clear direction or consensus

on this point.

If a majority of City Council supported a further revision, staff would recommend adding a new Condition of Approval #6, to the Resolution, with following conditions renumbered accordingly, as follows:

6. CANOPY SIGNAGE: *The applicant shall revise the project plans for the gas station canopy, so as to eliminate the majority of the branded color panel elements of the design and limit branding to use of the Gulf "disc" logo or Word Mark, the latter which may be on a branded color background, on up to three sides of the canopy. Such elements, inclusive of any colored background, shall occupy no more than 25 percent of the area of each respective face of the canopy, and the remainder of the canopy fascia to be a neutral color such as white, grey, or tan.*

This condition would accommodate key elements of the existing proposed design, reflecting the approximate dimensions proposed, while eliminating "excess" or additional branded color elements. The applicant has noted that revising the canopy signage would require refabrication of the entire sign, at considerable cost, and therefore continues to request that changes be limited to modification of the monument sign only.

Attachments –

1. Draft Resolution upholding the Zoning Administrator's approval of Case No. P24-0731, subject to the Conditions of Approval

2. April 15, 2025, City Council Agenda Report, including project plans. (See Digital Link to City Council agenda report and attachments from April 15, 2025, for other attachments (Page 193))
   https://weblink.cityofpleasantonca.gov/weblink/0/doc/310326/Page1.aspx

3. Zoning Administrator approval letter dated January 30, 2025

MEMORANDUM

Date: May 6, 2025

To: Mayor and City Council

From: Gerry Beaudin, City Manager
Ellen Clark, Director of Community Development

Re: Agenda Item 18: Review of the Zoning Administrator's Approval of a Sign Design Review Application (P24-0731) to install new monument, wall, canopy, and pump signage as part of a gas station rebranding for Gulf Gas Station located at 4212 First Street – Supplemental Information

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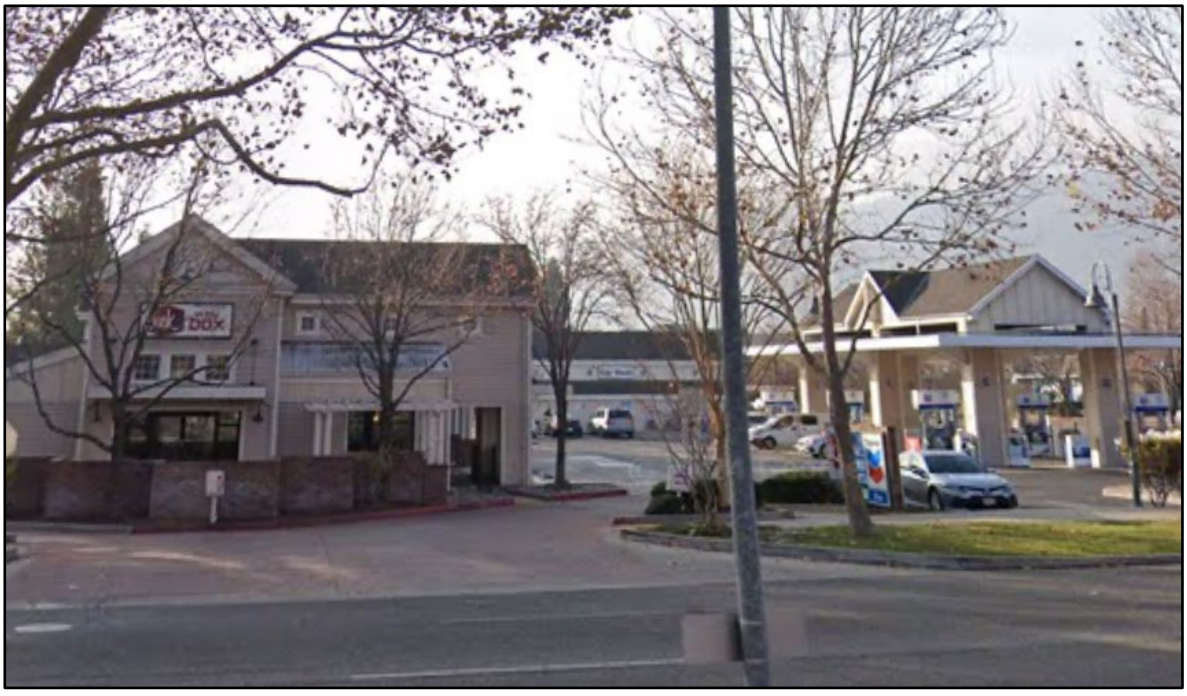
This memorandum transmits images of existing gas stations in Pleasanton, which were requested to be shared by Councilmember Testa, with respect to Agenda Item 18.



Clearance 14' 6"

Clearance 14' 6"
REBEL WASH
REBEL WASH
REBEL WASH

Attachment 3

April 15, 2025, City Council Agenda Report, including project plans. (See Digital Link to City Council agenda report and attachments from April 15, 2025, for other attachments (Page 193))

https://weblink.cityofpleasantonca.gov/weblink/0/doc/310326/Page1.aspx

THE CITY OF PLEASANTON

January 30, 2025

VIA Email:
guyhouston@sbcglobal.net

Guy Houston
California Gold Advocacy Group
6300 Village Parkway
Suite 200
Dublin, CA 94568

Subject: P24-0732, Gas Station Monument, Wall, Canopy Signage
4212 First Street
Effective Date: March 5, 2025

Dear Guy:

The City of Pleasanton has completed its Sign Design Review procedure for your proposal to install new monument, wall, and canopy signage as part of a gas station rebranding for Gulf Gas Station located at 4212 First Street.

Your application has been approved, subject to the following conditions:

1. The proposed signage shall conform substantially to the elevation drawings/photos, and related materials, Exhibit B, marked "Received January 29, 2025," on file at the Planning Division. Minor changes to the project may be approved by the Director of Community Development if found to be in substantial conformance with this approval.

2. A Planning Division final inspection shall be required. Prior to final inspection, if applicable, all existing building signs shall be removed and all wall surfaces, including, but not limited to any holes in the wall resulting from its removal shall be patched, repaired, and/or replaced to match the existing wall color and texture to the satisfaction of the Director of Community Development.

3. All canopy signage and lighting (except under canopy lighting) shall be remotely turned off daily by 10:00 p.m. Canopy signage and lighting shall not be turned on daily prior to 7:00 a.m. ***(Project Specific Condition)***

4. There shall be no additional signage on the subject property without prior approval from the City.

5. To the extent permitted by law, the project applicant shall defend (with counsel reasonably acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees, and agents from and against any claim (including claims for attorney's fees), action, or proceeding brought by a third party against the indemnified parties and 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 attorney's 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.

Any interested party may file an appeal of this approval within 15 days of the date of approval. Further, per Pleasanton Municipal Code section 18.144.010, the City Council may elect to review this action within 15 days following the date of approval, or at its next regular meeting (March 4, 2025), whichever is later. Therefore, approval of the Sign Design Review will become effective on **March 5, 2024**, unless appealed prior to that time.

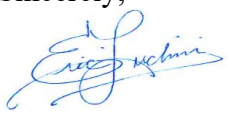
You may apply for a building permit after completion of the Sign Design Review procedure's appeal period or, if you wish to apply for a building permit before the end of the appeal period, upon submittal of a signed Waiver Form to the Planning Division. The waiver acknowledges that plan check fees may be forfeited if the approval is overturned, or the design is significantly changed as a result of an appeal. In no case will a building permit be issued before the end of the appeal period.

The Building and Safety Division only accepts electronic submittals through their online portal system (Electronic Building Plan Check Submittals). If you need assistance submitting online, have questions regarding building permit fees or the building permit process, please contact the Building and Safety Division at (925) 931-5300 / buildingdivision@cityofpleasantonca.gov.

Sign Design Review approval shall lapse and become void one year following the effective date of project approval, unless prior to the expiration of one year, a building permit is issued and construction is commenced and diligently pursued toward completion or an extension has been approved by the City.

If you have questions, please feel free to contact me at (925) 931-5612.

Sincerely,



Eric Luchini
Senior Planner

Enclosure/s: Building Permit Questionnaire

CC: File

A COPY OF THIS LETTER AND A COMPLETED BUILDING PERMIT QUESTIONNAIRE (ATTACHED) MUST BE INCLUDED WITH THE PLAN CHECK PACKAGE SUBMITTED TO THE BUILDING AND SAFETY DIVISION WHEN APPLYING FOR BUILDING PERMITS ONLINE.

EFFECTIVE DATE: March 5, 2025

BUILDING PERMIT QUESTIONNAIRE

This questionnaire needs to be completed and included with the plan check package submitted to the Building and Safety Division when filing for a building permit online for the project described below. Its purpose is to ensure the plans are checked in a timely manner and the project is built according to the approved plans. We appreciate your cooperation and if you have any questions, please contact the Planning Division at (925) 931-5600 / pod@cityofpleasantonca.gov.

1. Applicant's Name and Address:

   Guy Houston, California Gold Advocacy Group, 6300 Village Parkway, Suite 200, Dublin, CA 94568

2. **P24-0732**, Project Address: 4212 First Street

3. Description of the project for which a permit is being requested:

   Install new monument, wall, and canopy signage as part of a gas station rebranding for Gulf Gas Station

4. Do you certify that the plans submitted for issuance of building permits conform in every respect to the approved plans and to all conditions of approval? ___YES ___NO

5. If the answer to question No. 6 is 'NO,' please list every item on the building permit plans which differs from the approved plans or conditions of approval. Use the reverse side or attach additional sheets if necessary. All changes to the approved plans should be clouded with delta numbers (Δ).

I hereby attest the above is true and correct. I understand that failure to correctly answer these questions may result in a delay of issuance of building permits and if changes are discovered after the permit is issued, I am responsible for revising the project to conform to the plans approved through the Planning Division.

_____ Date

_____ Signature

_____ Phone Number

_____ Email

Attachment 5

Canopy Signage Images (day and night)

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CITY COUNCIL AGENDA REPORT

November 18, 2025
Community and Economic Development

TITLE: ADOPT RESOLUTIONS CONCURRING WITH THE ALTAMONT LANDFILL AND RESOURCE RECOVERY FACILITY OPEN SPACE ADVISORY COMMITTEE'S RECOMMENDED DETERMINATION THAT EXPENDITURES TOTALING $271,803 IN ALTAMONT OPEN SPACE FUNDS FOR CONSULTING SERVICES ARE CONSISTENT WITH THE ALTAMONT LANDFILL SETTLEMENT AGREEMENT

SUMMARY

The Altamont Landfill and Resource Recovery Facility Open Space Advisory Committee (ALOSC, or Committee) recommended approval to authorize expenditure of funds up to $246,803 over the course of a three-year project (2025-2027) for consulting services with the University of California – Davis (UC Davis) for development of a Payment for Ecosystem Services (PES) method and web-tool, and recommended approval of $25,000 to the Tri-Valley Conservancy (TVC) for research and development of a conservation study in eastern Alameda County. Pursuant to the terms of the Altamont Landfill Settlement Agreement, which governs collection and expenditure of settlement funds, concurrence with the ALOSC's recommendation by the governing bodies of the County and participating cities, including Pleasanton, is required to expend the proposed funds.

RECOMMENDATION

Adopt resolutions concurring with the Altamont Landfill and Resource Recovery Facility Open Space Advisory Committee's recommended determination that expenditures totaling $271,803 in Altamont Open Space Funds for consulting services are consistent with the Altamont Landfill Settlement Agreement

BACKGROUND

The Altamont Landfill and Resource Recovery Facility Open Space Advisory Committee (ALOSC) consists of four members: one appointed by the Board of Supervisors, one appointed by the Livermore City Council, one appointed by the Pleasanton City Council, and one appointed by the Sierra Club. The current City of Pleasanton representative is Councilmember Jeff Nibert. As part of the settlement of litigation over the expansion of the Altamont Landfill, the parties to the litigation agreement (Alameda County, Waste Management of Alameda County, the Cities of Livermore and Pleasanton, and various environmental groups) agreed the County would impose a fee totaling $0.75 per ton at the Altamont Landfill and Resource Recovery Facility for open space acquisition. Eighty percent of the Open Space Fee is designated for open space expenditures in the eastern portion of East County, and 20 percent is for expenditures in the western portion of East County.

Subsection 7.4.7 of the Settlement Agreement states that by approval of a majority of the members of the Open Space Committee, and concurrence by the County and Cities, up to five percent of the funds received in any given year may be expended for the services of independent consultants to aid the ALOSC in carrying out its duties to identify open space

areas in need of protection and to make plans for their acquisition. As of July 18, 2025, the total amount available in the open space fund for the eastern area was $21,998,732, and the total amount available for the western area was $3,366,874, for a total of $25,365,606 in Open Space Committee funds. Five percent of the funds would amount to $1,268,280.30.

DISCUSSION

UC Davis Expenditure

On May 16, 2025, the Open Space Committee approved moving forward with a three-year consulting agreement (2025–2027) with UC Davis for the development of a Payment for Ecosystem Services (PES) methodology and an associated web-based tool, as outlined in the attached scope of work (Attachment 1). The total cost of the project is not to exceed $246,803, with an annual billing estimate of approximately $82,000.

The project aims to enhance the Committee's ability to prioritize land conservation efforts by incorporating data related to wildlife activity, habitat potential, and regional habitat connectivity, including connections across major transportation corridors. The web tool to be developed will provide additional support for the Committee's funding decisions related to land and conservation easement acquisitions.

On July 18, 2025, the Committee recommended approval of $25,000 to the Tri-Valley Conservancy to conduct a study assessing the ecological, agricultural, and recreational values of lands located in unincorporated eastern Alameda County, generally for the area east of Greenville Road between Interstate 580 and the South Bay Aqueduct (Attachment 2). The study will include a literature review, aerial imagery analysis, and on-site surveys to identify occurrences of special-status species, sensitive vegetation communities, wildlife corridors, and trail opportunities, as well as to compare existing and proposed land uses. The results will inform both near-term grant-making decisions and long-range planning, aligning with the goals of the East Alameda County Conservation Strategy (EACCS) and the Settlement Agreement.

As the Open Space Committee does not hold contracting authority, the City of Livermore will serve as the contracting agency for these contracts. In accordance with Section 7.4.7 of the Settlement Agreement, the proposed expenditure must also be approved by the Board of Supervisors and each participating city council. The City of Livermore and the Alameda Board of Supervisors concurred with the expenditure of funds during their September meetings.

Expenditures for both contracts would total $271,803 and would not exceed the five percent of Open Space funds ($1,268,280.30) allotted for contract services.

EQUITY AND SUSTAINABILITY

Advancing the Committee's land conservation efforts in Eastern Alameda supports the preservation of open space that enhances environmental sustianability in the region.

OUTREACH

No outreach was conducted, as this item is a routine matter of City business.

STRATEGIC PLAN ALIGNMENT

Not applicable, as this item is a routine matter of City business.

FISCAL IMPACT

There is no cost to the City of Pleasanton associated with the expenditures. The source of all funding will be from the Altamont Settlement Agreement Open Space account.

Prepared by:	Submitted by:	Approved by:
Natalie Amos, Associate Planner	Ellen Clark, Director of Community and Economic Development	Gerry Beaudin, City Manager

Attachments:

1. Resolution for UC Davis Contract Services
2. Resolution for Tri-Valley Conservancy Contract Services

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON, APPROVING THE ALTAMONT LANDFILL AND RESOURCE RECOVERY FACILITY OPEN SPACE ADVISORY COMMITTEE EXPENDITURE FOR CONSULTANT SERVICES WITH THE UNIVERSITY OF CALIFORNIA - DAVIS

WHEREAS, as part of the Altamont Landfill Settlement Agreement among the County of Alameda, the Cities of Livermore and Pleasanton, the Sierra Club, the Northern California Recycling Association (NCRA), and Altamont Landowners Against Rural Mismanagement and Waste Management of Alameda County, Inc.(dated November 30, 1999), hereafter referred to as Settlement Agreement; provides for collection of a per ton fee from the Altamont Landfill and Resource Recovery Facility for impacts on the communities due to expansion of the landfill, and

WHEREAS, pursuant to the Settlement Agreement, the County convened the Altamont Landfill Open Space Advisory Committee consisting of one member appointed by the Board of Supervisors, one member appointed by the Livermore City Council, one member appointed by the Pleasanton City Council, and one member appointed by the Sierra Club; and

WHEREAS, the Settlement Agreement states that by approval of a majority of the members of the Advisory Committee and concurrence by the County and Cities, up to five percent of the funds received in any given year may be expended for the services of independent consultants to aid the Open Space Advisory Committee in carrying out its duties to identify open space areas in need of protection and to make plans for their acquisition; and

WHEREAS, on May 16, 2025, the voting members of the Open Space Advisory Committee from both the east and west acquisition priority areas voted unanimously to authorize expenditure of funds for a three-year consulting agreement (2025-2027) with the University of California – Davis (UC Davis) for development of a Payment for Ecosystems Services method and web-tool, as outlined in Exhibit A, with the total cost of the project not to exceed $246,803, with annual billing estimated at approximately $82,000; and

WHEREAS, the additional expenditure remains within the five percent of funds received annually allowed by the Settlement Agreement for such expenditures; and

WHEREAS, in accordance with the Settlement Agreement, concurrence by the Cities of Pleasanton and Livermore, and the Alameda County Board of Supervisors is necessary to fund the proposed allocation from the Open Space Fund.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE AND ORDER THE FOLLOWING:

SECTION 1. The Pleasanton City Council does find the recommendation of the Altamont Landfill and Resource Recovery Facility Open Space Advisory Committee to approve an expenditure not to exceed $271,803 for services provided by UC Davis is consistent with the Altamont Landfill Settlement Agreement.

SECTION 2. The City Clerk shall certify to the passage of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on November 18, 2025.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 18th day of November 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

_____
Daniel G. Sodergren, City Attorney

Ms. Elizabeth McElligott, Assistant Director,

Alameda County CommunityDevelopment Department

Attention: Altamont Landfill Open Space Committee Members

May 8, 2025

Dear Altamont Landfill Open Space Committee Members,

We hope this message finds you all well. The *UC Davis Road Ecology Center* has worked productively with the ALOSC since 2019 on ways to improve wildlife habitat and connectivity in your study area. Based on suggestions from Committee members, we would like to submit a request for fundingfor **$246,803** to develop a Payment for Ecosystem Services (PES) method (Phase I) and web-tool (Phase II) to assist with ALOSC's decision-making about land and easement acquisition. The proposed study area encompasses primarily the eastern geographic areas of ALOSC interest and secondarily a portion of the western area, as defined in Section 7.3.1 ofthe Altamont Landfill Settlement Agreement. Our timeline for Phase I will begin in October, 2025 (or whenever contracting is finalized) and conclude in September, 2026. Our timeframe for Phase II would immediately follow completion of Phase I, October, 2026, and be completed by September, 2027. The research will help meet the goal of supporting the ALOSC's *prioritization of lands for protection based on wildlife presence/activity, potential habitat, and habitat connectivity including across area freeways*. The ALOSC will utilize this information, as appropriate, to support initial strategies for potential land acquisition in fee title or conservation easement to enable native wildlife (plants and animals) survival and movement throughout the Settlement area.

Phase I: We will begin the project by communicating with landowners and landowner/resource representative organizations (e.g., Alameda County RCD, Natural Resources Conservation Service, California Rangeland Trust). We will then conduct an extensive review of the peer-reviewed and technical literature describing methods for valuing and paying for ecosystem services, focusing on wildlife habitat benefits. We will include global literature, but focus primarily on methods published in and for California. From this literature base, we will develop a model method suitable for valuing ecosystem services and paying for these services in Alameda County. There are several possible systems of analysis that we will consider. We will discuss approaches for valuation of non-market goods, such as stated preference and revealed preference methods. From the range of published

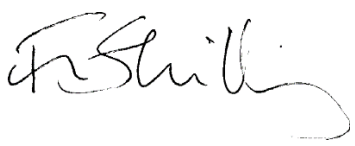
methods we identify, we will describe a method suitable for ALOSC to use in valuing wildlife-ecosystem services and thus justify paying for these services. We will vet this method with local and regional experts in valuation and payment systems for wildlife habitat and with the ALOSC and its constituent governments. We will finalize a proposed method for valuing and paying for wildlife ecosystem services.

Phase II: Following completion of Phase I, we will implement the method in the web-based spatial decision-support tool developed by UCANR for ALOSC (https://geoportal.ucanr.edu/alosac/). We will connect the method to new and existing spatial datasets used in the web-tool. For example, using previous UCD work for ALOSC, we will update assumptions made about actual and potential movement of wildlife through the settlement area, including across I-580. We will also make connections between this work and enhancement of wildlife crossing across I-580 through existing and new crossing structures. We will work with UCANR to develop an add-in to their web-tool that calculates values and payments for wildlife ecosystem services for individual parcels. We will vet draft versions of the web-tool with regional experts, including ALOSC, to make sure it is both understandable and useful to support financial decisions. Finally, we will develop a suggested workflow for parcel-specific data collection, appraisal/evaluation, calculated value/payment, mechanism for payment for wildlife ecosystem services, and mechanism for long term maintenance and monitoring.

We look forward to continuing work with the ALOSC on this vital research. We believe that this project will improve financial decisions intended to protect wildlife habitat and movement primarily through the Diablo Range and secondarily the East Bay Hills.

Thank you in advance for the opportunity to submit a Research request. We look forward to consulting regularly with the ALOSC to discuss progress andto receive feedback. A detailed Scope of Work and Budget are provided in the following section.

Sincerely,



Fraser Shilling, PhD
University of California
Road Ecology Center

EXHIBIT A

University California, Davis, & University of California, ANR, Natasha Batista (Stanford University), O'Herron & Company (Meeting Facilitators)

PROJECT BACKGROUND

The Altamont Landfill Open Space Committee (ALOSC) is interested in basing their land acquisition and/or conservation easement purchases on scientific research and findings related to the presence and movement of native wildlife (plant and animal) species throughout the Settlement area. There are several existing approaches for evaluating the contribution of environmental systems to human well-being in an economic framework. Some approaches measure the value of "ecosystem services" provided while others capture the value individuals may have for natural systems exclusive of actual use.

This information will support ALOSC decision making about lands to be acquired in fee title or permanent easement, in cooperation with privateor public landowners interested in preserving all or portions of their property.

SCOPE OF WORK

Phase I

We will begin the project by communicating with landowners and landowner/resource representative organizations (e.g., Alameda County RCD, Natural Resource Conservation Service, California Rangeland Trust). We will then conduct an extensive review of the peer-reviewed and technical literature describing methods for valuing and paying for ecosystem services, focusing on wildlife habitat benefits. From this literature base, we will develop a model method suitable for valuing ecosystem services and paying for these services in Alameda County. From the range of published methods we identify, we will describe a method suitable for ALOSC to use in valuing wildlife-ecosystem services and thus justify paying for these services. We will vet this method with local and regional experts in valuation and payment systems for wildlife habitat and with ALOSC and its constituent governments. We will finalize a proposed method for valuing and paying for wildlife ecosystem services.

Task 1: Landowner and ALOSC Communication

The Team will contact select local, rural landowners and key groups representing rural lands (e.g., (e.g., ranchers attending the Conservation Easement workshops funded by the ALOSC). These contacts are not intended to be exhaustive, but instead to have conversations about the approach we are taking and the kinds of outcomes we expect. In a workshop setting, we will ask rural landowner interests about methods they have available to them (e.g., NRCS's Environmental Quality Incentives Program) and their ideas about how to make an effective payment for wildlife ecosystem services method for ALOSC.

Deliverable: Summary notes from a workshop with rural landowner interests; Identification of potential fatal flaws and good ways forward.

Task 2: Method Development

The Team will develop the scientific, legislative and logistical basis for a PES approach for ALOSC. This will include literature searches (both peer-reviewed and technical literature), developing a model approach, describing payment mechanisms, and differentiating between initial valuation and long-term maintenance costs. The model approach will be developed in spreadsheet and GIS formats so that it can be tested with example calculations. Careful notation will be made of the decisions made during development to help with review and reporting.

Deliverables: Draft method for Payment for Wildlife Ecosystem Services; Draft technical memo describing basis for approach and approach itself

Task 3: Method Vetting and Confirmation

The Team will present the method to the ALOSC and other stakeholders at one ALOSC meeting and one workshop with landowner-stakeholders. The purpose of the meeting will be to get feedback on both the basis and the outputs of the method. A final model method will be developed following this feedback and presented to the ALOSC at the end of Phase I.

Deliverables: Presentation to the ALOSC and 1 workshop; collection of feedback; final model and method and technical memo.

Phase II

Following completion of Phase I, we will implement the payment for wildlife ecosystem service method in the web-based spatial decision-support tool developed by UCANR for ALOSC (https://geoportal.ucanr.edu/alosac). We will connect the method to new and existing spatial datasets used in the web-tool. For example, using previous UCD work for ALOSC, we will update assumptions made about actual and potential movement of wildlife through the settlement area, including across I-580. We will also make connections between this work and enhancement of wildlife crossing across I-580 through existing and new crossing structures. We will work with UCANR to develop an add-in to their web-tool that calculates values and payments for wildlife ecosystem services for individual parcels. We will vett draft versions of the web-tool with regional experts, including ALOSC, to make sure it is both understandable and useful to support financial decisions. Finally, we will develop a suggested workflow for parcel-specific data collection, appraisal/evaluation, calculated value/payment, mechanism for payment for wildlife ecosystem services, and mechanism for long term maintenance and monitoring.

Task 4: Calculation of Parcel Wildlife Ecosystem Services

We will use the method developed in Phase I and the most recent, available spatial datasets representing wildlife ecosystem services to estimate parcel-specific values for these services. For example, California Department of Fish and Wildlife is currently working on a new set of wildlife habitat prediction models, due to be released sometime in the first half of 2025. These maps, combined with other wildlife data, can be used to estimate total ecosystem value per parcel.

Deliverable: Calculation of parcel values using the payment for wildlife ecosystem services method from Phase I.

Task 5: Draft and Final Deployment within Parcel Prioritization Tool

Using the information from Task 4, we will deploy the parcel-specific services and equivalent value information in the UCANR parcel prioritization tool. Once deployed, we will vet the draft tool with ALOSC and landowner-stakeholders to determine how well this information is received and ways to make it

understandable and palatable. We will use feedback to develop a final deployment of the Payment for Wildlife Ecosystem Services method in the parcel prioritization tool.

Deliverable: Deployment of draft web-tool; Presentation to ALOSC and 1 landowner workshop for feedback; Final web-deployment of the Payment for Wildlife Ecosystem Services method

Task 6: Suggested Long-Term Workflow and Implementation

In order to maintain useability of the information we develop, we will propose a workflow to keep information up to date and to help make decisions. This will include recommended frequency for updating input data, tracking use of the information to make decisions, and feedback from users about ways the system could be improved for actual decisions.

Deliverable: Long-term workflow recommendations

Quarterly Reporting

On a quarterly basis, UCD will provide remote/in-person or remote-only, respectively, oral reports to the ALOSC. These will include oral summaries of progress in carrying out each Task and will culminate in a final oral and written project report at the end of the project term.

Project Deliverables

1) (Quarterly?) Progress reports to the ALOSC after the project begins.

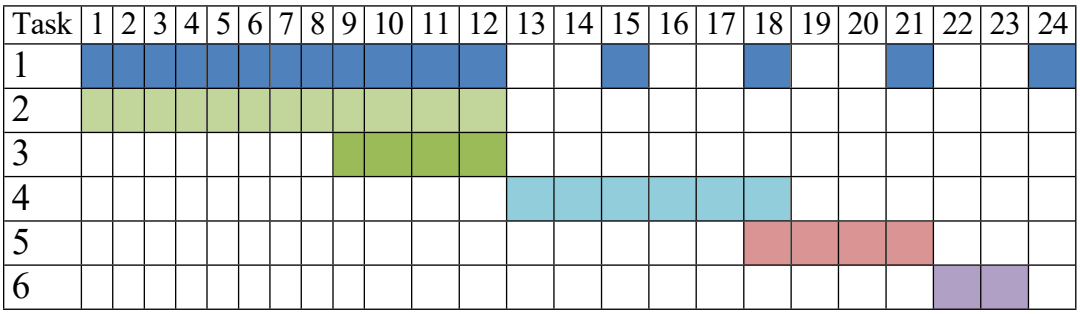
2) Spatial datasets corresponding to the services and payment calculations from Phases I and II.

3) A Technical Report summarizing the project. The final technical report will be presented to the ALOSC at the termination of the project.

Timeline

The Project Team will begin project research as soon as requested funds are

allocated and contractual agreements have been signed. The total project period is estimated to take place over the 24 months between October 1, 2025 and September 30, 2027. A timeline of proposed activities is shown in the table below. (Each numbered column represents a month, starting with the month the contract is finalized. Scheduled periods of activity are shown with colored shading.)



Phase II Budget Chart

The total amounts in each line item will be distributed in a roughly 80%:20% pattern between the eastern and western ends of the study area, respectively.

ITEM DESCRIPTION	Total ($)
UCD Project management and oversight	32,441
UCD technical analyst	99,738
Natasha Batista (Stanford)	40,000
O'Herron & Company (Meeting Facilitators)	23,600
UCANR	38,980
Travel	2,000
UCD Indirect	10,044
TOTAL	**246,803**

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON, APPROVING THE ALTAMONT LANDFILL AND RESOURCE RECOVERY FACILITY OPEN SPACE ADVISORY COMMITTEE EXPENDITURE FOR CONSULTANT SERVICES WITH THE TRI-VALLEY CONSERVANCY

WHEREAS, as part of the Altamont Landfill Settlement Agreement among the County of Alameda, the Cities of Livermore and Pleasanton, the Sierra Club, the Northern California Recycling Association (NCRA), and Altamont Landowners Against Rural Mismanagement and Waste Management of Alameda County, Inc.(dated November 30, 1999), hereafter referred to as Settlement Agreement; provides for collection of a per ton fee from the Altamont Landfill and Resource Recovery Facility for impacts on the communities due to expansion of the landfill, and

WHEREAS, pursuant to the Settlement Agreement, the County convened the Altamont Landfill Open Space Advisory Committee consisting of one member appointed by the Board of Supervisors, one member appointed by the Livermore City Council, one member appointed by the Pleasanton City Council, and one member appointed by the Sierra Club; and

WHEREAS, the Settlement Agreement states that by approval of a majority of the members of the Advisory Committee and concurrence by the County and Cities, up to five percent of the funds received in any given year may be expended for the services of independent consultants to aid the Open Space Advisory Committee in carrying out its duties to identify open space areas in need of protection and to make plans for their acquisition; and

WHEREAS, on July 18, 2025, the voting members of the Open Space Advisory Committee from both the east and west acquisition priority areas voted unanimously to authorize expenditure of funds of $25,000 to the Tri-Valley Conservancy (TVC) to conduct a study assessing the ecological, agricultural, and recreational values of lands located in unincorporated eastern Alameda County, as outlined in Exhibit A; and

WHEREAS, the additional expenditure remains within the five percent of funds received annually allowed by the Settlement Agreement for such expenditures; and

WHEREAS, in accordance with the Settlement Agreement, concurrence by the Cities of Pleasanton and Livermore, and the Alameda County Board of Supervisors is necessary to fund the proposed allocation from the Open Space Fund.

NOW, THEREFORE BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE AND ORDER THE FOLLOWING:

SECTION 1. The Pleasanton City Council does find the recommendation of the Altamont Landfill and Resource Recovery Facility Open Space Advisory Committee to approve an expenditure not to exceed $25,000 for services provided by the TVC with the Altamont Landfill Settlement Agreement.

SECTION 2. The City Clerk shall certify to the passage of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on November 18, 2025.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 18 day of November, 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Jocelyn Kwong, City Clerk

Dated: _____

APPROVED AS TO FORM:

_____
Daniel G. Sodergren, City Attorney

PLANNING DEPARTMENT

ALAMEDA COUNTY
Community Development Agency

224 W. Winton Ave., Room 111
Hayward, CA 94544

phone 510.670.5400
fax 510.785.8793
www.acgov.org/cda

Application for Grant Funding

Alameda County Altamont Landfill Open Space Fund

GRANTEE INFORMATION

Name of Applicant Requesting Funding (Project Sponsor): *Tri-Valley Conservancy*

Project Manager or Contact Person: *Rebecca Spector, Executive Director*

Mailing Address: [redacted]

Telephone Number: [redacted] Fax Number: [redacted]

E-mail Address: [redacted]

Is the Applicant a Non-profit or 501(c)(3) organization: [redacted] Yes ☐ No

Federal Tax Identification Number: [redacted]

LANDOWNER INFORMATION

Name of Landowner: *Various*

Mailing Address:

Telephone Number: Fax Number:

E-mail Address:

PROJECT INFORMATION

Project Title: *East of Greenville Conservation Study*

Project Location: *An 1,100-acre area east of Greenville Road outside of the City of Livermore in Alameda County, California*

Jurisdiction in which property is located: *Alameda County*

Land use designation and zoning applicable to the property: *Large Parcel Agriculture (LPA); Agriculture (A), Planned Development (PD)*

PROJECT OBJECTIVE

The City of Livermore General Plan Update process considered the possibility of incorporating the area east of Greenville Road up to the South Bay Aqueduct (SBA) between I-580 to the north and the intersection of the SBA with Greenville Road to the south. To provide a resource and public guidance document, Tri-Valley Conservancy (TVC) has commissioned a conservation values study to evaluate the conservation values in this unincorporated area of Alameda County. Monk & Associates, a biological firm with significant experience in the area, is conducting the study. Their work provides developers (e.g., housing developers, commercial developers, and pipeline companies) with the ability to develop their lands yet at the same time protect other lands in the vicinity that support special-status species and sensitive communities in perpetuity.

The Critical Conservation Resources to be evaluated in the East of Greenville Conservation Study include: sensitive vegetation communities; wetlands and waterways; special-status botanical occurrences and habitat; special-status wildlife occurrences and habitat; potential wildlife corridors; potential trail corridors; agricultural lands; land use designations; existing protected lands; and proposed development lands. From Monk & Associates literature review, aerial photo interpretation, and on-site survey, a description of plant communities/wildlife habitats, existing land uses, and the potential presence for special-status plant and animal species and/or their habitats in the study area will be evaluated and discussed. The purpose of this work is to identify the best and most efficient use of all lands evaluated. This study is intended to provide a framework document to assist decision-makers and the public on the existing values in the area and appropriate land uses in the area.

Funding Requested: *$25,000*

Total Project Cost (including in-kind contributions): $60,000

Itemized Project Expenses, including transaction costs:
(Include all project expenses; indicate those that would be paid for with Altamont funds.

Itemized Expenses	Requested funding with this proposal	Funded by another (Identify the source)
1. Consultant Cost	*$25,000*	*$20,000 – Tri-Valley Conservancy* *$10,000 – Friends of Livermore* *$5,000 – City of Livermore (applied)*

Please Note: *This project is not an acquisition, but an area study to evaluate resources for conservation.*

Proposed funding date: *November 2025*

Estimated completion date of project: *December 2025*

Is the property currently under a Williamson Act contract? ☐ Yes ☐ No

If yes, has a notice of non-renewal been filed? ☐ Yes ☐ No

If yes, when does the contract expire?

Are there other easements or deed restrictions on the property (e.g., conservation easements, access roads, utility lines, pipelines, etc.)? Are other easements currently being negotiated? ☐ Yes ☐ No

Who will hold fee title to the land or hold the easement? *N/A*

Is that entity aware of this project? ☐ Yes ☐ No

If yes, provide name and contact information of the appropriate representative:

Signature of Applicant: Rebecca Spector Date: July 7, 2025

PROJECT DESCRIPTION

Describe how the project meets the ALOSC funding criteria.

1. Significant Native Biodiversity Value

   The study will identify native biodiversity value through field visits, aerial photography, and historical records. This area has been identified as a hotspot for species requiring compensatory mitigation and is listed as essential to the biodiversity of the Conservation Lands Network. The area has several large identified vernal pools and wetlands that support local native species. The study will be able to identify all relevant native biodiversity to be prioritized for preservation.

2. Significant Visual and/or Non-motorized Recreational Value

   Trails have been planned or envisioned in the East of Greenville area in several visioning and planning documents for Alameda County, EBRPD, LARPD, and the City of Livermore. This includes routes along the South Bay Aqueduct and through the East of Greenville area to service the Murray Township. The study will provide recommendations for the most important corridors to have for recreational access.

3. Strategic Value in Land Protection

   The Tri-Valley Conservancy within its capacity, is partnering with local stakeholders to conduct a conservation values study of the East of Greenville to determine the ecological, agricultural and recreational resources that may need to be mitigated or preserved with the development of this area. TVC has previously conducted a Natural Resources Conservation Study in North Livermore in 2009 which analyzed the conservation values of the region, as well as methods of conservation. This document has been instrumental in prioritizing the resources and values in North Livermore that are the highest priority for conservation. We are looking to provide a similar resource with this study.

4. Additional Funding Sources

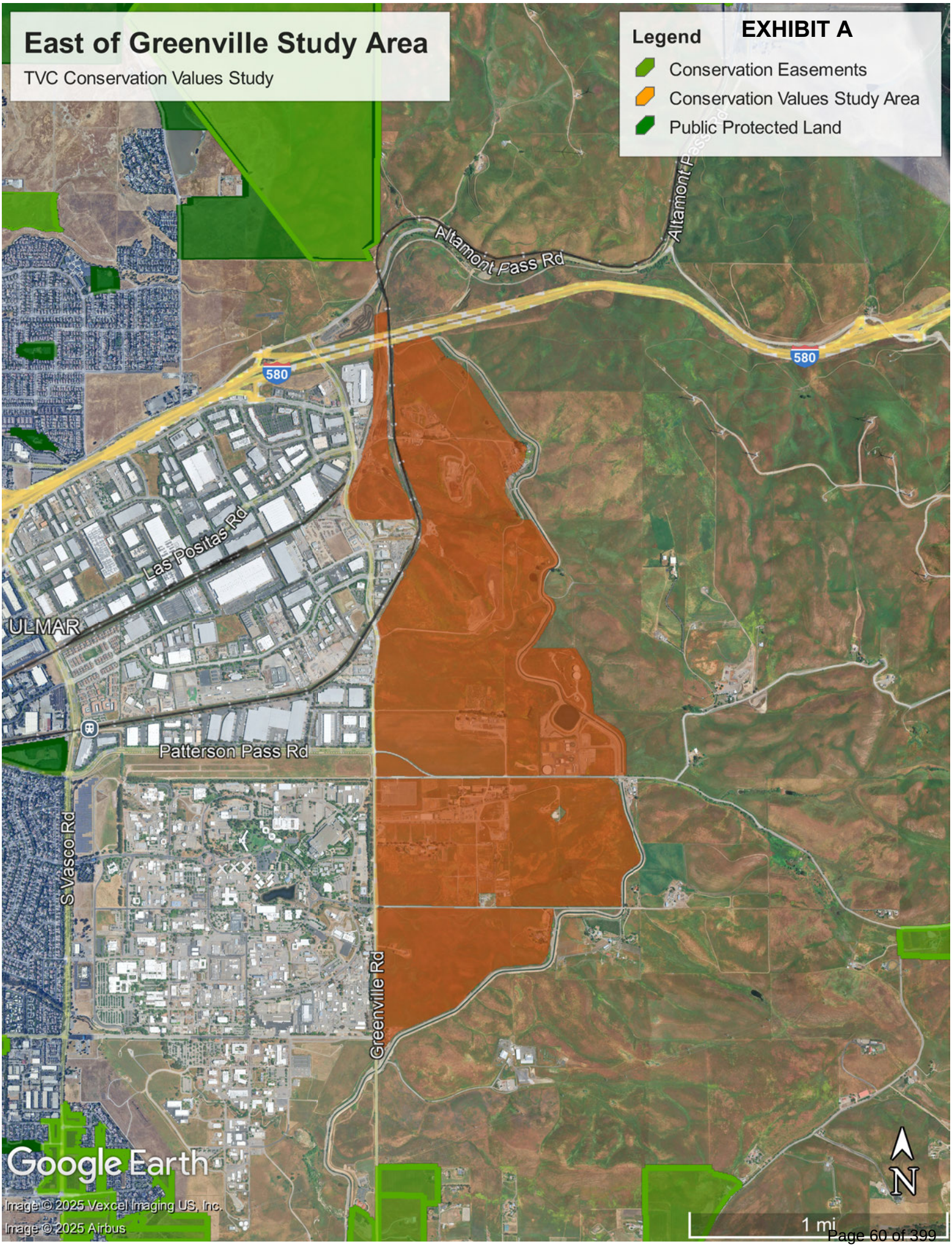
   Tri-Valley Conservancy is engaging in a collaborative stakeholder effort and is sourcing funding from parties involved.

5. Willing Sellers

   TVC is interfacing with landowners and stakeholders throughout this process to ensure their continued engagement and involvement in the study process.

Describe how the property will be operated and maintained (e.g., if donated to the East Bay Regional Park District, an agreement showing that EBRPD is willing to accept and maintain the property; if a conservation easement is proposed, indicate what the easement holder's monitoring plan is for the property.)

Properties will continue to be operated and maintained by their landowners throughout this process.


East of Greenville Study Area
TVC Conservation Values Study
Legend
EXHIBIT A
Conservation Easements
Conservation Values Study Area
Public Protected Land
Altamont Pass Rd
580
Las Positas Rd
ULMAR
Patterson Pass Rd
S Vasco Rd
Greenville Rd
Google Earth
Image © 2025 Vexcel Imaging US, Inc.
Image © 2025 Airbus
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CITY COUNCIL AGENDA REPORT

November 18, 2025
Public Works - Operations Division

TITLE: AUTHORIZE THE CITY MANAGER TO ENTER INTO A PURCHASE ORDER WITH BELKORP AG, LLC FOR THE PURCHASE OF ONE JOHN DEERE 9009A TERRAINCUT ROUGH MOWER IN AN AMOUNT NOT TO EXCEED $129,161, INCLUSIVE OF A 15 PERCENT CONTINGENCY

SUMMARY

The City is responsible for managing and maintaining a fleet of 445 vehicles and equipment that support essential citywide operations. As part of the City's Asset Management Plan, a data-driven analysis identified one mower that has exceeded its useful service life, carrying a high-risk rating, and facing escalating maintenance costs and reduced reliability. This unit was prioritized for replacement to ensure operational efficiency, compliance with regulatory requirements, and alignment with the City's long-term fleet replacement strategy.

Staff recommends replacing mower No. 8009, a 2008 Toro Groundsmaster 4500 with over 5,400 operating hours. The proposed replacement unit is a John Deere 9009A TerrainCut Rough mower to be purchased from Belkorp Ag, LLC through Sourcewell Contract No. 112624-DAC (PG BT CG 76). The total purchase amount, including contingency, shall not exceed $129,161. This mower replacement supports critical parks operations and aligns with the City's long-term equipment replacement plan.

RECOMMENDATION

Approve the purchase order of one John Deere 9009A TerrainCut Rough Mower from Belkorp Ag, LLC in an amount not to exceed $129,161, inclusive of a 15 percent contingency, and authorize the City Manager to execute all purchase documents related to this procurement.

BACKGROUND

The City relies on large-scale commercial mowing equipment to maintain over 400 acres of developed parkland and sports fields. Mower No. 8009, a 2008 Toro Groundsmaster 4500, has been in service beyond its expected lifecycle and is now functionally obsolete due to frequent breakdowns, rising repair costs, and reduced operational reliability.

This unit has accumulated over $20,000 in lifetime repair costs. The replacement of this equipment was planned as part of the City's 20-Year Repair and Replacement Plan and the FY 2025/26 budget. The replacement of the equipment is mandatory to continue providing essential services to the City.

The City, working with Kayuga Solutions, conducted a high-level asset management analysis of the City's fleet and equipment inventory and developed a 10-Year Fleet Repair and Replacement Plan, identifying all Fleet assets scheduled for replacement within this period. The City's 10-Year Fleet Repair and Replacement plan scheduled the retirement of all vehicles that have reached the end of their useful service life. The plan incorporates multiple evaluation

factors, including installation year, useful life, current condition, condition rating, and risk rating. Based on this analysis, mower No. 8009 was identified as a high-risk vehicle requiring immediate replacement.

Through that process, more than 191,000 municipal assets were consolidated into a unified database for lifecycle tracking and long-term budgeting, and it was determined that the City faces an estimated $15.7 million in fleet replacement costs for Fiscal Year 2025/26. This data-driven approach reinforces the need to prioritize replacement of critical vehicles and infrastructure before failure, ensuring operational reliability and financial sustainability. Within this forecast, the Fleet Section has prioritized mower No. 8009 as a high-priority replacement on the recommended list.

DISCUSSION

The replacement mower, a John Deere 9009A TerrainCut Rough Mower, is a high-performance, five-cutting deck rotary mower designed for professional-grade turf maintenance on parks and sports fields. Its wide cutting deck and robust durability provide improved efficiency, reliability, and operator safety. This model was selected based on staff evaluation, operational fit, and compatibility with city maintenance standards.

Table 1. Cost Breakdown

Item	Amount
Equipment Total Cost	$ 112,314.00
15 percent Contingency	$ 16,847.00
Total Not-to-Exceed	**$ 129,161.00**

Staff recommends purchasing the replacement mower to support continued park maintenance operations. The new equipment will replace an aging mower with high operating costs, increase mowing efficiency, and reduce downtime due to equipment failures.

The equipment will be procured via Sourcewell Cooperative Purchasing Contract No. 112624-DAC. This nationally bid agreement enables competitive pricing and contract compliance without the need for a separate formal bid process.

An alternative to the purchase is for the City to enter into a long-term rental agreement with an equipment rental company; however, that option would cost more over the term of the agreement.

EQUITY AND SUSTAINABILITY

This equipment upgrade supports the City’s goal of maintaining clean, safe, and accessible green spaces for all residents. The replacement mower’s fuel-efficient operation contributes to reduced emissions, aligns with the City’s environmental stewardship values, and supports operational equity.

OUTREACH

No outreach was conducted, as this item is a routine matter of City business.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the Citywide ONE Pleasanton strategic plan goal of *Investing in Our Environment* by aligning with the City's Climate Action Plan 2.0 by reducing municipal fleet emissions through hybrid vehicle integration and promoting sustainability and environmental stewardship.

FISCAL IMPACT

The total not-to-exceed amount for the purchase and outfitting of a John Deere 9009A TerrainCut Rough Mower is $129,161, which includes a 15 percent contingency**.** This amount covers the equipment's acquisition and sales tax. Funding for this procurement will come from Internal Service Fund 514 – Vehicle & Equipment Replacement (51440131-440104) in FY 2025/26, which was adopted in the budget**.**

Prepared by:	Submitted by:	Approved by:
Tamara Baptista		
Tamara Baptista, Assistant Dir. of Public Works - Operations & Maintenance	Siew-Chin Yeong, Director of Public Works	Gerry Beaudin, City Manager

Attachments:

1. Belkorp Ag, LLC Quote

Quote Id: 33548272

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Belkorp Ag, LLC
2715 Lafayette Street
Santa Clara, CA 95050
US

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Belkorp Ag, LLC
2715 Lafayette Street
Santa Clara, CA 95050
408-727-5660
pyoung@belkorpag.com

Prepared For:

CITY OF PLEASANTON PARKS AND COMMUNITY SVCS

Proposal For:

Delivering Dealer:
Joseph Recupero

Belkorp Ag, LLC
2715 Lafayette Street
Santa Clara, CA 95050

408-727-5660
pyoung@belkorpag.com

Quote Prepared By:
Joseph Recupero
jrecupero@belkorpag.com

Date: 21 October 2025

Offer Expires: 30 November 2025

JOHN DEERE

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Belkorp Ag, LLC
2715 Lafayette Street
Santa Clara, CA 95050
US

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Belkorp Ag, LLC
2715 Lafayette Street
Santa Clara, CA 95050
408-727-5660
pyoung@belkorpag.com

Quote Summary

Prepared For:
CITY OF PLEASANTON PARKS AND COMMUNITY SVCS
PO BOX 520
PLEASANTON, CA 94566

Delivering Dealer:
Belkorp Ag, LLC
Joseph Recupero
2715 Lafayette Street
Santa Clara, CA 95050
Phone: 408-727-5660
jrecupero@belkorpag.com

Quote Id: 33548272
Created On: 21 October 2025
Last Modified On: 22 October 2025
Expiration Date: 30 November 2025

Equipment Summary	Suggested List	Selling Price	Qty		Extended
2025 JOHN DEERE 9009A TerrainCut Rough Mower - 1TC9009AKSV100142	$ 134,042.00	$ 101,871.92	X 1	=	$ 101,871.92

Contract: Sourcewell Grounds Maint 112624-DAC (PG BT CG 76)
Price Effective Date:

Equipment Total **$ 101,871.92**

Trade In Total **$ 0.00**

* Includes Fees and Non-contract items

Quote Summary	
Equipment Total	$ 101,871.92
Trade In	
SubTotal	**$ 101,871.92**
Sales Tax - (10.25%)	$ 10,441.87
Est. Service Agreement Tax	$ 0.00
Total	$ 112,313.79
Down Payment	(0.00)
Rental Applied	(0.00)
Balance Due	**$ 112,313.79**

Salesperson: X_____ **Accepted By: X**_____

Selling Equipment

Quote Id: 33548272 **Customer Name:** CITY OF PLEASANTON PARKS AND COMMUNITY SVCS

ALL PURCHASE ORDERS MUST BE MADE OUT TO (VENDOR):
Belkorp Ag, LLC
2715 Lafayette Street
Santa Clara, CA 95050
US

ALL PURCHASE ORDERS MUST BE SENT TO DELIVERING DEALER:
Belkorp Ag, LLC
2715 Lafayette Street
Santa Clara, CA 95050
408-727-5660
pyoung@belkorpag.com

2025 JOHN DEERE 9009A TerrainCut Rough Mower - 1TC9009AKSV100142

Hours: 0
Stock Number: 102700
Contract: Sourcewell Grounds Maint 112624-DAC (PG BT CG 76)

Suggested List *
$ 134,042.00
Selling Price *
$ 101,871.92

* Price per item - includes Fees and Non-contract items

Code	Description	Qty	List Price	Discount%	Discount Amount	Contract Price	Extended Contract Price
1449TC	2025 JOHN DEERE 9009A TerrainCut Rough Mower 1449TC	1	$ 130,406.00	24.00	$ 31,297.44	$ 99,108.56	$ 99,108.56
	Standard Options - Per Unit						
001A	United StatesCanada	1	$ 0.00	24.00	$ 0.00	$ 0.00	$ 0.00
183E	JDLink Modem	1	$ 0.00	24.00	$ 0.00	$ 0.00	$ 0.00
0443	All Other Countries English Spanish	1	$ 0.00	24.00	$ 0.00	$ 0.00	$ 0.00
9764	Canopy Kit	1	$ 907.00	24.00	$ 217.68	$ 689.32	$ 689.32
9859	27" Cast Front Roller Kit, 9009A	1	$ 2,729.00	24.00	$ 654.96	$ 2,074.04	$ 2,074.04
	Standard Options Total		**$ 3,636.00**		**$ 872.64**	**$ 2,763.36**	**$ 2,763.36**
	Value Added Services Total		**$ 0.00**			**$ 0.00**	**$ 0.00**
Total Selling Price			**$ 134,042.00**		**$ 32,170.08**	**$ 101,871.92**	**$ 101,871.92**

Confidential

CITY COUNCIL AGENDA REPORT

November 18, 2025
Public Works - Operations Division

TITLE: AUTHORIZE THE CITY MANAGER TO ENTER INTO A PURCHASE ORDER WITH PETERSON CAT FOR THE PURCHASE OF ONE CATERPILLAR 255 COMPACT TRACK LOADER IN AN AMOUNT NOT TO EXCEED $200,022,INCLUSIVE OF A 15 PERCENT CONTINGENCY

SUMMARY

The City is responsible for managing and maintaining a fleet of 445 vehicles and equipment that support essential citywide operations. As part of the City's Asset Management Plan, a data-driven analysis identified two trucks that have exceeded their useful service life, carrying a high-risk rating, and facing escalating maintenance costs and reduced reliability. These units have been prioritized for replacement to ensure operational efficiency, compliance with regulatory requirements, and alignment with the City's long-term fleet replacement strategy.

Staff recommends replacing Unit No. 232, a 1995 Bobcat 853H Front-End Loader currently used by the Streets and Traffic Safety Section. The unit is equipped with a Tier 1 diesel engine, no longer compliant with California Air Resources Board (CARB) regulations. Continued use of this equipment carries the risk of noncompliance penalties, increased emissions, and higher maintenance costs. The proposed replacement—a Caterpillar 255 Compact Track Loader—will be purchased from Peterson CAT through Sourcewell Cooperative Purchasing Contract No. 011723-CAT in an amount not to exceed $200,022, inclusive of a 15 percent contingency.

RECOMMENDATION

Authorize the City Manager to enter into a purchase order with Peterson CAT for the purchase of one Caterpillar 255 Compact Track Loader in an amount not to exceed $200,022,inclusive of a 15 percent contingency.

BACKGROUND

The City's Streets and Traffic Safety Section relies on specialized equipment to perform critical infrastructure maintenance, including street repairs, utility trenching, and debris removal. Unit No. 232, a 1995 Bobcat 853H, has surpassed its intended service life and is currently outfitted with a Tier 1 diesel engine, which is noncompliant under the California Air Resources Board (CARB's) In-Use Off-Road Diesel-Fueled Fleets Regulation. Thus, the current equipment must be replaced to meet the compliance requirement and to support the City's critical operational needs.

The unit has experienced increased mechanical failures, downtime, and escalating maintenance costs. Since 2024, the loader has required over $4,170 in repairs and accumulated over $13,938 in lifetime maintenance expenses. The City, working with Kayuga Solutions, conducted a high-level asset management analysis of the City's fleet and equipment inventory and developed a 10-year Fleet Repair and Replacement Plan. This plan identifies all

Fleet assets scheduled for replacement within this period. The City's 10-Year Fleet Repair and Replacement plan scheduled the retirement of all vehicles that have reached the end of their useful service life. The plan incorporates multiple evaluation factors, including installation year, useful life, current condition, condition rating, and risk rating. Based on this analysis, Unit No. 232 was identified as a high-risk piece of equipment and requires immediate replacement. This data-driven approach reinforces the need to prioritize replacement of critical vehicles and infrastructure before failure, ensuring operational reliability and financial sustainability. Within this forecast, the Fleet Section has prioritized units in support of addressing these challenges.

DISCUSSION

To maintain reliable service levels and remain compliant with state regulations, staff recommends replacing Unit No. 232 with a Caterpillar 255 Compact Track Loader. This equipment includes modern features such as a fully enclosed cab with air conditioning, advanced safety components, and multiple work attachments (cold planer, broom, hammer, and auger) for flexible use in varied operations.

Table 1. Cost Breakdown

Item	Amount
Equipment Total Cost	$ 173,932.00
15 percent Contingency	$ 26,090.00
Total Not-to-Exceed	**$ 200,022.00**

Staff seeks approval for the full purchase of this equipment, which is a direct replacement for an aging loader critical to day-to-day operations in the field. The new equipment will improve safety, reliability, and performance across a range of tasks and reduce the department's dependency on outdated, high-maintenance equipment. This action is consistent with the City's Equipment Replacement Plan.

The loader meets CARB Tier 4 Final emission standards and significantly reduces diesel particulate matter and NOx emissions. The purchase will be made under Sourcewell Contract #011723-CAT, a competitively bid cooperative purchasing agreement that ensures contract compliance and pricing competitiveness.

An alternative to purchasing the equipment is for the City to enter a long-term rental agreement; however that option would cost more overall.

EQUITY AND SUSTAINABILITY

This purchase supports the City's Climate Action Plan 2.0 by replacing a Tier 1 diesel-powered unit with a cleaner, Tier 4 Final emissions-compliant machine. The updated loader will significantly reduce greenhouse gas emissions and air pollutants while helping the City maintain environmental compliance with state-mandated CARB regulations.

OUTREACH

No additional outreach was conducted. The purchase aligns with the City's long-range fleet and equipment replacement strategy and utilizes an established cooperative purchasing

agreement to streamline procurement.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the Citywide ONE Pleasanton strategic plan goal of *Investing in Our Environment* by aligning with the City's Climate Action Plan 2.0 by reducing municipal fleet emissions through hybrid vehicle integration and promoting sustainability and environmental stewardship.

FISCAL IMPACT

The total not-to-exceed amount for the purchase and outfitting of a Caterpillar 255 Compact Track Loader $200,022, which includes a 15 percent contingency**.** This amount covers equipment acquisition, sales tax, and outfitting costs such as emergency lighting and safety systems. Funding for this procurement will come from Internal Service Fund 514 – Vehicle & Equipment Replacement (51440131-440104) in Fiscal Year 2025/26 and was adopted in the budget.

Prepared by:	Submitted by:	Approved by:
Tamara Baptista		
Tamara Baptista, Assistant Dir. of Public Works - Operations & Maintenance	Siew-Chin Yeong, Director of Public Works	Gerry Beaudin, City Manager

Attachments:

1. Peterson CAT Quote 242233-01

Oct 24, 2025

CITY OF PLEASANTON
UTILITIES DIVISION
PO BOX 520
PLEASANTON
California
94566-0802

Attention: JON ENGELBREKTSON

RE: Quote 242233-01

Sourcewell Contract 011723-CAT Quote

Dear Sir,

We would like to thank you for your interest in our company and our products. We are pleased to quote the following for your consideration.

One (1) New Caterpillar Model: 255 Compact Construction Equipment

STOCK NUMBER: PM04764 **SERIAL NUMBER:** 0FL713342 **YEAR:** 2025 **SMU:** 1.90

MACHINE SPECIFICATIONS

255 05A COMPACT TRACK LOADER	586-0258
LANE 2 ORDER	0P-9002
CAB PACKAGE, ULTRA	661-5338
HYDRAULICS, PERFORMANCE, (HP3)	585-9684
WORKLIGHTS,LED,FRONT/REAR/SIDE	579-2311
COMFORT PKG, ENCLOSED CAB,HVAC	657-2194
SEAT,AIR SUSPENSION,HEAT/VENT	585-9588
PACKAGE, TECHNOLOGY (T5)	601-6604
FAN, COOLING, DEMAND	585-9666
QUICK COUPLER, HYD, SELF LEVEL	586-0291
HOSE GUIDE, ATTACHMENT	640-5405
GUARDING / SEALING PKG, (HD1)	586-0092
IDLER WHEELS, TRIPLE FLANGE	642-3004
TRACK,RUBBER,400MM(15.7 IN)BAR	594-1466
RIDE CONTROL	586-0028
FUEL, ELECTRIC PRIMING	590-1211
REAR LIGHTS	579-2312
DOOR, CAB, POLYCARBONATE	593-7244
INTEGRATED RADIO	651-8586

SEAT BELT, 3"	613-1925
PRODUCT LINK, CELLULAR PL243	579-2323
CERTIFICATION ARR, P65	643-7208
INSTRUCTIONS, ANSI, USA	585-9582
SERIALIZED TECHNICAL MEDIA KIT	421-8926
PACK, DOMESTIC TRUCK	0P-0210
STARTING PACKAGE, STANDARD	652-2073
AIR CONDITIONING, R134A REF	661-1437
PDI @ KEEN	
BEACON, AMBER LED	638-6745
KIT, DEMAND FAN, REVERSING	637-2983
AUGER, A41, SSL	219-7706
BROOM, PICKUP, BP118C	448-5690
BUCKET-MP, 68", BOCE	426-6490
BUCKET-MP, 68", BOT	426-6487
BUCKET-UT, 68", BOCE	285-6100
COLD PLANER, PC306, 42GAL TANK	529-5791
BRACKET, LINES, SSL, MD-LG	532-9240
BRACKET, SSL, MD-LG	532-9250
HAMMER, H55S	561-2551
LINES, H55-H65, SSL	269-7271
COUNTERWEIGHT,MACHINE,EXTERNAL	585-9676

SELL PRICE	$156,850.27
EXT WARRANTY	$911.39
NET BALANCE DUE	**$157,761.66**
SALES TAX (10.25%)	$16,170.57
AFTER TAX BALANCE	**$173,932.23**

WARRANTY

Standard Warranty:	24 Months, 2000 Hours Standard Warranty
Extended Warranty:	255-36 MO/3000 HR POWERTRAIN + HYDRAULICS + TECH

F.O.B/TERMS Pleasanton

Sourcewell Contract 011723-CAT Quote

Accepted by_____ on _____

_____
Signature

This Quote is valid for 30 days, after which time we reserve the right to re-quote. If there are any questions, please do not hesitate to contact me.

Sincerely,

Mathew Durflinger
Machine Sales Representative
Peterson CAT
+1 (510) 2541203
MDDurflinger@petersoncat.com

CITY COUNCIL AGENDA REPORT

November 18, 2025
Public Works - Utilities Division

TITLE: RECEIVE AN UPDATE ON THE OUTCOME OF STAKEHOLDER ENGAGEMENT AND FACILITY FEASIBILITY AND COST ANALYSIS, AND DIRECT STAFF TO MEET AND CONFER WITH PLEASANTON GARBAGE SERVICE TO NEGOTIATE A THREE TO FIVE-YEAR EXTENSION OF THE CURRENT FRANCHISE AGREEMENT FOR SOLID WASTE MANAGEMENT SERVICES IN PLEASANTON AND BRING A RECOMMENDATION BACK TO CITY COUNCIL NO LATER THAN JULY 2026

SUMMARY

The City of Pleasanton (City) has issued an exclusive franchise service agreement with Pleasanton Garbage Service (PGS) for waste, recycling, and organic materials collection, effective July 1, 2018 through June 30, 2029. As the agreement nears expiration, the City has been evaluating service options to inform the decision to issue a competitive Request for Proposals (RFP) or negotiate a sole-source agreement with PGS. This report provides relevant information on community and stakeholder input, facility feasibility and cost analysis, and consideration of different approaches and models in other California cities.

While much of the analysis and public input supports a recommendation for a competitive RFP to consider all available options, certain specific issues related to the transfer station and the ability to maintain that operation for public use indicate the value of additional short-term sole-source negotiations with PGS. During this additional negotiation period, the City and PGS will meet and confer for up to six months to determine whether and how the transfer station can mitigate current and likely future issues related to permit compliance, operational adjustments resulting from less available space, and neighbor concerns over noise, odor, and traffic at the site.

Staff recommends that the extension negotiations with PGS focus on a short-term three-year extension, with two one-year options, for a maximum extension period of five-years. This extension will allow the City to ensure this critical service worth approximately $500 million for the full scope of the franchise agreement, is cost-effective, high quality, and delivers the best possible value to ratepayers.

PGS has represented, and staff agrees, that these negotiations should be resolved within six months. As such, staff proposes to return to the City Council no later than July 2026 to present the outcome of the discussion and a recommendation for next steps. At that time, if negotiations with PGS have been successful, staff will bring back an amendment to extend the current agreement and a framework within that amendment for arranging for transfer station services separate from collection services in the future. If negotiations with PGS have not been successful, staff intends to recommend proceeding with a competitive RFP for these services to preserve sufficient time for an RFP and service provider transition before the expiration of the current agreement.

RECOMMENDATION

Receive an update on the outcome of stakeholder engagement and facility feasibility and cost analysis, and direct staff to meet and confer with Pleasanton Garbage Service to negotiate a three- to five-year extension of the current franchise agreement for solid waste management services in Pleasanton and bring a recommendation back to City Council no later than July 2026.

BACKGROUND

PGS has been the City's exclusive franchise service provider since 1989, without a competitive bidding process. PGS began servicing the City in the 1969 (the franchise was first awarded in 1989, but PGS serviced the City prior to the agreement). Throughout that history, the City's ratepayers supported the development of the Pleasanton Transfer Station, which encompasses a transfer facility, community drop-off area, and collection vehicle yard, as well as generations of solid waste infrastructure privately owned by PGS, located at their site on Busch Road. Planned residential development and compliance issues with the existing transfer station site have prompted a review by both PGS and the City of the suitability of the current site and potential mitigations or alternative sites for this infrastructure.

As directed by the Waste and Recycling Subcommittee, staff, along with HF&H Consultants, LLC (HF&H), implemented a community engagement plan earlier this year to assist in the evaluation of the City's solid waste services and future facility planning. The results, presented in more detail below, show that the Pleasanton community is largely satisfied with the services provided by PGS, finds value in the benefits of the local transfer station, but is sensitive to the cost and caliber of services received. This is demonstrated by feedback received as part of a statistically valid public opinion survey, which found that approximately 58 percent of Pleasanton residents support conducting a competitive Request for Proposals (RFP) process, regardless of their opinion of PGS or the quality of services provided.

On September 23, 2025, a publicly noticed City Council Waste and Recycling Subcommittee meeting was held. At that meeting, the subcommittee discussed the value of the transfer station to Pleasanton residents, and expressed support for continuing negotiations with PGS for a limited period to more fully develop mitigation options at the current transfer facility.

As with all agreements, it is the City's responsibility to periodically assess existing conditions and monitor performance to ensure long-term strategic value, as well as identify potential risks and benefits. At this juncture, the City has an opportunity to implement an RFP process (a standard governmental practice) or negotiate solely with PGS to determine the next generation of solid waste services. With either option, it is crucial to ensure transparency, accountability, and fairness as stewards of public resources. The RFP process enables the City to ensure that services directly impacting ratepayers are cost-effective, innovative, and of the highest possible quality. Choosing to forego a competitive RFP process limits the City's ability to ensure that services rendered meet the highest standard available. A short-term sole source negotiation, however, may allow the City to continue to use the existing publicly available transfer facility and/or the only likely available land for this type of development in the City. If the City Council's priority is to

maintain public access to a transfer site in the City, a long-term service agreement for a transfer station should be developed that ensures access for the public as well as for materials collected by the City's franchisee.

It is essential to note that the transfer station services represent a relatively small component of the overall solid waste management services, accounting for less than 5 percent of total contract costs. Staff believe it is important to evaluate decisions regarding the transfer station or any future facility independently of the franchise collection services agreement, yet in parallel, to ensure that each decision aligns with the City's overall contract objections.

DISCUSSION

Planning Process and Information Gathering

The franchise agreement with PGS expires on June 30, 2029. To prepare, staff, following the direction of the Waste and Recycling subcommittee, developed a multi-pronged process to gather information about options for the future of waste and recycling in Pleasanton. The outcome of this process, along with analysis of ongoing regulatory compliance issues at the current transfer station, informs the decision about whether to negotiate with PGS in a sole-source environment or to issue a competitive RFP to solicit proposals.

First, staff, working in collaboration with HF&H and Probolsky Research, developed a comprehensive stakeholder engagement plan to gather community input and better understand local needs and opinions related to waste and recycling services. This included conducting a statistically valid survey of residential customers designed to assess current
service satisfaction, identify community priorities regarding environmental sustainability ve rsus cost considerations, evaluate transfer station usage and support, and gauge interest in additional services not currently provided. Other engagement efforts included residential community meetings, direct outreach to multi-family property owners and building managers, discussions with leaders in the business community, and meetings with potential service providers.

The City also engaged SCS Engineers, a leading national solid waste engineering firm, to conduct a facility feasibility study analysis. This included a review of the following considerations:

- Assessment of future public needs
- Assessment of current satisfaction with waste and recycling collection services
- Resolution of current regulatory issues
- Need for future facility franchisee use
- Assessment of improved current versus new transfer station site
- Requirements for development of new infrastructure (California Environmental Quality Act (CEQA) studies; ownership and operation decisions; acquisition; permitting; and development).

Compliance with Regulatory Requirements

PGS has historically provided reliable collection services for the City. However,

performance under the most recent franchise agreement has shown ongoing inconsistencies. A key area of concern is compliance with state-mandated requirements, particularly SB 1383, which establishes strict standards for organics diversion, recycling, and recordkeeping. While PGS has corrected reporting gaps identified early in the contract term, Pleasanton has not yet been reviewed by the state's enforcement team. That review is required to happen before 2027. State regulators will look to ensure full compliance by all waste generators in the City and will rely on detailed records for evidence of that compliance. In meetings with Pleasanton businesses, concerns were raised by those businesses about their compliance with SB 1383 and other state laws and their perception that they needed more support from PGS to meet those requirements.

In 2022, the City conducted a comprehensive performance review and subsequent correc tive action plan. The review focused on PGS' compliance with three broad and interrelated areas of the Franchise Agreement:

1. SB 1383 and other key regulatory compliance issues, including recordkeeping and reporting;
2. Additional new and expanded programs and services; and
3. Customer service.

As a result of this review, staff worked with PGS to implement 20 corrective actions. These included:

- Establishing adequate staffing levels and staff training;
- Developing an education and outreach plan;
- Creating protocols for route audits and establishing a regular audit schedule; and
- Improving data collection and reporting practices.

While progress has been made in several areas, PGS's corrective actions for data collection related to Tower, the software system it uses, remain.

In 2024, the City worked with SCS Engineers to develop a compliance plan and conduct an annual site visit to audit the transfer station. Phase One of the project involved creating a compliance plan and providing a method for the City to monitor and track enforcement.

In Phase Two, City staff, in coordination with the Livermore-Pleasanton Fire Department (LPFD), conducted an unannounced site visit of the transfer station. Following this visit, SCS Engineers prepared a summary inspection report that included comments from all participating agencies. The report identified multiple outstanding compliance issues requiring immediate corrective action. Specifically, 21 corrective actions were outlined, including:

- 12 LPFD violations related to fire safety, hazardous materials management, petrole um storage, hazardous waste, and household hazardous waste.
- Environmental Services violations, including stormwater management deficiencies

such as improper containment of contaminants and inadequate housekeeping practices.
- Expired permits, including the facility's Temporary Use Permit and its Stormwater Industrial General Permit.

As a result of these findings, in March 2025, LPFD—acting as the Certified Unified Program Agency (CUPA) for both Livermore and Pleasanton—issued a consent order to PGS. The order included fines and required PGS to retain an Environmental Health and Safety professional or consultant, as well as establish and maintain employee training programs on hazardous waste handling.

The persistence of both the franchise agreement and transfer station compliance issues reflects a broader pattern of management not adequately addressing critical reporting, operational, and regulatory requirements. The City has a responsibility to ensure that all reporting and compliance obligations are met to remain in compliance with state law. Failure to comply could carry significant financial and regulatory risks. The City is evaluated annually for SB 1383 compliance, and if found to be in violation during a CalRecycle review, it could face administrative civil penalties ranging from $7,500 to $10,000 or more per day, per violation. Similarly, violations under CUPA or the State Water Resources Control Board can result in fines of up to $25,000 per day per violation.

Regardless of the specific actions taken to address noise, odor, traffic, and stormwater concerns at the current Transfer Station, the related capital costs will be substantial (tens of millions of dollars).

Infrastructure and Capital Investment Needs

The transfer station has supported the City's solid waste operations and provided a location for the public to dispose of materials for many years. However, current conditions, including unresolved compliance matters, site constraints, and land use concerns, have prompted long-term facility planning and evaluation of alternatives.

Significant capital improvements, estimated in the tens of millions of dollars, will be required to upgrade the existing transfer station and address operational and neighborhood impacts. Relocating to a new site would involve even greater costs and permitting risks. A study conducted by SCS Engineers on behalf of the City estimated a low- and high-range cost of $10,000,000 to $23,000,000 to relocate the existing facility. However, this range does not include land acquisition or site-specific factors that would increase costs, such as extensive excavation, rock removal, retaining wall construction, or additional utility infrastructure for power and water. PGS estimates a potential cost range of $50,000,000 to $100,000,000, including land acquisition.

PGS has provided a preliminary proposal concept stating that upgrades to the existing facility could be completed within two to four years, whereas a new facility would likely take six to ten years, contingent upon land acquisition, permitting, and other infrastructure development for a new site. Modifying the existing facility could address near-term needs. However, further analysis is needed to determine the extent to which such mitigations could serve as a longer-term or permanent solution, especially given the proximity of new residential development to the current site. If, after investing in upgrades to the existing

facility, relocation is later determined to be necessary, ratepayers would bear the compounded costs of both projects.

In either scenario, PGS would expect to recover the costs of these improvements through customer rates, placing the financial burden on City ratepayers. City staff have significant concerns about investing tens of millions of dollars from Pleasanton ratepayers into infrastructure that is owned and controlled by a private business. It is also important to note that the proposed improvements and new facilities will significantly increase the enterprise value of PGS in the event of a company sale (as has recently occurred in both Dublin and Livermore). If the City Council places a priority on maintaining this asset for public use and benefit, staff recommend negotiating a separate contract with the transfer station, including provisions for transfer to public ownership under certain conditions, such as a sale of PGS or the property. If a new site is developed and funded by the ratepayers, the City may consider whether that site should be owned by the City, but developed and operated by a private contractor to ensure permanent public access.

Cost Analysis: Direct Hauling and Transfer Station Options

As part of the community engagement plan, staff met with multiple waste service providers who demonstrated both an interest in and an ability to serve the City. Several of these companies have existing assets in the region that could be adapted for the City's use, though some level of additional buildout and investment would still be required. This indicates the City has viable alternatives beyond continued sole reliance on the current PGS transfer station.

As part of this engagement and in evaluating long-term options, the City commissioned an analysis to determine whether direct hauling of material could serve as a feasible alternative to maintaining or upgrading a transfer station. While the City's partnership with PGS has historically been cost-effective—since transferring was more efficient than direct hauling—the financial outlook will change once the costs of a major facility upgrade or new construction are considered.

Table 1: Cost Comparison of Direct Hauling and Transfer Station Options

Incremental Additional Cost of Direct Routing (~30% more routes) to Vasco/Altamont	$3,122,424.00
Current RP8 (RY25-26) Cost of Transfer and Transport of Material	$1,891,493.00
Cost/(Savings) of Direct Routing vs. Current Transfer Approach	**$1,230,931.00**
Incremental Additional Annual Debt Service to Upgrade Existing Transfer Station ($15M/10yrs/6.5%)	$2,043,864.00
Cost/(Savings) of Direct Routing vs. Upgrade Existing Transfer Station	**($812,933.00)**
Incremental Additional Annual Debt Service to Develop New Transfer Station ($50M/20yrs/6.5%)	$4,473,439.00
Cost/(Savings) of Direct Routing vs. Develop New Transfer Station	**($3,242,508.00)**

The analysis shows that the existing PGS transfer station upgrade will require a substantial

investment. Once debt service from that capital investment is factored in, direct hauling would reduce expenses by $812,933 annually compared to using the upgraded PGS transfer station. Alternatively, if a new transfer station were constructed, direct hauling would result in even greater savings at $3,242,508 annually and reduced cost to rate payers over time.

Any potential service provider responding to an RFP will need to develop a clear capital strategy, at minimum addressing vehicle parking and yard infrastructure.

Community Drop-off Service Offerings

The community drop-off service at the transfer station provides value to residents with a convenient, centralized location for the disposal of certain materials. This complements existing curbside and other waste management services. While 51 percent of residents have not used the transfer station in the past 12 months, surveys and engagement indicate there remains significant interest in maintaining access to this service. It should also be noted that approximately 12 percent of facility use comes from users outside of Pleasanton.

While the current drop-
off service at the transfer station is valued for its convenience, it is not the sole mechanism for meeting residents' disposal needs. Should the City determine in the future that upgrading or relocating the transfer station is not feasible or cost-effective, alternative service models could be considered to maintain access to disposal options.

Pleasanton is the only community in the Tri-Valley that has a public transfer station. Residents of Livermore tend to use either the Vasco Road or Altamont Landfills, located just outside Livermore. Residents of Dublin, San Ramon, and Danville have no in-town drop-off, but have robust programs for collecting extra materials. Those communities report very high levels of resident satisfaction with their solid waste services, despite having to drive 20-45 minutes to use the Vasco Road site on the occasion that a drop-off site is needed.

Engagement with industry stakeholders identified several potential alternatives, including expanded curbside collection programs to capture a wider range of materials, expanded or more frequent on-call or as-needed collections to handle occasional high volumes, drop-off locations for certain items, and community collection events to supplement existing services. These approaches provide residents with continued access to disposal options in the event that a transfer station in the City of Pleasanton is ultimately determined to be infeasible.

Community Input

As discussed above, staff developed and implemented a comprehensive community engagement plan, which gathered input from a broad cross-section of stakeholders on the City's solid waste services and future facility planning. The plan was designed to ensure meaningful opportunities for participation from residential customers, commercial businesses, multi-family property managers, and industry stakeholders.

Engagement Methods

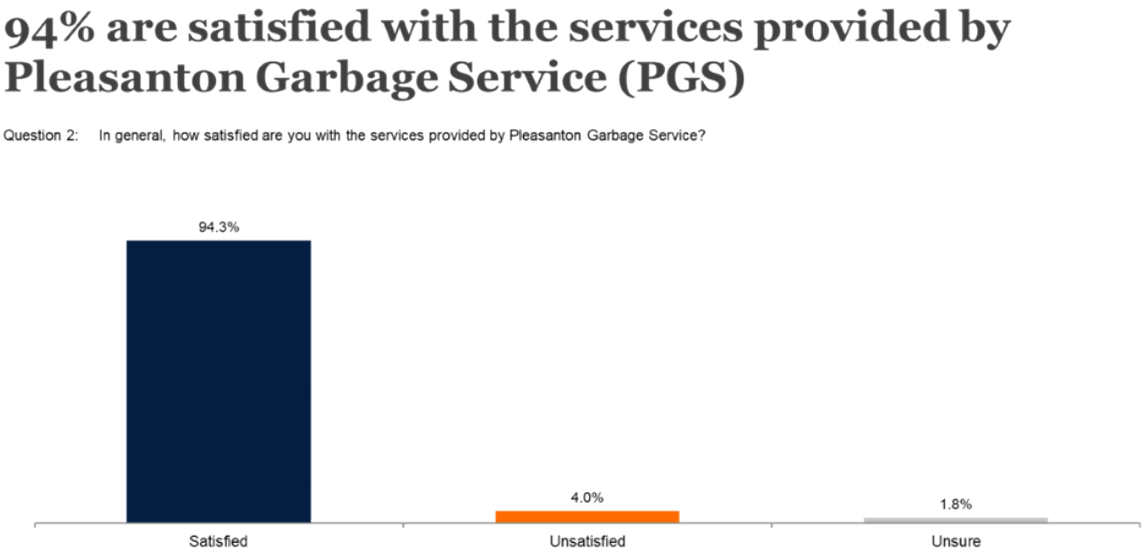
- Residential Customers: The City hosted one in-person and two virtual community meetings to gather input. Recognizing that attendance at such meetings can be limited and subject to selection bias, the City also contracted for a statistically valid survey of 400 residents to capture broad community perspectives.
- Commercial Customers: Outreach was conducted by attending regularly scheduled business meetings and conducting drop-ins with neighboring businesses located near the PGS transfer station.
- Multi-Family Property Managers: Staff engaged property managers directly through targeted phone calls.
- Industry Stakeholders: Representatives from the solid waste and recycling industry were invited to present directly to the Subcommittee and share their perspectives and interest in providing services to the City.

Key Themes Identified

Through this outreach, several key themes and points of input emerged. These points are outlined below by sector.

Residential Customers:

- Residents have overall satisfaction with current solid waste and recycling services provided by PGS.



- Many residents have not used the PGS transfer station in the past year, yet strong support remains for maintaining a local drop-off facility.

51% have not used the Pleasanton Transfer Station in the last 12 months

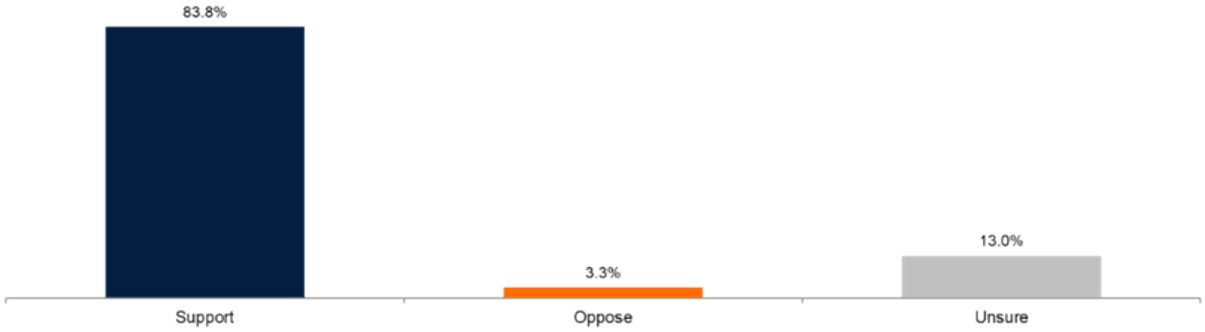
Now we have some information about the transfer station.

The Pleasanton Transfer Station is a facility operated by Pleasanton Garbage Service where residents and businesses can drop off non-hazardous solid waste that is not collected through regular curbside services. It accepts items such as furniture, appliances, yard waste, construction debris, and electronic waste. Materials brought to the transfer station are temporarily stored and consolidated before being transported to final disposal or recycling sites. The facility handles waste that requires special handling or exceeds standard curbside collection limits.

Question 18: Have you personally used the Pleasanton Transfer Station in the last 12 months?

84% support having a waste transfer station for public drop-off located in Pleasanton

Question 21: Based on what you know, do you support or oppose having a waste transfer station for public drop-off located in Pleasanton?



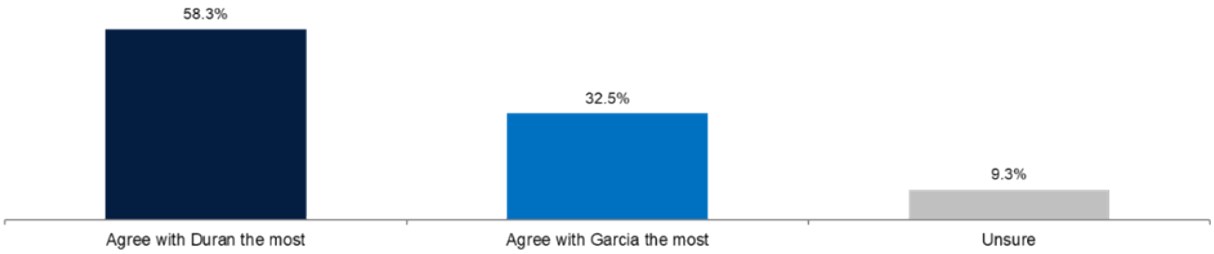
Residents value sustainability but emphasize that cost and convenience should remain a priority when making decisions about waste and recycling services.

58% agree with Duran that environmental sustainability is important, but other factors like cost and convenience should come first when making decisions about solid waste and recycling

Question 4: Here are statements made by two Pleasanton residents. Please indicate with whom you agree with the most.

Garcia: Environmental sustainability should be a top priority when the City makes decisions about solid waste and recycling.

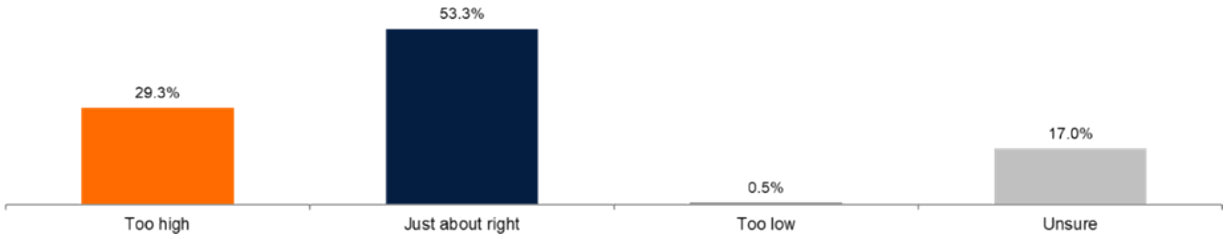
Duran: Environmental sustainability is important, but other factors like cost and convenience should come first when making decisions about solid waste and recycling.



- Many residents view their service rates as reasonable, though some feel their bills are too high.

53% think their trash and recycling bill is just about right

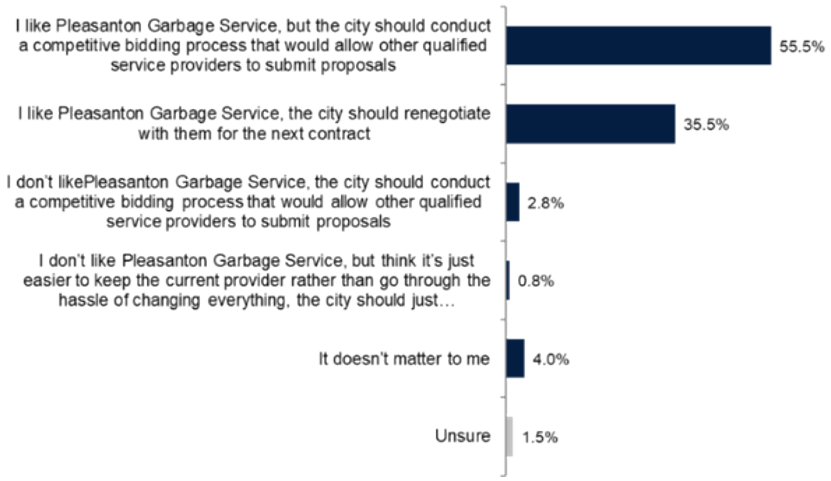
Question 12: Thinking about your quarterly trash and recycling bill, would you say the amount you pay is:



- While most residents have a favorable view of PGS, 58 percent support a competitive RFP process.

A majority likes Pleasanton Garbage Service, but feel the city should conduct a competitive bidding process that would allow other qualified service providers to submit proposals

Question 17: Which of the following best reflects how you feel about what should be the next steps?



Multi-Family Property Owners and Managers:

- Property owners and managers are generally satisfied with PGS's solid waste and recycling services.
- Opinions are mixed regarding PGS's communication, educational offerings, and reliability.
- Nearly all owners and managers inform tenants that the transfer station is available for disposal, though few use it themselves.
- There is a clear need for more tenant education on proper source separation across all building sizes.
- Most owners and managers had no strong opinion on conducting an RFP process, with cost being their primary concern.

Commercial Customers:

- The business community generally expressed satisfaction with PGS services.
- There is a need for more support to help businesses comply with solid waste and recycling requirements.
- Tailored service offerings are needed to address unique business needs.
- The business community prefers an approach that ensures competitive pricing.

Industry Stakeholders:

- Companies are enthusiastic about the opportunity to serve the City.
- Many are confident in their ability to provide cost-competitive services to residents and businesses.
- A mix of existing infrastructure and new or upgraded facilities will likely be

required, regardless of the selected provider.

The community engagement process found that, although residents and businesses gener ally express satisfaction with PGS, there is strong support for conducting a competitive RFP process. Feedback highlighted that cost and convenience are key priorities, and input from industry stakeholders indicates multiple options exist for enhanced offerings and advanced technology to support quality service and regulatory compliance.

Options for Procuring Future Services

Extend Sole-Source Discussions with PGS for 6-months

At the Waste and Recycling Subcommittee meeting on September 23, 2025, committee members expressed the value they see in maintaining a transfer station within the City. The subcommittee recommended that staff extend sole-source discussions with PGS for six months to allow additional time to evaluate the feasibility of upgrading the existing transfer station to meet both current and future community needs. Under this approach, PGS would work in partnership with their engineering contractor and development counsel to develop a facility upgrade plan that meets specific requirements for the City to assess the plan's feasibility.

The facility plan would be provided to City staff no later than **February 18, 2026**, to allow time to review, discuss, and refine the approach. The terms of the collection agreement discussions would continue through **May 18, 2026**, providing six additional months for analysis and planning. At that time, staff would return to the City Council with the results of these discussions and if successful, a recommendation to extend the current franchise agreement **3-5 years** in order to implement the negotiated plan.

To successfully assess the feasibility of the transfer station plan, City staff would request the plan from PGS to adequately detail how the following key considerations will be addressed:

1. Past compliance issues. How site upgrades will resolve current compliance issues and ensure ongoing compliance.
2. Site space limitations. A description of how to overcome the limitations or challenges of land acquisition, permitting, or other issues that may affect the feasibility and future expansion of the current transfer station site. Some operational solutions, such as vehicle parking, will need to be identified.
3. Adequate traffic control and queuing for access to the transfer station will need to be identified.
4. East Pleasanton development. How operations at the transfer station may affect future residents living adjacent to the site, and what specific measures will be implemented to mitigate potential concerns such as noise, odor, traffic, litter, and other quality-of-life impacts.

In parallel to the above discussions, proposed terms of the extended collection agreement would also be reviewed, ensuring alignment with operational needs, community impacts, and City objectives. Staff will meet and confer with PGS on proposed service offerings for a 3-year extension of the agreement, including but not limited to:

- Service requests through multiple platforms: website and mobile phone app
- Additional container options: 35gal organics and recycling, 65gal MSW
- Organics leaf collection program
- Expansion of education and outreach to residential and commercial customers to increase utilization of programs
- Enhanced technical assistance to commercial and multi-family customers to improve diversion.
- Hours of operation for transfer station dumping
- Weekend city events collection
- Household Hazardous Waste Collection Events
- Partnership with City on compost hub operations
- Acceptance of compostable bags in organics collection stream

Alternative Competitive RFP Timeline and Next Steps

To meet the schedule of the expiring franchise agreement in 2029, the City would begin the RFP process in early 2026. A typical RFP process lasts 12 to 18 months and includes drafting and finalizing an RFP, soliciting proposals, responding to prospective operators' questions, interviewing proposers, evaluating proposals, negotiating contract terms, and seeking final approval by the City Council. This process is anticipated to last through 2026, with a potential award of the new franchise in the first half of 2027, pending direction from the City Council and the outcome of negotiations. This will allow the selected service provider approximately two years to address any infrastructure needs, acquire vehicles, establish new programs or services, and conduct community outreach and engagement to ensure the public is aware of any changes.

STAFF RECOMMENDATION

In consideration of the analysis presented above and the recommendation by the Waste and Recycling Subcommittee, staff requests that the City Council receive an update on the outcome of stakeholder engagement and cost analysis and direct staff to negotiate, within six months, a 3-5 year extension of the current agreement with PGS to allow time to resolve existing compliance and space constraint issues at the transfer station, develop a plan that ensures long term public access to the transfer station services separate from collection, and enhances the collection services to respond to community input on new services.

Staff proposes to bring this matter back to City Council no later than July 2026. At that time, if negotiations with PGS have been successful, staff will bring back an amendment to extend the current agreement and a framework, within that amendment, for arranging for transfer station services separate from collection services in the future. If negotiations with PGS have not been successful, staff will recommend issuing an RFP for these services in order to preserve sufficient time for an RFP and service provider transition before the expiration of the current agreement.

ALTERNATIVE

Staff requests that the City Council receive an update on the outcome of stakeholder engagement and cost analysis and direct staff to initiate a competitive RFP process for solid waste collection services that would include allowance for a transfer station and

allow PGS and other providers to compete for the new franchise. This option would see the City forgo the 6-month negotiation and move to an RFP process early in 2026.

EQUITY AND SUSTAINABILITY

As a full-service municipality, the City provides a wide range of services and programs to meet the needs of all members of the community. The waste and recycling program takes into account both equity and sustainability considerations to ensure fair access to services and promote environmentally responsible waste management practices. Consulting assistance for waste disposal is vital to ensuring that the services the City provides are available in a healthy and safe manner to all members of the Pleasanton community.

OUTREACH

On September 23, 2025, a publicly noticed City Council Waste and Recycling Subcommittee meeting was held.

STRATEGIC PLAN ALIGNMENT

This action advances the ONE Pleasanton strategic plan goal of Investing in Our Environment to continue to implement priority items from the Climate Action Plan 2.0 (CAP) to lead by example in environmental sustainability.

FISCAL IMPACT

There is no immediate fiscal impact associated with receiving this update or directing staff to initiate the Request for Proposals (RFP) process. However, future fiscal impacts are anticipated depending on which course of action the City Council directs. Funding will be needed for consultant services associated with either a competitive RFP process or a sole source RFP negotiation with PGS.

Any consultant costs associated with preparing and administering the RFP or a sole source RFP negotiation with PGS will be funded through the Solid Waste Reserve (Fund 171) within the existing FY 2025-26 budget for professional services.

Future franchise terms will determine rate structures and any required capital investments, which will be addressed during contract award.

Prepared by:	Submitted by:	Approved by:
ZeeLaura Page, Waste & Recycling Manager	Siew-Chin Yeong, Director of Public Works	Gerry Beaudin, City Manager

Attachments:

1. Summary of Stakeholder Engagement
2. Transfer Station Feasibility Analysis conducted by SCS Engineers
3. Presentation

Executive Summary

The City contracted with Probolsky Research to conduct a statistically valid survey of Pleasanton residents regarding solid waste services provided by Pleasanton Garbage Service (PGS) and community preferences for future service decisions. The survey conducted August 8–12, 2025, collected responses from 400 residents with a margin of error of +/-5%.

Key findings demonstrate strong overall satisfaction with current services, with 94% of residents reporting satisfaction with PGS services and 74% of those indicating they are very satisfied. Most significantly, residents initially express strong support (84%) for maintaining a waste transfer station in Pleasanton. After receiving additional information, support drops slightly to 80%.

The survey clear demonstrates broad public support for the current hauler and the transfer station.

Background

The City's current solid waste services contract with Pleasanton Garbage Service has provided residential and commercial waste collection, recycling, and organics services to the community. As the City approaches contract renewal decisions and considers the future of the transfer station facility, Council directed staff to conduct a comprehensive community survey to understand resident satisfaction levels, service priorities, and preferences for future service delivery.

The survey was designed to assess current service satisfaction, identify community priorities regarding environmental sustainability versus cost considerations, evaluate transfer station usage and support, and gauge interest in additional services not currently provided. The research was conducted by Probolsky Research, a woman- and minority-owned market research firm specializing in municipal and public policy research.

Survey development included input from Public Works staff and was designed to provide statistically valid results representative of Pleasanton's demographic composition. The timing of the survey in August 2025 allows Council to consider findings during the upcoming budget development process and contract negotiation timeline.

Methodology and Findings / Survey Design and Implementation

The survey employed a multimode methodology to provide easy access for all residents. Data collection included both telephone interviews (19% of responses) and online surveys (81% of responses). Telephone participants were reached through both landline (28%) and mobile phone (72%) calls. Online participants received invitations through email (35%) and text messaging (65%).

Language accessibility was provided in English (92%), Spanish (4%), and Chinese (4%). Security measures prevented duplicate responses, and the 14 minutes survey length was designed to maximize completion rates by avoiding survey fatigue while gathering comprehensive data.

The sample matched Pleasanton demographic characteristics across age, gender, ethnicity, and geographic distribution.

Service Satisfaction Results

Current service satisfaction rates exceed typical municipal service benchmarks. Among all respondents, 94% express satisfaction with PGS services, with 74% of satisfied residents reporting they are "very

satisfied." Only 4% of residents (16 individuals) expressed dissatisfaction, primarily citing cost concerns relative to service levels received.

Satisfaction levels remain consistently high across demographic groups, with minimal variation by age, gender, ethnicity, or council district. This show that service quality perceptions are broadly shared throughout the community rather than concentrated in particular neighborhoods or population segments.

Service reliability metrics support satisfaction ratings. Residents (79%) report that their waste collection carts were emptied on schedule every time during the past 12 months. This reliability rate, while stronger than we see in other markets, suggests some room for improvement in collection consistency.

Community Priority Analysis

The survey revealed important insights about community values regarding solid waste policy decisions. When presented with competing priorities, 58% of residents agreed that "environmental sustainability is important, but other factors like cost and convenience should come first when making decisions about solid waste and recycling." Only 32% prioritized environmental sustainability as the top consideration.

These findings are consistent across most demographic groups, though some variation exists by age and ethnicity. The results suggest future solid waste policy decisions should be framed within a balanced approach that acknowledges environmental goals while emphasizing fiscal responsibility and service convenience.

Program Participation and Barriers

Current program participation varies significantly across available services. Bulky item pickup and transfer station drop-off show the highest participation rates, while awareness gaps limit engagement in other programs. Among residents who have not participated in available programs (12% of the total sample, 51 individuals), lack of awareness represents the primary barrier rather than service design or access issues.

This finding suggests targeted communication strategies could increase program utilization without requiring service modifications or additional costs. The 12% non-participation rate is relatively low compared to similar municipalities, indicating generally effective program design and community engagement.

Transfer Station Analysis

Transfer station usage and support present complex findings with significant policy implications. Among residents, 47% have personally used the transfer station within the past 12 months, indicating substantial community reliance on this facility. Users report primarily disposing of household trash, yard waste, and construction debris.

Initial support for maintaining a transfer station in Pleasanton reaches 84%, with 77% expressing strong support. After receiving information about future cost implications, support levels remain high at 80%, with 71% expressing strong support.

Opposition to the transfer station remains limited, with only 3% of the total sample (13 individuals) expressing concerns.

The survey assessed community willingness to travel for waste disposal if access to the local transfer stations was eliminated. Results show 53% of residents would not be willing to drive approximately 15 miles outside the city for transfer station services, suggesting closure could create significant service gaps or lead to inappropriate disposal practices.

Analysis and Implications / Service Contract Considerations

The survey provides clear direction regarding the community's approach to future contract decisions. While 94% of satisfaction rates suggest that residents value the current service quality, 56% believe the city should conduct competitive bidding that allows other qualified providers to submit proposals. Only 36% prefer continuing with current arrangements without competitive evaluation.

This finding suggests residents trust competitive processes to maintain or improve service quality while potentially providing cost benefits. The preference for competitive bidding aligns with general public administration best practices and resident expectations for transparent procurement processes.

Cost and Billing Perceptions

Among respondents, 68% consider their quarterly trash and recycling bills to be "just about right," while 20% consider costs too high and 2% consider them too low.

These cost perceptions provide some flexibility for future rate adjustments, particularly if linked to service improvements or regulatory compliance requirements. However, having a group that views the costs as too high suggests that any rate increases should be accompanied by clear justification and demonstrated value.

Service Enhancement Opportunities

The survey identified some interest in service enhancements not currently provided by the hauler. Curbside leaf pickup generates the highest interest (24%), but it's worth noting that all the services presented failed to generate substantial interest, and 46% of respondents specifically answered “none”.

Willingness to pay for enhanced services shows varying levels of support. Among residents who expressed interest in each specific service:

- Weekend pick-up: 49% (based on 41 individuals).
- Curbside leaf pick-up: 36% (based on 95 individuals).
- Unlimited organics disposal: 31% (based on 68 individuals).
- Optional vacation hold: 13% (based on 87 individuals).

Transfer Station Policy Direction

The transfer station findings provide strong community direction despite operational and financial complexities. Consistent support levels before and after cost information suggest resident preferences are robust rather than superficial.

Environmental and quality-of-life concerns, while not eliminating support, suggest that any facility upgrades should incorporate enhanced environmental protections and traffic management measures.

Legend	
Facility Type	Kind of Infrastructure being considered
Facility Uses	primary function of the facility
Site & Access Assumptions	Site size and access requirements for the size use
Queue Lane Requirements	Queuing requirement, road access needs, etc.
Site Size	Lot size needed to support facility type
Building Size	Size of building to be constructed to meet operational needs
Total Size	Total size of property needed to support facility operations
Compatible Zoning/General Plan Designation	Compatible land use for the facility type
Compatible Surrounding Land Uses	Compatibility with nearby area and potential developments
Permitting Requirements*	Zoning, land use, facility, waste handling permits required
Permitting Timeline	Timeline to obtain necessary permits
Permitting Costs	Costs associated with the required permits
Construction Timeline	Timeline to construct the proposed facility use
Construction Cost Assumptions	Assumption used to calculate the construction costs. Based on facility square footage
Construction Costs	Labor and equipment costs associated with facility construction
Total Construction Costs	Cost to complete the construction of the proposed facility use

Facility Capacity
1,248 tons/day

Facility Type	Full Transfer Station	Collection Vehicle Parking	Drop-off for Green Waste	Drop-off for Garbage	C&D Drop Off	Maintenance Shop
Est. Minimum Permit Costs	$303,000	$730	$34,600	$34,600	$41,500	$49,000
Est. High End Permit Costs	$659,200	$730	$159,600	$159,600	$166,500	$176,000
Minimum Construction Costs	$14,200,000	$1,300,000	$370,000	$510,000	$360,000	$900,000
High End Construction Costs	$34,200,000	$1,600,000	$470,000	$630,000	$450,000	$1,500,000
Est. Minimum Total Costs	$14,503,000	$1,300,730	$404,600	$544,600	$401,500	$949,000
Est. High End Total Costs	$34,859,200	$1,600,730	$629,600	$789,600	$616,500	$1,676,000

Summary of Unknowns - Construction Cost and Timeline Impacts
Several site-specific factors may contribute to increased project costs and timelines. These include, but are not limited to, extensive excavation requirements, rock removal, and extensive retaining wall construction. Additional unforeseen conditions may include insufficient power supply from the utility, requiring the procurement and installation of supplemental electrical equipment to power the site. Similarly, limited water availability may necessitate the construction of a large water storage tank and possibly pump station(s) to meet fire suppression requirements. These conditions can significantly impact both the budget and schedule of the project.

Pleasanton Solid Waste and Recycling System Development

City Council
November 18, 2025

Agenda

- Current State of Solid Waste Services
- Challenges and City Needs
- Facility Feasibility and Cost Analysis
- Outcome of Stakeholder Engagement
- Timeline
- Council Direction

Current State

Current Service Provider

- PGS, serving the City of Pleasanton since 1969
- General satisfaction from the public with PGS' services

Services Provided

- Collection of organics, recycling, trash, bulky items, motor oil and filters, household batteries, and cell phones
- Transfer of materials from PGS Transfer Station for processing and disposal

Material from the transfer station is taken to:

City Needs

Collection Services

- Current contract resulted in low rates due to expiration of debt service at PGS
- Ongoing compliance with state-mandated requirements including reporting and outreach under SB 1383
- Current PGS contract expires on June 30, 2029

Transfer Station and/or Vehicle Parking

- Compliance issues with regulatory requirements
- Infrastructure and capital needs
- Impact mitigation due to new development (noise, traffic, odor)

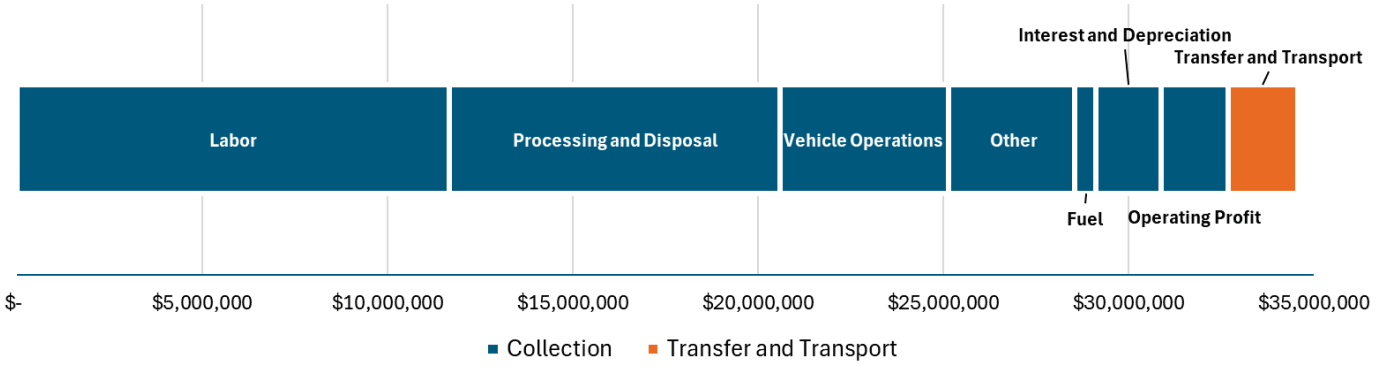
Council Subcommittee Direction from May 22, 2025 Meeting

- Engage public for input on future collection services and transfer station needs
- Engage PGS to assess issues with current and potential transfer station sites
- Return with recommendation: sole-source negotiations with PGS or competitive RFP

Solid Waste Management Services Agreement

- Transfer and Transport is less than 5% of total contract costs

Figure 1: Total Annual Operating Costs for Rate Period 8



City Analysis – Transfer Station Costs

Ratepayer costs are expected to increase regardless of service provider, in part due to the need for private infrastructure development.

- A study conducted by SCS Engineers on behalf of the City, estimated a minimum cost of $10M - $23M for retrofitting of PGS' current transfer station facility.
- This estimate is in line with proposals from PGS for the cost of a retrofit.
- Land acquisition is not included in estimate, which could double the cost if there is a need to relocate the current facility.
- Most expensive option (est. $70M - $100M+) will be to refurbish current facility for 6-10 years more service AND build a new facility for long-term needs.
- Alternative service providers expressed the feasibility of utilizing current facilities with expanded collection and drop off service options to serve the City in a similar way. Expanded infrastructure may be required (e.g., additional space for truck parking).

City Analysis – Feasibility of Direct Haul

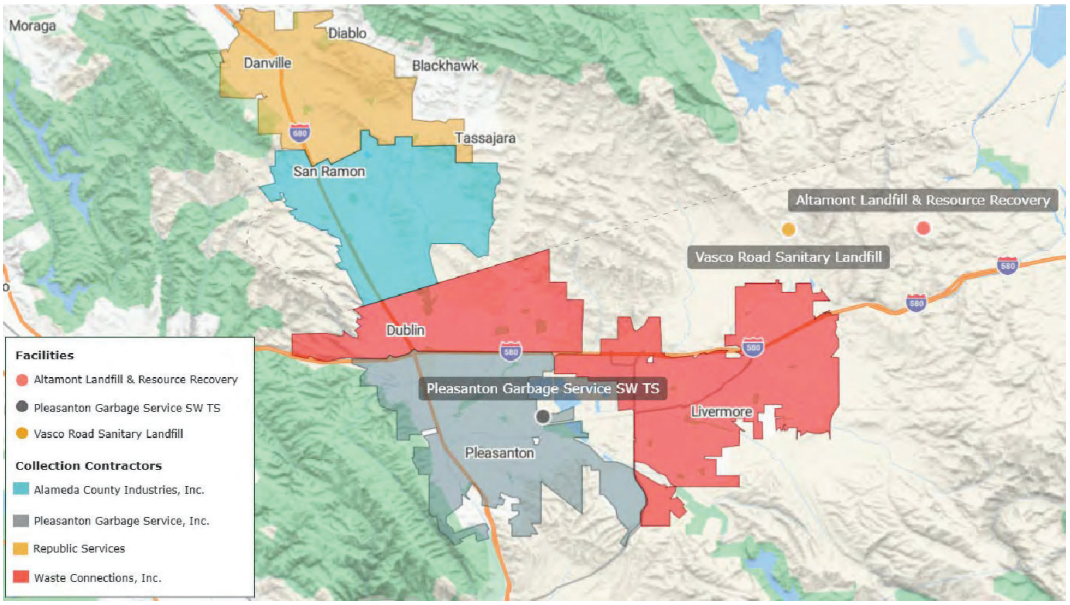
Without a local transfer station, material from the City may require hauling directly to a landfill or processing facility.

- The City heard, during the August 21 waste and recycling subcommittee meeting from alternative service providers with existing facilities that could feasibly accept materials hauled directly from the City.
- Compared to utilizing the local transfer station, direct hauling would result in an increased annual cost of **$1,230,931.**
- The incremental cost of upgrading the local transfer station or relocating it would outweigh direct haul costs, resulting in a saving of **$812,933**[1] to **$3,242,508**[2] annually to direct haul vs. transfer materials from the City.

[1]Cost assumes a $15M investment to upgrade the transfer station, paid over 10 years at a rate of 6.5%

[2]Cost assumes a $50M investment to relocate the transfer station, paid over 20 years at a rate of 6.5%

City-Analysis – Surrounding Infrastructure



City Analysis – Community Drop-Off Service Offerings

Transfer station community drop-off services

- 51% residents self-report using drop-off facility in past 12 months
- PGS reports that ~12% of users are from outside of Pleasanton

Alternative Programs Used in Neighboring Communities

- Expanded curbside collection programs (e.g. added carts at no cost)
- On-call or as needed collections (e.g. increased curbside bulky frequency, expanded items)
- Drop-off locations for certain items (e.g. permanent drop off sites at City facilities)
- Community collection events (e.g. scheduled neighborhood drop off days)

City Analysis – Stakeholder Feedback

Residents, businesses, and potential service providers were engaged via a community outreach plan approved by the Subcommittee on May 22. 2025. Engagement included:

- A statistically valid, residential, survey conducted by Probolskly Research to 400 residents.
- Direct feedback from 21 multi-family property owners and building managers.
- Five public meetings to hear directly from businesses and residential ratepayers.

Overall, residential and commercial stakeholders prioritize cost competitiveness and reliable and tailored services.

City Analysis – Commercial Stakeholders

Multi-family property owners/managers identified the following:

- Overall satisfaction with PGS services.
- A need exists for additional educational tools, resources, and staff support to enhance tenant engagement, reduce contamination, and improve compliance.
- Concern over increased costs.

Commercial businesses identified the following:

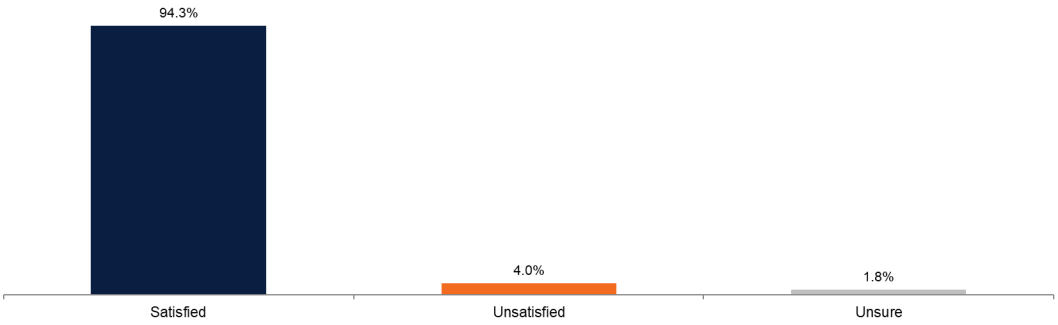
- Overall satisfaction with PGS services; appreciation of community partnership by the company.
- A need for tailored service options and technical assistance to support regulatory compliance.
- Concern over increased costs and value of the services provided.

Residential Survey – Key Findings

Residents have overall satisfaction with current solid waste and recycling services provided by PGS.

94% are satisfied with the services provided by Pleasanton Garbage Service (PGS)

Question 2: In general, how satisfied are you with the services provided by Pleasanton Garbage Service?



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Many residents have not used the PGS Transfer Station in the past year, yet strong support remains for maintaining a local drop-off facility.

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Question 18: Have you personally used the Pleasanton Transfer Station in the last 12 months?

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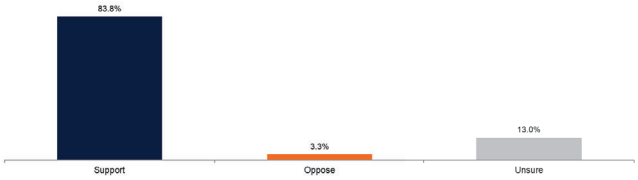


Residential Survey – Key Findings

Residents value sustainability but emphasize that cost and convenience should remain a priority when making decisions about waste and recycling services.

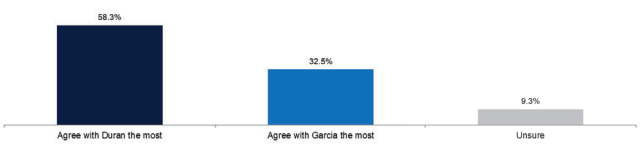
Many residents view their service rates as reasonable, though some feel their bills are too high.

58% agree with Duran that environmental sustainability is important, but other factors like cost and convenience should come first when making decisions about solid waste and recycling

Question 4: Here are statements made by two Pleasanton residents. Please indicate with whom you agree with the most.

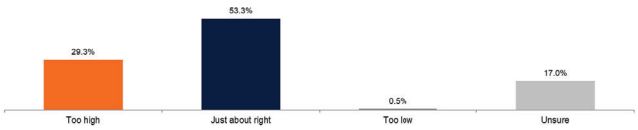
Garcia: Environmental sustainability should be a top priority when the City makes decisions about solid waste and recycling.

Duran: Environmental sustainability is important, but other factors like cost and convenience should come first when making decisions about solid waste and recycling.



53% think their trash and recycling bill is just about right

Question 12: Thinking about your quarterly trash and recycling bill, would you say the amount you pay is:

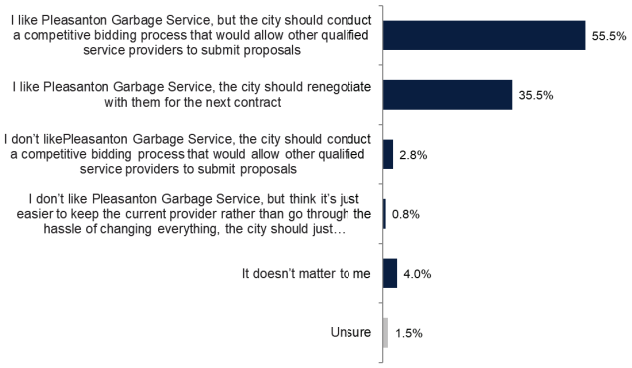


Residential Survey – Key Findings

While most residents have a favorable view of PGS, 58% support a competitive RFP process.

A majority likes Pleasanton Garbage Service, but feel the city should conduct a competitive bidding process that would allow other qualified service providers to submit proposals

Question 17: Which of the following best reflects how you feel about what should be the next steps?



Staff Recommendation

Direct Staff to, within six months, negotiate an amendment to PGS' current contract that includes:

- A 3-5 year extension of the current contract.
- A process and timeline for developing a current and future design plan for the PGS transfer station.
- Additional services to meet high priority needs of the City.
- A process for decoupling transfer station services from the current solid waste services agreement.

The Transfer Station Design Plan will include:

- How the City and PGS will work to resolve current compliance issues and capacity needs.
- Capital costs and ratepayer impacts for developing a new transfer station.
- Solutions for mitigating community impacts of transfer station operations.
- Considerations for a transfer of ownership due to sale of PGS or property.

Alternative Recommendation

Direct Staff to Issue a Competitive Request for Proposals for Solid Waste Management Services in Pleasanton

This approach:

- **Reflects best practices** in contracting for public services
- **Responds to public interest** in competition for these services
- **Maintains the PGS option** to participate and propose the updated facility
- **Reduces risk** by allowing Council to evaluate multiple infrastructure options for cost and feasibility and to shift technology/construction risks to contractor

THE CITY OF PLEASANTON

Thank You

THE CITY OF PLEASANTON

Appendix A

Summary of Stakeholder Engagement

Engagement Goal

Receive Stakeholder Input On:

1. Solid Waste Services
   - Understand community's level of satisfaction with current:
     - Programs
     - Customer Service
     - Operations
   - Identify new service opportunities
2. Transfer Station and Land Use
   - Identify current community value
   - Assess future public needs
   - Understand facility impact on the community

Engagement Purpose

Upcoming City decisions:

- How to proceed at the end of PGS' current contract term.
  - Solicit Requests for Proposals (RFP) or negotiate on a sole-source basis with PGS
- What to do with current Transfer Station site.
  - Improve, move, or close current facility
  - How to manage land use

Key Findings

- General satisfaction with PGS' services, though gaps exist in communication and technical assistance.
- Local drop-off at PGS is valued by users as a convenient option.
- Increased technical support and education needed for both business and residents.
- Cost sensitivity is high; ratepayers want reliable, consistent service at competitive rates.
- Strong interest in a competitive RFP to procure the next generation of services.

Residential Engagement Approach

- Residential Survey
  - A statistically valid survey was administered from July 8 to July 12
  - 400 participants surveyed
- Three community meetings
  - One in-person meeting held on July 17 (two participants)
  - Two virtual meetings held on July 22 (three participants) and August 13 (14 participants)

Residential Engagement Results

- Overall satisfaction with PGS' services and rates.
- Roughly half of participants use the local transfer station, showing strong community reliance.
- Environmental sustainability is valued, but cost and convenience are higher priorities.
- Majority support for a competitive procurement process for future services.

Multi-Family Dwelling (MFD) Engagement Approach

Desktop outreach to MFD property owners and managers conducted in August.

- Called or emailed contacts at 92 of 106 properties.
- Spoke with:
  - Six property managers for MFDs with 5-16 units
  - Five property managers for MFDs with 17-100 units
  - Ten property managers for MFDs with 100+ units

Multi-Family Dwelling (MFD) Engagement Results

- General satisfaction with current PGS solid waste and recycling services.
- Most inform tenants about the transfer station but rarely use it themselves.
- Need for more tenant education on proper source separation across all building sizes.
- Mixed satisfaction with PGS in key areas:
  - Communication
  - Educational offerings (e.g., trainings, flyers)
  - Service reliability
- Most are neutral on the RFP process, with cost remaining the primary concern.

Commercial Engagement Approach

- Presented at the City's Business Organization Partner (BOP) Meeting on August 12.
- Presented during the City's Energy and Environment Commission on August 13.
- Short survey and call for feedback sent to BOP partners on August 28.
- Direct calls to four industrial sites located near the PGS transfer station.

Commercial Engagement Results

- General satisfaction with PGS' services.
- Need for increased support to help developers and businesses comply with solid waste and recycling regulations.
- Demand for tailored service offerings to address unique business needs.
- Appreciation for PGS' community partnership.
- Cost sensitivity is high; preference for a competitive pricing approach.
- Concern from industrial sites about residential development in the area.

Industry Engagement Approach

- Staff held one-on-one conversations with three different companies throughout August.
- These companies presented at the August 21 Waste and Recycling Subcommittee Meeting along with PGS.

Industry Engagement Results

- Companies are excited about the potential opportunity to serve the City.
- Multiple companies feel they are poised to offer cost-competitive services to the City's residents and businesses.
- A mix of existing and new or upgraded infrastructure may be required regardless of who the next service provider is.

CITY COUNCIL AGENDA REPORT

November 18, 2025
Community and Economic Development

TITLE: RECEIVE A REPORT ON THE DUBLIN/PLEASANTON BART STATION CONCEPT PLAN AND PROVIDE DIRECTION ON PRELIMINARY SITE RE-USE OPTIONS

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 - Association of Bay Area Governments (MTC-ABAG) awarded grant funding to the City 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 City Council for its feedback, following the Planning Commission meeting on October 22, 2025. Feedback received from the public at a community meeting held on September 17, 2025, is also summarized in this report for the City Council's consideration. The options represent a range of development scenarios that could be incorporated into future development of the subject site. The City Council is being asked to comment generally on these options (i.e., not select a preferred option).

RECOMMENDATION

Receive a report on the Dublin/Pleasanton BART Station Concept Plan and provide direction on preliminary site re-use options.

BACKGROUND

Implementation of the Housing Element

The City Council re-adopted the Housing Element at its September 19, 2023, meeting, following California Department of Housing and Community Development's (HCD) certification in August 2023. Program 1.3 of the Housing Element identifies the preparation of a Concept Plan for the east Dublin/Pleasanton BART Station (the BART site) to plan for housing in accordance with the densities assigned in the Housing Element and State law. It also calls for the Plan to assess 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 the Metropolitan Transportation Commission - Association of Bay Area Governments (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). Since the 4th and 5th Housing Element cycles, changes have occurred, including State law changes such as adoption of AB 2923, the Transit-Oriented Communities (TOC) Policy adopted by MTC-ABAG, and other site conditions, particularly a significant decrease in BART rider parking demand post-pandemic as travel patterns have changed.

Specifically, although the Housing Element conservatively assumed 555 units for the site, the *minimum* allowable density of 75 dwelling units per acre prescribed by AB 2923 (BART transit-oriented development) and the TOC (transit-oriented communities) Policy yields 1,118 units on 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 the number of bedrooms). Further, SB 79, which was recently signed into law and takes effect July 1, 2026, will require that up to 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 the City's adopted Objective Design Standards, although in the event of a conflict, State law would prevail.

Scope of Work

The project scope of work 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 the 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 City Council 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 RFP 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 gross acres, located between Owens Drive and Interstate 580. The Iron Horse Trail bisects the site, dividing it into areas distinguished by Reserved and Daily Fee vehicular parking. Notably, the new Iron Horse Trail (IHT) crossing over Dublin Boulevard in Dublin provides an enhanced connection for bicycles and pedestrians to the BART Station. A bus access road runs along the eastern and partially along the northern property boundaries, continuing 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 the 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.

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 on both 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
Parking counts for occupancy taken in Spring 2025; details in Attachment 2 (page 8 as identified in the footer)		
TOTAL	1,352 spaces	2,217 spaces

Planned Capital Improvements to the Site and Proximate to the Site

Planned capital improvements to the site and adjacent to the site include improvements to the

Iron Horse Trail and the proposed construction of the Valley Link Rail Station. These improvements are not contingent upon the site's redevelopment as outlined in the scenarios (i.e., they are planned independently of the site's redevelopment); however, they have been taken into account in evaluating site opportunities and constraints, as well as in the overall site planning.

Iron Horse Trail Improvements
Starting in early 2026, BART will improve the Iron Horse Trail segment at the station 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.

Valley Link Station
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. Currently, the anticipated timeframe for the construction of the Valley Link station is 2028.

Attachment 2 to this report provides additional detail regarding the site's existing conditions, planned improvements, and constraints.

DISCUSSION

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 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, and an assessment of other opportunities and constraints as described above. The project team has drafted goals and objectives (discussed further below) that would be incorporated into the final concept plan. 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.

The site scenarios presented at this City Council meeting were shared at a Community Meeting on September 17 and with the Planning Commission at its October 22 meeting. Feedback from both is summarized below.

<u>Community Meeting, September 17, 2025</u>
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 at public meetings. 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 in 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 decrease in 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.

Planning Commission, October 22, 2025

The Planning Commission reviewed the site scenarios at its October 22, 2025, meeting. Two members of the public spoke at this meeting, and several members of the community sent emails prior to the meeting (attached to this report as Attachment 4, and comments summarized below).

The Commission provided comments on a variety of topics, including parking, circulation, density/height, type of development and proposed uses, Owens Drive improvements, and the overall project. The project team, including BART staff, was at the meeting to respond to questions and clarifications.

BART rider parking was identified as a specific topic of concern in the written comments submitted for the Planning Commission meeting; this concern was also echoed by several members of the Commission. If the site were to be developed, the housing would be built where the existing parking spaces are located, resulting in higher levels of ridership at the station. To enable the development, the number of BART rider parking spaces on the Pleasanton side of the station would be reduced from the current number of underutilized parking spaces, since it will not be feasible to both substantially redevelop the site and provide a 1:1 replacement of any parking removed. The Planning Commission was in favor of the development to achieve Regional Housing Needs Allocation (RHNA) goals and provide more vibrancy to the area. Several members of the Commission indicated that the existing BART rider parking should not be reduced since the demand in the near- or medium-term may at some point be equivalent to before the COVID pandemic. Comments noted that prior to

COVID, on most weekdays, parking was fully occupied by early morning. If demand increases to pre-COVID levels, BART rider parking demand may exceed the existing capacity. One Commission member, however, commented on whether any BART rider parking is needed at all on the Pleasanton side of the station given the significant supply on the Dublin side of the station, including the new County garage that is currently vacant. The Commission also discussed and inquired about how new parking would be financed and the uncertainty about driving patterns and parking demand, especially given that autonomous vehicles could play a key role in transporting people in the future. Finally, Commissioners also inquired about what entity (i.e., City or BART) would have final say in the number of BART rider spaces.

Most Commissioners expressed support for the plaza along the Iron Horse Trail. The Commission also discussed whether the site could sustain retail or other active uses and expressed that if the space was not consistently occupied to generate adequate pedestrian traffic, the empty space would result in a potentially undesirable or unsafe area and would be a deterrent for BART patrons. A Commissioner also inquired whether the housing units would be rental or for-sale and indicated a preference for at least some for-sale units to encourage young families to locate in Pleasanton on a long-term or permanent basis.

A member of the Commission questioned the number of proposed building stories while several others indicated the site is best suited for high-density development and should be optimized for housing since it is farther away from existing neighborhoods and is adjacent to the BART station. Aside from affordable units, which one Commissioner indicated would be a definite positive attribute for the project, some members of the Commission indicated it was unclear what benefit the City and residents would receive from development of the site.

Two members of the public spoke and expressed support for a protected bicycle lane along Owens Drive to encourage multimodal access to the station (and to encourage biking in general). Comments also suggested improving the crossing at Owens Drive and the Iron Horse Trail.

Public comment received after the Community Meeting but in advance of both this City Council meeting and the October 22 Planning Commission meeting is included as Attachment 4 to this report. As summarized earlier, 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. 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 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 transit-oriented development (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 focused on increasing vitality in the area with a variety of supportive uses, addressing both affordable and market-rate housing needs, and increasing 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 Attachment 3 to this report.

Site Re-use Scenarios

The draft re-use options are included in detail as Attachment 1 to this report. The following is a summary of the scenarios:

- Development Scenarios: The site is approximately 14.9 gross acres (about 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 2.4 and 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 about eight 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). As an alternative to this three-parcel scenario, the larger, eastern parcel would 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 (Attachment 1) 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 (located between the sidewalk and drop-off areas, adjacent to building frontages) or an on-street bicycle lane (located between vehicular traffic lanes and passenger drop-off zones) along Owens Drive is also considered. While the on-street bicycle lane would provide separation between bicyclists 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, offering fewer opportunities for conflicts with vehicular traffic, while also sharing the space with pedestrians and cyclists.

- Plaza: A new plaza, running 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 ideally be located in close proximity to the plaza to help increase pedestrian presence and encourage vitality.

- BART Rider Parking: As noted in this report, based on data collected in Spring 2025, approximately 51 percent of the 1,352 vehicular parking spaces on the Pleasanton side of the station are occupied on a regular basis. Using driver origin data, 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 offers opportunities for vehicular parking, including dedicated BART surface and garage spaces, as well as additional spaces in a recently constructed (2024) Alameda County parking garage. Given the density of residential development and the space required on the site 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 also encourages and prioritizes non-vehicular modes of travel, including pedestrian, bicycle, transit/shuttle, paratransit, and rider pick-up and drop-off. Further evaluation and strategies to offset the loss of BART rider parking at the station are expected to be forthcoming as part of a focused analysis on parking management and station area access. BART, as the property owner and transit agency, will ultimately determine the appropriate amount of replacement parking to serve its riders, balancing consideration of the agency's TOD policies and development objectives for the site.

  With respect to parking, the reuse scenarios all assume some amount of BART rider parking on-site, but do not assign a target or total parking supply number. Instead, the scenarios include some flexibility through building design and phasing to accommodate

some amount of BART rider parking. As noted, separate grant-funded efforts are planned, including a Parking Management Study and a Station Access Study. Work on these studies will commence in early 2026 and is expected to take four to six months to complete. These studies will look holistically at parking supply (including shared, on-street, and off-site parking opportunities), overall parking management, and opportunities to improve multimodal access across a broader half-mile area around the station, including on the Dublin side, with the presumption that parking counts on the BART site itself will be reduced. Results and outcomes of the parking study will be reflected in the concept plan before it is finalized.

- Non-residential Uses: The site would principally consist of residential development, but it will 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 the 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 active use, a medical office could also be considered. Future planning and phasing of the project could indicate that non-residential uses should be constructed later in the market cycle, when support for other uses, such as a hotel, is more likely.

Work Session
Staff requests input and feedback from the City Council regarding these site development options. While the options are preliminary at this stage, feedback 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 City Council have any comments regarding the site development scenarios (e.g., building height, maximum units)?
Discussion Question 2: Does the City Council have any feedback on any of the other topics included in this report (e.g., plaza, non-residential uses, etc.)?
Discussion Question 3: Is the City Council generally supportive of the concepts presented tonight?
Discussion Question 4: Does the City Council 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 the end of 2026, such that the site re-use options have been vetted by the community and adopted by the City Council, and a second MOU with BART is in place and ready for future advancement to facilitate development of the site. When a developer is ready to commence development, the City and BART would continue to coordinate and complete additional analysis (e.g., further CEQA, if needed). As noted, as a separate but related near-term effort, the City will 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 this second effort to align with the Concept Plan for the BART site and will evaluate whether certain aspects of the Concept Plan can be deferred while the technical analysis associated with parking and station access is scoped and completed.

EQUITY AND SUSTAINABILITY

Equity and sustainability are both a strong focus of the BART Concept Plan, particularly the furtherance of investments in areas proximate to major transit stations, promoting decreased reliance on automobiles, and providing access to affordable housing opportunities.

OUTREACH

An email notification was sent to both interested parties and stakeholders regarding this meeting and the prior Planning Commission meeting, and the public workshop. 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 Attachment 4 to this report.

STRATEGIC PLAN ALIGNMENT

Completion of the BART Concept Plan is supportive of the ONE Pleasanton Strategic Plan goal of *Building a Community where Everyone Belong*s - Strategy 6 to implement the Housing Element, since the effort will support the Housing Element program around redevelopment of the east Dublin/Pleasanton BART station.

FISCAL IMPACT

There is no fiscal impact associated with this action.

Prepared by:	Submitted by:	Approved by:
Shweta Bonn, Senior Planner	Ellen Clark, Director of Community and Economic Development	Gerry Beaudin, City Manager

Attachments:

1. Attachment 1 - Site Re-Use Options Memorandum, dated October 9, 2025
2. Attachment 2 - BART Memo
3. Attachment 3 - Goals and Objectives
4. Attachment 4 - BCP Public Comments - City Council - November 18, 2025
5. Attachment 5 - Presentation - City Council - November 18, 2025

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. Access Option A-1: Turnaround

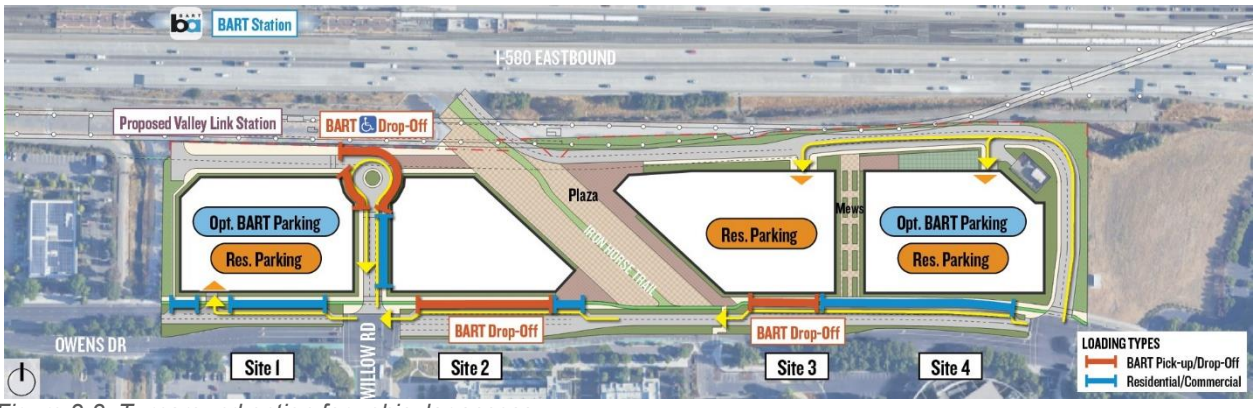


Figure 2-2: Turnaround option for vehicular access.

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

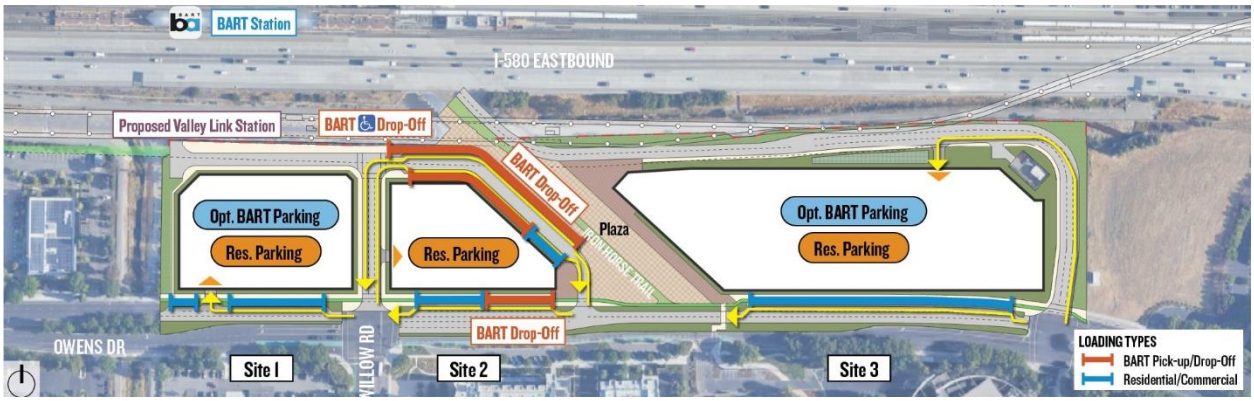


Figure 2-3: Loop option for vehicular access.

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.

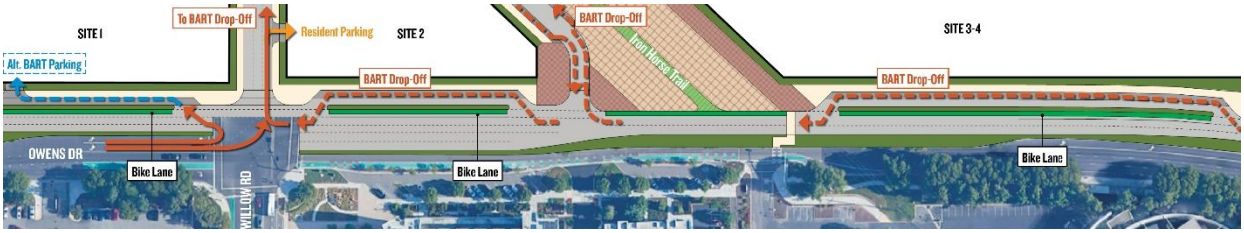


Figure 2-5: "On-Street" configuration for bike lane along Owens Drive with circulation option A-2.

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.

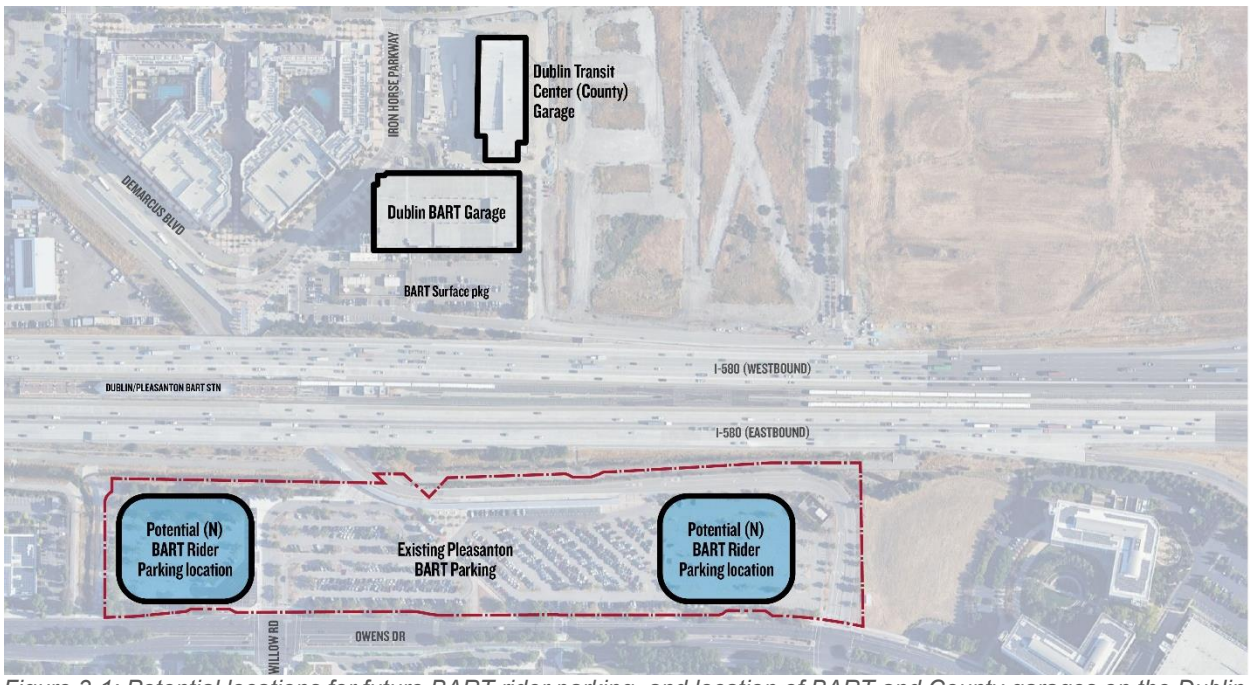


Figure 3-1: Potential locations for future BART rider parking, and location of BART and County garages on the Dublin side.

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.

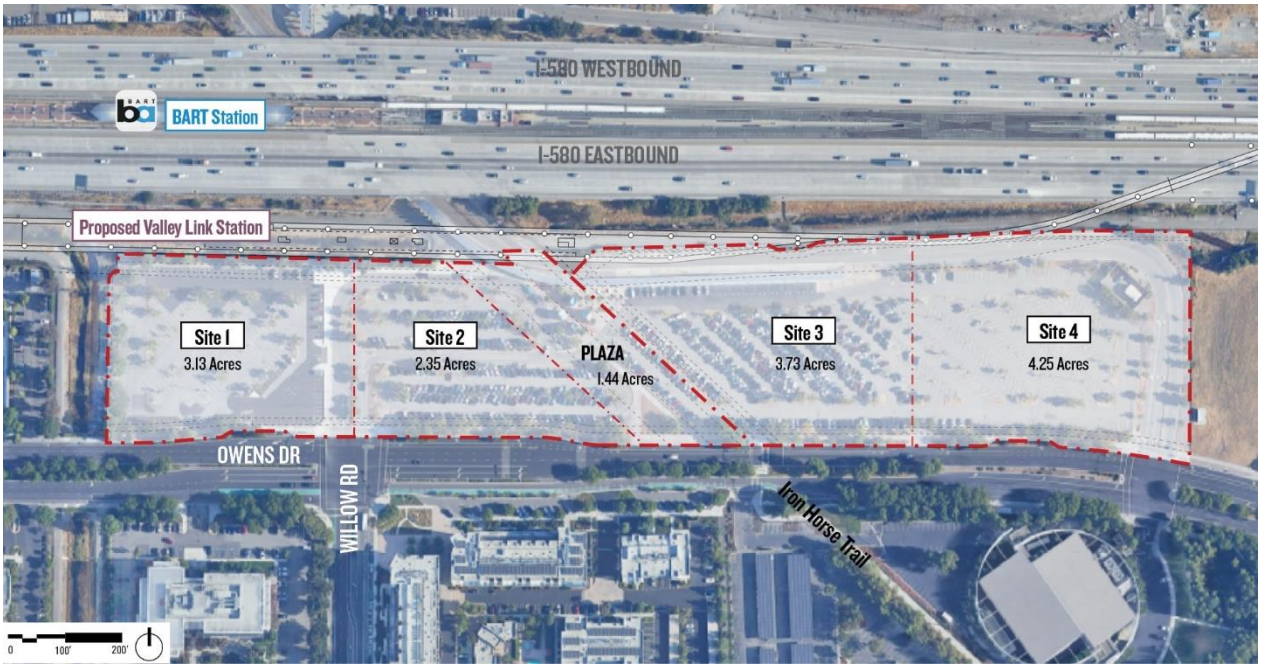


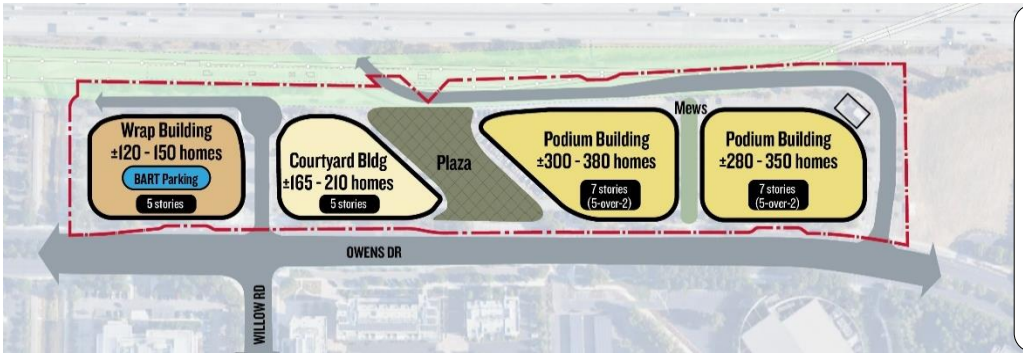
Figure 4-1: Project site divided into four prospective development sites.

[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

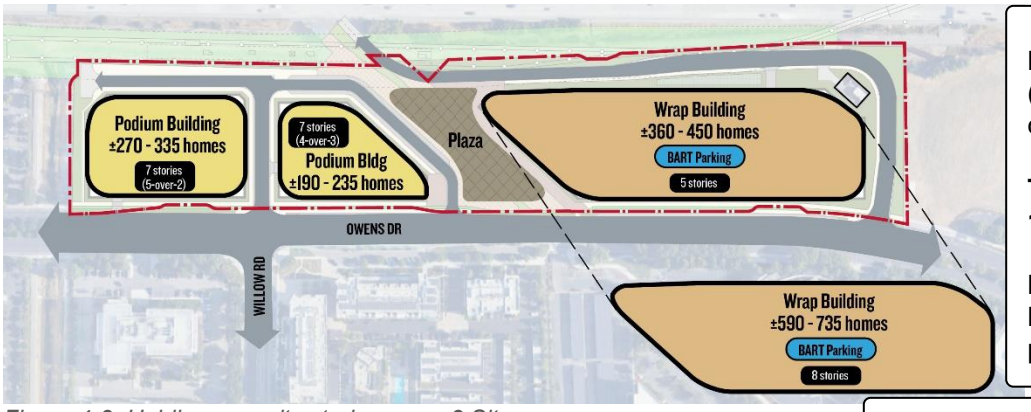
Parking ratio: 0.82-1 space per unit

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.

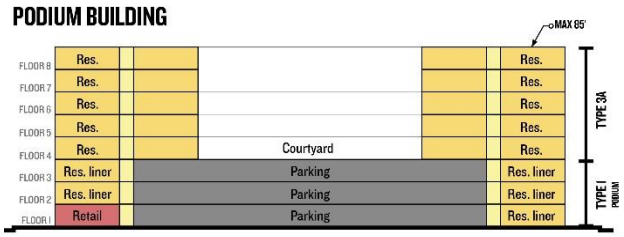


Figure 5-1: Typical section of an 8-story podium building with 2-3 levels of parking.

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.

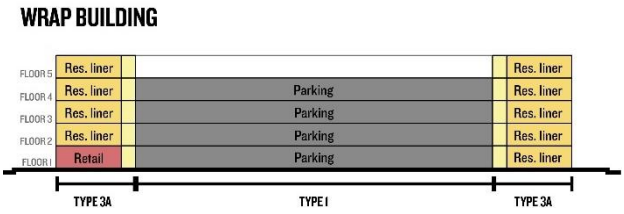


Figure 5-2: Typical section of a 5-story wrap building.

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.

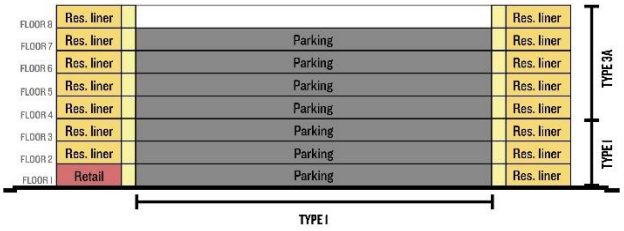


Figure 5-3: Typical section of an 8-story wrap building.

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.

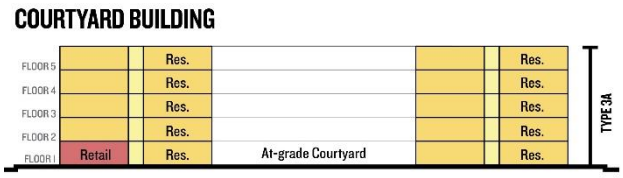


Figure 5-4: Typical section of a 5-story courtyard building.

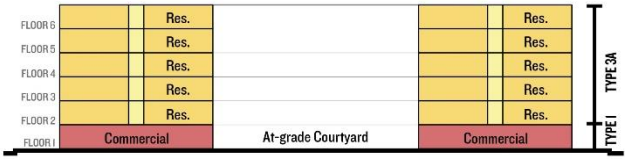


Figure 5-5: Typical section of a 6-story courtyard building.

b. Test Fit Options[2]

i. Option TF-1

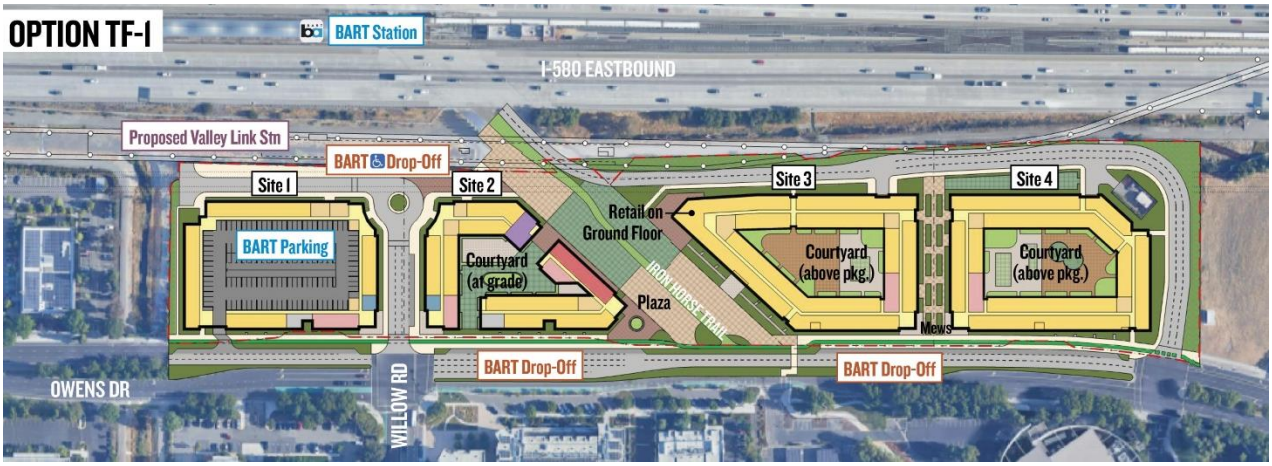


Figure 5-6: Test fit option TF-1 with wrap building and BART and residential parking on Site 1.

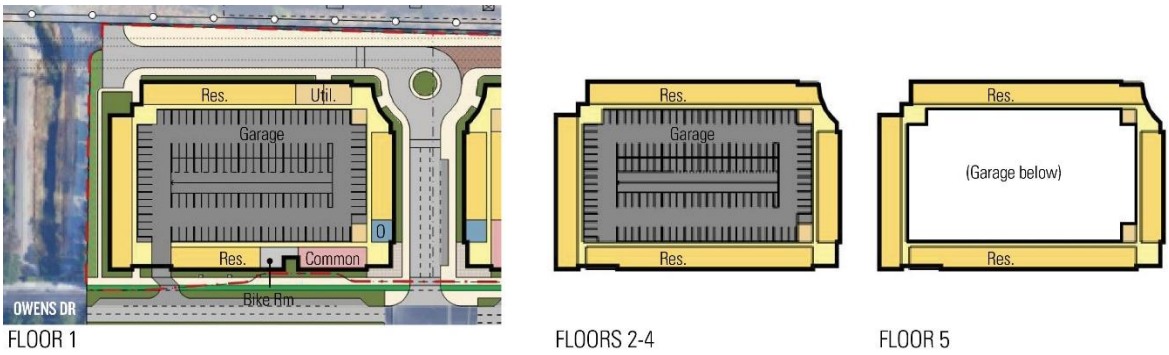
TOTALS	
Gross Site Area	14.9 acres
Net Site Area	11.3 acres
Unit Count	**±870 - 1,088 units** (1,000 - 800 sf per unit)
Density	58 - 77 dua (gross); 73 - 96 dua (net)
Residential Parking	**0.82 - 1 spaces per unit**

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.*

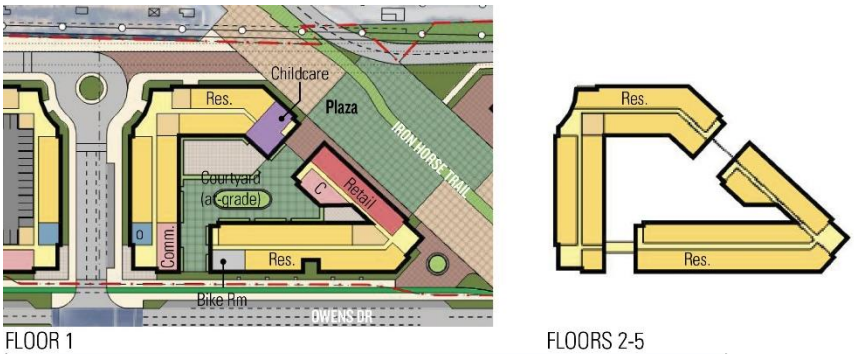
- ***SITE 1:***
  Five-story Wrap Building with BART rider parking
  Depending on the final amount of BART rider parking, as determined by BART, the number of levels in the garage dedicated to BART rider parking can vary.



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.



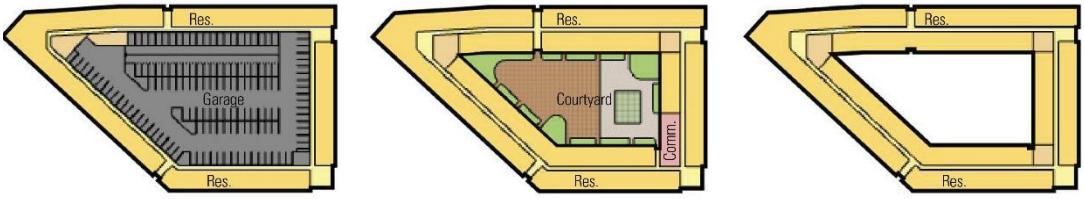
Site 2		
Building Type + Height	• **Five-story courtyard building** • ±60' (building height to top of parapet)	
Unit Count	±165 - 210 units (1,000 - 800 sf per unit)	
Residential Parking	Parking provided in Site 1 podium	0.98 space per unit

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



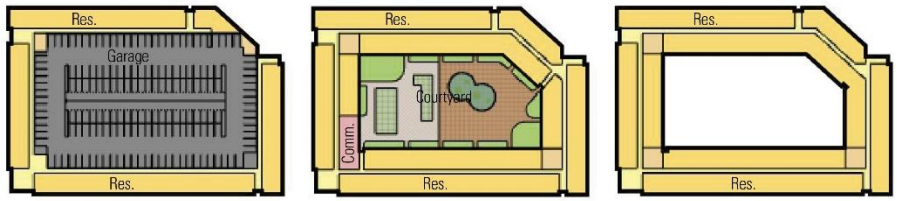
FLOOR 2 FLOOR 3 FLOORS 4-7

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

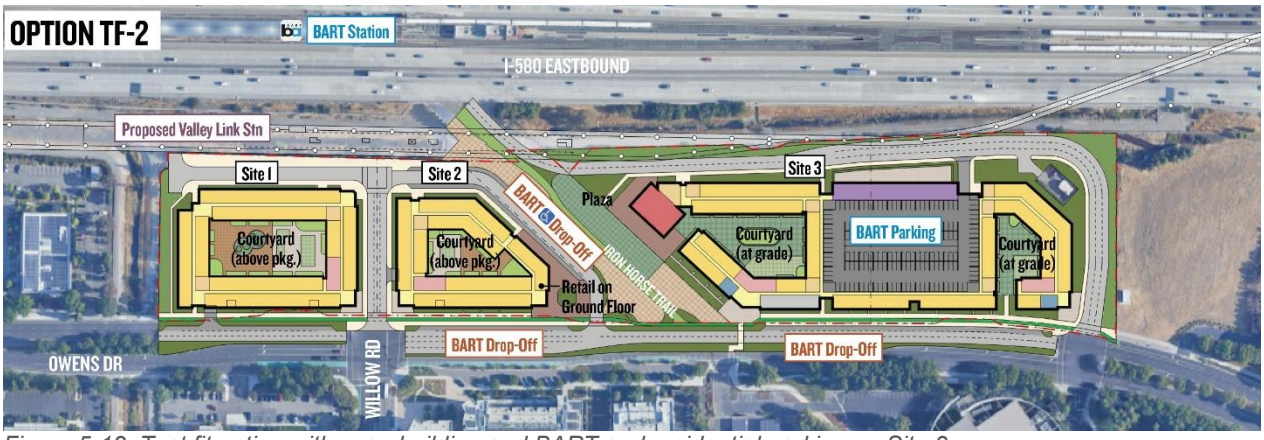


Figure 5-12: Test fit option with wrap building and BART and residential parking on Site 3.

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.

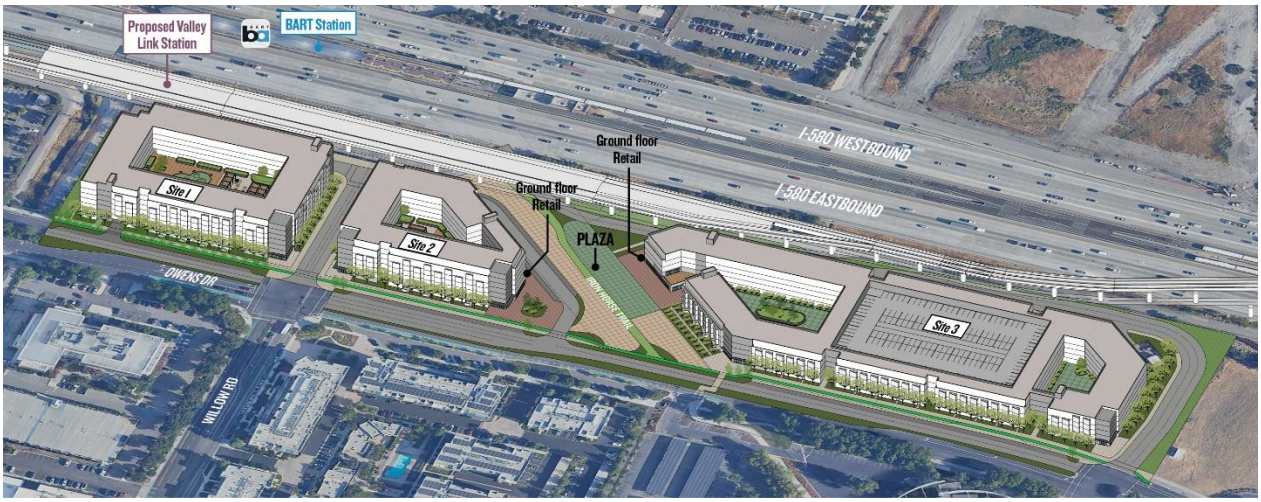
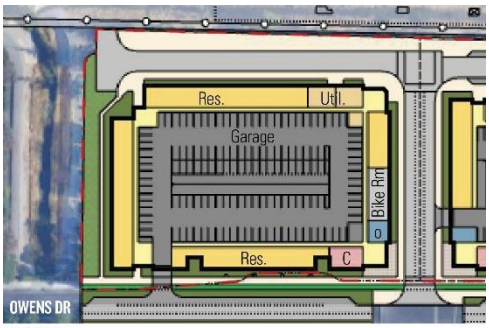


Figure 5-13: Articulated 3D massing of test option TF-2.

- ***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

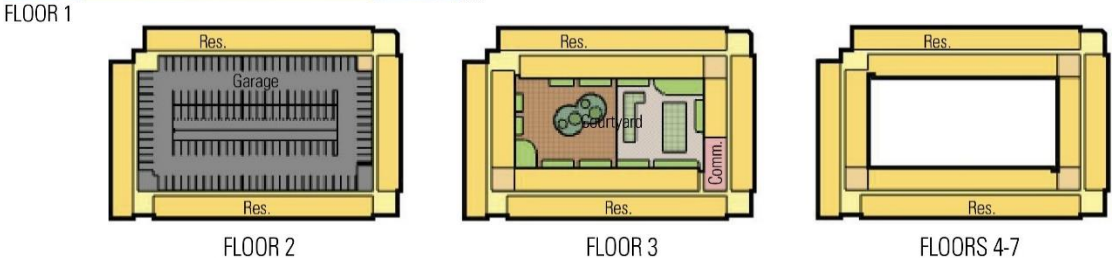
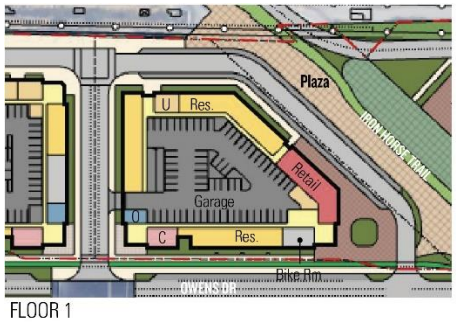


Figure 5-14: Floor plans showing a podium building on Site 1.

- ***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

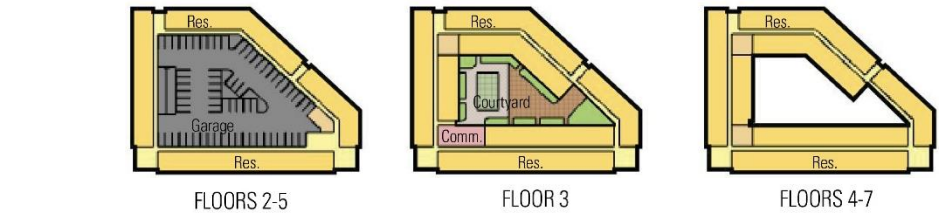
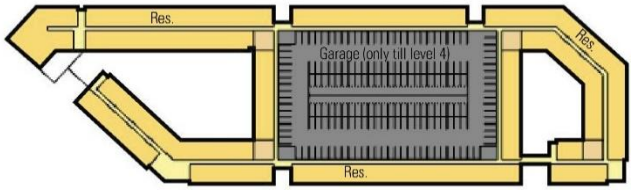


Figure 5-15: Floor plans showing a podium building on Site 2.

- ***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

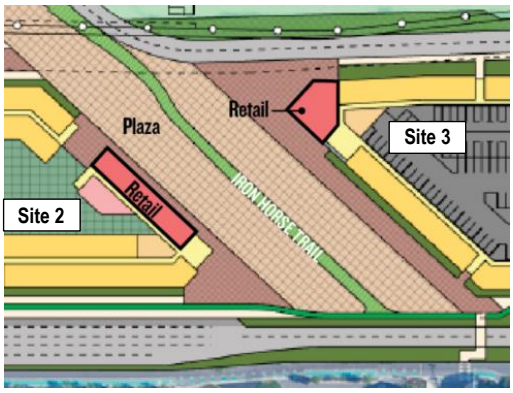
OPTION TF-1 TOTALS	
Gross Site Area	14.9 acres
Net Site Area	11.3 acres
Unit Count	**±870 - 1,088 units** (1,000-800 sf per unit)
Density	58 - 77 dua (gross); 73 - 96 dua (net)
Residential Parking	**0.82 - 1 spaces per unit**

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.

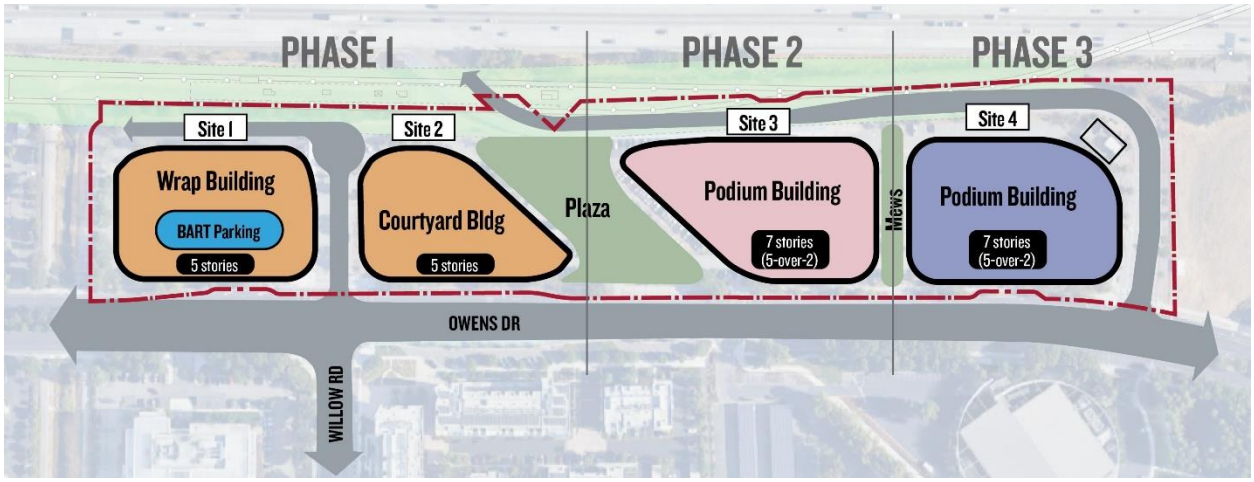


Figure 6-1: Phasing scenario P-1A.

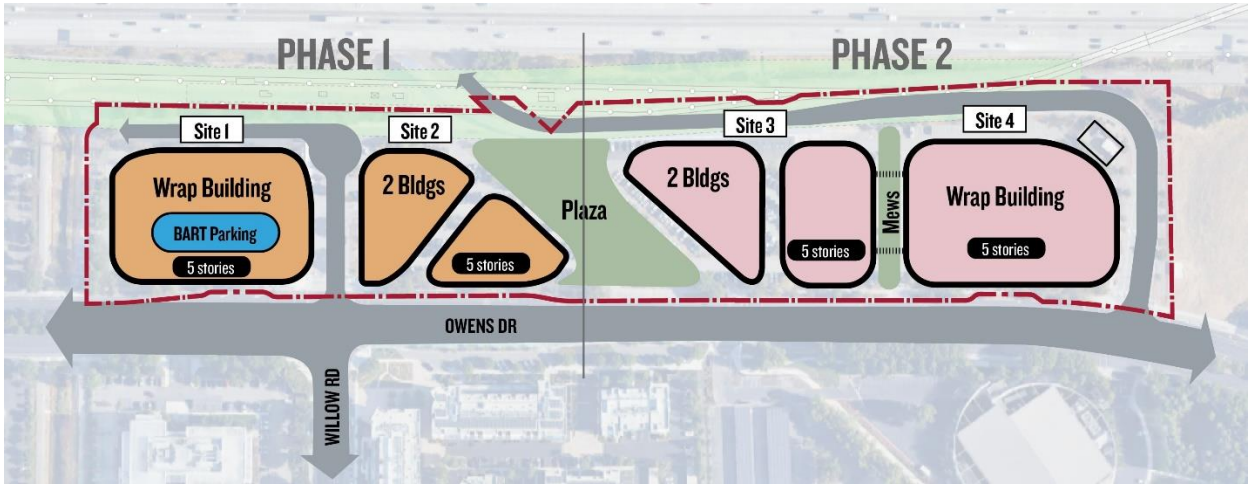


Figure 6-2: Phasing scenario P-1B.

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.

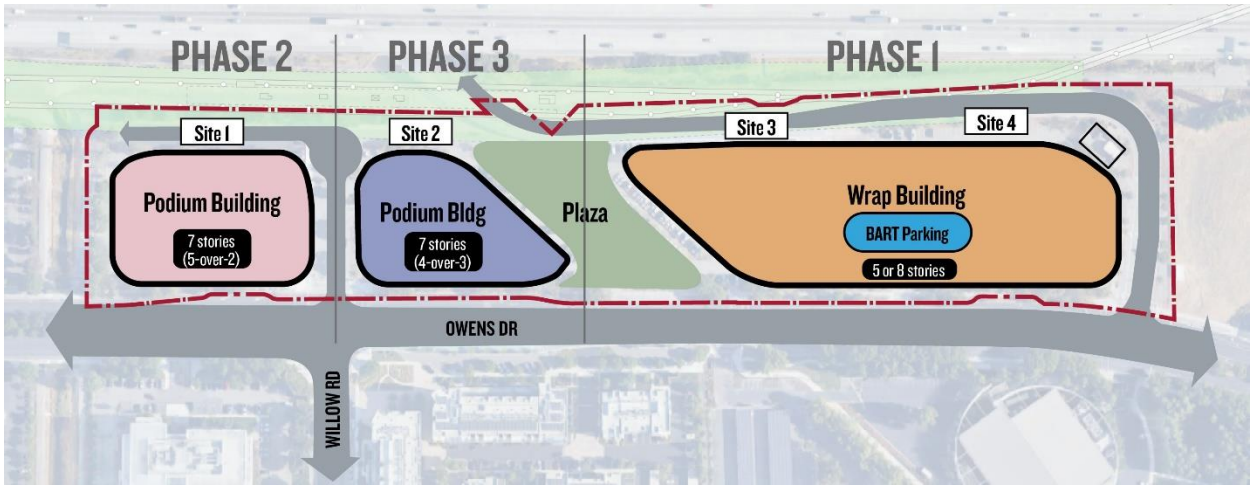


Figure 6-3: Phasing scenario P-2

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.

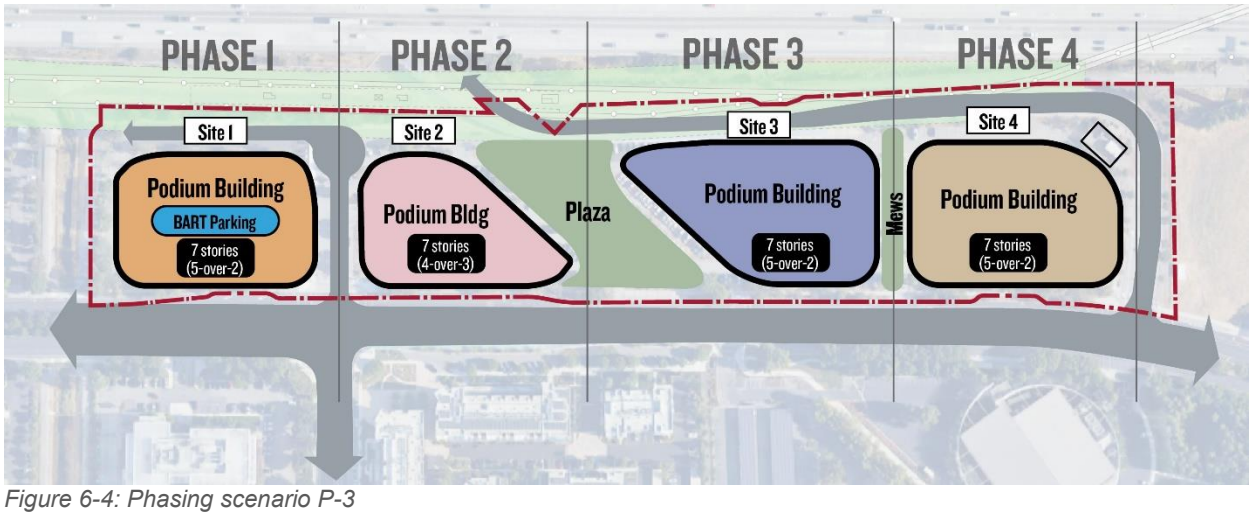


Figure 6-4: Phasing scenario P-3

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.

PLEASANTON BART STATION CONCEPT PLAN

Existing Physical Site Conditions Opportunities and Constraints Evaluation

FINAL DRAFT

10/16/2025

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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.

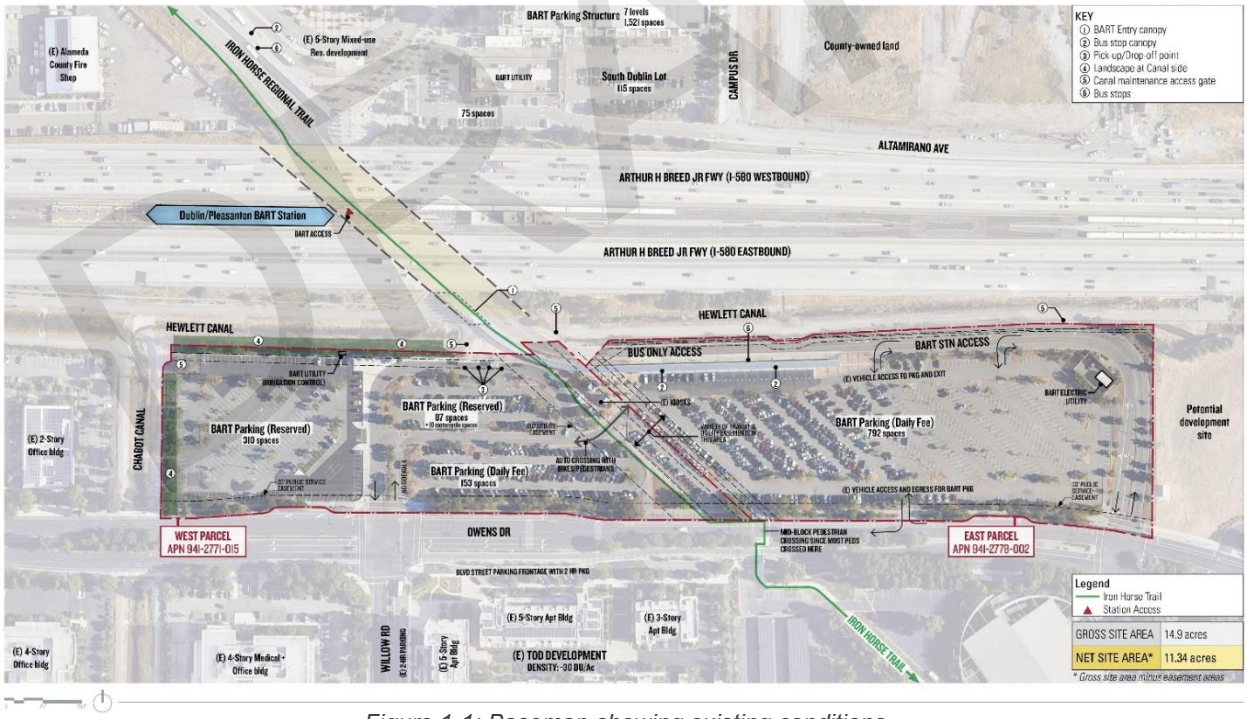

Figure 1-1: Basemap showing existing conditions

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

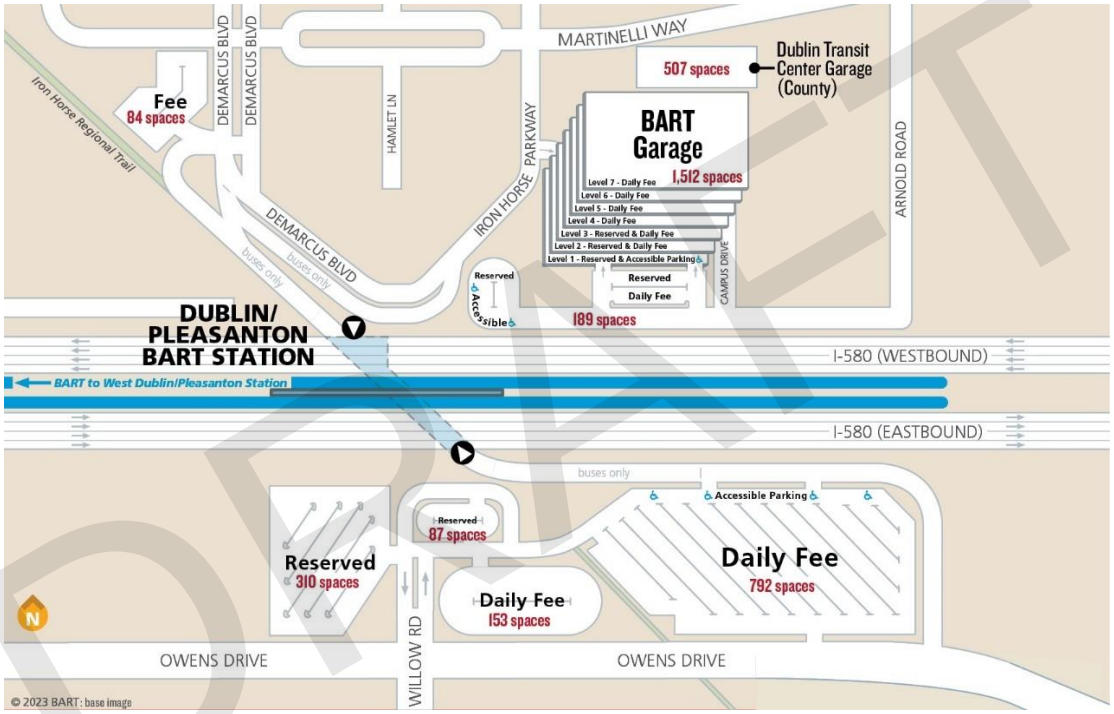

Figure 3-1: Map of BART parking facilities at the Dublin/Pleasanton station

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.

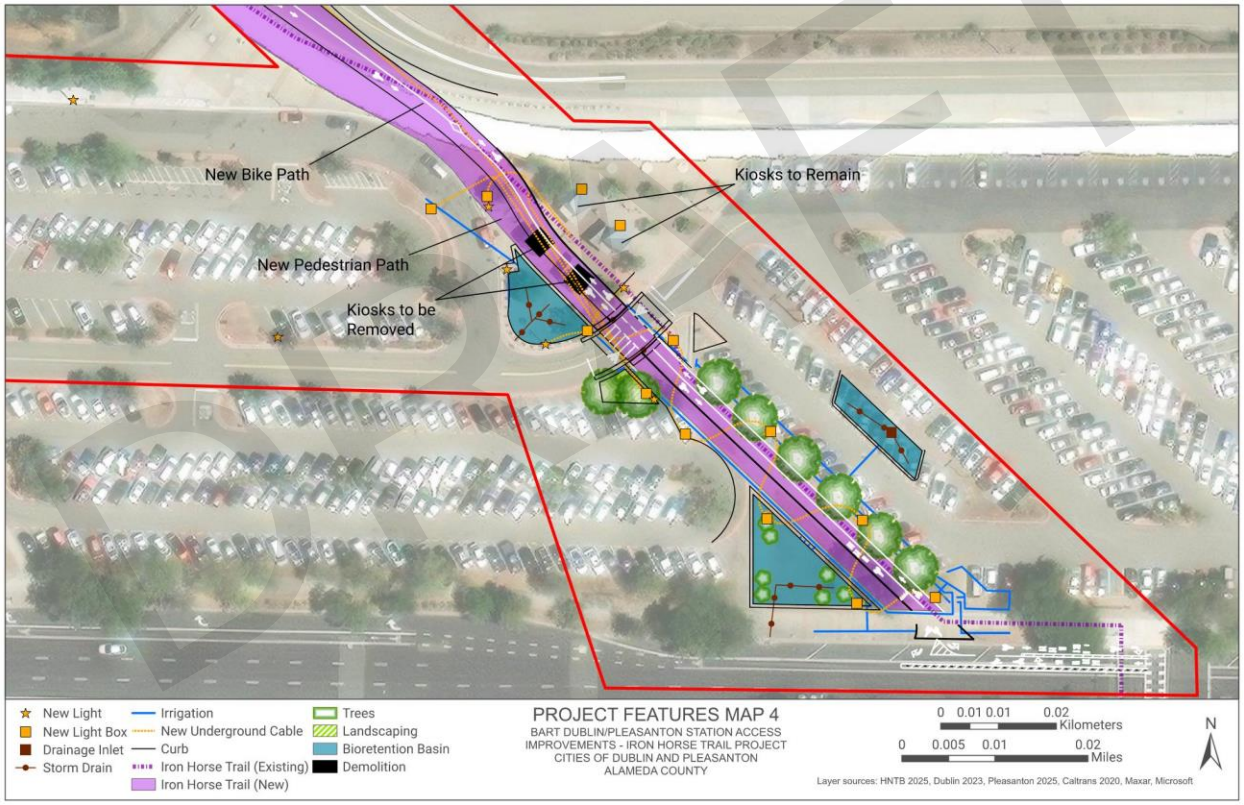

Figure 3-2: Exhibit showing the IHT improvements on the project site

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).

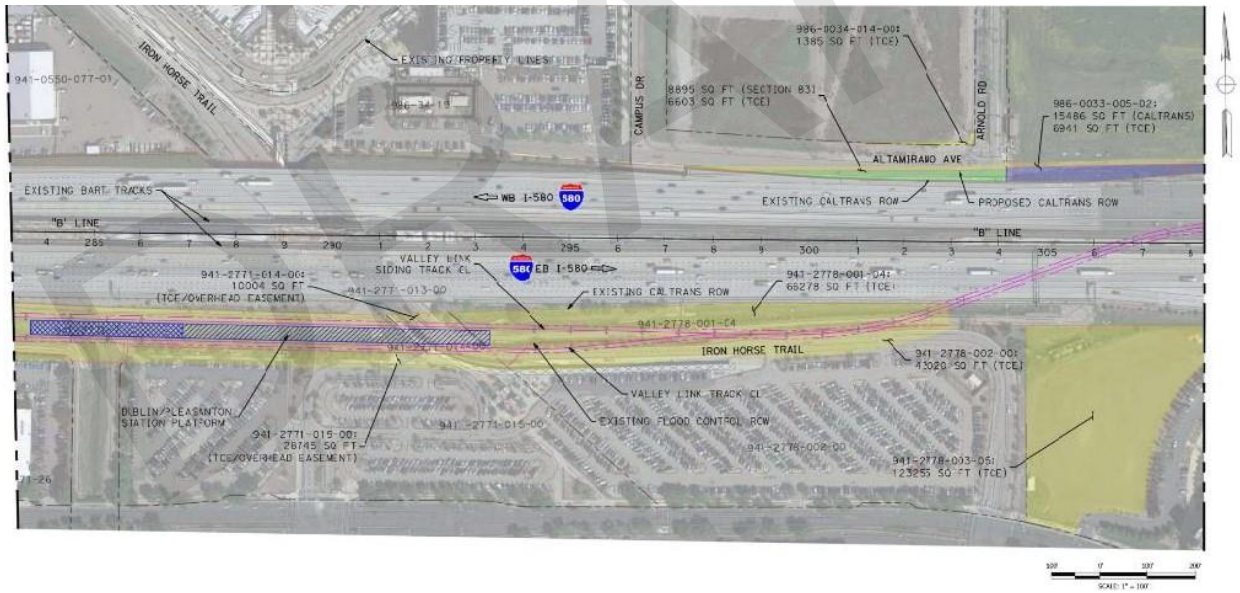

Figure 3-3: Right of way plan for new Valley Link station and track, showing station location adjacent to the project site and the temporary construction easement required.

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

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).

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".

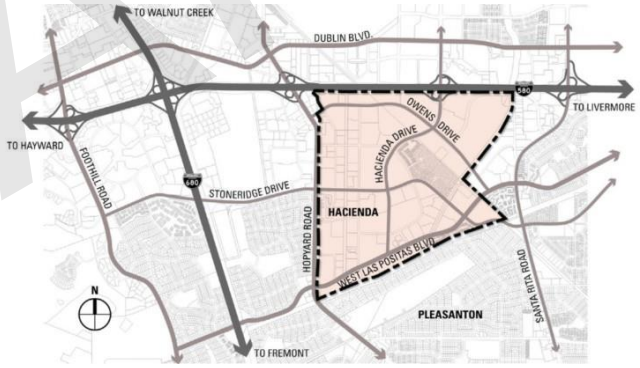

Figure 3-5: Hacienda vicinity map

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.

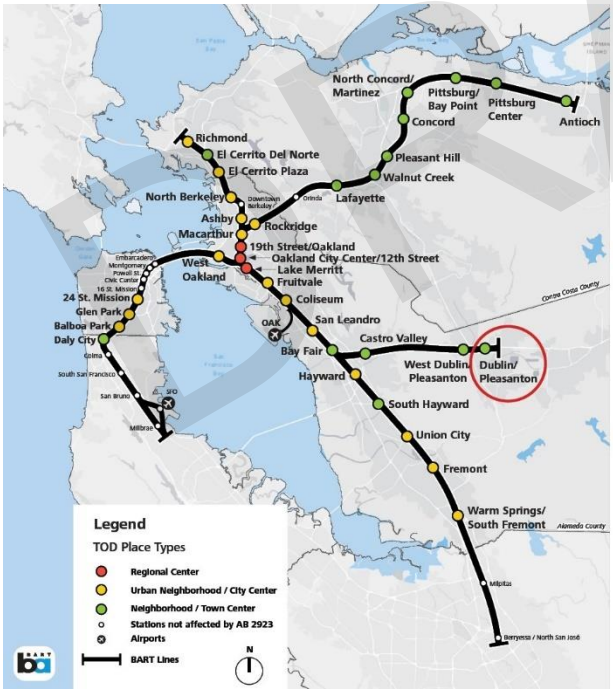

Figure 3-6: BART System Map showing the TOD Place Types for stations subject to AB 2923.

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.

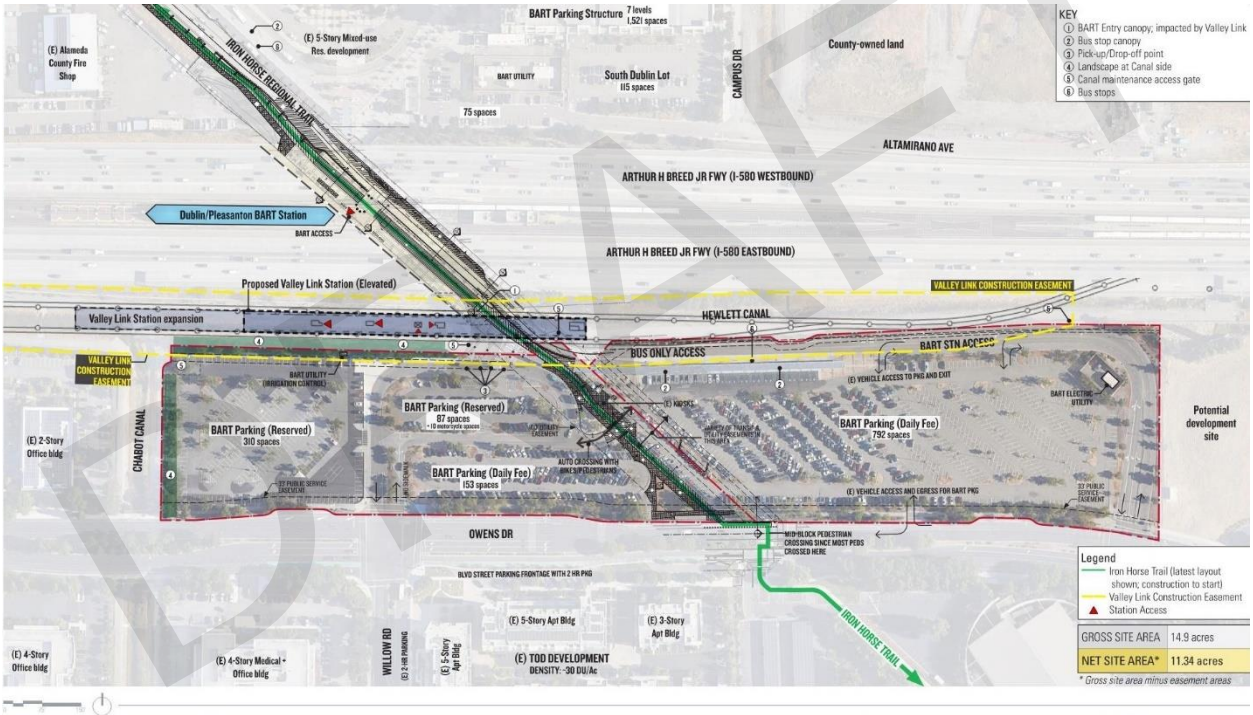

Figure 0-1: Basemap with planned infrastructure upgrades overlaid

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.

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")

DRAFT

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

DRAFT

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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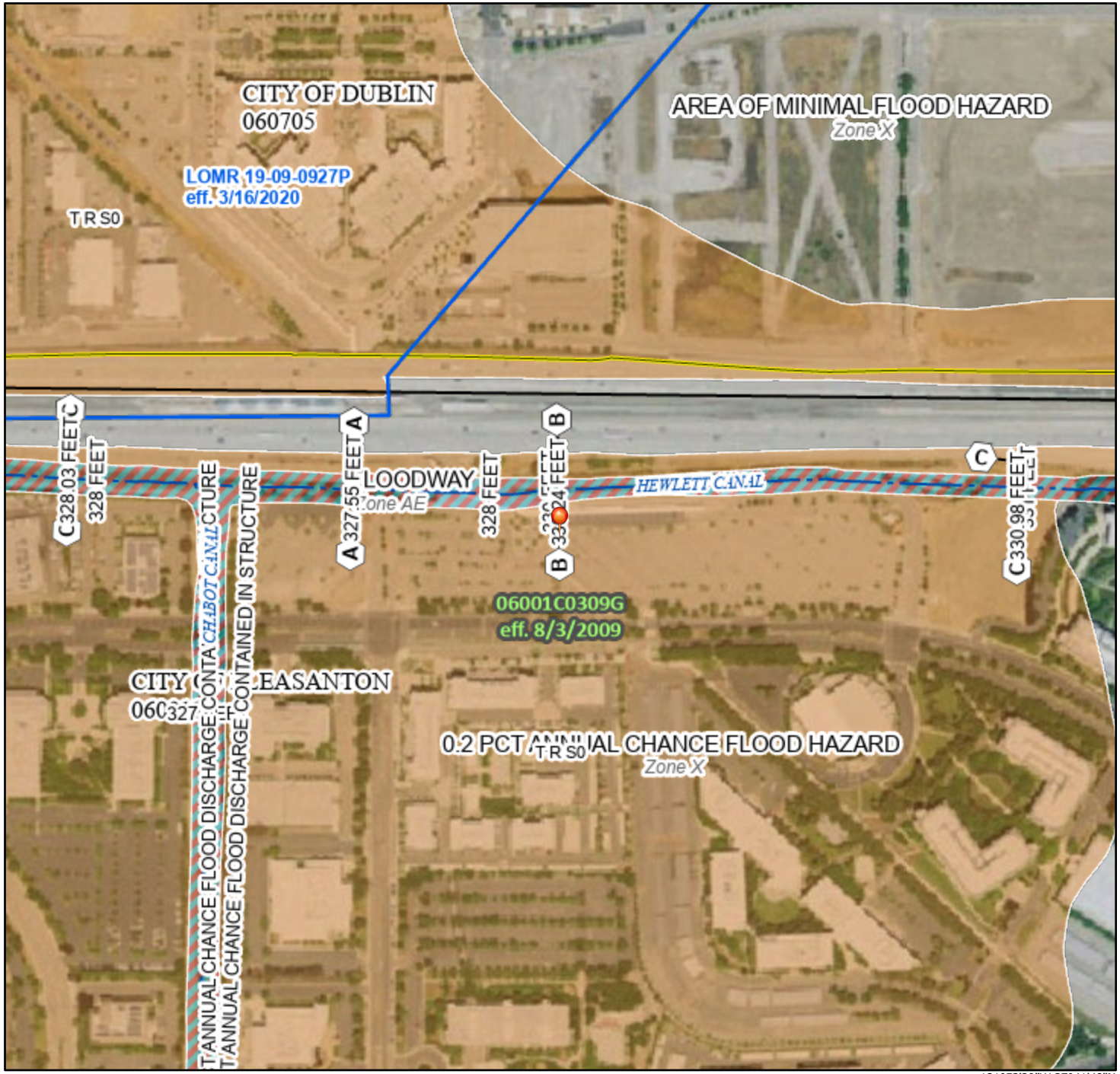
APPENDIX A – FEMA FLOOD INSURANCE RATE MAP

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

CITY OF PLEASANTON
WATER SYSTEM FACILITIES

GRAPHIC SCALE
0 50 100 150
FEET

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

OWENS DR

10" DIP

10" DIP

10" DIP

10" DIP

5835

45

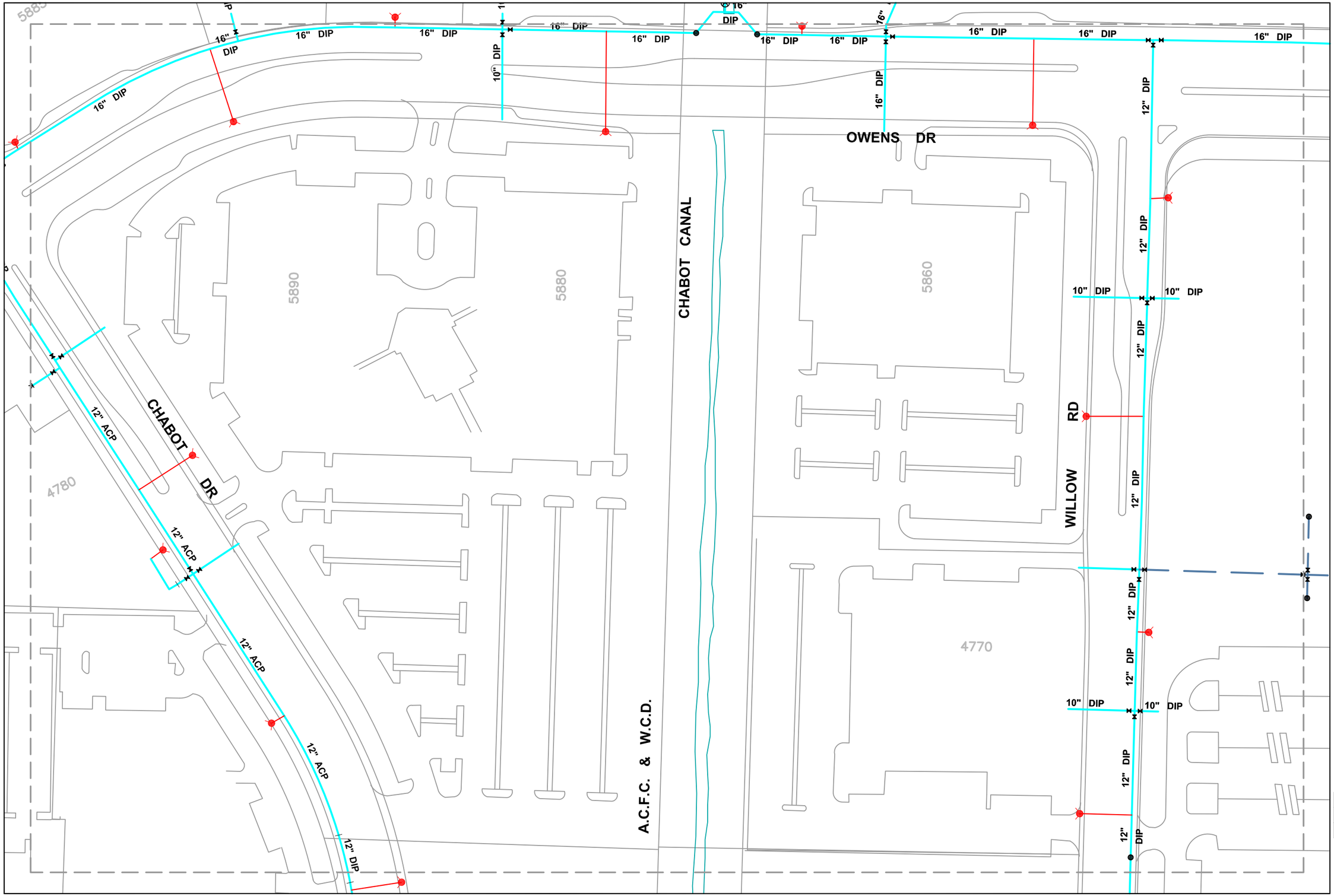
CITY OF PLEASANTON
WATER SYSTEM FACILITIES

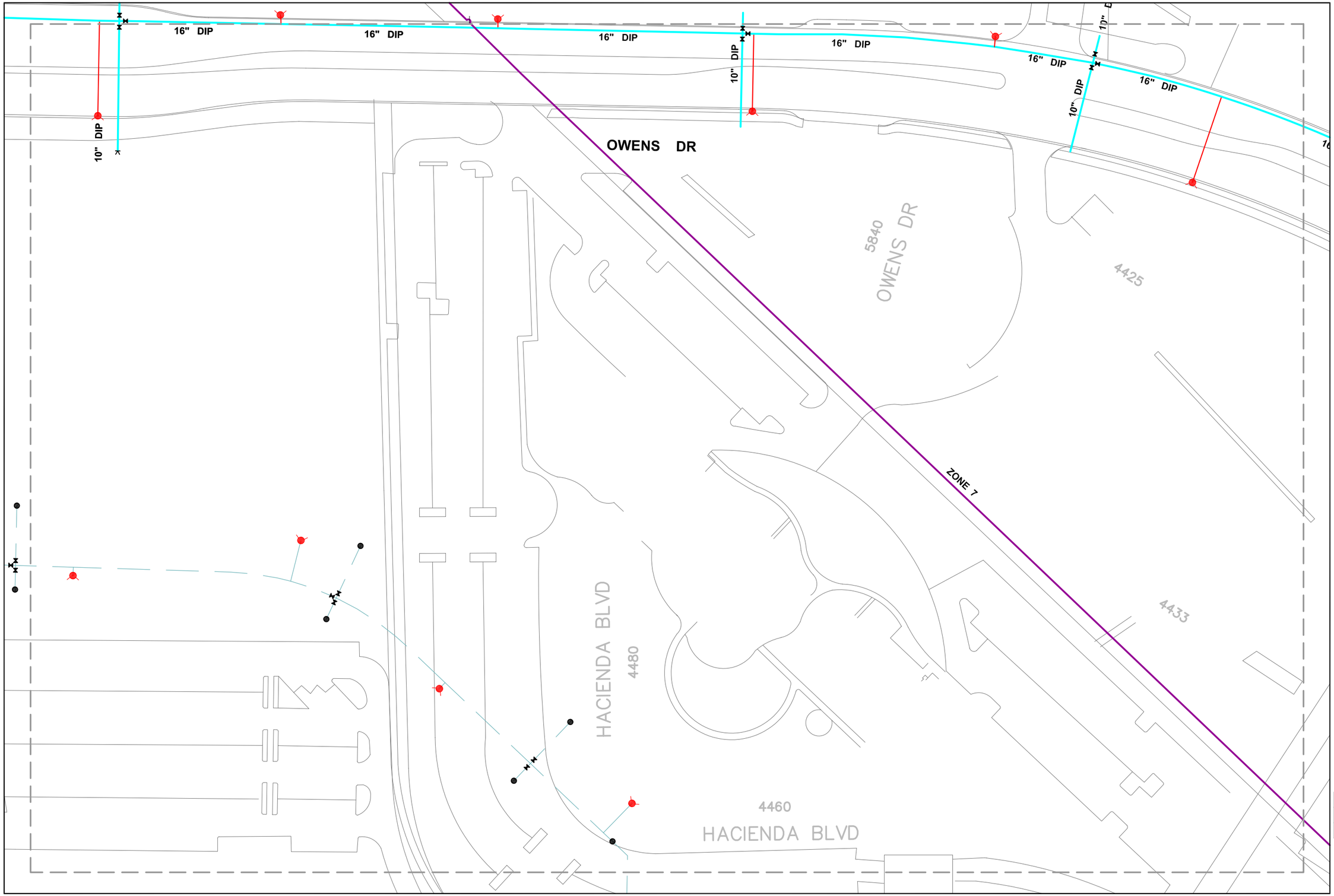
GRAPHIC SCALE
0 50 100 150
FEET

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.


16" DIP
16" DIP
16" DIP



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).

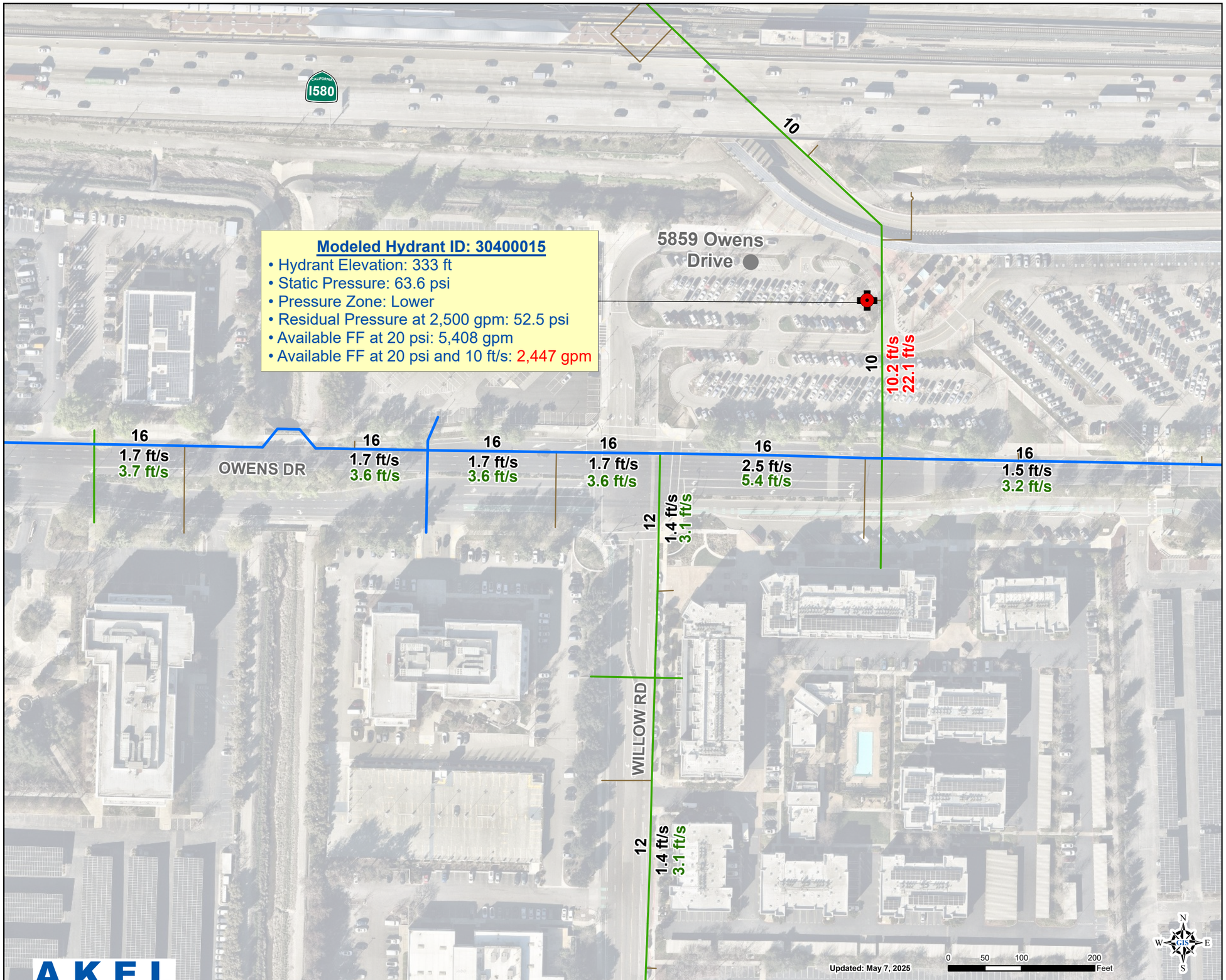
CONCLUSIONS AND RECOMMENDATIONS

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

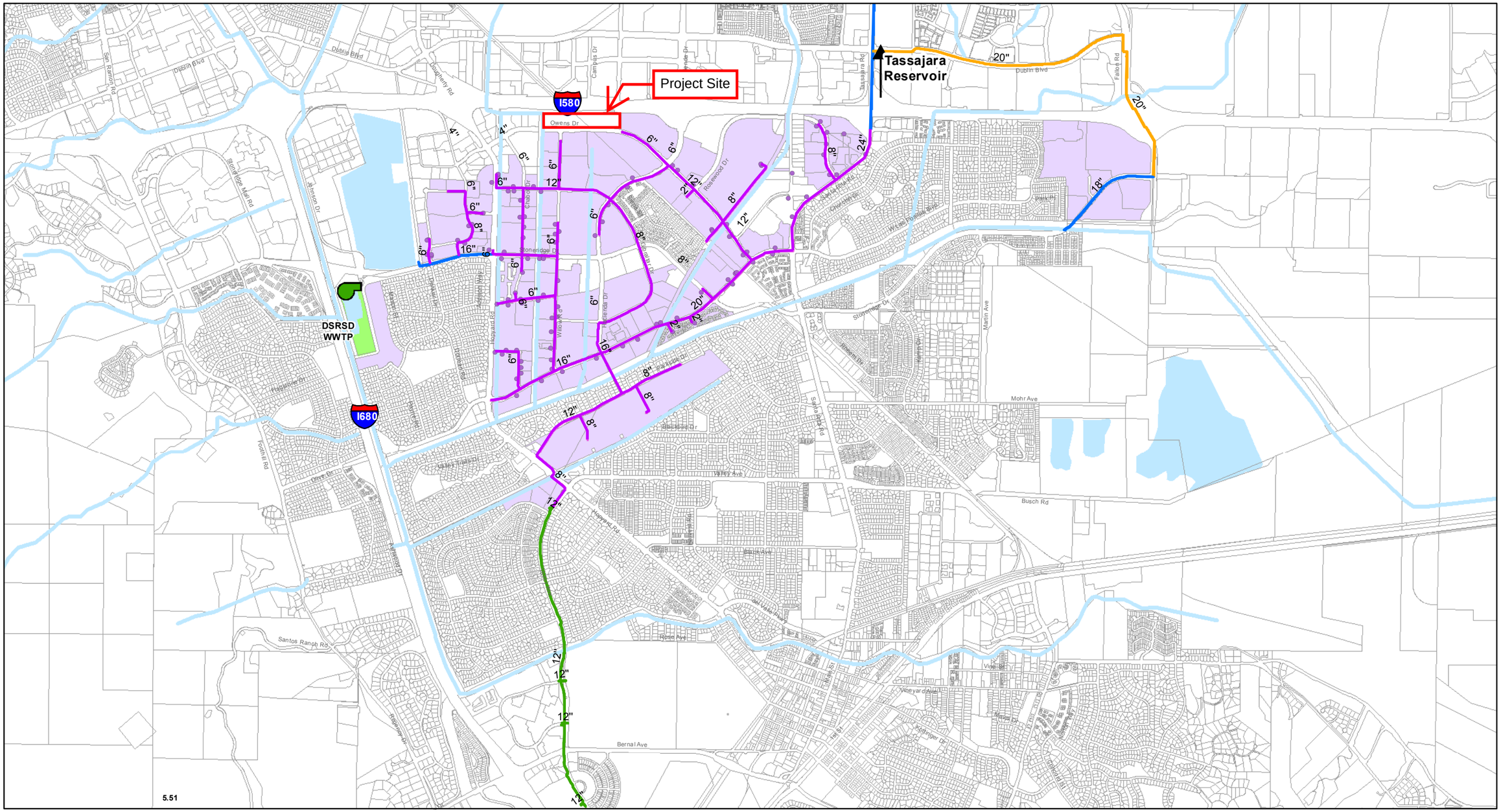
PRELIMINARY

Figure 1
5859 Owens Drive
Fire Flow Analysis
Hydraulic Analysis
City of Pleasanton

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



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

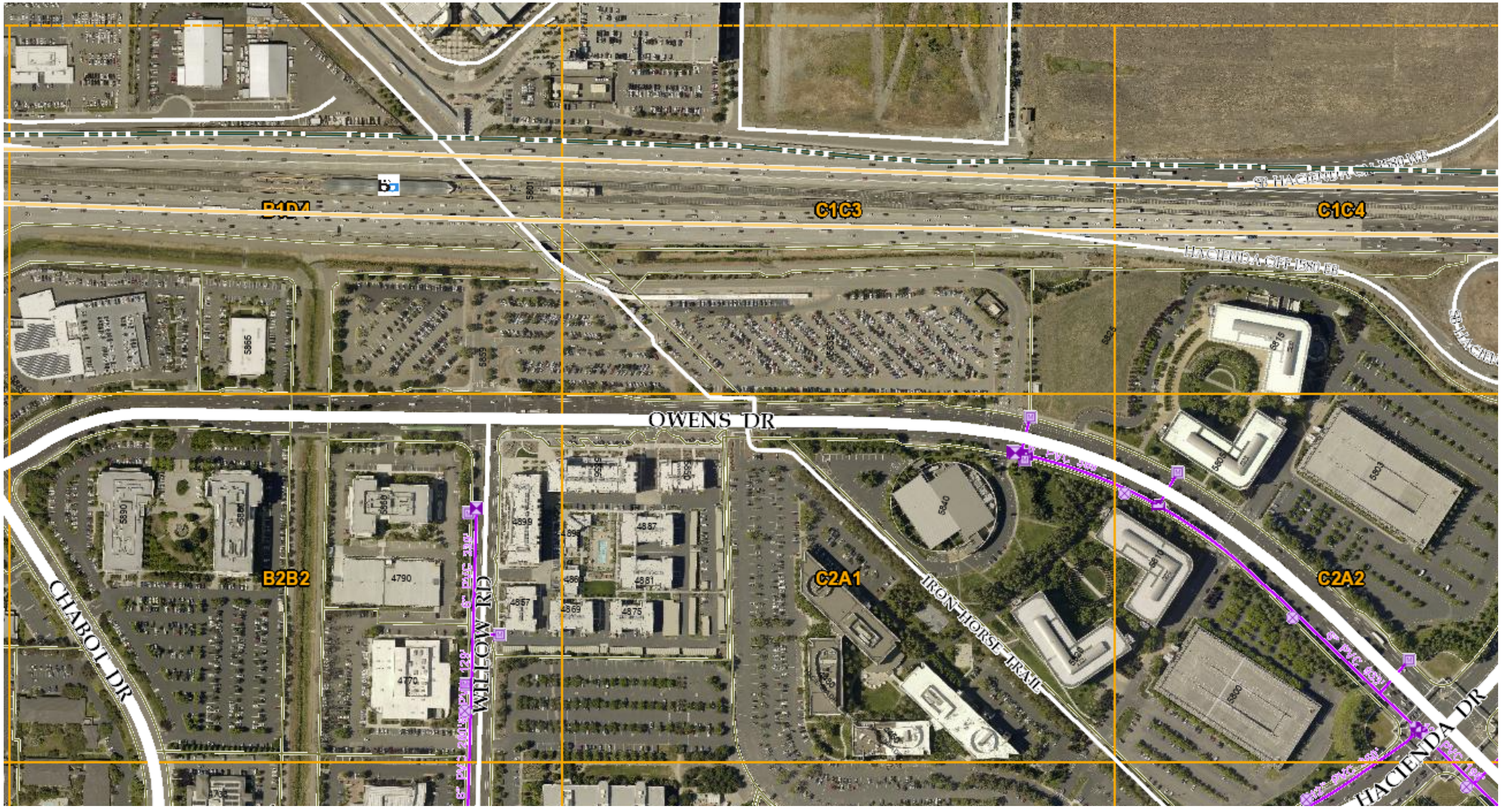
- Phase 1A
- Clean Water Revival
- Valley Ave Extension
- Existing

Potential Users

- Served by Phase 1A Alignment
- Waterbody

Phase 1
Recycled Water Distribution System

0 1,500 3,000 Feet


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
PS	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		

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.
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 5885

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 325'
300
36" VCP 1002'
400
6" UKN
500 D 8.97 68' RCP
501
502
503 D 9.22
100 D 9.14
101 D 11.11
6" VCP 94'

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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 80' 401

6" PVC 400

6" PVC 243'

500

500
D 8.60

68" RCP 245'

103

OWENS DR

5835

A5

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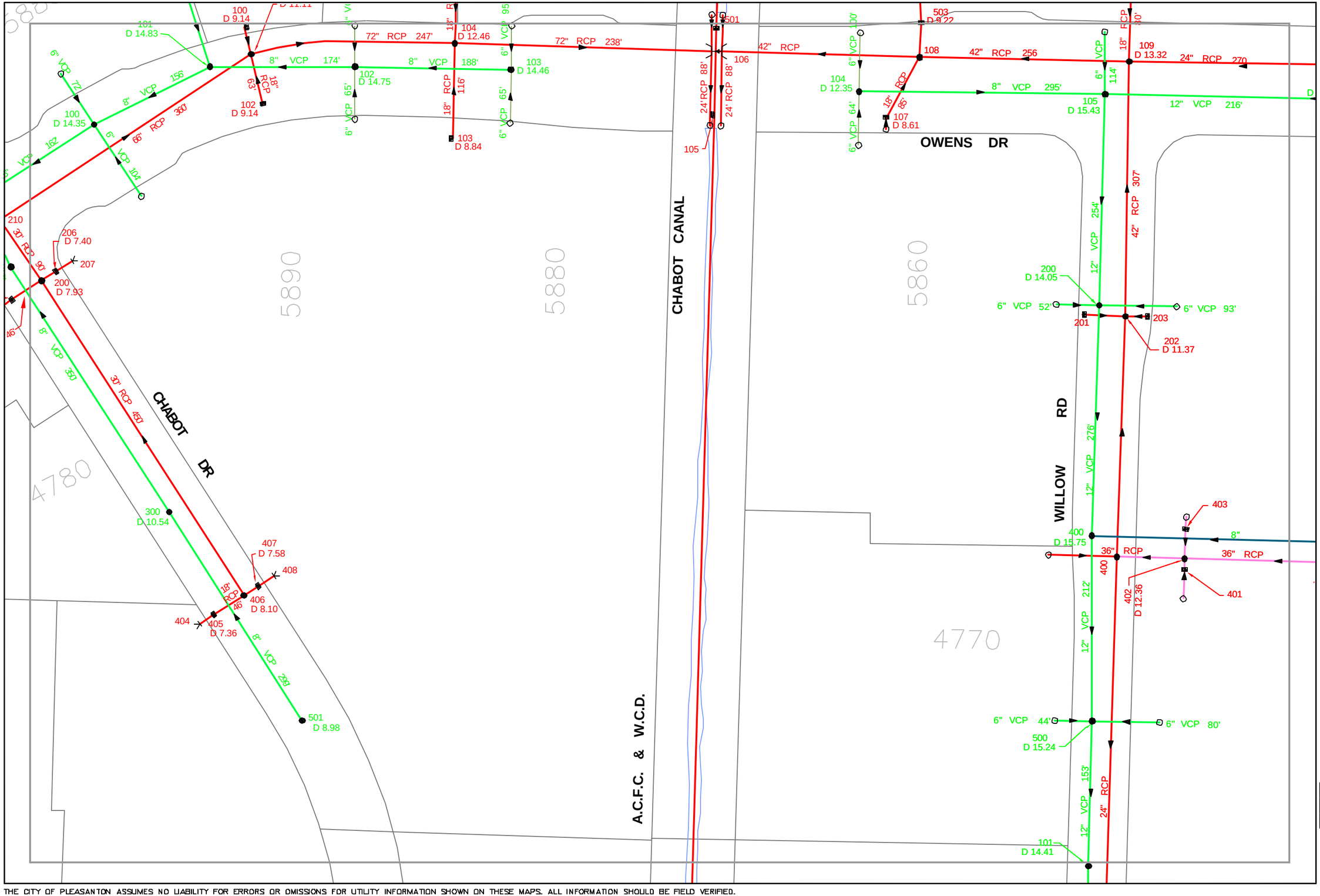

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REV.
NOV 2000
LYNX TECHNOLOGIES

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 70'
18" RCP 310'
108
15" VCP 103 D 15.83
RCP 437'
60" RCP 217'
111 D 10.09
112
110 D 12.13
105'
6" VCP 63'
18" RCP 75'
109 D 9.67
104 D 15.33
12" VCP 343'
60" RCP 320'
12" VCP 326'

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
501 D 8.90
500 D 11.10

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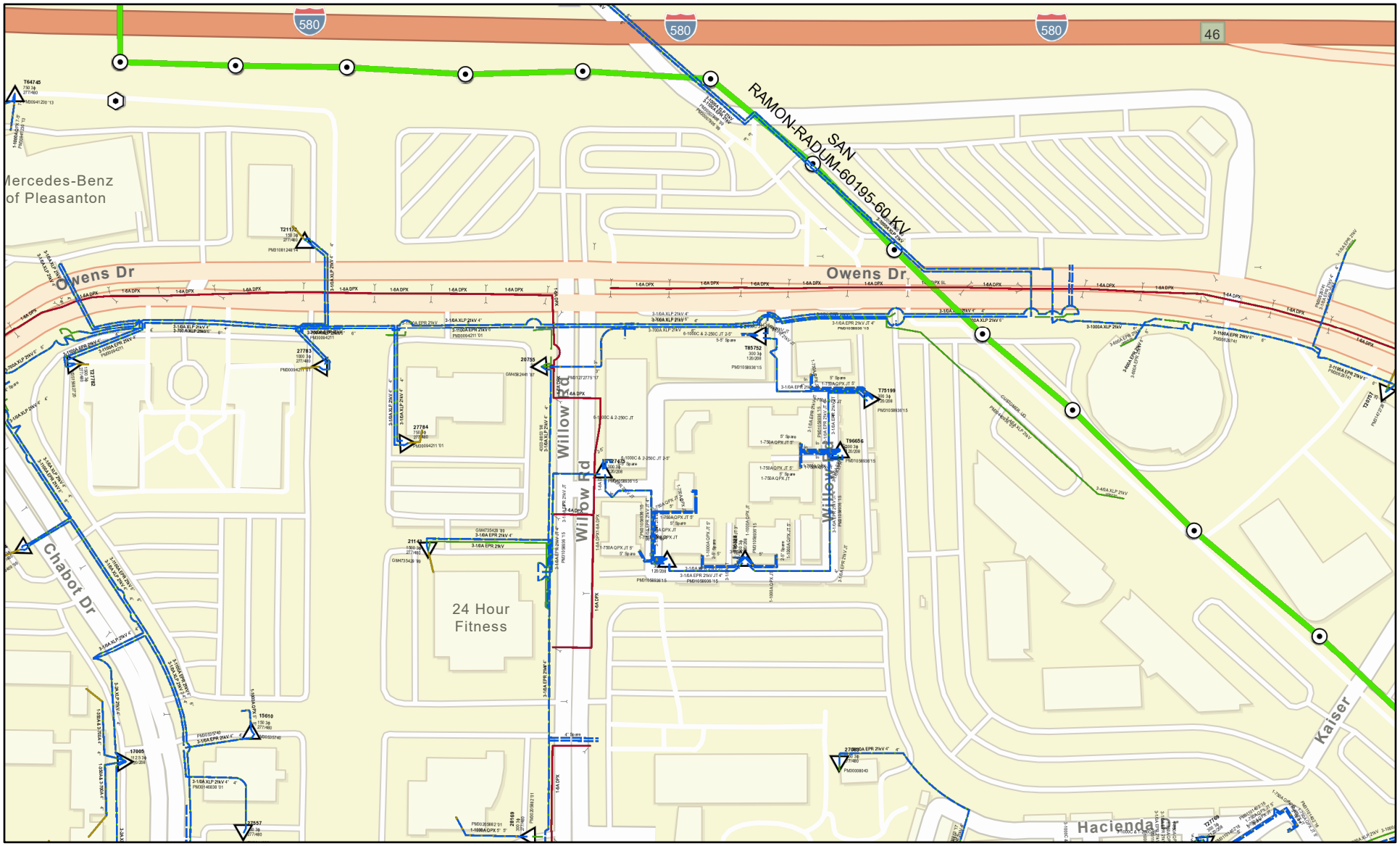
APPENDIX E – PG&E ELECTRICAL BASE MAPS



May 28, 2025

PG&E Joint Pole Map

Esri Community Maps Contributors, California State Parks, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of

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

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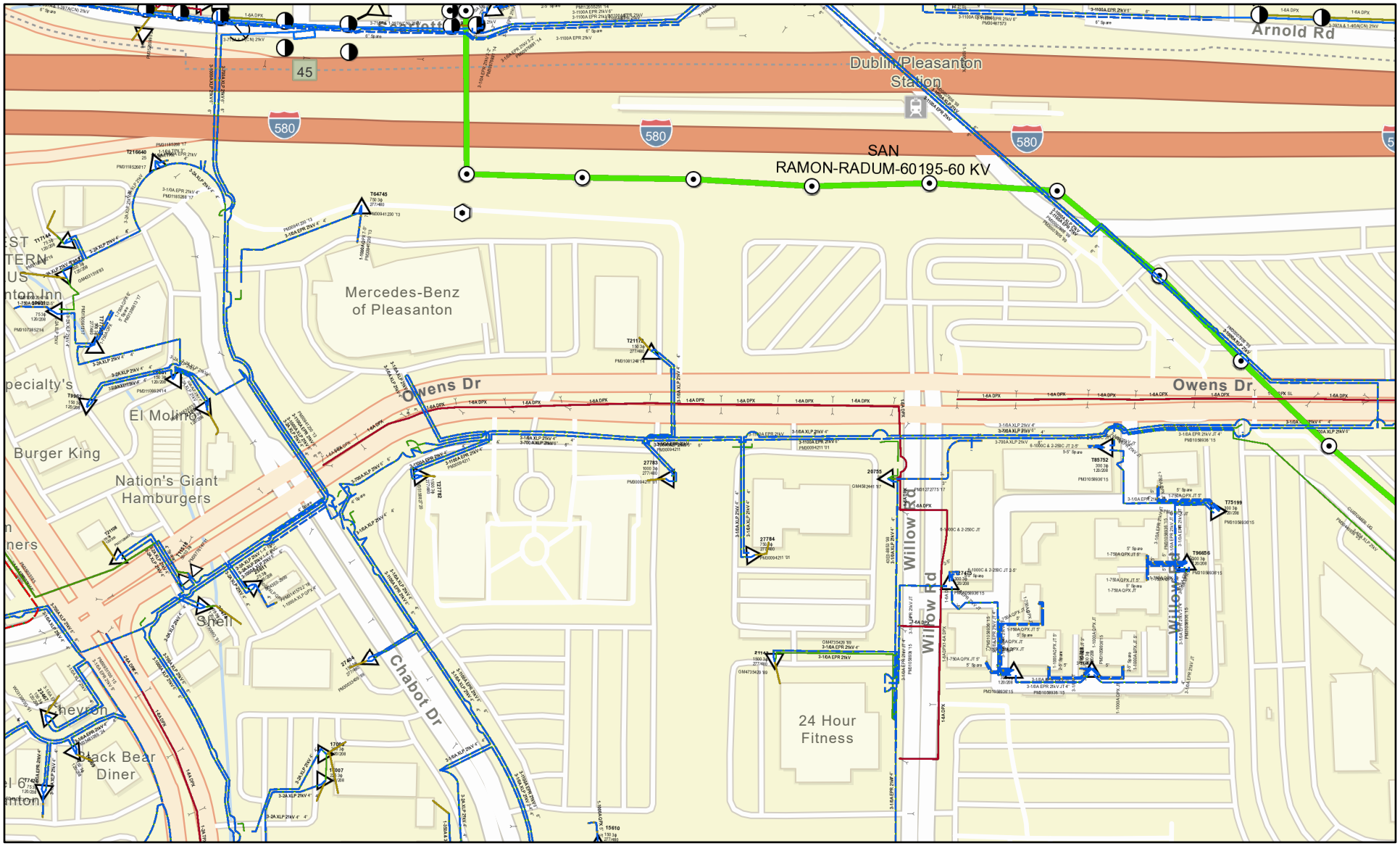

May 28, 2025

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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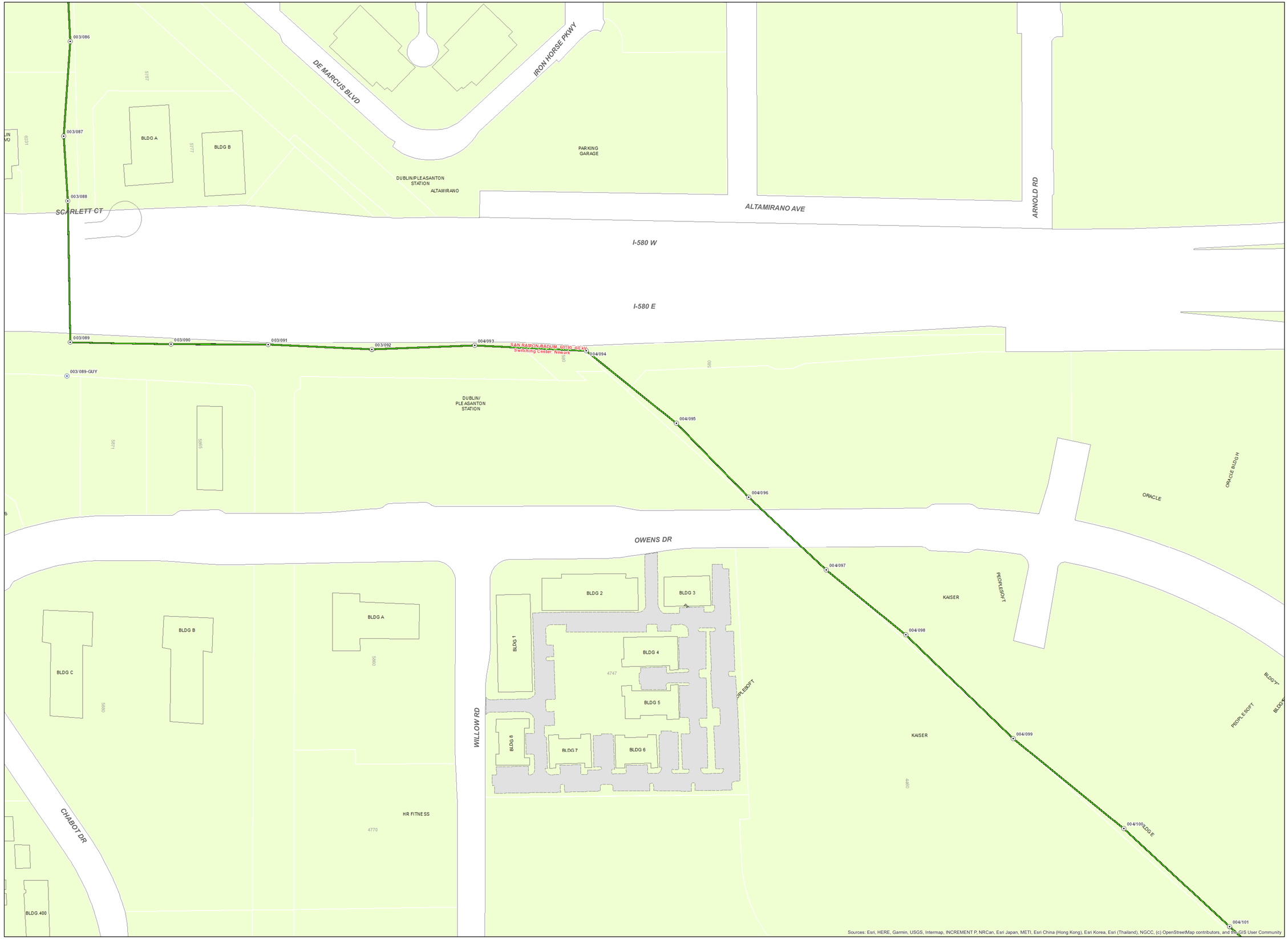
APPROXIMATE LOCATIONS
VERIFY BY HAND TOOLS
PACIFIC GAS AND ELECTRIC CO.

1 inch = 100 feet

Date: 6/4/2025

Pacific Gas & Electric Company



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Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

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VERIFY BY HAND TOOLS
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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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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

1648'

1 PL
1999

22'

1448'

1 PL 2011

PEOPLE SOFT

5840

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

1 1/4
PL 2015

58'

48'

4875

1 1/4
PL 2015

4869

1 1/4
PL 2015

LDG 7

BLDG 6

1 1/4
PL 2015

1 1/4
PL 2015

118'

1 1/4
PL 2015

S.F.30007983

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APPROXIMATE LOCATIONS
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0 37.575 150 225 300
Feet

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5859 OWENS DR
PLEASANTON

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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'

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

OWENS DR

(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

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DIAL 811

N

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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

"WARNING: CONFIDENTIAL, PROPRIETARY INFORMATION

THIS DOCUMENT CONTAINS CONFIDENTIAL, PROPRIETARY
INFORMATION THAT IS THE SOLE PROPERTY OF PACIFIC GAS
AND ELECTRIC COMPANY (PG&E) AND IS INTENDED FOR
USE ONLY BY AUTHORIZED PG&E EMPLOYEES AND AGENTS.

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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.

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)

c:\esri\afproj\hmp\slews_map7

N W E S

2 0 2 4 6 Miles

Contra Costa County
Alameda County
Project site
Contra Costa County
Alameda County
Alameda County
San Joaquin County
Alameda County
Santa Clara County
Alameda County
Santa Clara County

APPENDIX J – TITLE REPORT

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)

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 11-7-85 PB 12-24-85 KT 12-28-86 KT 10-9-86 BV 11-20-86 PB 8-14-87 PB 10-13-87 PB 4-29-88 JT 6-9-88 PB 8-10-88 CSL 12-21-88 JT 5-9-90 JT 6-25-91 JT 5-17-93 BV 2-10-94 PB 7-01-94 NVF. 3-06-94 CSL 1-02-97 CSL 1-22-97 WL 12-11-97 CSL 3-07-13 CC

FORMERLY: POR. BLK. 700, 600

1301

OWENS DR.

OWENS CT.

ROAD

HOPYARD

CHABOT DR.

GIBRALTAR DR.

INTERSTATE 580

19-068 19-006 19-070

R-60-12

550

986 / 1

2759

2778

WILLOW RD.

B.A.R.T.

A.C.F.C.

See Det. "A"

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

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.

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.

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

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 HACIENDA DRIVE OWENS DRIVE INTERSTATE 580 STATE ROUTE

7F 12.14 AC.±
7G (8.42 AC.±) 8.28 AC.±
7E (8.17 AC.±) 7.23 AC.±
55F 17.54 AC.±
57A (2.00 AC.±)
57B (4.00 AC.±)
57C (11.81 AC.±) 17.81 AC.±
56B 7.97 AC.±
56A 20.44 AC.±
A.C.F.C. 1.46AC.±
POR.J

CITY

APPENDIX K – RECORD BOUNDARY EXHIBIT

LEGEND:

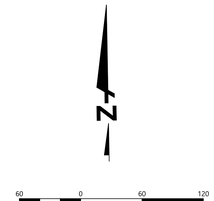
DOC	DOCUMENT
A.C.F.C	ALAMEDA COUNTY FLOOD CONTROL
EXC	EXCEPTION
PTR 1	OLD REPUBLIC TITLE COMPANY, PRELIMINARY TITLE REPORT, ORDER NUMBER 1117029681-JM, DATED APRIL 2, 2025
PTR 2	OLD REPUBLIC TITLE COMPANY PRELIMINARY TITLE REPORT, ORDER NUMBER 1117029682-JM, DATED APRIL 2, 2025
W.C.D.	WATER CONTROL DISTRICT

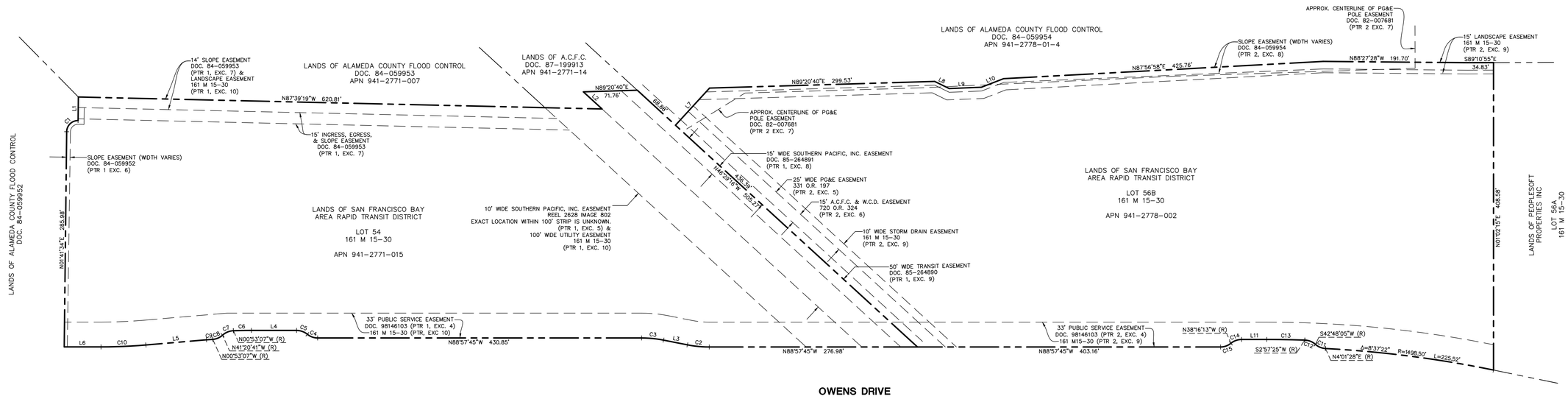
SURVEY NOTES

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 RECORDERS 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

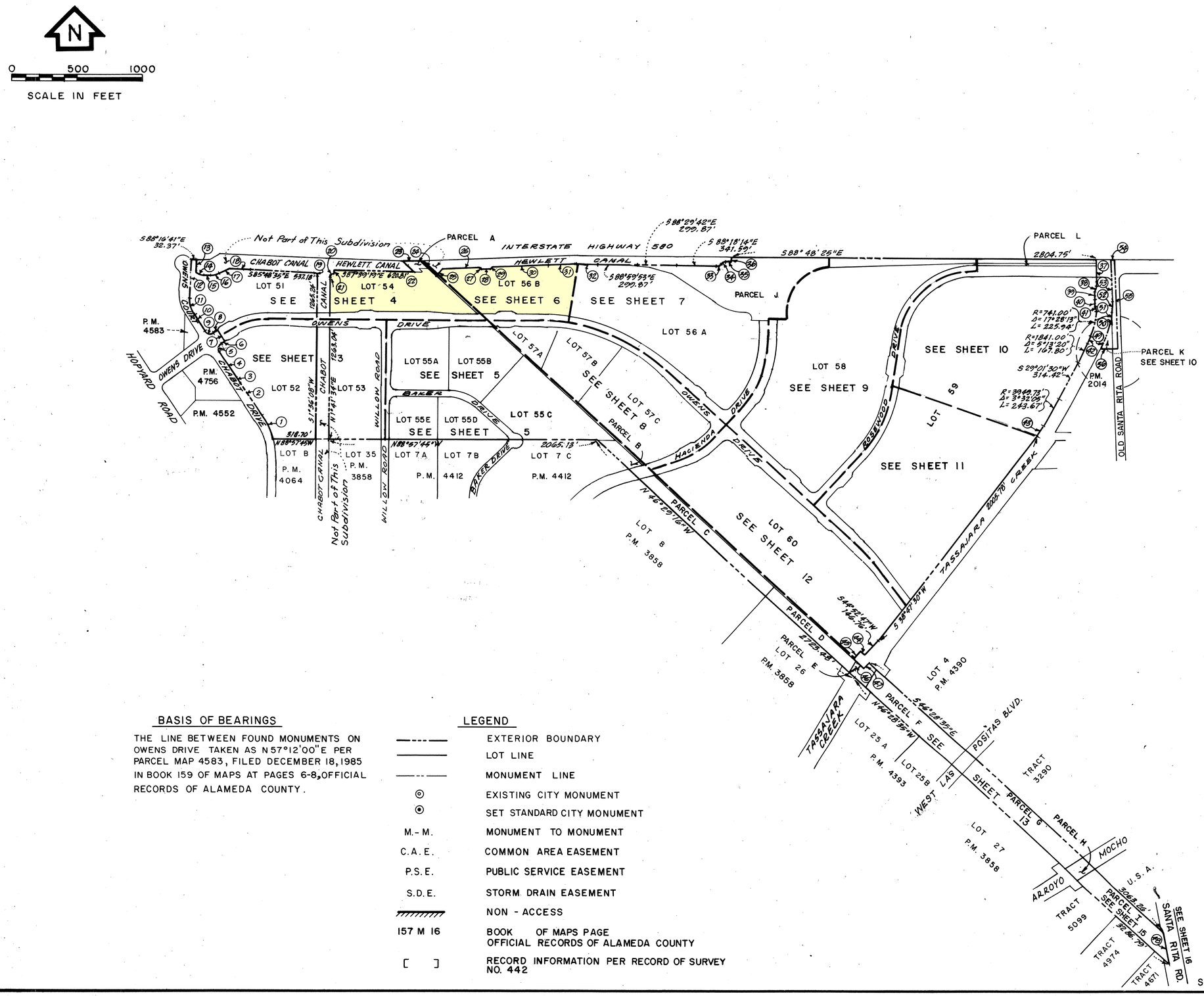
PARCEL MAP 3863
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986

SHEET 1 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3863
Map Bk 161 pg 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

Map BK 161 Pg 16
PM 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

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PM 3863

MAP BK 161

PG 18

N

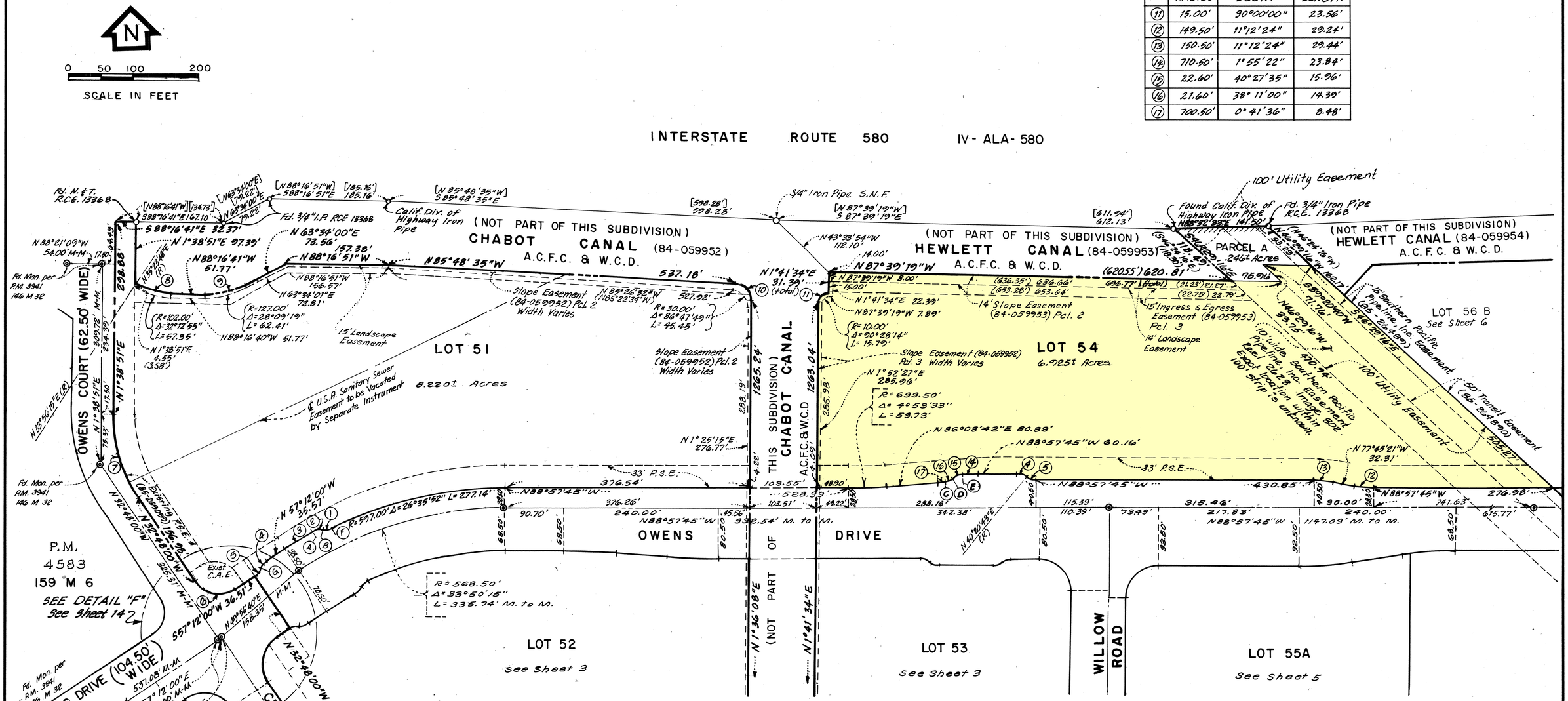
0 50 100 200

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'



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 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 4 OF 16 SHEETS (MS86-4) JOB NO. 866801

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

LOT 7A P.M. 4412 157 M 16

LOT 7B P.M. 4412 157 M 16

LOT 7C P.M. 4412 157 M 16

C.A.E.

See Detail "H" Top Left this Sheet

50' P.S.E.

33' P.S.E.

15' Southern Pacific Pipe Lines Inc. Easement (85-264891)

50' Transit Easement (85-264890)

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 "E" Sheet 14

See Detail "B" 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'

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

SCALE: 1"=50'

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'

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 56 A
see Sheet 7

LOT 55 A
see Sheet 5

LOT 55B
see Sheet 5

LOT 57A
see Sheet 8

OWENS DRIVE

WILLOW ROAD

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

PM 3863
MAP BK 161
PGS 20

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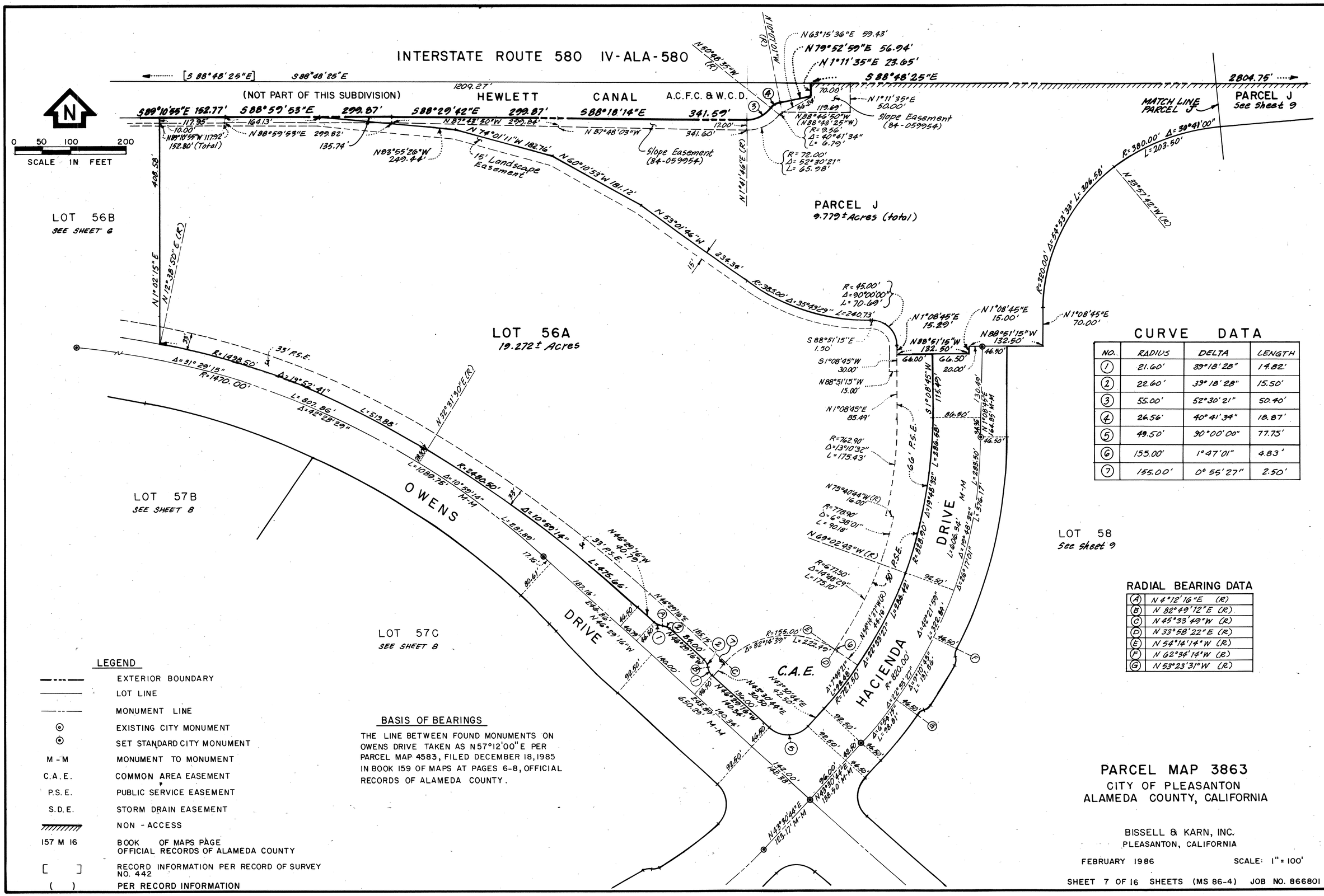
INTERSTATE ROUTE 580 IV-ALA-580
(NOT PART OF THIS SUBDIVISION)
HEWLETT CANAL A.C.F.C. & W.C.D.
[S 88°48'25"E]
S88°48'25"E
1209.27'
2804.75'
S89°10'55"E 152.77'
S88°59'53"E 299.87'
S88°29'42"E 299.87'
S88°18'14"E 341.59'
S88°48'25"E
N 80°48'35"W (R)
N 10.00' (R)
N63°15'36"E 59.43'
N79°52'59"E 56.94'
N1°11'35"E 23.65'
N1°11'35"E 50.00'
Slope Easement (84-059954)
N88°48'25"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'
N1°41'46"E (R)
341.60'
N87°48'03"W
N87°48'50"W 299.84'
N74°01'11"W 182.76'
N88°59'53"E 299.82'
N03°55'26"W 249.44'
135.74'
15' Landscape Easement
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)
N60°10'53"W 181.12'
N59°01'46"W 238.38'
R=385.00' Δ=35°49'29" L=240.73'
LOT 56B
SEE SHEET 6
LOT 56A
19.272± Acres
N1°02'15"E
N12°38'50"E (R)
R=45.00' Δ=90°00'00" L=70.69'
N1°08'45"E 15.29'
N1°08'45"E 15.00'
N1°08'45"E 70.00'
N88°51'15"W 132.50'
S88°51'15"E 1.50'
S1°08'45"W 30.00'
N88°51'15"W 15.00'
N1°08'45"E 85.49'
S1°08'45"W 115.49'
N1°08'45"E 130.49'
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'
R=838.90' Δ=19°48'32" L=388.72'
N54°14'37"W (R) 45.18'
R=155.00' Δ=82°14'39" L=222.49'
Δ=74°21'21" L=198.48'
R=721.50' Δ=22°53'27" L=288.19'
R=820.00' Δ=22°33'27" L=322.89'
Δ=9°10'35" L=131.36'
Δ=42°21'50" L=332.84'
Δ=6°54'15" L=98.01'
Δ=26°17'01" L=376.17'
Δ=19°48'32" L=288.50'
R=606.34'
S1°08'45"W 186.85' M-M
N1°08'45"E 130.49'
N88°51'15"W 132.50'
N1°08'45"E 15.00'
N88°51'15"W 66.00'
66.50'
20.00'
46.50'
86.50'
LOT 57B
SEE SHEET 8
LOT 57C
SEE SHEET 8
LOT 58
See Sheet 9
OWENS DRIVE
HACIENDA DRIVE
C.A.E.
R=1498.50' Δ=31°29'15" L=807.86'
R=1470.00' Δ=42°28'29" L=1080.75'
Δ=19°52'41" L=519.88'
Δ=10°59'14" L=281.89'
Δ=10°59'14" L=4475.66'
R=2480.50'
N32°31'30"E (R)
N46°29'16"W 40.79'
N46°29'16"E 185.15'
N46°29'16"W 136.00'
140.34'
N43°30'44"E 42.50'
N43°30'44"E 123.17' M-M
N43°30'44"E 138.50' M-M
N43°30'44"E 142.00'
142.38'
650.29' M-M
33' P.S.E.
92.50'
40.50'
80.61'
171.16'
182.16'
246.86'
N46°29'16"W
N43°30'44"E
R=155.00'
R=820.00'
R=721.50'
R=838.90'
R=606.34'
R=778.90'
R=762.90'
R=677.50'
R=380.00'
R=320.00'
R=385.00'
R=45.00'
R=2480.50'
R=1498.50'
R=1470.00'
R=3.56'
R=72.00'
R=6.79'
R=65.98'
R=70.60'
R=90.18'
R=175.10'
R=175.43'
R=240.73'
R=203.50'
R=306.58'
R=288.19'
R=322.89'
R=131.36'
R=98.01'
R=376.17'
R=288.50'
R=186.85'
R=130.49'
R=132.50'
R=15.00'
R=70.00'
R=66.00'
R=66.50'
R=20.00'
R=46.50'
R=86.50'
R=15.29'
R=85.49'
R=115.49'
R=16.00'
R=90.18'
R=175.10'
R=175.43'
R=1.50'
R=30.00'
R=15.00'
R=132.50

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 57A
2.000 ± ACRES

LOT 57B
4.000 ± ACRES

LOT 57C
11.810 ± ACRES

LOT 55B
SEE SHEET 5

LOT 55C
SEE SHEET 5

LOT 60
SEE SHEET 12

PARCEL B
0.705 ± Acres

PARCEL C
SEE SHEET 13

LOT 7C
P.M. 4412
157 M 16

LOT 8
P.M. 3858
135 M 49

OWENS DRIVE

HACIENDA DRIVE

DETAIL
Scale: 1" = 40'

See Detail

See Detail "A" Sheet 14

C.A.E.

100' Utility Easement

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)

50' Transit Esmt. (85-264890)

20' PT&T Easement

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)

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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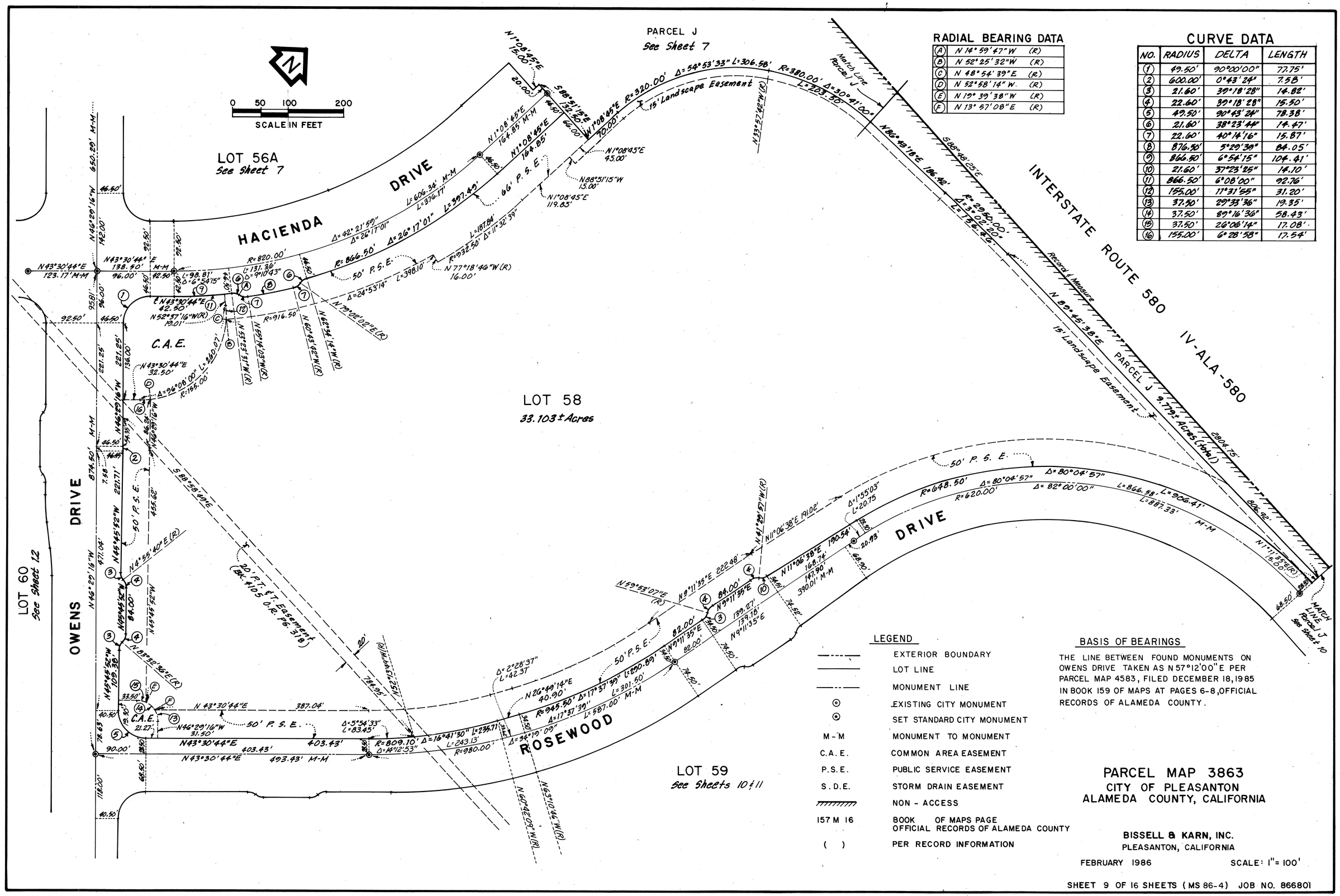
PM 3863
MAP BK 161 PG 23



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

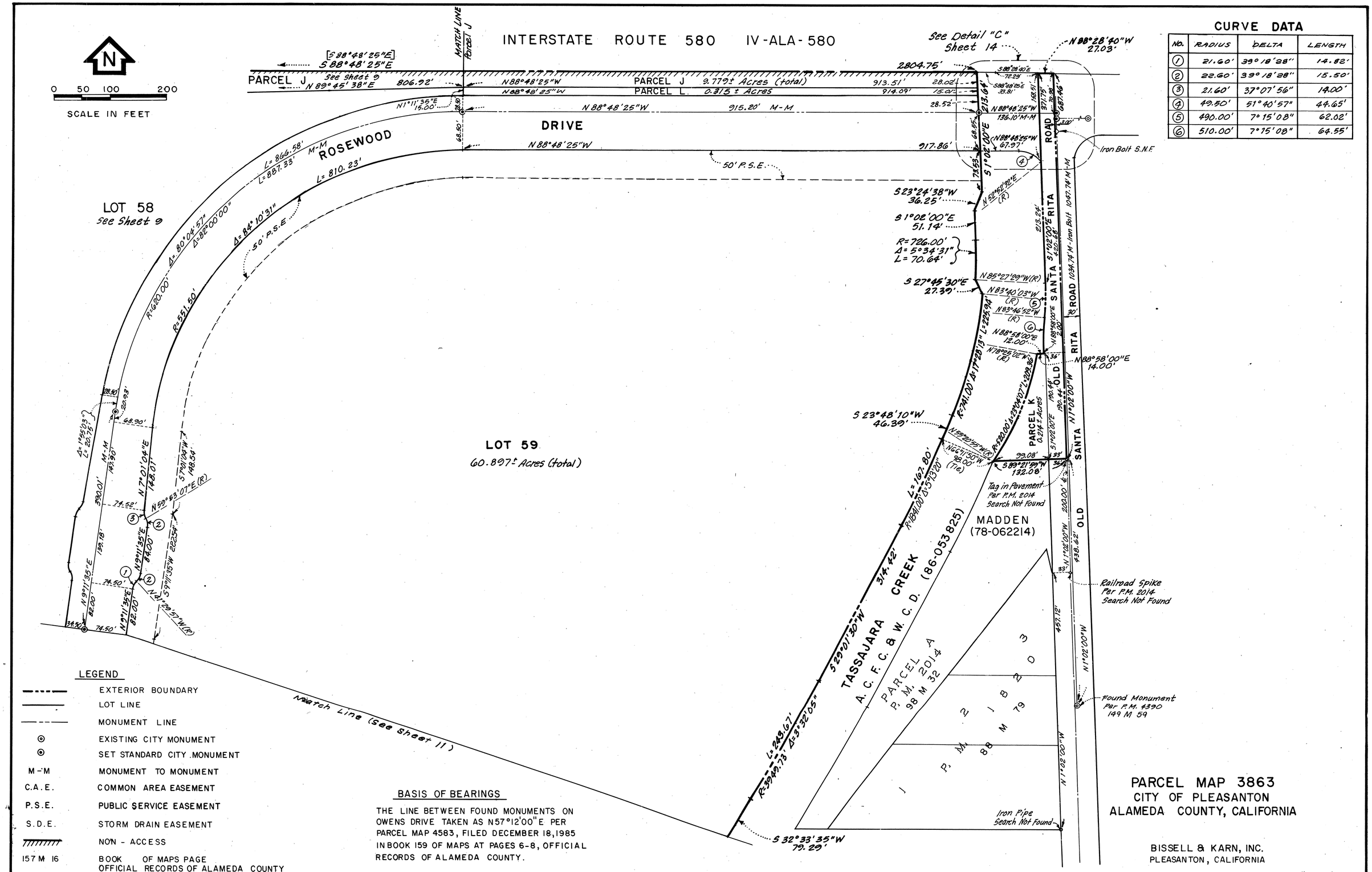
THE LINE BETWEEN FOUND MONUMENTS ON OWENS DRIVE TAKEN AS N 57°12'00"E PER PARCEL MAP 4583, FILED DECEMBER 18, 1985 IN BOOK 159 OF MAPS AT PAGES 6-8, OFFICIAL RECORDS OF ALAMEDA COUNTY.

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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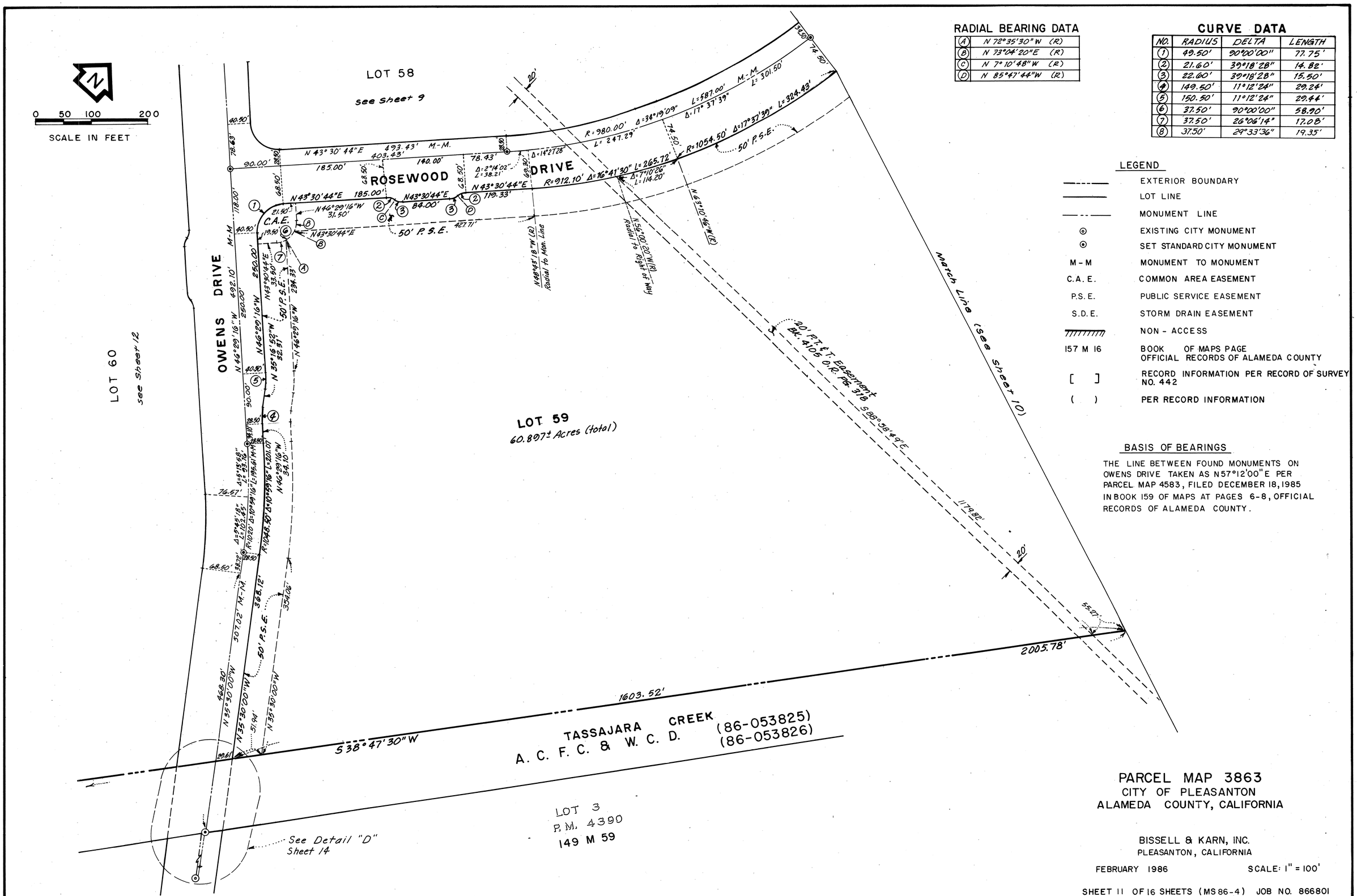

RADIAL BEARING DATA

(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

Iron Pipe per S.N.F. P.M. 1572

CURVE DATA

NO.	RADIUS	DELTA	LENGTH	NO.	RADIUS	DELTA	LENGTH
(1)	49.50'	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)	N35°45'12"W (R)
(B)	N42°04'02"W (R)
(C)	N36°59'07"W (R)
(D)	N38°53'14"W (R)
(E)	N18°08'48"W (R)
(F)	N24°01'21"W (R)
(G)	N28°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
MAP BK 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

U.S.A.

PARCEL H
0.585± Acres

PARCEL I
3.069± Acres

PARCEL G
3.557± Acres

PARCEL F

PARCEL E
0.423± Acres

PARCEL C
2.612± Acres

PARCEL D
2.338± Acres

PARCEL B

LOT 27
PM 3858
135 M 49

LOT 60
See Sheet 12

LOT 8
PM 3858
135 M 49

LOT 26
PM 3858
135 M 49

LOT 4
PM 4390
149 M 59

LOT 25A
LOT 25B
PM 4393
152 M 1

TRACT 5099
140 M 9

TRACT 4974
142 M 92

TRACT 4671
126 M 82

SANTA RITA ROAD

WEST LAS POSITAS BLVD.

HACIENDA DRIVE

SUTTER GATE AVENUE

ARROYO MOCHO CANAL
(RE 3051 IM 525)
CANAL - A.C.F.C. & W.C.D.

TASSAJARA CREEK
A.C.F.C. & W.C.D.
(RE 3351 IM 561)

See Detail "K" Sheet 15

See Detail "J" This Sheet

See Detail "A" Sheet 14

See Detail 'I' below

15' Southern Pacific Pipeline, Inc. Easement (85-264831)

50' Transit Easement (85-264890)

10' wide Southern Pacific Pipeline, Inc. Easement, (Reel 2628 Im. 802) Exact location within 100' strip is unknown

10' Wide Southern Pacific Pipe Line, Inc. Easement, Exact Location Within 100' strip is Unknown. (Re. 2628 Im. 802)

A.C.F.C. & W.C.D. Esmt. (Re. 3041 Im. 364)

Approx. Location V.C.S.D. Esmt. (RE 2049 IM 660)

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.

Found 3/4" Iron Pipe RCE 10879 Per P.M. 3858

Iron Pipe per P.M. 1572 S.N.F.

Angle Point Per R/S 442 P.M. 3858

Fd. Mon. per P.M. 4390

Fd. Mon. per Tr. 3290

Const. & per P.M. 4390

(N46°28'35"W) (15.00')

R= 905.00'
Δ= 4°16'05"
L= 67.15'

(184.65') (S 48°32'05" W) (218.54' M-M)

N43°31'25"E (Meas) 735.85' M-E

N43°31'25"E 267.52' M-M

N74°41'43"E 264.65' M-M

N74°41'43"E 116.89'

S77°33'45" 99.98' M-M

N43°31'25"E (Meas) 735.85' M-E

N43°31'25"E 735.85' M-E

S46°28'35"E 935.11'

N46°28'35"W 903.90'

S46°28'35"E 1061.67'

S46°28'35"E 3026.48'

N43°31'25"E 1004.28'

N43°31'25"E 3230.24'

S46°29'16"E 1180.97'

N46°29'16"W 2723.48'

S46°29'16"E 125.30'

N43°31'20"E 50.00'

S46°28'35"E 1040.98'

S46°28'35"E 542.48'

N43°31'25"E 150.00'

S46°28'35"E 57.37'

S46°29'16"E 85.44'

N31°46'06"E 153.21'

N31°46'06"E 102.14'

N46°29'16"W 2723.48'

N46°28'35"W 71.75'

81.46'

N29°14'58"E 103.18'

(S 46°28'45"E per R/S No. 442)

(N 46°28'45"W per R/S No. 442)

(86-053825)

(86-053826)

(86-053828)

(86-053827)

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
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

DETAIL I
Scale: 1" = 60'

DETAIL J
NO SCALE

City of Pleasanton Street Easement (83-38378)

Both Water Line Easements Are Per (83-102349)

Found Mon. Per Tr. 3290

Construct & Per P.M. 4390

See Detail 'J' Above

10' Wide Southern Pacific Pipe Line, Inc. Easement, Exact Location Within 150' strip is Unknown. (Re. 2628 Im. 802)

16" Water

12" Water

PARCEL MAP 3863

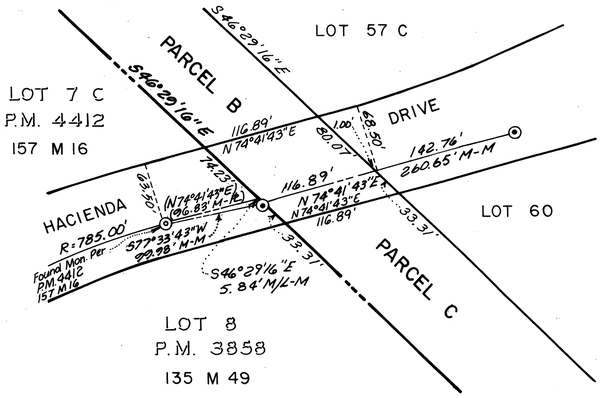
CITY OF PLEASANTON
ALAMEDA COUNTY, CALIFORNIA

BISSELL & KARN, INC.
PLEASANTON, CALIFORNIA

FEBRUARY 1986 SCALE: 1" = 200'

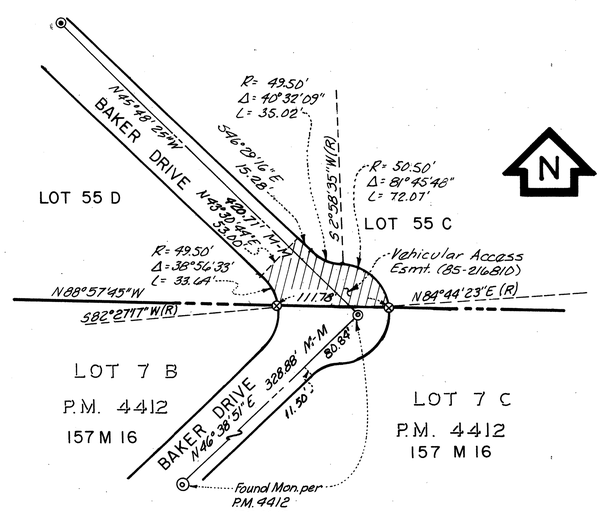
SHEET 13 OF 16 SHEETS (MS 86-4) JOB NO. 866801

PM 3863
Bk 161
Pg 27



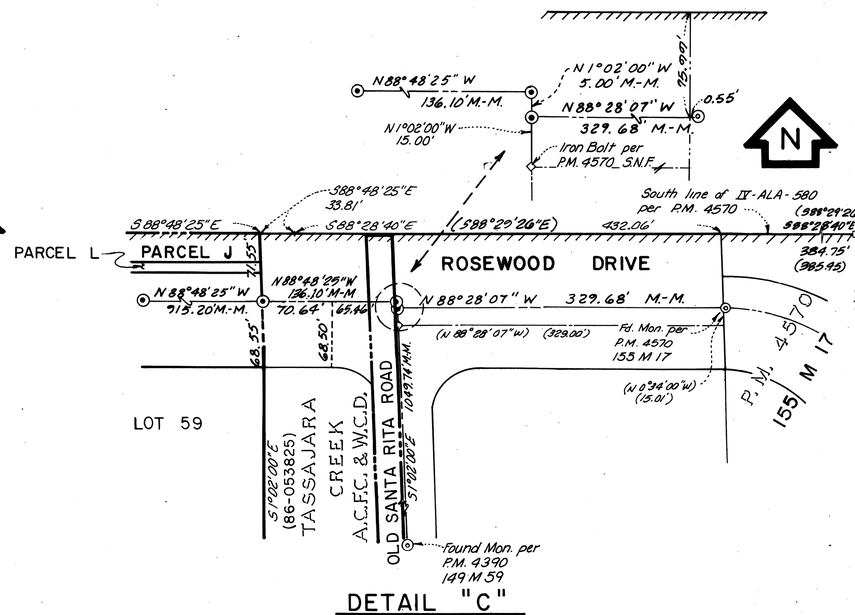
DETAIL "A"

See Sheets 8 & 13
Scale: 1" = 100'



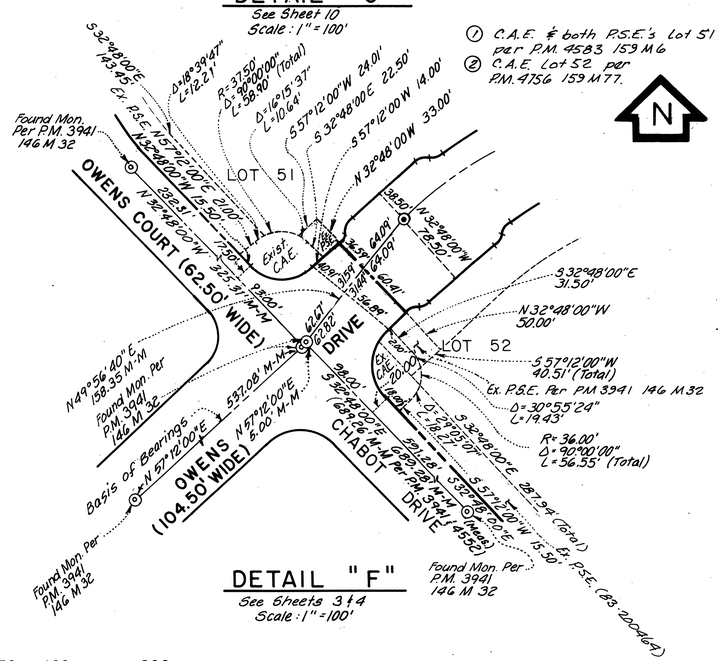
DETAIL "B"

See Sheet 5
Scale: 1" = 100'



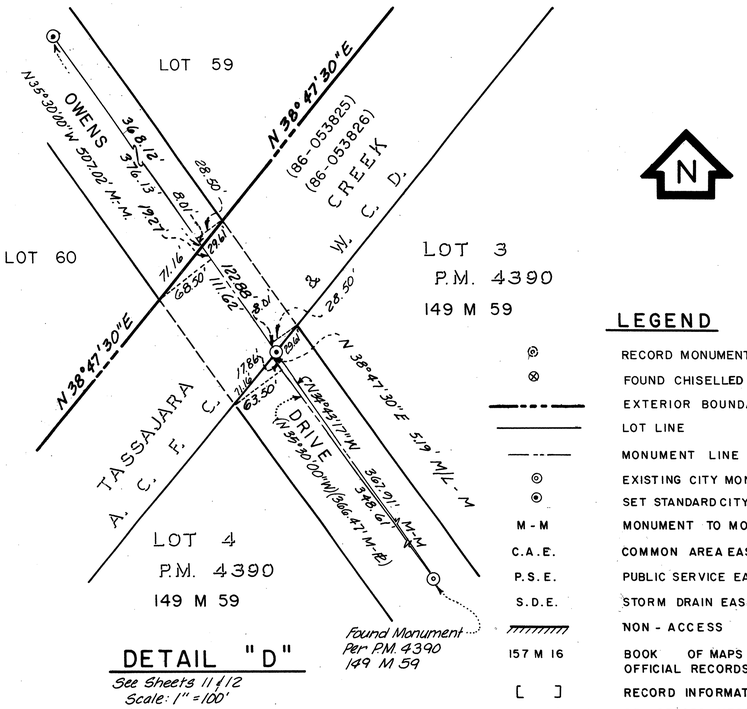
DETAIL "C"

See Sheet 10
Scale: 1" = 100'



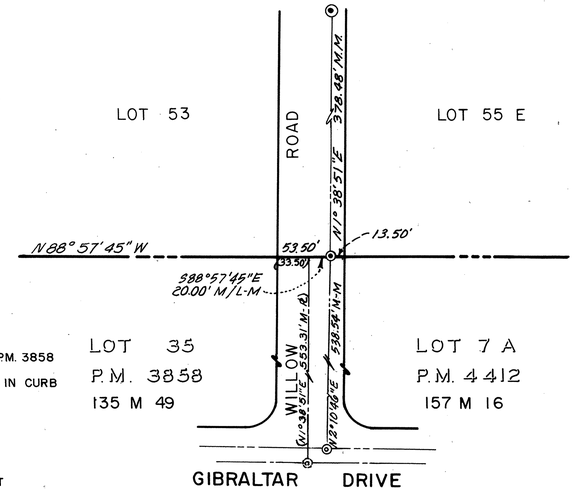
DETAIL "F"

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
PGS 28

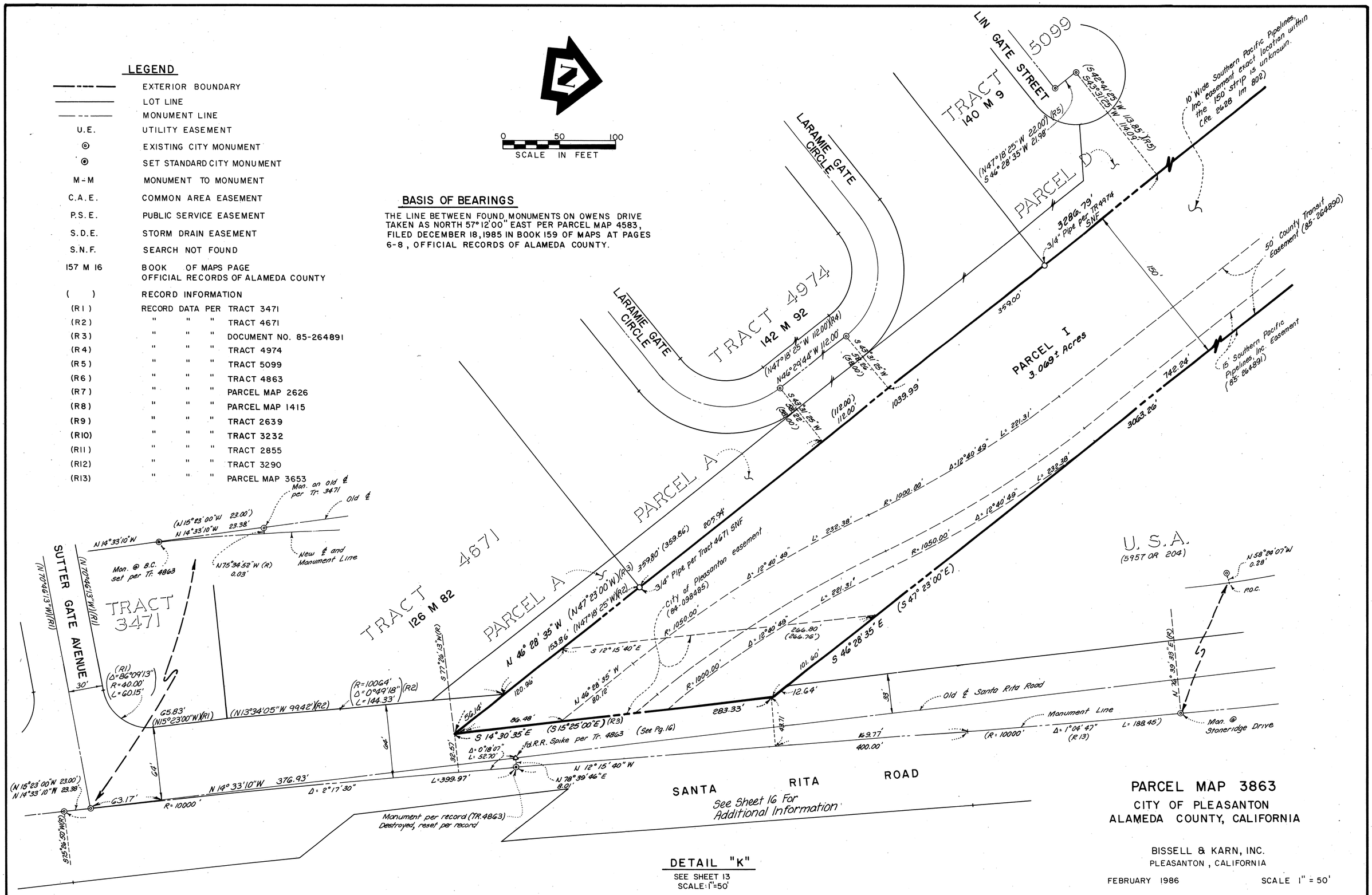
LEGEND

———	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.



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'

Found RR Spike at intersection ℄ RR Tracks & Santa Rita Road per B&K Field Book 602 (Since Removed) & Tract 4863

(N15°23'00"W)(R11)
(N15°49'27"W)(R8)
(N15°23'00"W)(R1)
(N14°33'15"W)(R7)
N14°33'10"W

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 400.00'
(N13°05'30"W)(R2)
(N13°31'57"W 400.00')(R13)

SANTA 33' RITA (31.99')(R13) ROAD

N76°39'33"E(R)

U.S.A.
(59570R 204)

Fd. Mon. Per Tr. 4863 & P.M. 3653.

Old ℄

31.99'

Fd. Mon. Per Tr. 4863

R=10000'
Δ=1°12'43"
L=211.52'
(R=10000' Δ=1°12'43" L=211.52')(R13)

125.35'

Fd. Mon. No record found

City Mon. @ B.C. & E.C. Per Tr. 3290 & 2639 S.N.F.

N14°33'10"W 186.10'

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'

258.98'

NAVAJO CT.

TRACT 3232

WEST LAS POSITAS BLVD.

218.87 EC.-M

263.79' M-M

(182.16')(R9) Fd. Mon. Per Tr. 3232
182.17' M-M

24.99' M-M
(24.90')(R9)

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)

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')(R9)

SEE DETAIL "M" BELOW

New ℄

SEE DETAIL "N" BELOW

SEE DETAIL "O" BELOW

SEE DETAIL "P" BELOW

SEE DETAIL "Q" BELOW

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)

EC.

R=1500.00'
Δ=0°52'58"
L=23.11'

P.O.T. old ℄

Found Spike

℄ RR Track

(N74°51'14"E 8.00')(R7)
N78°39'40"E 8.01'

N58°24'07"W 0.28'

P.O.C.

S66°17'58"W 0.196'

EC.

Fd. Mon. NO RECORD FOUND
S75°26'50"W 0.23'

DETAIL "L"
NO SCALE

DETAIL "M"
NO SCALE

DETAIL "N"
NO SCALE

DETAIL "O"
NO SCALE

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 20

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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

DRAFT

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.

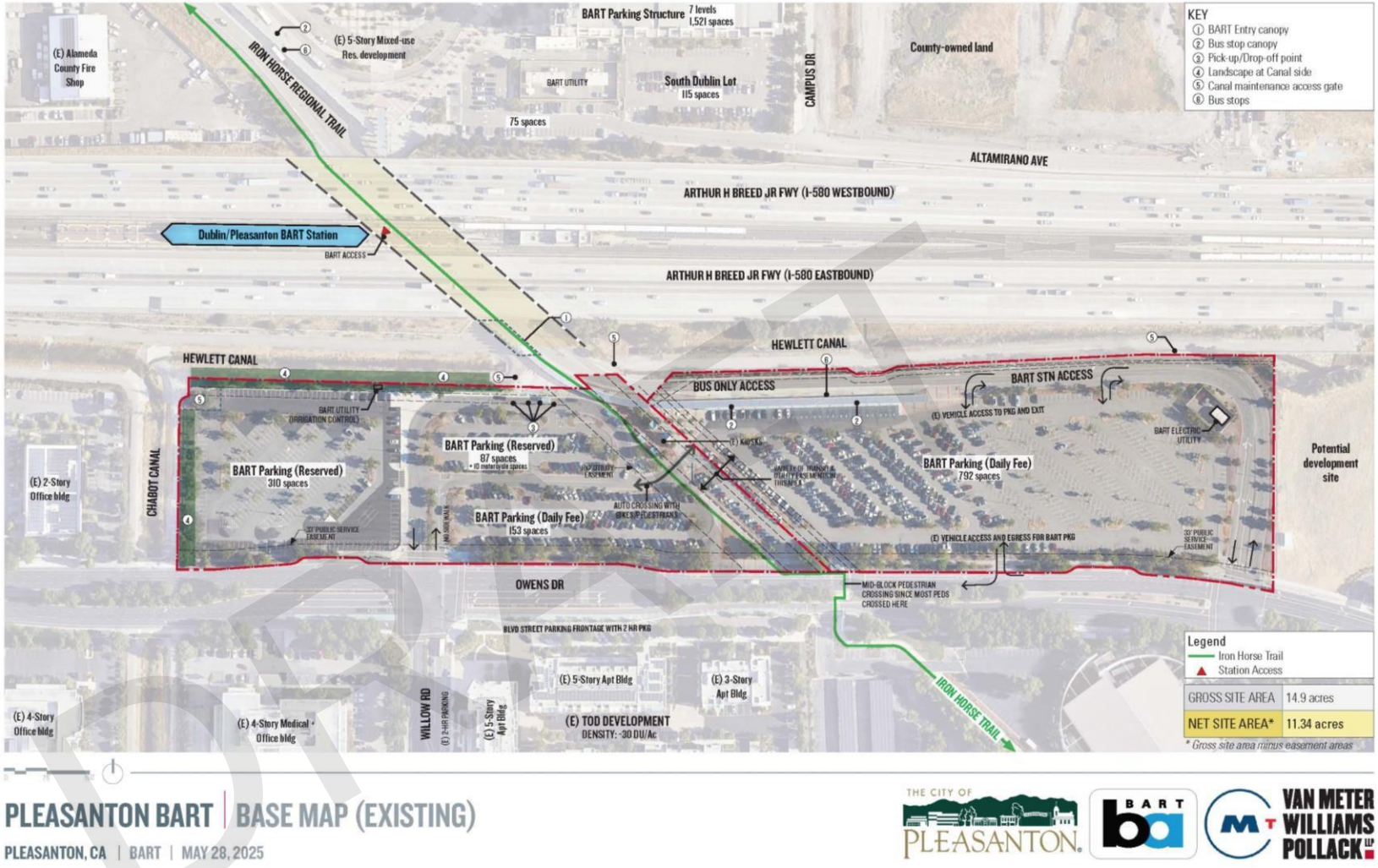
[1] Bay Area Rapid Transit (BART), *BART Station Access Policy*, 2016. Available at: https://www.bart.gov/about/planning/station-access/policy.

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



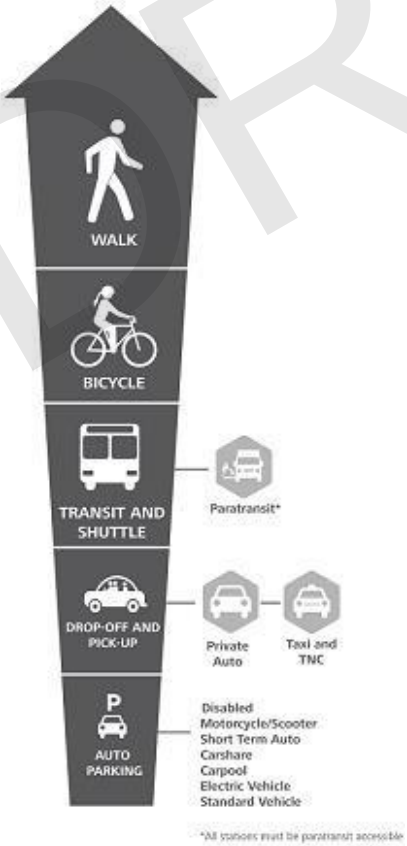
Source: Van Meter Williams Pollack, 2025

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



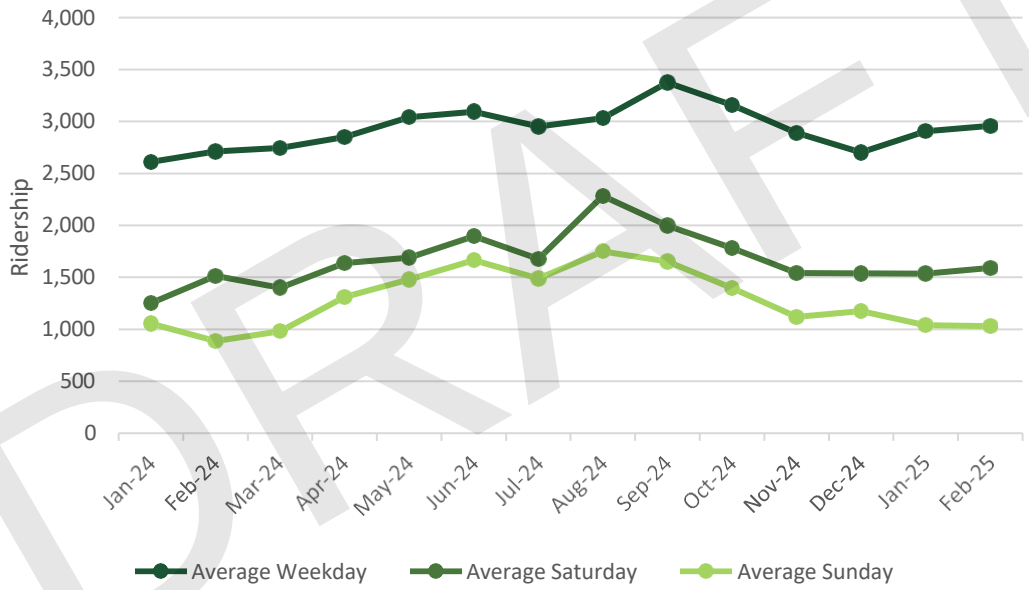
Source: BART, 2025.

DRAFT

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.

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 [OBJ] origin in Pleasanton[OBJ] 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

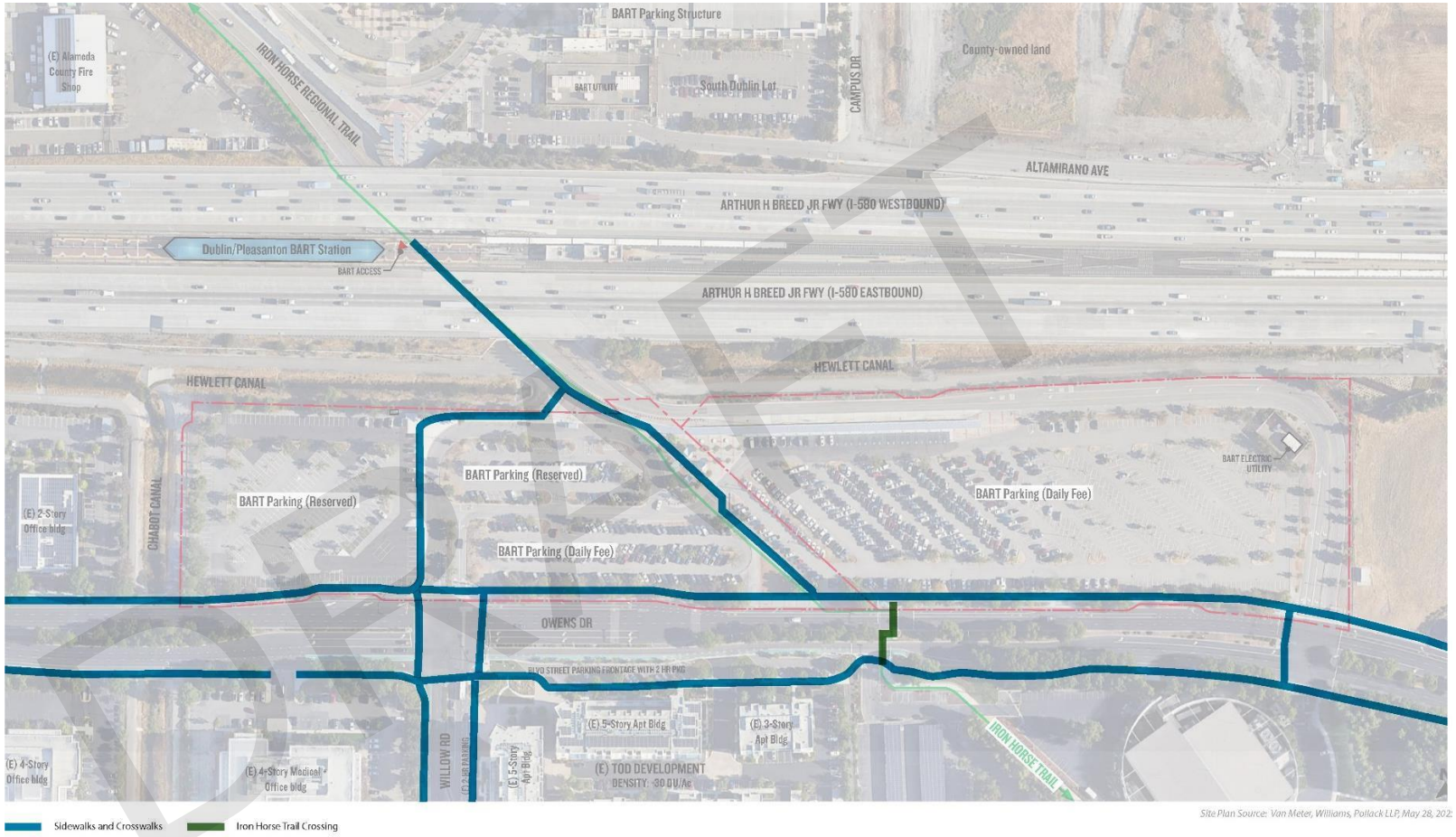
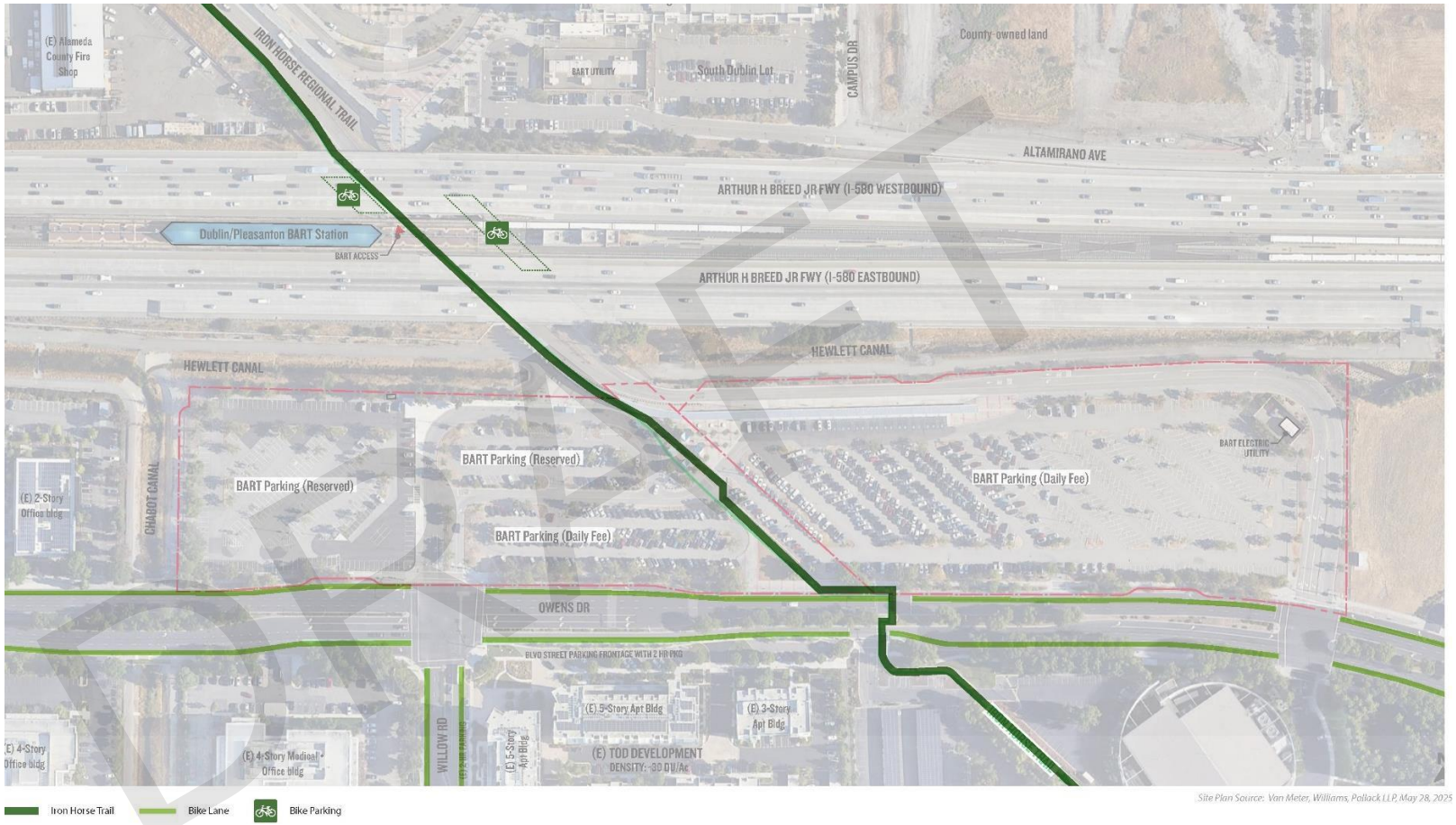


Figure 6: Bicycle Access and Circulation



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

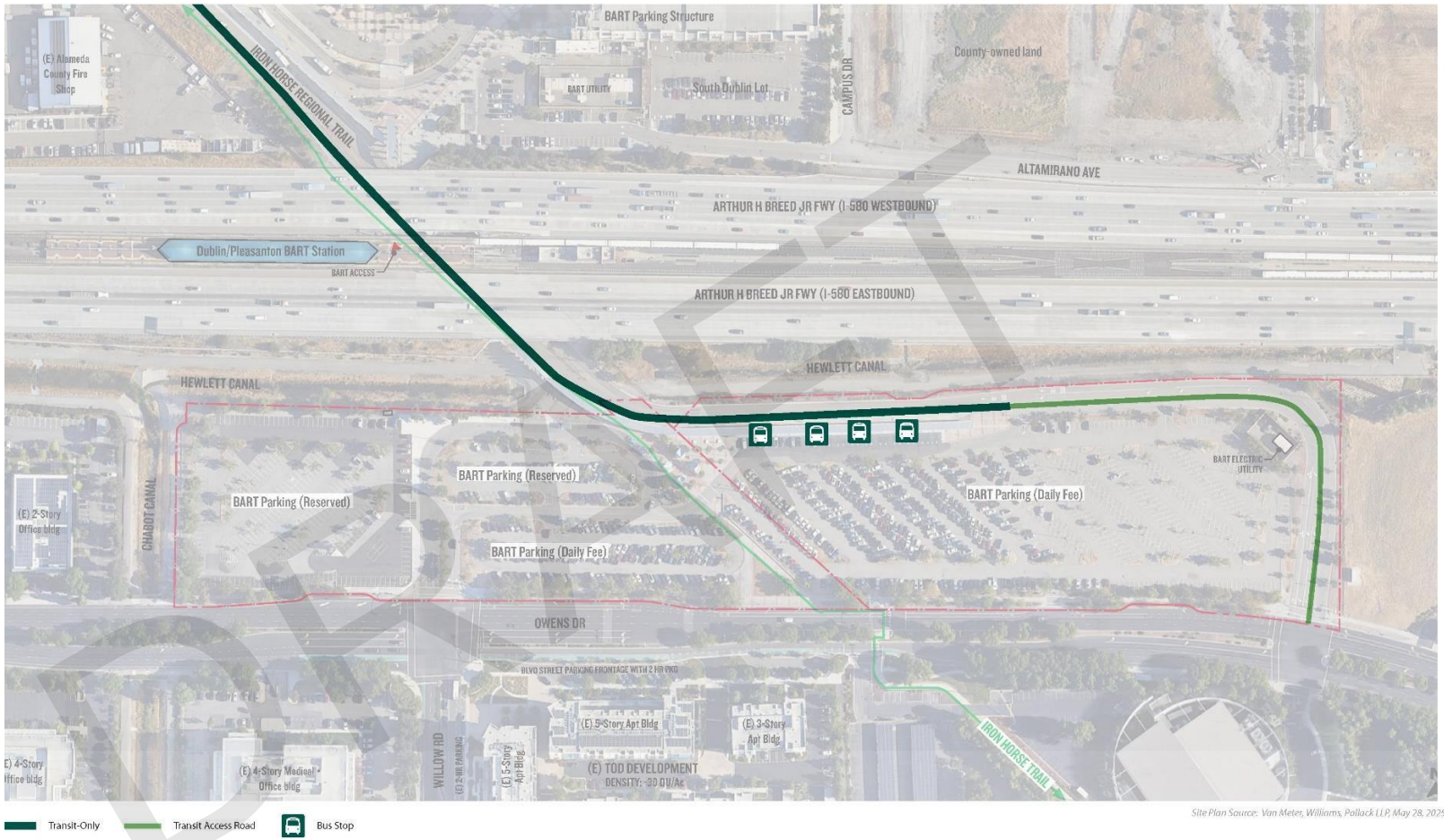
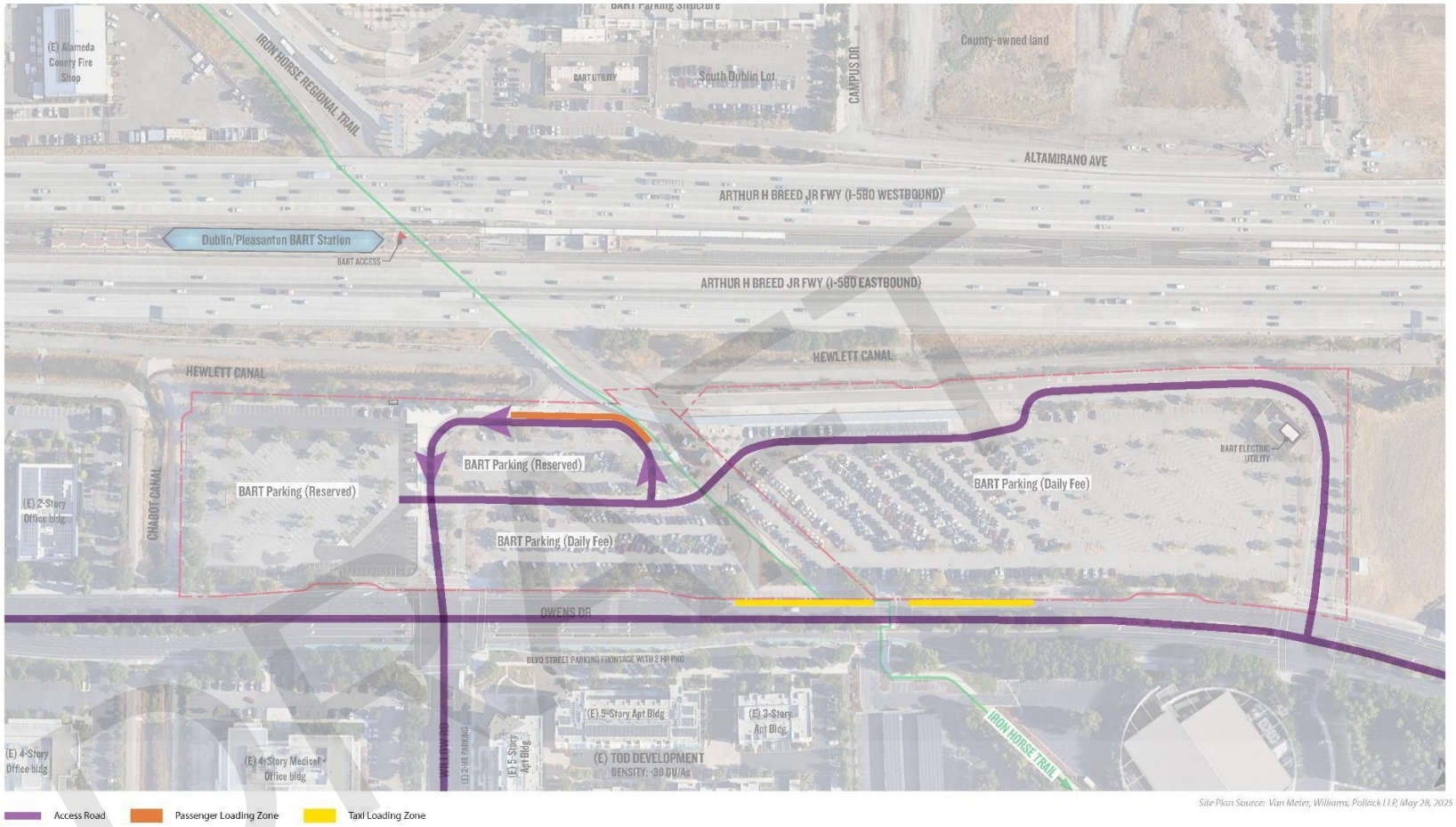


Figure 8: Vehicle Access and Circulation



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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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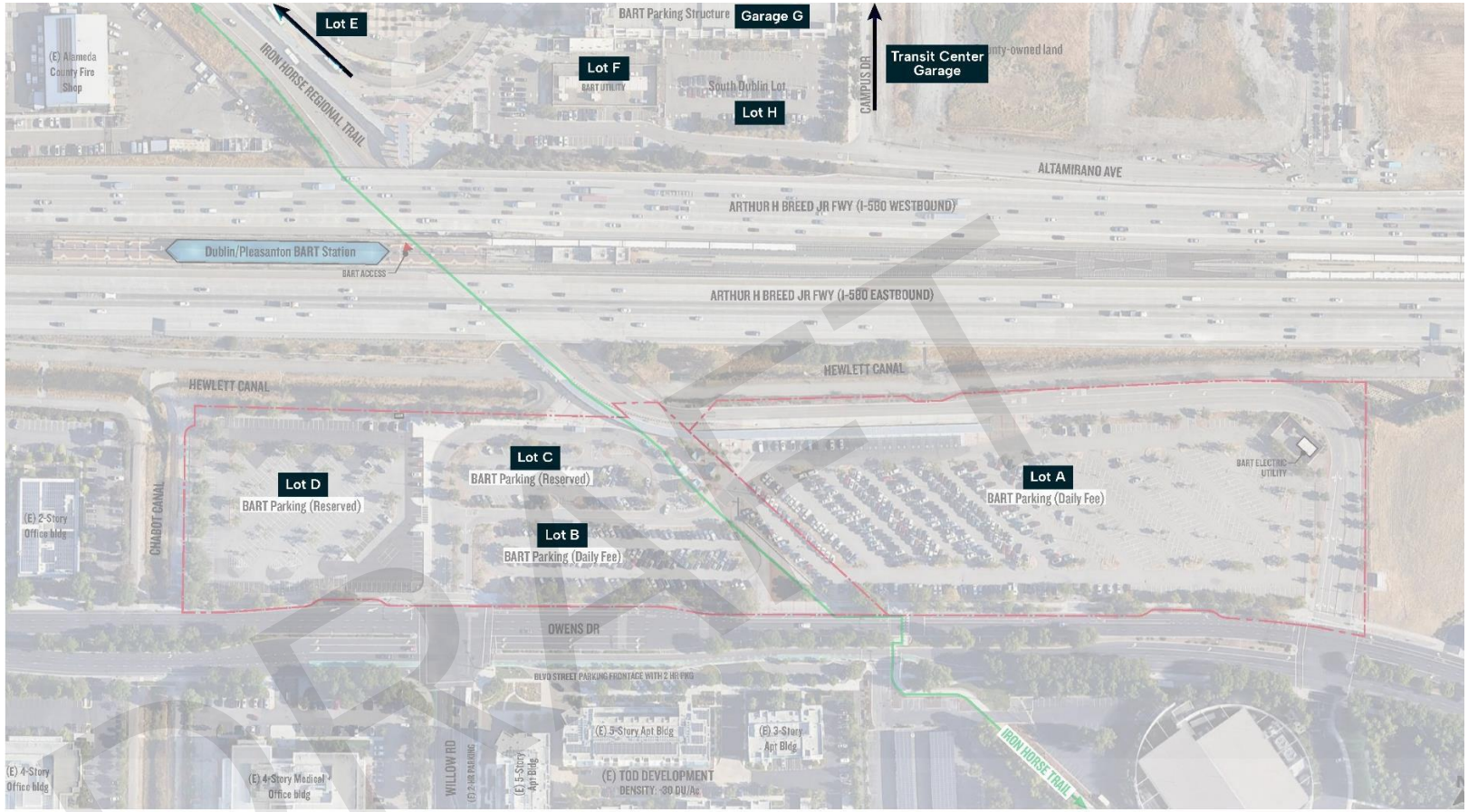
Figure 9: Parking Facilities



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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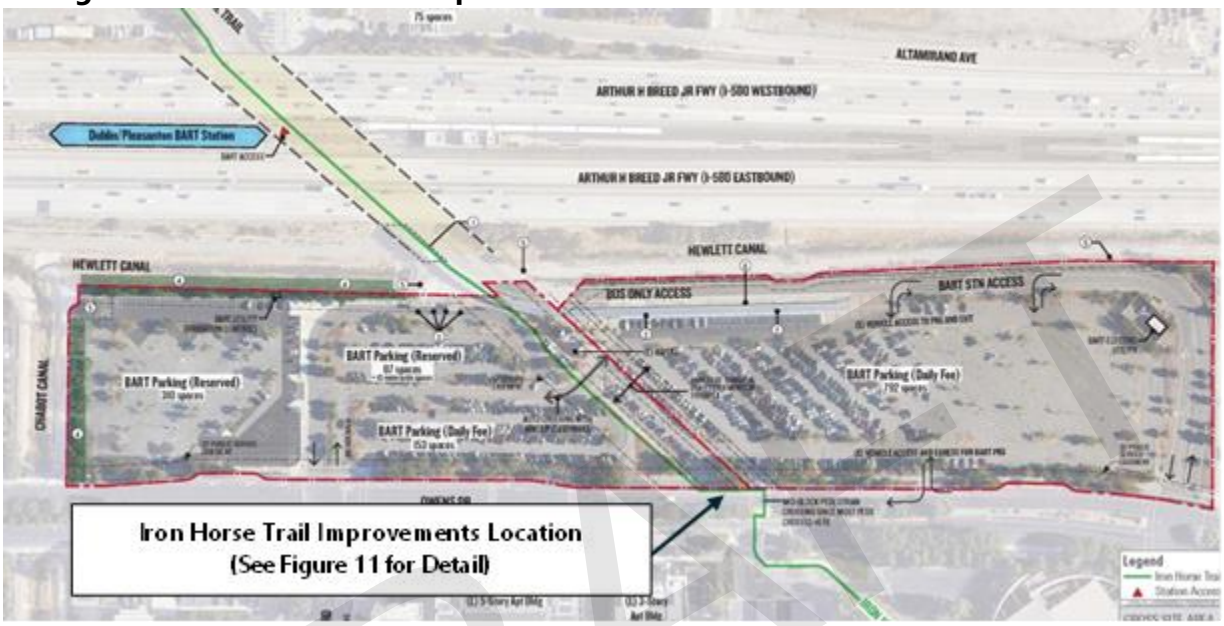
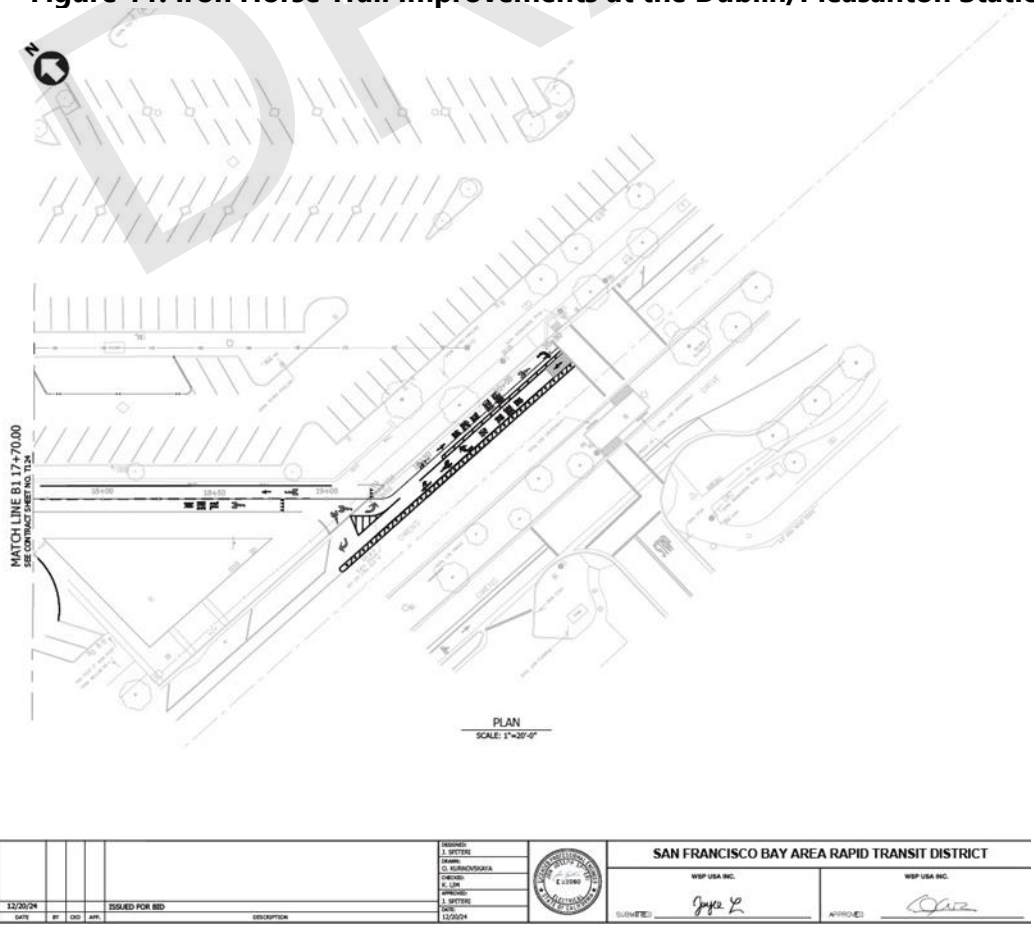
Figure 10: Iron Horse Trail Improvements Location

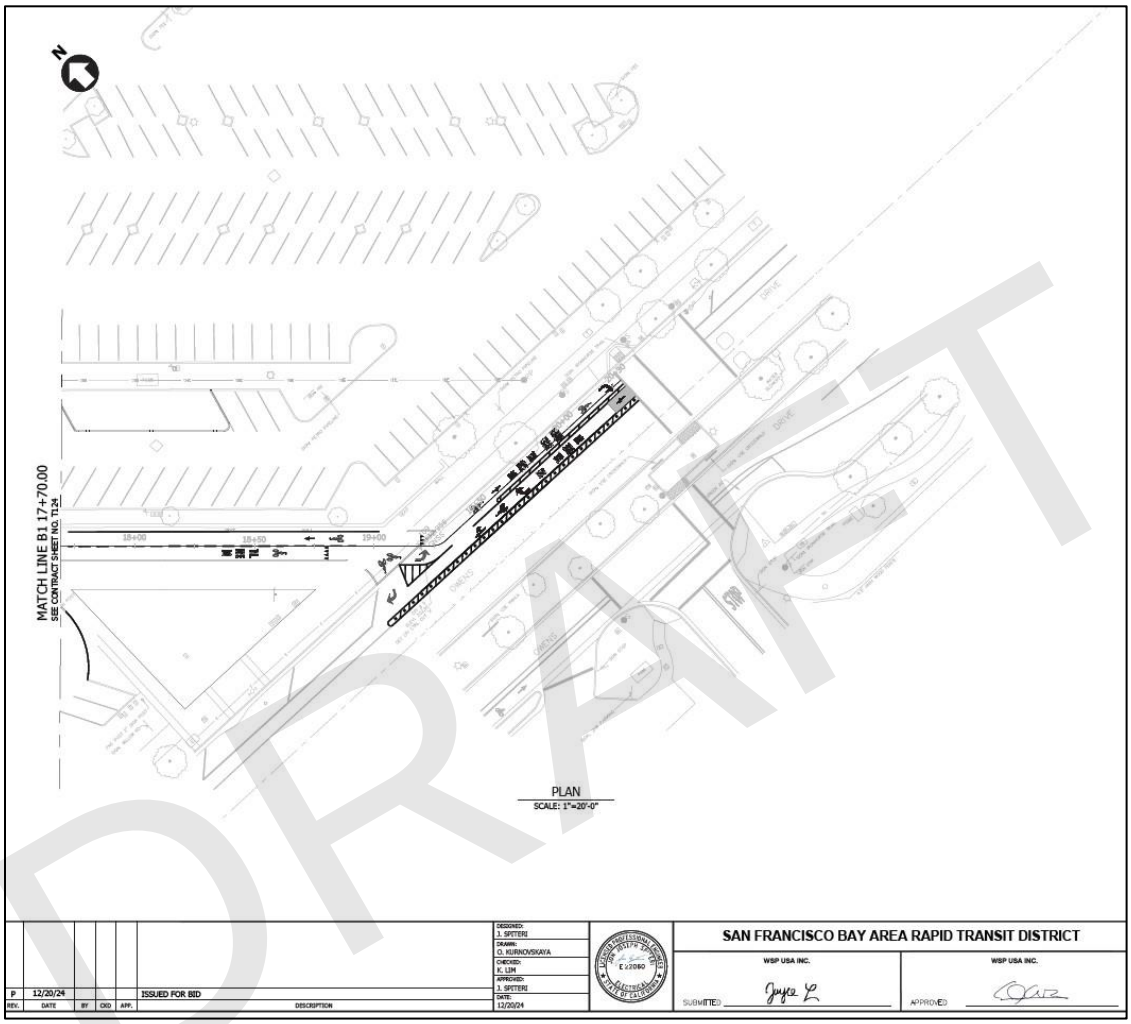


Source: Van Meter Williams Pollack, 2025

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.

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.

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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

DRAFT

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

DRAFT

(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

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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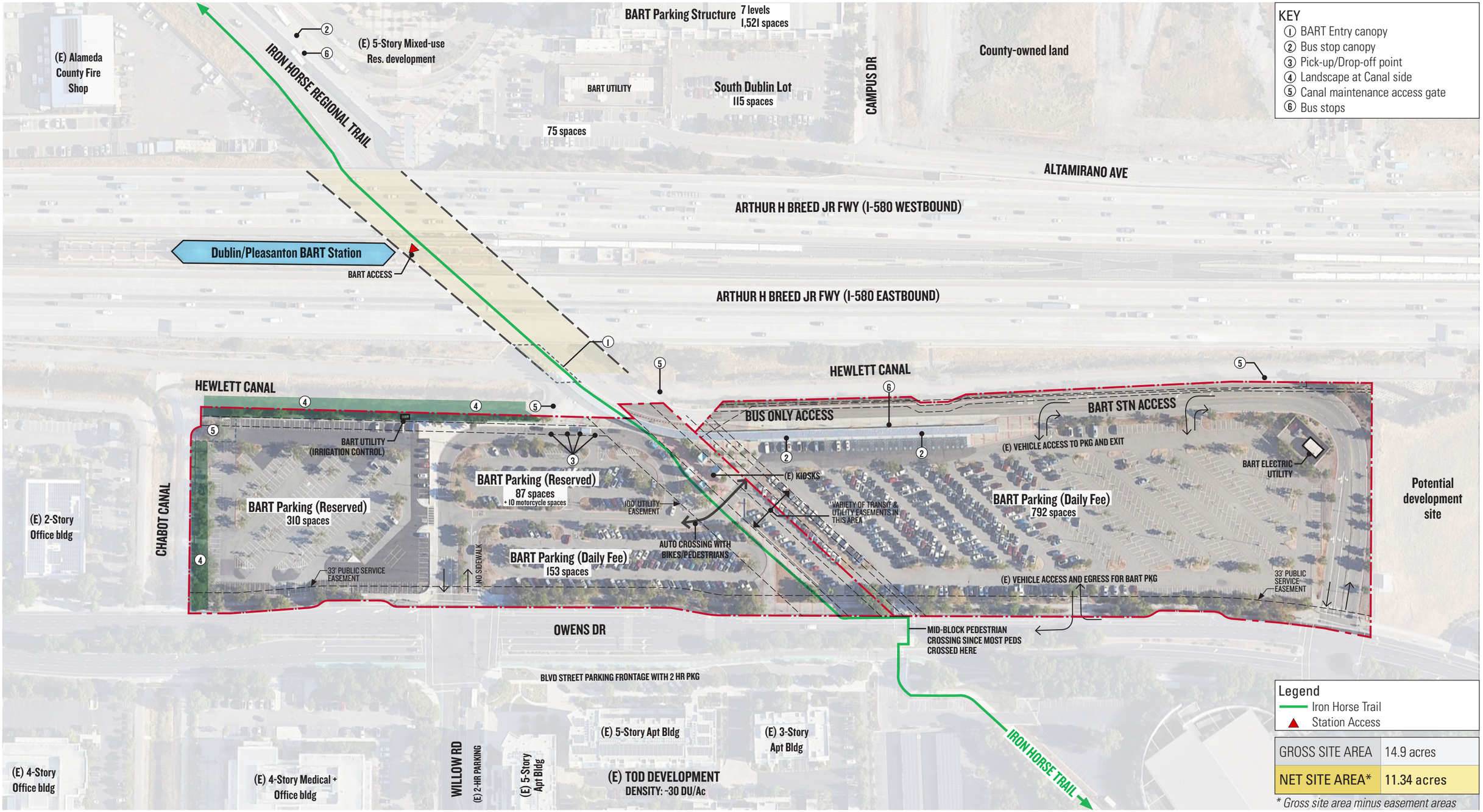


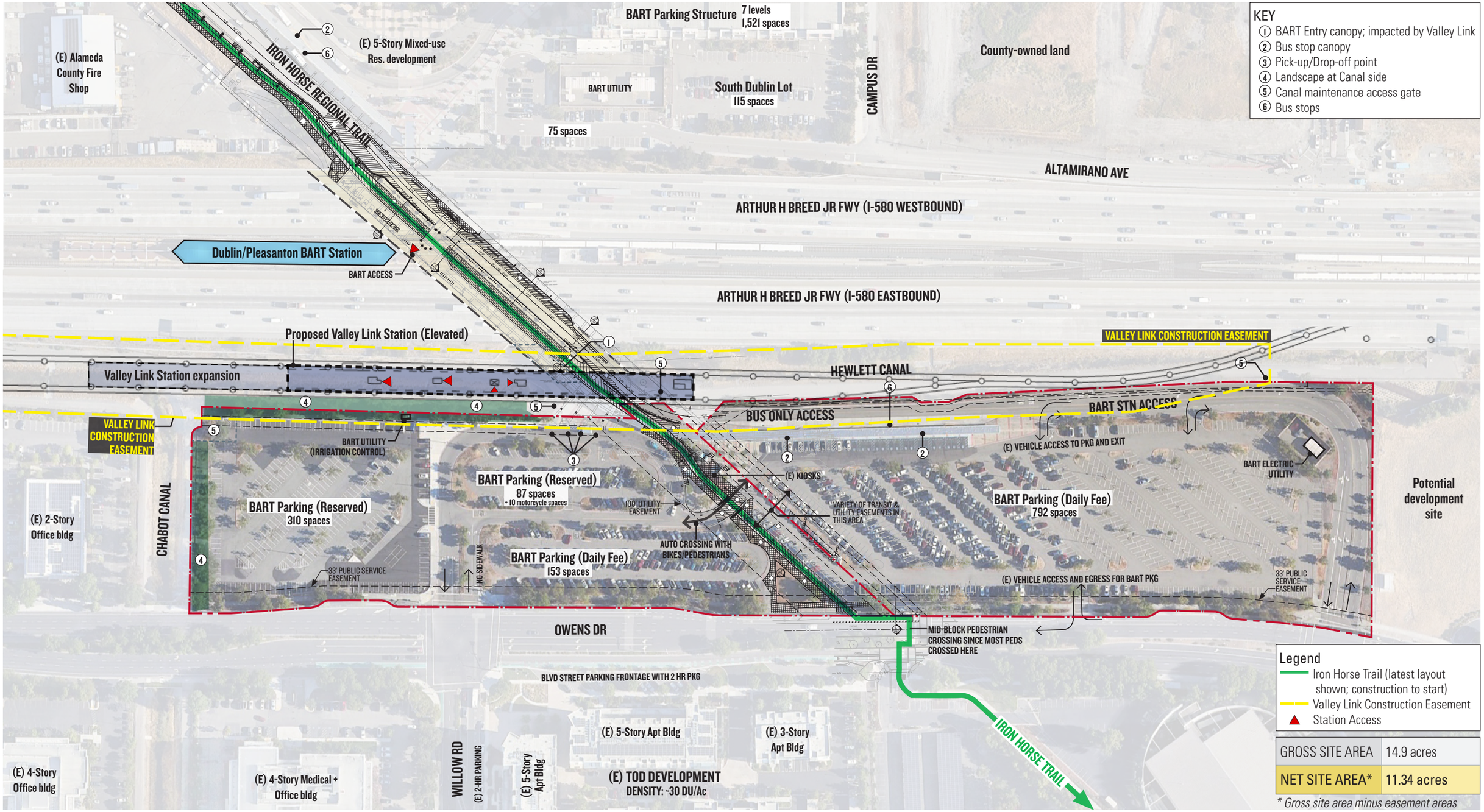
PLEASANTON BART | BASE MAP (EXISTING)

PLEASANTON, CA | BART | MAY 28, 2025

THE CITY OF PLEASANTON

BART

VAN METER WILLIAMS POLLACK LLP



PLEASANTON BART | BASE MAP (WITH FUTURE INFRASTRUCTURE UPGRADES)

PLEASANTON, CA | BART | MAY 28, 2025

Pleasanton Transit-Oriented Development (TOD) at Dublin/Pleasanton BART Station Goals & Objectives (DRAFT)

ATTACHMENT 3

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 to Owens Drive and surrounding residential and businesses and by providing a continuous separated bikeway along Owens Drive, 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,

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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

From: Phil Bowman
Sent: Wednesday, October 22, 2025 8:59 AM
Subject: Planning Commission Comments for 10/22 Meeting

Can you please distribute this message to members of the Planning Commission regarding Item 8 on tonight's agenda: BART Concept Plan Update:

In Section 2b regarding Bicycle Circulation Alternatives (page 91 in the Agenda Packet), I would like to voice my support for option B-2. This is really the only reasonable option that provides adequate safety for bike riders. Alternative B-1 exposes bike riders on Owens Drive to 4 extra unnecessary car crossings, each are risks for accidents when distracted driver/commuters cross over active bike lanes. Alternative B-2 minimizes the car crossing risks.

I also believe the separated bike lanes offered by B-2 demonstrate a strong recognition of the value of bike commuting by offering safe and appealing lanes for bicyclists. By attracting more people to ride bikes instead of driving cars for their commutes we will lower traffic congestion, reduce air pollution and make progress to achieving our Climate Action Plan (CAP) 2.0 goals.

Sincerely,

Phil Bowman
Bike, Bed & Trails Committee
Energy & Environment Commission
[redacted]@gmail.com
408-[redacted]

Outlook

Bike lane improvements on Owens, near BART

From Jim Van Dyke <[redacted]>
Date Tue 10/21/2025 3:19 PM
To POD <pod@cityofpleasantonca.gov>

Hello Planning Commission,

I understand that we are considering what level of protection to implement for cyclists on Owens, near BART. As a longtime Pleasanton resident, and prior business owner in Hacienda Business Park, I am writing in support of protected bike lanes at this area of high motorist speeds and throughput, and vital alternative transportation connectivity (to BART, between Dublin and Pleasanton, and across Pleasanton). If protected bike lanes are needed anywhere, it's in this area! I hope you'll move in favor of protected bike lanes for this area.

In appreciation of your efforts and consideration of this issue,
--
Jim Van Dyke

Pleasanton BART Station Planning

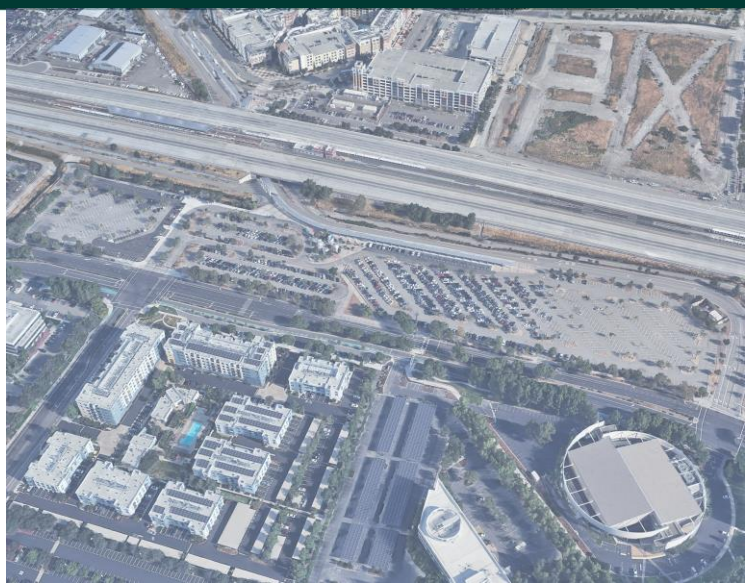
Draft Site Re-Use Options

November 18, 2025 City Council Meeting

1

Agenda

- Introduction
- Project Goals & Objectives
- Existing Conditions
- Design Elements
- Feedback from the 10/22 Planning Commission Meeting
- What We Heard at the 9/17 Community Meeting
- Next Steps
- Work Session



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Project Team

City of Pleasanton

- Ellen Clark, Director of Community and Economic Development
- Shweta Bonn, Senior Planner
- Cedric Novenario, Senior Transportation Engineer

BART

- Rachel Factor, Principal Planner in Station Area Planning
- Shannon Dodge, Principal Property Development Officer, BART Planning & Development

Van Meter Williams Pollack
(Urban Design and Planning)

- Rick Williams, Partner
- Preeti Srinivasan, Senior Urban Designer

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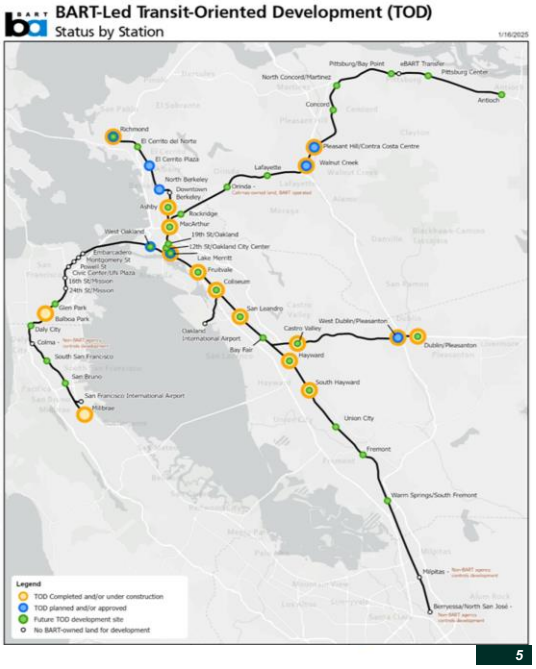
BART TOD Overview

- **Transit-Oriented Development (TOD) Sites:**
  - BART owns 250 acres of developable land
  - At 27 of BART's 50 stations
  - Across 22 jurisdictions
  - ~28,000 potential new homes
- **Key TOD Benefits:**
  - **Increase BART ridership:** TOD residents are 2x as likely to ride BART vs non-TOD residents*
  - **Climate Action:** Housing near transit produces 50% fewer auto trips vs. conventional development
  - **Lower Cost of Living:** Transportation costs for those living near BART are 24% lower than average
- *See *Travel of TOD Residents in the San Francisco Bay Area [*2020] by J. Barajas, K. Frick, and R. Cervero



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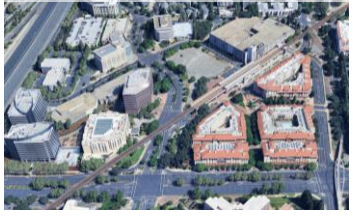
From Parking Lot to Transit Village

San Leandro BART - ***Before***

Pleasant Hill BART - ***Before***

San Leandro BART - ***After***

Pleasant Hill BART - ***After***



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Why is the City planning for this BART Station?

- City-identified housing site for 10 + years
- Housing Element commitment to advance concept plan development
- Strong alignment with BART policies and State laws supporting density and housing around transit
- Develop consensus between BART, the City, and stakeholders around the parameters for development
- Site Re-Use Options will inform BART's future Request for Proposals (RFP) from TOD developers

7

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City Council Meeting Goals

- Introduce project scope and purpose
- Gather feedback on:
  - Development scenarios presented here, which could inform BART's future developer RFP
  - Vision and planning objectives
  - Issues of concern that may need further study
- Input from this meeting will help to define themes and options to be included in the Development Framework

8

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Concept Plan Schedule

Existing Conditions, Opportunities & Constraints, Market Assessment

MAY – SEPTEMBER 2025

- Draft memos:
  - Existing Conditions
  - Market Assessment
  - Site Reuse Options

Site Re-Use Options, Initial Station Access Recommendations

SEPTEMBER - NOVEMBER 2025

- Community Meeting (September 17)
- Planning Commission Meeting (October 22)
- City Council Meeting (November 18)

Related Technical Assistance Grant

2026

- Parking Management and Station Access study

Development Framework

2026

- Draft & Final Development Framework
- Planning Commission Meeting (2026)
- City Council Meeting (2026)

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Project Goals and Objectives*

- **Encourage neighborhood vitality** via commercial uses that complement the BART station (retail, commuter-focused amenities, childcare, or possibly an office/educational building)
- **Address the regional housing need** with homes accessible to many transportation options
- **Require at least 20% of the homes built on this site to be affordable** to lower income households
- **Provide a well-designed high-quality plaza along the Iron Horse Trail**
- **Attract BART patrons from the larger Hacienda area and beyond** through improved walking, biking, and transit access
- **Increase the share of BART patrons who walk, bike, or take transit to the station**

**This is an excerpt only. The full Draft Goals & Objectives document is available in the agenda packet for this meeting*

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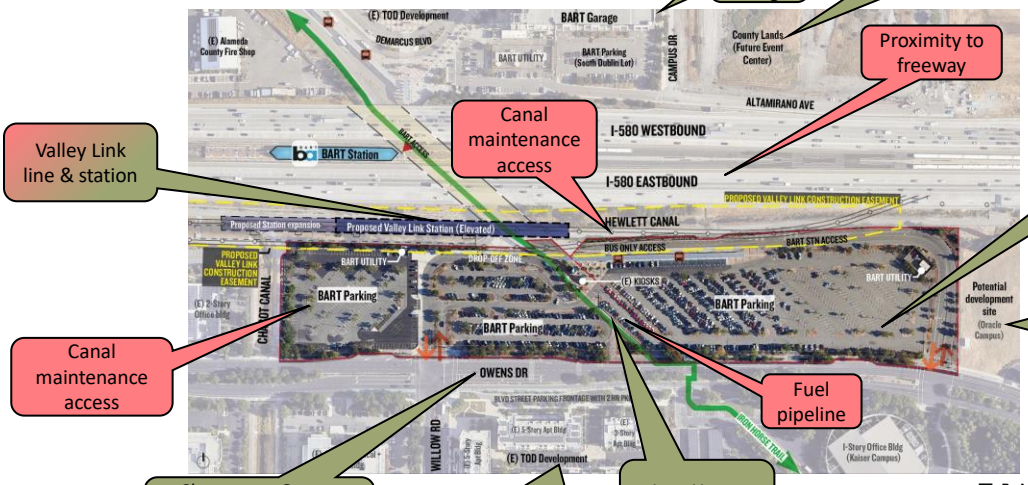
Opportunities & Constraints

Gross Site Area:
14.90 Acres

Net Site Area:
11.34 Acres (gross area minus easements)



County Parking Garage

Visit Tri-Valley Event Center

Proximity to freeway

Site has high development capacity

Valley Link line & station

Canal maintenance access

Adjacent housing site

Canal maintenance access

Fuel pipeline

Changes to Owens Drive street frontage and road diet

Adjacent housing development

Iron Horse trail upgrades

OPPORTUNITIES

CONSTRAINTS

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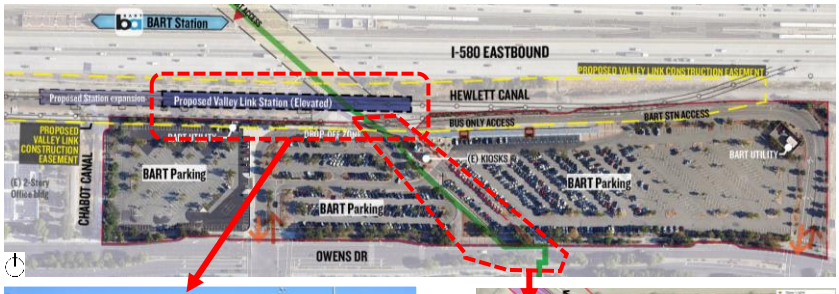
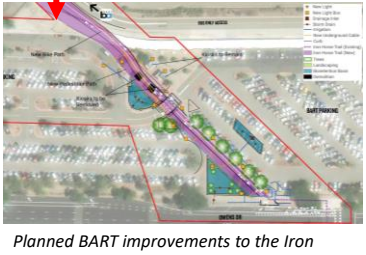
Infrastructure Improvements



View of proposed elevated station and track of the Valley Link line as seen from Owens Drive



Planned BART improvements to the Iron Horse trail section on site

Iron Horse Trail Upgrades

- BART to start work in 2026
- Two-way bike track and pedestrian path
- Two vacant retail kiosks will be removed
- New landscaping, lighting, signage, public art panels

Valley Link

- Proposed regional passenger rail service
- New aerial station platform at Dublin/Pleasanton BART

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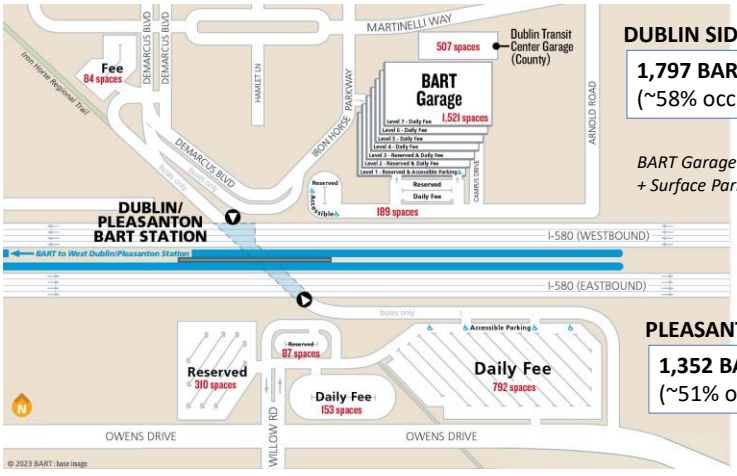
Existing BART Rider Parking



DUBLIN SIDE

1,797 BART spaces (~58% occupied*)

BART Garage + Surface Parking

County Garage: additional 507 spaces

BART Garage (Dublin side): 1,521 spaces

PLEASANTON SIDE

1,352 BART spaces (~51% occupied*)

BART surface parking (Pleasanton side): 1,352 spaces

*Fehr & Peers, Spring 2025

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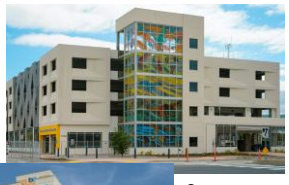
Future BART Rider Parking

- In 2026, the City and BART will develop a plan for multimodal station access & circulation and parking management
- A parking study will evaluate the amount of BART rider parking required on the Pleasanton side of the station, given other parking resources and other potential modes of getting to the station
- To enable development, BART will provide substantially less rider parking at the station in the future
- The cost of building parking in a garage is significant: Currently ~$80,000 per space to build above ground and ~$125,000 per space below ground + $1,000 per space annually in operations
- Funding would be needed to pay for parking garage construction



County Garage

BART Garage (Dublin side)

BART surface parking (Pleasanton side)

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Regulatory and Planning Context

Building articulation

Mews between buildings

Stoops along a street

Active frontage along a plaza

- **Assembly Bill (AB) 2923** sets what the City must allow:
  - Height: Minimum 5 stories
  - Density: Minimum 75 units/acre
  - Min. 20% affordable units (BART policy goal is 35% across all stations)
  - Residential parking: Max. 1 space per unit
- **Pleasanton's Objective Design Standards** will help shape buildings, open spaces, and street frontages.

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Market Assessment

- Site is well-positioned to be a primarily residential development, e.g. high-density housing with some retail/services for BART riders and residents of TOD.
- Future opportunity for a portion of the site to include another use such as hotel, education or a special office user/tenant.
- Complementary non-residential uses may be appropriate. Timing, market conditions, and the ability of a developer to curate a mix of uses on this property will be the deciding factors.
- Complementary uses may include:
  - Café/retail/personal services ~8,000 SF, clustered with flexible or community uses
  - Education ~10,000 to 40,000 SF
  - Childcare facility
  - Library branch (self-serve)
  - Community audio-visual meeting room (City-run)

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Design Elements

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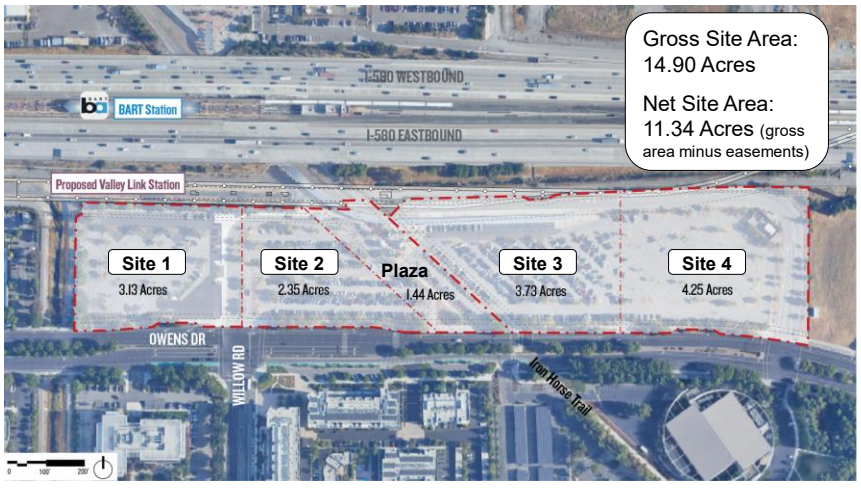
Development Parcels

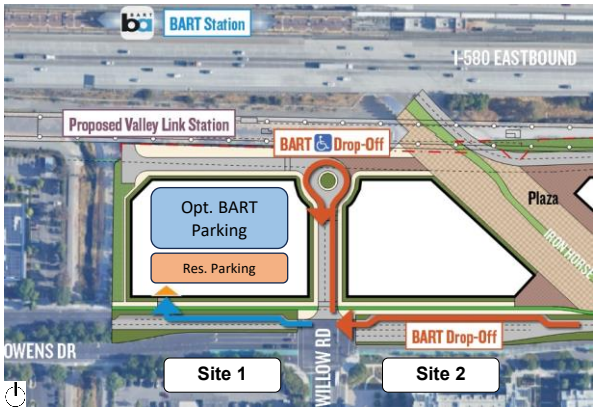


Site can be developed with at least 3-4 parcels

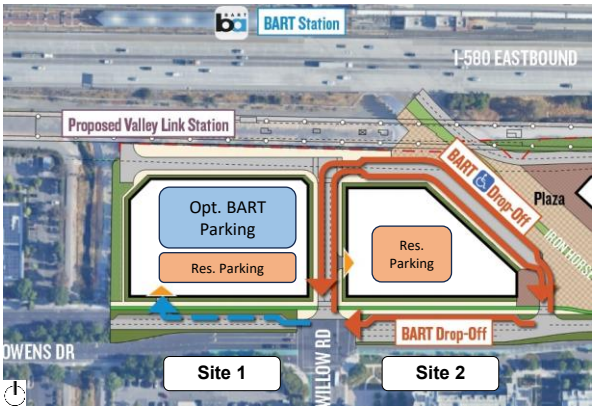
20

20

Vehicle Circulation Approaches



Turnaround Circulation



Loop Circulation

BART rider drop-off areas to be sized as per demand

21

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Owens Drive frontage improvements

Example of an off-street bike lane adjacent to residential building

Bike lane along the south side of Owens Drive

- The Owens Drive street frontage can provide a better pedestrian and bicycle experience
- Drop-off zones for BART riders can also be added to Owens Drive
- A “road diet” and new bike lane configuration are being studied

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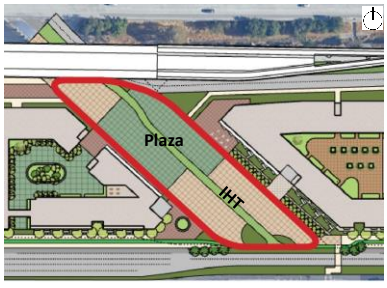
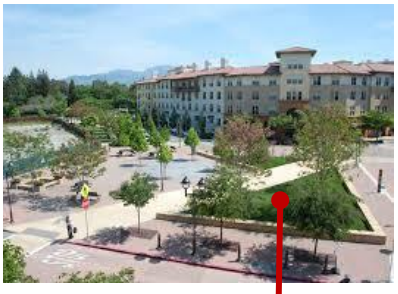
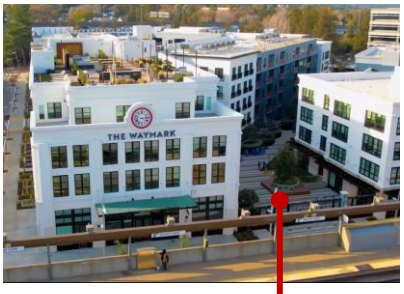
New Plaza







- Proposed new plaza running parallel to Iron Horse trail
- This diagonal area is not buildable due to utility lines and easements

BART Plaza at Pleasant Hill BART TOD

Paseo at Walnut Creek BART TOD

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Test Fit 01

OPTION 01 TOTALS
870-1,088 homes

Site 1
5- story Wrap building
120-150 homes

Site 2
5- story Courtyard buildings
165-210 homes

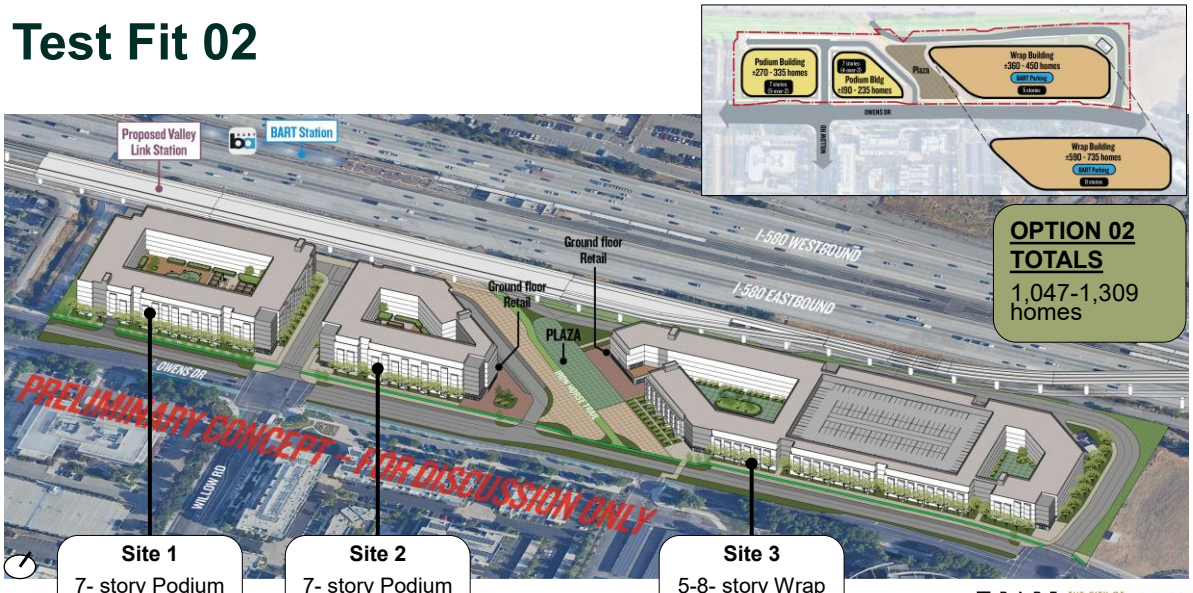
Site 3
7- story Podium building
300-380 homes

Site 4
7- story Podium building
280-350 homes

24

24

Test Fit 02



OPTION 02 TOTALS
1,047-1,309 homes

Site 1
7- story Podium building
270-335 homes

Site 2
7- story Podium building
190-235 homes

Site 3
5-8- story Wrap building
450-735 homes

BART THE CITY OF PLEASANTON

25

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Feedback from the 10/22 Planning Commission Meeting

BART THE CITY OF PLEASANTON

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October 22 Planning Commission Feedback

- Two members of the public spoke + email correspondence
- Commission provided feedback on a variety of topics including:

BART Rider Parking

Circulation

Density/Height

Development types + Proposed Uses

Owens Drive Improvements

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What we heard at the 9/17 Community Meeting

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BART Use & Station Access

- With BART lots partly empty, developing them makes sense
- Concern whether parking demand will increase again
- Buses aren't frequent enough for most people
- Biking is a great way to get to the station. Theft concerns, and idea for bike-sharing facility on site

Uses & Buildings

- New development should fit into the feel of Pleasanton and complement long-term vision for Hacienda
- Noise abatement necessary for any new buildings - BART and freeways are noisy
- Critical mass of retail, dining, etc. needed to make this a destination

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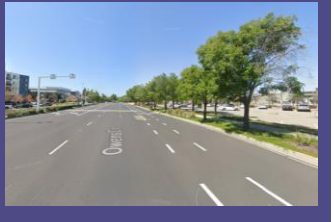
Plaza

Attendees provided references from other places:

- Downtown Livermore post redevelopment = vibrant
- Scandinavian community center concept ("People's Houses")
- Paris riverfront: divided into 3 sections with different live music/dance activities

Pedestrian experience along Owens Dr.



- Kaiser stretch of Iron Horse Trail and crossing are much better now
- Suggestion to survey people who live/work in this area
- Should relate to City's bike & ped plan
- Better signage & lighting needed for biking safely - especially in early morning/evening times

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Next Steps

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Next Steps

- Integrate Feedback into Draft Framework Plan
- Related Technical Assistance grant for a parking management and station access study
- Planning Commission Hearing – 2026
- City Council Hearings – 2026

SCAN TO GO TO CITY WEBSITE

Sign up for email updates at: *https://bit.ly/4pu4nmP*

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Questions for City Council Consideration

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Questions for City Council Consideration

- **Q1:** Does the City Council have any comments regarding the site development scenarios (e.g., building height, maximum units)?
- **Q2:** Does the City Council have any feedback on any of the other topics included in this report (e.g., plaza, non-residential uses, etc.)?
- **Q3:** Is the City Council generally supportive of the concepts presented tonight?
- **Q4:** Does the City Council have any other feedback that it would like incorporated into the Concept Plan?

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CITY COUNCIL AGENDA REPORT

November 18, 2025
Finance

TITLE: ADOPT A RESOLUTION TO ACCEPT THE FY 2024/25 YEAR-END OPERATING BUDGET REPORT, APPROVE BUDGET AMENDMENTS IN MULTIPLE FUNDS, AND DESIGNATE THE GENERAL FUND BALANCE

SUMMARY

This report presents the unaudited results of City operations for the FY 2024/25 Operating Budget (Budget) and recommends adjustments and designations of the General Fund reserves. The audited information will be included in the City's Annual Comprehensive Financial Report (ACFR), which will be presented to the City Council after the City's independent auditor has issued its opinion and it has been reviewed by the Audit Committee. Staff are planning to present the ACFR the City Council in December 2025 or January 2026. Several highlights from this report, which are discussed in more detail below, include:

- Due to high interest rates and a cooler real estate market, property tax revenue was lower than budgeted, and the increase from FY 2023/24 was less than 3.0 percent. Lower property tax revenue was offset by higher sales tax and business license tax revenue. Development services fees were higher than budgeted, primarily due to several large development projects moving forward, resulting in one-time revenue increases.
- The General Fund's financial results reflect the recognition of $12.8 million in revenues (other financing sources) and expenditures (capital outlay) associated with the Costco project; these transactions have no impact on net income. Based on a prior agreement, the transportation improvement costs are shared between the City and Costco, with Costco having advanced a significant portion of the costs. In addition to recognizing revenues and expenditures, the City has also recorded $12.8 million in long-term loans payable. A portion of the annual sales tax revenue generated from Costco will be used to pay off the loan over time. Upon project completion, the capital assets associated with public improvements are expected to be transferred to the City.
- In FY 2024/25, the City held some vacant staff positions or postponed filling certain positions with the intention of achieving savings and planning for cost reductions in the 2025-27 budget. Staffing savings were partially offset by the implementation of a new accounting standard, Governmental Accounting Standards Board (GASB) 101, which pertains to compensated absences (such as vacation and sick leave). The standard requires agencies to recognize liabilities for certain types of leave, aiming for a more consistent and accurate representation of agencies' financial obligations. In addition to accrued vacation and unused compensated time recorded in prior fiscal years, the City is now required to report other related benefits, such as sick leave. GASB 101 requires agencies to restate their FY 2023/24 financial statements to reflect the overall liability and adjust the liability annually. The FY 2023/24 restatement of obligation amounted to approximately $7.4 million, primarily associated with sick leave liability, although the adjustment/expenditure for FY 2024/25 is less than $1.0 million, with a significant

portion recorded in the General Fund.

- At the time the FY 2024/25 mid-term budget was adopted, the General Fund expected to receive $532,000 from the Golf Fund for loan repayment and $3.1 million from the Capital Reserve Fund to support capital projects due to an anticipated budget gap. The golf course needs major renovation, as identified in the 2025-27 budget development, and only $32,000 of the anticipated $532,000 in funding will now be available to repay the General Fund. With sufficient revenues in the General Fund to cover expenditures, the $3.1 million from the Capital Reserve Fund was not transferred. The City's Asset Management Plan is still under development, but the initial analysis has identified significant deferred maintenance/obligation in certain areas, such as fleet-related equipment. Staff recommends keeping the funds in the Capital Reserve Fund, so the Council has the flexibility to deploy the funds for critical capital projects when the Asset Management Plan is completed around December 2025.

Please refer to the discussion below regarding the financial results for the General Fund and other key operating funds. This report also reflects proposed budget amendments for the General Fund and other funds due to changes to program activities.

RECOMMENDATION

Adopt a resolution to accept the FY 2024/25 Year-End Operating Budget report, approve budget amendments in multiple funds, and designate the June 30, 2025 General Fund balance.

BACKGROUND

Staff presents the year-end financial report (Report) annually to the City Council for approval. The Report summarizes the actual results of the financial activities for the fiscal year and details changes in reserves and recommended budget amendments or adjustments. Development of the City's Annual Comprehensive Financial Report (ACFR) is still in progress; therefore, the financial information included in this Report is based on unaudited figures. The audited information will be presented to the City Council in the ACFR once the City's independent auditor has issued its opinion and the ACFR has been reviewed by the Audit Committee. This is expected to occur in December 2025 or January 2026. Any changes to the information presented in this Report as a result of the audit will be brought to the City Council's attention at that time.

DISCUSSION

The following discussion addresses the General Fund, Enterprise Funds, and Internal Services Funds, examining the amended budget versus actuals for FY 2024/25. The amended budget is the original budget plus all budget amendments approved by the City Council through June 30, 2025.

General Fund

Table 1 below summarizes the FY 2024/25 General Fund revenues, net transfers, use of program reserves, expenditures, and year-end budget adjustments. Actual revenues were greater than the amended budget by $19.8 million or 12.9 percent. This excludes a net unrealized investment gain of approximately $3.6 million in FY 2024/25. Transfers in and out (net transfers) were $3.7 million less than the amended budget, and the use of program

reserves amounted to $310,000. Actual expenditures were $12.0 million or 7.7 percent more than the amended budget. Higher revenues and expenditures were primarily attributed to the $12.8 million in other financing sources (revenues) and capital outlay (expenditures) associated with the Costco project in the Johnson Drive Economic Development Zone; as revenues are offset by expenditures, these financial activities have no net impact on the bottom line. A detailed explanation of the amended budget versus actuals is included in Tables 2, 3, 4, and 5 in this Report.

It should be noted that any investment gain or loss is not realized (i.e., not available as a budgetary resource), as the City intends to hold its securities until maturity and may sell securities before maturity to rebalance the portfolio and achieve more favorable returns over time. However, the Governmental Accounting Standards Board (GASB) requires reporting of unrealized investment or fair market value adjustment in the ACFR.

The City budgets revenues and expenditures conservatively to ensure resources are available to cover expenditures, as a significant portion of the City's General Fund revenue (property tax and business license tax) is received between December and June each fiscal year. For example, property tax accounts for over 50.0 percent of the General Fund revenue, and over 75.0 percent of property tax is collected in the months of December and April. As a result, revenues must be budgeted carefully to ensure sufficient cash inflows to cover expenditures/cash outflows.

Notably, the City's fiscal policies and practices impact borrowing costs for debt financing. In addition to financial results, rating agencies favorably view proactive long-term financial planning and conservative budgeting practices. The City aims to implement best practices in its financial management.

While a balanced budget is required to be achieved every year, like other agencies, many critical funding needs are omitted from the budget due to limited resources. As such, when one-time resources become available, some of the funding gaps are reduced/filled to reduce future financial burden or mitigate risks and/or impacts to the organization and community. For FY 2024/25, staff recommends allocating available one-time resources toward funds with inadequate fund balances, after retaining sufficient funds to maintain the 20.0 percent General Fund reserve.

Table 1. General Fund Amended Budget to Actuals and Budget Amendments

General Fund	FY 2023/24 Actual	FY 2024/25 Amended Budget	FY 2024/25 Recommended Budget Amendments	FY 2024/25 Final Budget	FY 2024/25 Adjusted Actual
Revenues*	$ 151,750,238	$ 153,876,040	$ 12,758,240	$ 166,634,280	$ 173,662,371
Net Transfers	(7,608,441)	296,567	(6,041,502)	(5,744,935)	(3,433,403)
Use of Program Reserves	900,572	310,000		310,000	310,000
Expenditures	(142,496,475)	(154,475,775)	(12,758,240)	(167,234,015)	(166,430,404)
Recommended Budget Amendments					
Revenue					
Costco Project			12,758,240		
Transfer to					
L& R Facilities & Equip Fund			(61,502)		
Streets CIP Fund			(2,400,000)		(2,400,000)
Transfer from					
Capital Reserve Fund			(3,080,000)		
Golf Operating & Maintenance			(500,000)		
Expenditures					
Costco Project			(12,758,240)		
Total	**$ 2,545,893**	**$ 6,832**	**$ (6,041,502)**	**$ (6,034,670)**	**$ 1,708,565**

*FY 2023/24 and FY 2024/25 actual revenue totals exclude unrealized investment gain/(loss) adjustments.

The City has several ongoing funding needs that, in most years, either do not get funded or are only partially funded due to financial constraints; FY 2024/25 was no exception. Staff recommends one-time adjustments, including $2.4 million to the Streets CIP Fund and $62,000 for facility fees collected, be transferred to the Library and Recreation Facilities & Equipment Fund. Staff also recommends adjusting the revenue, expenditure, and transfers as presented below.

Table 2. Proposed General Fund Budget Amendments

Proposed Use	Amount	Rationale
Revenue		
Costco project	$ 12,758,240	Costco project capital contribution
Expenditure		
Costco project	$ (12,758,240)	Costco project capital outlay
Transfers to		
Library and Recreation Facilities & Equipment Fund	$ (61,502)	Set aside facility fees
Streets CIP Fund	$ (2,400,000)	Make one-time contribution to build up the reserve for streets-related repairs and replacement projects
Transfers from		
Capital Reserve Fund	$ (3,080,000)	There are sufficient resources in the General Fund to cover capital contribution
Golf Operating & Maintenance	$ (500,000)	The golf course needs to retain the funds for renovation

General Fund Revenues. Actual General Fund revenues received were greater than the amended budget by approximately $19.8 million, or 12.9 percent greater than the amended budget, primarily due to the $12.8 million capital contribution associated with the Costco project, which was offset by the corresponding expenditure mentioned below. FY 2024/25 total revenue was 14.4 percent higher than the FY 2023/24 total. Table 3 below presents the major revenue categories with a comparison of the amended budget versus actual revenues, as well as the variance to the amended budget.

Table 3. General Fund Revenues – Amended Budget vs. Actual

Revenues	FY 2023/24	FY 2024/25		
	Actual	Amended	Actual	Variance
Property Taxes	$90,241,390	$93,920,500	$92,605,525	$1,314,975
Sales & Use Taxes	23,963,541	24,935,000	25,286,992	(351,992)
Other Taxes	16,053,575	16,001,000	17,063,146	(1,062,146)
Development Services Fees	5,030,650	4,709,500	8,120,494	(3,410,994)
Recreation Fees	4,663,652	5,027,934	4,954,749	73,185
Other Revenues	11,797,429	9,282,106	25,631,465	(16,349,359)
Total	**$151,750,238**	**$153,876,040**	**$173,662,371**	**($19,786,331)**

*Refer to Table 1 and Table 15 for recommended budget amendments

Property Tax revenue is the largest revenue source for the General Fund, accounting for 53.3 percent of total revenues. In FY 2024/25 actual property tax collections, including all categories of property-related taxes, were approximately $92.6 million compared to an estimate of $93.9 million in the amended budget, which was $1.3 million or 1.4 percent lower than the amended budget. Overall, the real estate market has been cooling in FY 2024/25 due to persistent high mortgage rates. Secured property tax, which is the largest component of the overall Property Tax revenue, was lower than the budget by about $900,000, and the in-lieu vehicle license fee was higher than the budget by about $250,000. In comparison, unsecured property tax and supplemental assessment tax were also lower than budget by $150,000 and $570,000, respectively. Compared to FY 2023/24, $92.6 million collected in FY 2024/25 represents an increase of 2.6 percent, well below the increases the City experienced in the last several years.

Sales Tax revenue is the second-largest revenue source for the General Fund, accounting for 14.6 percent of the total revenues. FY 2024/25 actual sales tax collections were approximately $25.3 million compared to an estimate of $25.0 million in the amended budget. This $350,000 or 1.4 percent increase reflects that several sales tax categories, including state and county pool allocation, general consumer goods, and business and industry, performed better than expected. Compared to FY 2023/24, the $25.3 million collected in FY 2024/25 represents a 5.5 percent increase, primarily due to the opening of the Costco store in November 2024.

Business License Tax revenue was budgeted at $5.8 million, and actual collections were $6.7 million, or $900,000 higher than the amended budget, resulting from new licenses and greater gross receipts than expected, such as the relocation of Kaiser Permanente workers from Oakland to Pleasanton and the opening of a Costco store. Some Business License Taxes collected in FY 2024/25 were related to various one-time construction contracts and other professional services. As such, a more modest level of growth is expected in future years.

Compared to FY 2023/24, the $6.7 million collected in FY 2024/25 represents a 15.6 percent increase.

The actual Transient Occupancy Tax (TOT) collected was approximately $30,000 lower than the budgeted estimate of $5.4 million in the amended budget, mainly due to the closure of a hotel in FY 2024/25. While the $5.3 million collected in FY 2024/25 is an increase from the COVID-19 low of $2.0 million in FY 2020/21, TOT revenue is still significantly lower than the high of $6.5 million achieved in FY 2018/19.

Development Services Fee revenues were approximately $3.4 million higher than the estimated $4.7 million in the amended budget, primarily due to actual building permit and plan check fees collected, which came in about $1.6 million and $1.4 million higher than budget, respectively. There were several large development projects and increased activities in FY2024/25, including the Avalon Bay multifamily residential project, the Workday expansion project, and Accessory Dwelling Units (ADUs), resulting in one-time revenue. Compared to FY 2023/24, the $8.1 million collected in FY 2024/25 represents a 61.4 percent increase due to increased development activities.

Actual Recreation Fee revenues were approximately $73,000 lower than the estimated $5.0 million in the amended budget. Compared to FY 2023/24, the $5.0 million collected in FY 2024/25 represents a 6.2 percent increase, as demand for recreation programs continues to rise every year following the COVID-19 pandemic.

It should be noted that Other Revenues excludes an unrealized investment gain of $3.6 million (not available budgetary resource). Excluding approximately $1.7 million in GASB adjustments related to the City's leases and subscription-based information technology arrangements (SBITAs) and the aforementioned $12.8 million Costco project capital contribution, actual is higher than budget by about $1.9 million, mainly due to higher reimbursements associated with development projects, interest earnings, interfund revenue for services provided to other funds, and various fees collected related to fire, technology, and encroachment. Excluding the revenue associated with the Costco project, year-over-year revenue increased by $1.1 million, representing a 9.1% increase.

General Fund Expenditures. Actual General Fund expenditures incurred were more than the amended budget by $12.0 million or 7.7 percent, primarily due to the $12.8 million capital contribution associated with the Costco project. Table 4 below shows the major expenditure categories, comparing the amended budget against actual expenditures.

Table 4. General Fund Expenditures – Amended Budget vs. Actual

Expenditure Categories	FY 2023/24	FY 2024/25		
	Actual	Amended	Actual	Variance
Personnel	$101,910,933	$110,473,547	$109,348,513	$1,125,034
Transportation & Training	1,965,649	1,751,153	1,711,253	39,900
Repairs & Maintenance	6,617,385	6,091,984	5,645,428	446,556
Materials & Supplies	29,461,194	34,009,191	33,636,786	372,405
Other Expenditures	2,541,315	2,149,900	16,088,424	(13,938,524)
Total Expenditures	**$142,496,475**	**$154,475,775**	**$166,430,404**	**($11,954,629)**

*Refer to Table 1 and Table 15 for recommended budget amendments

The $1.1 million savings in Personnel costs, net of adjustments related to GASB 101 implementation, is primarily due to greater-than-anticipated levels of vacancies in several departments, such as Library & Recreation, Public Works, Community Development, and Finance. Certain positions were not filled for the entire year to achieve savings and plan for cost reduction during the 2025-27 budget development, thereby minimizing the impact on employees.

The $40,000 savings in the Transportation and Training category is mostly due to lower travel and training costs incurred, offset by higher fuel and vehicle repair and maintenance costs.

The $450,000 savings in the Repairs and Maintenance category is mainly attributed to lower building maintenance costs due to adjustments to custodial services.

The $370,000 savings in the Materials, Supplies, and Services category is the result of the following over- and under-expenditures: approximately $1.5 million in savings from various contractual services, and approximately $600,000 in savings from various supplies, materials, and other expenditure accounts. These are offset by overspending in other areas, including approximately $1.3 million in phone, computer equipment, and software costs, as well as $400,000 for temporary personnel and recruitment service expenses.

The $14.0 million in overspending in Other Expenditures is mostly due to the aforementioned $12.8 million Costco project capital contribution and $900,000 GASB-related adjustments associated with the City's leases and SBITAs.

Transfer of Funds. As shown in Table 5 below, actual net General Fund transfers were less than the amended budget by $3.7 million, mainly due to the cancellation of transfers from the Capital Reserve Fund for $3.1 million and the Golf Fund for $500,000 associated with a loan repayment, and greater than anticipated subsidy to the Water and Sewer Funds for their senior and low-income household discounts and greater subsidy to the Transit Fund for its operation. With the cancellation of transfers from the Capital Reserve Fund and the Golf Fund, the $3.5 million contribution to the City's Capital Improvement Program is covered by revenues generated in FY 2024/25.

Table 5. Transfers In and Transfers Out - Amended Budget vs. Actual

Transfers	FY 2023/24	FY 2024/25		
	Actual	Amended	Actual	Variance
TRANSFERS IN - From:				
Urban Forestry Fund (1/2 of Landscape Arch Assist)	$25,000	$25,000	$25,000	-
Retiree Medical Fund (Implied Subsidy)	845,000	865,000	959,000	(94,000)
Golf Loan Repayment	531,780	531,780	31,780	500,000
Business Loan Repayment	350,000	350,000	350,000	-
Capital Reserve Fund	2,000,000	-	-	-
Miscellaneous Grant Fund (Grant Expenditure Adjustment)	63	-	-	-
Asset Forfeiture		1,365	1,365	-
Capital Reserve Fund		3,080,000	0.00	3,080,000
				-
TRANSFERS OUT - To:				-
Miscellaneous CIP Fund	(2,000,000)	(3,471,578)	(3,471,578)	-
Senior & Low Income Household Discounts			-	-
Water Fund	(316,444)	(250,000)	(390,096)	140,096
Sewer Fund	(110,189)	(110,000)	(114,891)	4,891
Facilities Renovation Fund	(1,400,000)		-	-
Transit Fund (Subsidy)	(81,396)	(50,000)	(87,481)	37,481
Storm Drain Fund (Subsidy)	(1,425,000)	(625,000)	(625,000)	-
Cemetery Fund (Subsidy)	(50,000)	(50,000)	(50,000)	-
LED CEC Loan Repayment	(190,628)		-	-
Park CIP Fund	(3,100)		-	-
Streets CIP Fund	(83,527)		-	-
Capital Reserve Fund	(2,000,000)			-
General Liability Fund	(1,500,000)			-
Information Technology Replacement Fund	(1,000,000)		-	-
Workers' Compensation Fund	(500,000)		-	-
Park Median Replacement Fund	(500,000)			-
Traffic Signal Replacement Fund	(200,000)		-	-
Library and Recreation Facilities & Equipment Fund			(61,502)	61,502
NET TRANSFERS	**($7,608,441)**	**$296,567**	**($3,433,403)**	**$3,729,970**
Recommended Budget Transfer Amendments*		**(6,041,502)**	**($2,400,000)**	**($3,641,502)**
REVISED NET TRANSFERS	**($7,608,441)**	**($5,744,935)**	**($5,833,403)**	**$88,468**

*Refer to Table 2 for more information on these transfers.

General Fund Reserves. Table 6 below provides the breakdown of the different reserves in the General Fund and recommended adjustments. As detailed in Table 2, transfers totaling $2.4 million to the Streets CIP Fund is recommended. The remaining funds are recommended

to be kept in the General Fund to increase its Unrestricted General Fund Reserve to $31.2 million, which is equivalent to 20.1 percent of the FY 2025/26 Adopted General Fund expenditure budget; 20.0 percent is the recommended target level per the City's Reserve Policy, adopted by Council on June 6, 2023. Overall, the total General Fund reserves, including program and restricted reserves, will be approximately $53.7 million.

Table 6. General Fund – Fund Balance

General Fund Fund Balance	Ending Fund Balances at 6/30/2025	Recommended Budget Adjustments	Ending Fund Balance
Unrestricted General Fund Reserve	33,573,522	(2,400,000)	31,173,522
COVID Response & Recovery Reserve	289,150	-	289,150
Strategic Plan Implementation Reserve	379,428	-	379,428
Emergency Reserve	500,000	-	500,000
Restricted General Fund Reserve*	21,366,377	-	21,366,377
Total General Fund Reserves	**56,108,477**	**($2,400,000)**	**$53,708,477**

*Restricted Reserve includes the General Fund's share of PARS Section 115 Trust ($20,866,377) and non-spendable balances ($500,000), which represent advances to other funds and notes receivable.

Enterprise Funds

The City currently has six Enterprise Funds:

- Water/Recycled Water Operations and Maintenance (O&M) Fund
- Sewer O&M Fund
- Callippe Preserve Golf Course Fund
- Storm Drain O&M Fund
- Paratransit Fund
- Cemetery Fund

The Operating Budget only includes the Operations and Maintenance (O&M) and debt service expenses of these enterprises. Capital improvements and replacements for the Water, Sewer, and Storm Drain funds are accounted for in the Capital Improvement Program (CIP). The financial results of the CIP are presented to the City Council in a separate report.

Each Enterprise Fund should generate adequate revenues to fully cover both operating and supplemental costs to maintain and update its facilities and infrastructure. However, both Storm Drain and Cemetery operations do not generate adequate revenues and receive subsidies from the General Fund as a result.

Water and Sewer Operating Funds

Water/Recycled Water O&M Fund. As shown in Table 7 below, the Water Operating Fund ended FY 2024/25 with an operating fund balance of $11.5 million, which equals 29.4 percent of the Water and Recycled Water O&M Fund's FY 2025/26 expenditure budget. The operating reserve policy adopted by the City Council on June 6, 2023, requires reserves equal to 30.0 - 40.0 percent of operating expenses with a target of 35.0 percent. The current 29.4 percent

reserve level is an improvement on FY 2023/24 reserve level of 20.8 percent, but the reserve level remains below the recommended target. With the recent rate increase approved by the City Council, the reserve is expected to be rebuilt over time.

Water revenues were approximately $1.7 million, or 4.2 percent more than the estimate included in the amended budget. While water revenues increased by $2.0 million, recycled water revenues decreased by $300,000 compared to the budget. On the expenditure side, water purchase costs from Zone 7 were approximately $1.4 million more than budgeted in FY 2024/25. Other operating expenses were also higher by about $140,000 than the budget. As shown in Table 15 below, staff recommends adjusting the expenditure budget to cover the increased costs.

Table 7. Water/Recycled Water O&M Funds – Amended Budget vs. Actual

Water + Recycled Water (O&M)	FY 2024/25			
	Amended *	Actual	Variance	Variance %
Beginning Balance, July 1	$7,529,345	$7,529,345	$0	0.0%
Revenues	40,894,429	42,606,212	1,711,783	4.2%
Net Transfers	(890,885)	(832,545)	58,340	-6.5%
Expenses				
Zone 7 Purchased Water	(23,310,000)	(24,740,045)	(1,430,045)	6.1%
All other expenses	(12,956,205)	(13,093,868)	(137,663)	1.1%
Total Expenses	(36,266,205)	(37,833,913)	(1,567,708)	4.3%
Net Income	$3,737,339	$3,939,753	$202,415	5.4%
Ending Balance, June 30	**$11,266,684**	**$11,469,099**	**$202,415**	**1.8%**

*Refer to Table 15 for recommended budget amendments

Sewer O&M Funds. As shown in Table 8 below, the Sewer Operating Fund ended FY 2024/25 with an operating fund balance of approximately $9.3 million, which equals 48.1 percent of the Sewer O&M Fund's FY 2025/26 expenditure budget. The operating reserve policy adopted by the City Council on June 6, 2023, requires reserves equal to between 30.0 and 40.0 percent of operating expenses, with a target of 35.0 percent. However, the excess reserve is being utilized to fund capital projects in the 2025-27 budget cycle.

Sewer revenues were approximately $370,000, or 2.0 percent lower than the estimate included in the amended budget. On the expenditure side, actual expenditures were approximately $1.1 million less than the amended budget, primarily due to a decrease of about $1.5 million in expenditures for Repair and Replacement activities. These savings were offset with higher sewer treatment fees paid to Dublin San Ramon Service District (DSRSD) by approximately $490,000 due to higher-than-estimated utilization of sewer treatment services.

Table 8. Sewer O&M Funds – Amended Budget vs. Actual

Sewer (O&M)	FY 2024/25			
	Amended	Actual	Variance	Variance %
Beginning Balance, July 1	8,619,402	$8,619,402	$0	0.0%
Revenues	18,084,810	17,717,593	(367,217)	-2.0%
Net Transfers	135,000	125,455	(9,545)	-7.1%
Expenses				
DSRSD	(11,670,000)	(12,164,991)	(494,991)	4.2%
All other expenses	(6,584,906)	(4,996,530)	1,588,376	-24.1%
Total Expenses	(18,254,906)	(17,161,521)	1,093,385	-6.0%
Net Income	($35,096)	$681,527	$716,623	-2041.9%
Ending Balance, June 30	**$8,584,306**	**$9,300,929**	**$716,623**	**8.3%**

Storm Drain Operating Fund

As shown in Table 9 below, the Storm Drain Operating Fund ended the year with a fund balance of approximately $1.8 million. While this program ended FY 2024/25 with a net income of approximately $370,000, this was possible with the General Fund subsidy of $630,000. FY 2024/25 revenues also reflect approximately $500,000 in Federal Emergency Management Agency (FEMA) grant fund reimbursement for damages that occurred as a result of storms in prior years and $380,000 in interfund reimbursement for services provided to another fund.

The Storm Drain Fund has been operating at a major funding deficit in recent years due to revenues generated from Urban Runoff Fees hovering around $500,000 annually, while operating costs have been increasing. An annual subsidy from the General Fund has been used to cover some of the operating costs.

Table 9. Storm Drain Operating Fund – Amended Budget vs. Actual

Storm Drain Operations	FY 2024/25			
	Amended	Actual	Variance	Variance %
Beginning Balance, July 1	1,427,056	$1,427,056	$0	0.0%
Revenues	730,000	1,459,055	729,055	99.9%
Expenses	(1,848,410)	(1,717,972)	130,438	-7.1%
Net	(1,118,410)	(258,918)	859,492	-76.8%
Transfer In - GF Subsidy & from Capital Fund	625,000	625,000	0	0.0%
Net Income	($493,410)	$366,082	$859,492	-174.2%
Ending Balance, June 30	**$933,646**	**$1,793,138**	**$859,492**	**92.1%**

Cemetery Fund

As shown in Table 10 below, the Cemetery Fund ended the year with a fund balance of $150,000. This program concluded FY 2024/25 with a net income of approximately $70,000, resulting from higher revenues and lower expenditures.

Burial plot sales and corresponding expenditures related to burials are challenging to predict

from year to year. The General Fund budget includes a transfer of $50,000 to the Cemetery Fund, and this subsidy will likely need to be increased if costs are not kept under control.

Table 10. Cemetery Fund– Amended Budget vs. Actual

Cemetery Operations	FY 2024/25			
	Amended	Actual	Variance	Variance %
Beginning Balance, July 1	$76,042	$76,042	$0	0.0%
Revenues*	243,000	337,679	94,679	39.0%
Expenses	(410,083)	(316,803)	93,280	-22.7%
Net	(167,083)	20,876	187,959	-112.5%
Transfer In -				
General Fund subsidy	50,000	50,000	0	0.0%
Net Income	($117,083)	$70,876	$187,959	-160.5%
Ending Balance, June 30	**($41,041)**	**$146,918**	**$187,959**	**-458.0%**

Internal Service Funds

Internal Service Funds account for the financing of goods or services provided by one department to another department on a cost-reimbursement basis. Three examples of this are the Retirees Medical Reserve Fund, the Repair and Replacement Funds, and the Self Insurance Fund. These funds not only account for current-year expenditures but also long-term liabilities of the City. These liabilities may not result in actual expenditures in the short term, but will lead to future expenditures for the replacement of equipment or the payment of retiree employee medical benefits in the future. In accordance with the City's adopted financial policies, the City recognizes costs as they accrue and sets money aside to fund these future expenditures, rather than allowing these costs to accumulate and become a future financial burden.

Retirees Medical Reserve Fund. The FY 2024/25 actual revenues and expenditures reflect the OPEB actuarial study recommendations and actual retiree medical payments.

As shown in Table 11 below, actual revenues were less than $60,000 of the amended budget. Actual expenses, including transfers, were approximately $590,000 less than budgeted, which is related to unused retiree medical benefits that occur when eligible retirees have their medical benefits provided through another means such as a spouse or another job. The Retirees Medical Reserve Fund does not require a fund balance. Staff will monitor the level of activities in FY 2025/26 and propose to make necessary adjustments to utilize the fund balance of $1.9 million in the 2027-29 budget cycle.

Table 11. Retirees Medical Reserve Funds - Amended Budget vs. Actual

Retirees Medical Reserve Fund	FY 2024/25			
	Amended	Actual	Variance	Variance %
Beginning Fund Balance	1,281,899	1,281,899	$0	0.0%
Revenues	5,344,000	5,288,911	(55,089)	-1.0%
Net Transfers	(935,000)	(1,028,000)	(93,000)	9.9%
Expenditures	(4,349,000)	(3,669,679)	679,321	-15.6%
Ending Fund Balance	$1,341,899	$1,873,131	$531,232	39.6%
Change in Fund Balance	**$60,000**	**$591,232**	**$531,232**	**885.4%**

Repair and Replacement Funds. In accordance with the City's financial policies, the City maintains various Repair and Replacement Funds. The purpose of these funds is to provide ongoing replacement of City equipment, vehicles, traffic signals, streetlights, and to make major repairs/renovations to City facilities, parks, and medians to extend their useful lives.

As described in Table 12 below, collectively, expenditures from the Repair and Replacement funds were $1.9 million less than budgeted in FY 2024/25. Any unspent funds will remain in the Repair and Replacement funds to be expended on future projects, equipment, or vehicle replacements. Actual net transfers ended up with a difference mainly due to an additional $500,000 transfer to the Golf Replacement Fund and a $62,000 transfer from the General Fund to the Library & Recreation Facilities and Equipment Fund. Proposed budget amendments are included in Table 15 below to reflect these transactions.

It is worth noting that many of the City's Repair and Replacement funds do not have an adequate fund balance to cover necessary project costs and/or replace aging equipment or vehicles in a timely manner. Once the Asset Management Plan has been completed, it will help staff to better estimate an appropriate level of funding needed to support each Repair and Replacement Fund.

Table 12. Repair & Replacement Funds - Amended Budget vs. Actual

Repair & Replacement Funds	FY 2024/25			
	Amended	Actual	Variance	Variance %
Beginning Fund Balance	24,361,541	$24,361,541	$0	0.0%
Revenues	3,774,250	3,932,246	157,996	4.2%
Net Transfers	415,904	987,352	571,448	137.4%
Expenditures	(6,952,355)	(5,026,358)	1,925,997	-27.7%
Ending Fund Balance	$21,599,340	$24,254,781	$2,655,440	12.3%
Change in Fund Balance	**($2,762,201)**	**($106,761)**	**$2,655,440**	-96.1%

Workers' Compensation Funds. There are two Workers' Compensation funds: one for the City of Pleasanton workers' compensation expenses and liabilities, and the other for the Livermore-Pleasanton Fire Department's (LPFD) workers' compensation expenses and liabilities. While there is, and has been, sufficient cash in both funds to cover actual workers' compensation expenses, the incurred but not expensed claims and future liability cause both funds to have negative fund balances. That said, as described in Tables 13 and 14 below, the City's claims paid is approximately $270,000 lower, and future liability is lower than expected by $740,000. For LPFD, claims paid and future liability are approximately $340,000 and $360,000 higher, respectively. The City's Workers' Compensation Fund had a negative fund balance of $1.3 million, and LPFD had a negative fund balance of $4.1 million, with $2.0 million (50 percent) belonging to Pleasanton. To reduce the LPFD Workers' Compensation Fund deficit, the cities of Pleasanton and Livermore each contributed an additional $322,314 into the fund at the end of June 30, 2025, utilizing the LPFD budget savings, without increasing the Fire Department's overall budget for each agency.

Table 13. City of Pleasanton Workers' Compensation Fund – Amended Budget vs. Actual

Workers' Compensation Fund	FY 2024/25			
	Amended	Actual	Variance	Variance %
Beginning Fund Balance	(3,307,302)	($3,307,302)	$0	0.0%
Revenues	3,348,000	3,414,774	66,774	2.0%
Expenses				
Claims Paid	(1,427,000)	(1,161,682)	265,318	-18.6%
Future Liability	(473,000)	271,000	744,000	-157.3%
All other expenses	(391,430)	(518,595)	(127,165)	32.5%
Total Expenses	(2,291,430)	(1,409,277)	882,153	-38.5%
Ending Fund Balance	($2,250,732)	($1,301,805)	$948,927	-42.2%

Table 14. LPFD Workers' Compensation Fund – FY 2023/24 Actual vs. FY 2024/25 Actual

LPFD Workers' Compensation Fund	FY 2023/24 Actual	FY 2024/25		
		Actual	Variance	Variance %
Beginning Fund Balance	($2,774,992)	($2,455,177)	$319,815	-11.5%
Revenues	3,473,310	2,234,044	(1,239,266)	-35.7%
Expenses				
Claims Paid	(1,546,722)	(1,884,413)	(337,691)	21.8%
Future Liability	(1,141,000)	(1,505,000)	(364,000)	31.9%
All other expenses	(465,773)	(483,463)	(17,689)	3.8%
Total Expenses	(3,153,495)	(3,872,875)	(719,380)	22.8%
Ending Fund Balance	($2,455,177)	($4,094,009)	($1,638,831)	66.8%

All Other Operating Funds

For the most part, budget variances are small for the other Operating Funds as shown in Exhibit A of the resolution. However, budget adjustments are needed for certain funds to ensure actual expenditures do not exceed budget due to changes to program activities. Proposed budget amendments are included in Table 15 below for both the General Fund and other funds.

Summary of Recommended Budget Amendments

Summary of proposed budget adjustments for the General Fund and other funds are presented below. Please note that there is sufficient revenue to cover the expenditures/transfers.

Table 15. Summary of Recommended Budget Amendments

Recommended Budget Amendments	FY 2024/25				
	Actual	Amended Budget	Recommended Budget Amendments	Final Budget	Rationale
Revenue					
General Fund	$ 173,662,371	$ 153,876,040	$ 12,758,240	$ 166,634,280	Costco project capital contribution
Expenses					
General Fund	$(166,430,404)	$(154,475,775)	$ (12,758,240)	$(167,234,015)	Costco project capital outlay
Lower Income Housing	$ (1,105,455)	$ (715,124)	$ (395,300)	$ (1,110,424)	BMR home purchase and escrow fee
H.O.M.E. Program	$ (415,168)	$ (143,156)	$ (273,000)	$ (416,156)	Return of funds to Alameda County Housing & Community Development for repayment of loan funds
Abandoned Vehicle	$ (34,114)	$ (30,000)	$ (4,200)	$ (34,200)	Increase in interfund expenditure
H.B.P.O.A. Maintenance District	$ (228,843)	$ (150,000)	$ (78,900)	$ (228,900)	Higher maintenance costs
Water Operations and Maintenance	$ (34,847,423)	$ (33,394,279)	$ (1,454,000)	$ (34,848,279)	Increase in Zone 7 water purchase offset by higher revenues
Recycled Water Operations and Maint	$ (2,407,352)	$ (2,031,926)	$ (376,000)	$ (2,407,926)	Contribution to DERWA for capital projects
Transfers In					
General Fund	$ 1,367,145	$ 4,853,145	$ (3,580,000)	$ 1,273,145	Transfers of $3.08 million from the Capital Reserve Fund is not needed and $0.50 million from the Golf O&M Fund is not available.
Lower Income Housing	$ 3,468,634	$ -	$ 3,468,634	$ 3,468,634	Merge and transfer from the Housing Loan Fund 121 to the Lower Income Housing Fund 122
H.O.M.E. Program	$ 260,000	$ -	$ 260,000	$ 260,000	Transfer from the Lower Income Housing Fund 122 to reflect loan repayment in the fund that originated the funding
Streets CIP Fund	$ 1,193,760	$ 1,193,760	$ 2,400,000	$ 3,593,760	Transfer from the General Fund to build up the reserve for streets-related repairs and replacement projects
Park CIP Fund	$ 1,330,022	$ 1,300,000	$ 30,022	$ 1,330,022	Transfer from the Bernal Donations Fund for the Bernal Park Advance Repayment
Equipment Replacement	$ 205,849	$ -	$ 205,849	$ 205,849	Transfer from Recycled Water Fund - correct the fund receiving the loan payment
Facilities Renovation	$ -	$ 195,904	$ (195,904)	$ -	Correct the fund receiving the loan payment, which is the Equipment Replacement Fund
Golf Replacement	$ 720,000	$ 220,000	$ 500,000	$ 720,000	Transfer to the General Fund is cancelled to retain funds for renovation
L & R Facilities & Equip Fund	$ 61,502	$ -	$ 61,502	$ 61,502	Transfer from the General Fund to set aside facility fees

Transfers Out					
General Fund	$ (4,800,548)	$ (4,556,578)	$ (2,461,502)	$ (7,018,080)	Transfer of $2.4 million to the Streets CIP Fund to build up the reserve for streets-related repairs and replacement projects and $0.06 million to L& R Facilities & Equip Fund to set aside facility fees
Capital Reserve Fund	$ -	$ (3,080,000)	$ 3,080,000	$ -	Transfer to the General Fund is not needed
Bernal Donations	$ (30,022)	$ -	$ (30,022)	$ (30,022)	Transfer to the Park CIP Fund for the Bernal Park Advance Repayment
Housing Loan	$ (3,468,634)	$ -	$ (3,468,634)	$ (3,468,634)	Merge and transfer from the Housing Loan Fund 121 to the Lower Income Housing Fund 122
Lower Income Housing	$ (260,000)	$ -	$ (260,000)	$ (260,000)	Transfer to the H.O.M.E Program Fund to reflect loan repayment in the fund that originated the funding
Golf Operating & Maintenance*	$ (751,780)	$ (751,780)		$ (751,780)	*
Recommended Budget Amendments	**$ (31,758,679)**	**$ (36,937,989)**	**$ (2,571,455)**	**$ (39,509,444)**	

*Amended budget will transfer $720k to the Golf Replacement Fund instead of $220k as previously budgeted, and $31,780 will be transferred to the General Fund for Loan Repayment instead of $531,780 as previously budgeted.

Staff recommends the City Council adopt a resolution (Attachment 1) to accept the FY 2024/25 Year-End Operating Budget report, approve budget amendments as identified, and designate the June 30, 2025, General Fund balance.

EQUITY AND SUSTAINABILITY

Not applicable, as this item is an administrative matter of City business.

OUTREACH

No outreach was conducted, as this item is an administrative matter of City business.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the ONE Pleasanton strategic goal of *Funding Our Future*, which is focused on fiscal sustainability. Examining and reviewing actual revenues and expenditures from FY 2024/25 provides staff and the City Council with additional information to adjust the current fiscal year's budget, as needed, as well as refine the long-term financial forecast for more informed fiscal planning.

FISCAL IMPACT

The recommendation ratifies the City Council's actions since the last approved budget adjustment in FY 2024/25; transfers $2.4 million from the General Fund to the Streets CIP Fund and amends other revenue, expenditure, and budget items for various funds as shown in Table 15; and designates the June 30, 2025, General Fund Balances as outlined in this report. The proposed unrestricted General Fund reserves will be $31.2 million, which is 20.1 percent of the budgeted FY 2025/26 General Fund operating expenditures, meeting the target reserve level stated in the City's Reserve Policy. When combined with restricted and other committed General Fund reserves, the total General Fund reserves will be $53.7million.

Prepared by:	Submitted by:	Approved by:
Susan Hsieh, Director of Finance	Susan Hsieh, Director of Finance	Gerry Beaudin, City Manager

Attachments:

1. Resolution and Exhibit A (Estimated Changes in Fund Balances)
2. FY25 Year-End Operating Report Presentation

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON ACCEPTING THE FY 2024/25 YEAR-END OPERATING BUDGET REPORT, APPROVING BUDGET AMENDMENTS IN MULTIPLE FUNDS, AND DESIGNATING THE GENERAL FUND BALANCE

WHEREAS, each year a report of the financial condition of the Operating Budget is presented to Council, and

WHEREAS, staff presented to Council such a report for the fiscal year ending June 30, 2025.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE, AND ORDER THE FOLLOWING:

Section 1: Accepts the June 30, 2025 Fund Balances as shown in Exhibit A.

Section 2: Designates General Fund Reserves for existing and future unknown obligations as shown in the Attachment for all funds and as follows for the General Fund and other funds.

Section 3: Allocates a transfer of $2,400,000 from the General Fund to the Streets CIP Fund and adjusts the budgets for the General Fund and other funds as presented in the table below. It also adjusts the contribution to the Livermore-Pleasanton Fire Department (LPFD) Workers' Compensation Fund for $322,314, utilizing the LPFD year-end budget savings.

Recommended Budget Amendments	FY 2024/25				
	Actual	Amended Budget	Recommended Budget Amendments	Final Budget	Rationale
Revenue					
General Fund	$ 173,662,371	$ 153,876,040	$ 12,758,240	$ 166,634,280	Costco project capital contribution
Expenses					
General Fund	$(166,430,404)	$(154,475,775)	$ (12,758,240)	$(167,234,015)	Costco project capital outlay
Lower Income Housing	$ (1,105,455)	$ (715,124)	$ (395,300)	$ (1,110,424)	BMR home purchase and escrow fee
H.O.M.E. Program	$ (415,168)	$ (143,156)	$ (273,000)	$ (416,156)	Return of funds to Alameda County Housing & Community Development for repayment of loan funds
Abandoned Vehicle	$ (34,114)	$ (30,000)	$ (4,200)	$ (34,200)	Increase in interfund expenditure
H.B.P.O.A. Maintenance District	$ (228,843)	$ (150,000)	$ (78,900)	$ (228,900)	Higher maintenance costs
Water Operations and Maintenance	$ (34,847,423)	$ (33,394,279)	$ (1,454,000)	$ (34,848,279)	Increase in Zone 7 water purchase offset by higher revenues
Recycled Water Operations and Maint	$ (2,407,352)	$ (2,031,926)	$ (376,000)	$ (2,407,926)	Contribution to DERWA for capital projects

Transfers In					
General Fund	$ 1,367,145	$ 4,853,145	$ (3,580,000)	$ 1,273,145	Transfers of $3.08 million from the Capital Reserve Fund is not needed and $0.50 million from the Golf O&M Fund is not available.
Lower Income Housing	$ 3,468,634	$ -	$ 3,468,634	$ 3,468,634	Merge and transfer from the Housing Loan Fund 121 to the Lower Income Housing Fund 122
H.O.M.E. Program	$ 260,000	$ -	$ 260,000	$ 260,000	Transfer from the Lower Income Housing Fund 122 to reflect loan repayment in the fund that originated the funding
Streets CIP Fund	$ 1,193,760	$ 1,193,760	$ 2,400,000	$ 3,593,760	Transfer from the General Fund to build up the reserve for streets-related repairs and replacement projects
Park CIP Fund	$ 1,330,022	$ 1,300,000	$ 30,022	$ 1,330,022	Transfer from the Bernal Donations Fund for the Bernal Park Advance Repayment
Equipment Replacement	$ 205,849	$ -	$ 205,849	$ 205,849	Transfer from Recycled Water Fund - correct the fund receiving the loan payment
Facilities Renovation	$ -	$ 195,904	$ (195,904)	$ -	Correct the fund receiving the loan payment, which is the Equipment Replacement Fund
Golf Replacement	$ 720,000	$ 220,000	$ 500,000	$ 720,000	Transfer to the General Fund is cancelled to retain funds for renovation
L & R Facilities & Equip Fund	$ 61,502	$ -	$ 61,502	$ 61,502	Transfer from the General Fund to set aside facility fees
Transfers Out					
General Fund	$ (4,800,548)	$ (4,556,578)	$ (2,461,502)	$ (7,018,080)	Transfer of $2.4 million to the Streets CIP Fund to build up the reserve for streets-related repairs and replacement projects and $0.06 million to L& R Facilities & Equip Fund to set aside facility fees
Capital Reserve Fund	$ -	$ (3,080,000)	$ 3,080,000	$ -	Transfer to the General Fund is not needed
Bernal Donations	$ (30,022)	$ -	$ (30,022)	$ (30,022)	Transfer to the Park CIP Fund for the Bernal Park Advance Repayment
Housing Loan	$ (3,468,634)	$ -	$ (3,468,634)	$ (3,468,634)	Merge and transfer from the Housing Loan Fund 121 to the Lower Income Housing Fund 122
Lower Income Housing	$ (260,000)	$ -	$ (260,000)	$ (260,000)	Transfer to the H.O.M.E Program Fund to reflect loan repayment in the fund that originated the funding
Golf Operating & Maintenance*	$ (751,780)	$ (751,780)		$ (751,780)	*
Recommended Budget Amendments	**$(31,758,679)**	**$(36,937,989)**	**$(2,571,455)**	**$(39,509,444)**	

*Amended budget will transfer $720k to the Golf Replacement Fund instead of $220k as previously budgeted, and $31,780 will be transferred to the General Fund for Loan Repayment instead of $531,780 as previously budgeted.

Section 4: The City Clerk shall certify to the passage of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on the 18th day of November 2025.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting on November 18, 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

_____
Daniel G. Sodergren, City Attorney

FY 2024/25 OPERATING BUDGET YEAR-END REVIEW
CHANGES IN FUND BALANCES

	Actual June 30, 2024 Balance	Actual FY 2024/25 Revenue	Actual FY 2024/25 Net Transfers	Actual FY 2024/25 Expenditures	Recommended Budget Amendments	Actual FY 2024/25 Net Income w/ Budget Amendments	Actual June 30, 2025 Balance w/ Budget Amendments	Major Long Term Commitments & Liabilities June 30, 2025	YR END June 30, 2025 Balance Less Commitments & Liabilities
GENERAL FUND	**$ 52,309,912**	$ 173,662,371	$ (3,433,403)	$ (166,430,404)	$ (2,400,000)	$ 1,398,565	**$ 53,708,477**	$ 1,168,578	**$ 52,539,899**
CAPITAL RESERVE FUND	**6,620,550**	-	-	-	-	-	**6,620,550**	-	**6,620,550**
ENTERPRISE FUNDS									
Transit	**$ 581,138**	587,010	87,481	(635,550)	-	$ 38,941	**$ 620,079**	-	**$ 620,079**
Cemetery	**76,042**	337,679	50,000	(316,803)	-	70,876	**146,918**	$ 500,000	**(353,082)**
Golf	**2,467,218**	6,519,988	(751,780)	(5,119,523)	-	648,685	**3,115,903**	-	**3,115,903**
Storm Drain	**1,427,056**	1,459,055	625,000	(1,717,972)	-	366,082	**1,793,138**	-	**1,793,138**
Water	**10,664,923**	39,935,301	(891,802)	(35,426,561)	-	3,616,938	**14,281,861**	-	**14,281,861**
Recycled Water	**(3,135,578)**	2,670,911	59,257	(2,407,352)	-	322,816	**(2,812,762)**	-	**(2,812,762)**
Sewer	**8,619,402**	17,717,593	125,455	(17,161,521)	-	681,527	**9,300,929**	-	**9,300,929**
Enterprise Funds	**$ 20,700,201**	$ 69,227,535	$ (696,389)	$ (62,785,282)	$ -	$ 5,745,865	**$ 26,446,065**	$ 500,000	**$ 25,946,065**
INTERNAL SERVICE FUNDS									
Employee Benefits	**$ 58,226**	$ 1,070,180	-	(1,046,915)	-	$ 23,266	**$ 81,491**	(6,006,911)	**$ 6,088,402**
Workers' Compensation	**(3,307,302)**	3,414,774	-	(1,409,277)	-	2,005,497	**(1,301,805)**	(9,405,000)	**8,103,195**
Public Art Acquisition	**392,472**	116,040	-	(2,133)	-	113,907	**506,378**	-	**506,378**
Vehicle Replacement	**4,323,416**	632,283	-	(1,405,757)	-	(773,474)	**3,549,942**	-	**3,549,942**
Police Vehicle Replacement	**2,127,787**	414,712	-	(713,125)	-	(298,414)	**1,829,374**	-	**1,829,374**
Fire Apparatus Replacement	**3,251,887**	453,081	-	(975,877)	-	(522,797)	**2,729,091**	-	**2,729,091**
Equipment Replacement	**2,384,198**	586,448	205,849	(381,093)	-	411,204	**2,795,402**	-	**2,795,402**
Facilities Renovation	**3,766,886**	593,650	-	(327,882)	-	265,768	**4,032,654**	-	**4,032,654**
Information Technology Replacement	**2,149,843**	405,360	-	(136,299)	-	269,062	**2,418,905**	-	**2,418,905**
Golf Replacement	**721,755**	34,204	720,000	(433,259)	-	320,945	**1,042,701**	-	**1,042,701**
Park & Median Renovation	**982,166**	330,558	-	(108,685)	-	221,873	**1,204,039**	-	**1,204,039**
Street Light Replacement	**2,323,814**	48,864	-	(163,864)	-	(115,000)	**2,208,814**	-	**2,208,814**
Traffic Signal Replacement	**1,404,159**	236,888	-	(274,413)	-	(37,525)	**1,366,634**	-	**1,366,634**
Library and Recreation Facilities & Equipment Fund	**-**	70,290	61,502	(3,613)	-	128,179	**128,179**	-	**128,179**
PARS Section 115 Trust	**35,465,973**	-	-	-	-	-	**35,465,973**	-	**35,465,973**
Pleasanton Retirees' Medical Reserve	**1,281,899**	5,288,911	(1,028,000)	(3,669,679)	-	591,232	**1,873,131**	-	**1,873,131**
Self-Insurance Retention	**2,056,035**	5,201,482	-	(4,686,524)		514,958	**2,570,992**	(1,005,606)	**3,576,598**
City Enhancement	**533,159**	9,869	-	(100,358)	-	(90,489)	**442,669**	-	**442,669**
Internal Service Funds	**$ 59,916,371**	$ 18,907,594	$ (40,648)	$ (15,838,754)	-	$ 3,028,192	**$ 62,944,563**	$ (16,417,517)	**$ 79,362,080**
SPECIAL REVENUE FUNDS									
D.A.R.E.	**$ 17,219**	$ 371	-	-	-	$ 371	**$ 17,590**	-	**$ 17,590**
Asset Forfeiture	**18,583**	3,015	-	-	-	3,015	**21,598**	-	**21,598**
Asset Forfeiture - Federal	**9,783**	210	-	-	-	210	**9,993**	-	**9,993**
Downtown Parking In-Lieu	**690,243**	14,834	-	-	-	14,834	**705,077**	-	**705,077**

FY 2024/25 OPERATING BUDGET YEAR-END REVIEW
CHANGES IN FUND BALANCES

	Actual June 30, 2024 Balance	Actual FY 2024/25 Revenue	Actual FY 2024/25 Net Transfers	Actual FY 2024/25 Expenditures	Recommended Budget Amendments	Actual FY 2024/25 Net Income w/ Budget Amendments	Actual June 30, 2025 Balance w/ Budget Amendments	Major Long Term Commitments & Liabilities June 30, 2025	YR END June 30, 2025 Balance Less Commitments & Liabilities
Recycling & Waste Management	**294,357**	282,223	-	(491,633)	-	(209,411)	**84,947**	-	**84,947**
Miscellaneous Donations	**381,435**	7,700	-	(4,970)	-	2,730	**384,165**	-	**384,165**
Bernal Donations	**1,421**	60,505	(30,022)	-	-	30,483	**31,905**	-	**31,905**
H.A.P.P.Y. Public Art Donations	**115,908**	22,528	-	-	-	22,528	**138,436**	-	**138,436**
CASB FEE	**131,277**	33,285	-	(2,928)	-	30,357	**161,634**	-	**161,634**
Recycling & Waste Management Import Mitigation	**108,721**	2,404	-	0	-	2,404	**111,125**	-	**111,125**
Operating Grants	**704,693**	591,053	-	(847,909)	-	(256,856)	**447,837**	447,837	**-**
Law Enforcement	**1,073,805**	479,344	-	(1,318,670)	-	(839,325)	**234,480**	-	**234,480**
Used Oil Grant	**-**	10,284	-	(10,284)	-	-	**(0)**	(0)	**-**
Community Access T V	**1,470,634**	231,755	-	(48,399)	-	183,356	**1,653,991**	-	**1,653,991**
Downtown Economic Development Loan	**28,247**	607	-	-	-	607	**28,854**	-	**28,854**
Lower Income Housing	**13,650,259**	2,187,511	3,208,634	(1,105,455)	-	4,290,690	**17,940,948**	-	**17,940,948**
Community Development Block Grant	**522,385**	345,470	-	(342,042)	-	3,428	**525,813**	525,813	**-**
H.O.M.E. Program	**752,894**	391,589	260,000	(415,168)	-	236,420	**989,315**	989,315	**-**
Abandoned Vehicle	**114,402**	37,077	-	(34,114)	-	2,963	**117,364**	-	**117,364**
H.B.P.O.A. Maintenance District	**-**	228,843	-	(228,843)	-	-	**-**	-	**-**
Urban Forestry	**1,079,159**	637,107	(25,000)	(99,350)	-	512,757	**1,591,916**	-	**1,591,916**
Lemoine Geologic Hazard Distrct	**94,331**	11,187	-	(47,235)	-	(36,048)	**58,283**	-	**58,283**
Laurel Creek Geologic Hazard District	**1,032,810**	73,436	-	(183,200)	-	(109,764)	**923,046**	-	**923,046**
Moller Geologic Hazard Dist	**115,329**	15,648	-	(46,794)	-	(31,146)	**84,183**	-	**84,183**
Oak Tree Farm Geologic Hazard Dist	**111,769**	17,163	-	(22,747)	-	(5,585)	**106,184**	-	**106,184**
Ponderosa Landscape District	**83,954**	17,165	-	(17,136)	-	30	**83,984**	-	**83,984**
Windsor Landscape District	**(9,418)**	23,904	-	(21,231)	-	2,674	**(6,744)**	-	**(6,744)**
Bonde Landscape District	**19,425**	26,765	-	(21,931)	-	4,834	**24,259**	-	**24,259**
Moller Ranch Landscape District	**264,571**	63,847	-	(78,712)	-	(14,865)	**249,705**	-	**249,705**
Oak Tree Farm Landscape Dist	**66,117**	21,114	-	(21,765)	-	(651)	**65,466**	-	**65,466**
North Pleasanton Improvements District	**1,062,144**	23,098	-	(9,230)	-	13,868	**1,076,011**	-	**1,076,011**
Business Support	**2,381,101**	39,578	(350,000)	-	-	(310,422)	**2,070,679**	322,617	**1,748,063**
PFAS Setttlements	**-**	581,564	-	-	-	581,564	**581,564**	-	**581,564**
Pleasanton Garbage Service Reserve	**4,017,457**	2,130,249	(1,193,760)	(420,291)	-	516,198	**4,533,656**	-	**4,533,656**
Opioid Distributors Settlement	**90,713**	62,930	-	-	-	62,930	**153,644**	-	**153,644**
Opioid Mallinckrodt Bankruptcy	**6,110**	7,410	-	-	-	7,410	**13,520**	-	**13,520**
National Opioid Abatement Trust	**7,191**	36,545	-	-	-	36,545	**43,736**	-	**43,736**
Opioid Wilmington Trust	**18,494**	18,576	-	-	-	18,576	**37,070**	-	**37,070**
Opioid Walmart	**-**	118,529	-	-	-	118,529	**118,529**	-	**118,529**
Opioid CVS	**-**	28,713	-	-	-	28,713	**28,713**	-	**28,713**
Opioid Allergan	**-**	27,698	-	-	-	27,698	**27,698**	-	**27,698**
Opioid Teva	**-**	25,192	-	-	-	25,192	**25,192**	-	**25,192**
Opioid Endo Pharmaceuticals	**-**	12,702	-	-	-	12,702	**12,702**	-	**12,702**

FY 2024/25 OPERATING BUDGET YEAR-END REVIEW
CHANGES IN FUND BALANCES

	Actual June 30, 2024 Balance	Actual FY 2024/25 Revenue	Actual FY 2024/25 Net Transfers	Actual FY 2024/25 Expenditures	Recommended Budget Amendments	Actual FY 2024/25 Net Income w/ Budget Amendments	Actual June 30, 2025 Balance w/ Budget Amendments	Major Long Term Commitments & Liabilities June 30, 2025	YR END June 30, 2025 Balance Less Commitments & Liabilities
Opioid McKinsey Subdivision	-	10,165	-	-	-	10,165	**10,165**	-	**10,165**
Special Revenue Funds	**$ 30,527,523**	$ 8,960,892	$ 1,869,852	$ (5,840,037)	-	$ 4,990,708	**$ 35,518,231**	$ 2,285,581	**$ 33,232,650**
OTHER FUNDS									
Pleasanton Township County Water District #3 Trust Fund	**$ 316,538**	$ 7,630	-	$ (22,095)	-	$ (14,465)	**$ 302,073**	-	**$ 302,073**
Other Funds	**$ 316,538**	$ 7,630	-	$ (22,095)	-	$ (14,465)	**$ 302,073**	-	**$ 302,073**
TOTAL - ALL FUNDS	**$ 170,391,094**	$ 270,766,022	$ (2,300,588)	$ (250,916,571)	$ (2,400,000)	$ 15,148,865	**$ 185,539,958**	$ (12,463,358)	**$ 198,003,316**

FY 2024/25 Year-End Report Operating Budget

November 18, 2025 Council Meeting

THE CITY OF PLEASANTON

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Agenda

Overview

Financial Highlights

Next Steps

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THE CITY OF PLEASANTON

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City Fiscal Policies and Practices

- Utilize conservative budgeting practices to prevent unexpected financial shortfalls
- Use available resources to:
  - ✓Strengthen reserves
  - ✓Fund capital projects/repair and replacement projects
  - ✓Pay down unfunded pension and retiree medical liabilities
  - ✓Fund one-time projects to advance Council and community strategic goals
- Build financial resilience for long-term sustainability

Overview of Fiscal Year 2025 Unaudited Financial Results

- General Fund
  - Property tax is lower than budgeted, offset by increases in sales tax and business license tax
  - Development activities are higher than expected, resulting in one-time revenue
  - Revenues, expenditures, and long-term loans payable associated with the Costco project are recognized
  - Implementation of Governmental Accounting Standards Board (GASB) 101, pertaining to compensated absences, increased staffing costs
  - There is sufficient revenue to cover the contribution to the Capital Improvement Program

Overview of Fiscal Year 2025 Unaudited Financial Results (cont.)

- Enterprise Funds
  - Water Fund reserve level improved as a result of the rate increase approved by the Council in 2023
  - Sewer Fund reserve meets the reserve target
  - Storm Drain and Cemetery Funds continue to receive subsidies from the General Fund
- Funding gaps in program areas that need General Fund support
  - Stormwater System
  - Repair and Replacement
  - Workers' Compensation

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General Fund Revenues – Highlights

- **Property Tax:** Lower revenue due to a cooler real estate market; only 2.6% year-over-year growth
- **Business License Tax:** Increased revenue due to new licenses and greater gross receipts
- **Development Revenue:** One-time revenue due to large development projects
- **Other Revenues:** Recognized $12.8M in Costco capital contribution, offset by expenditures; also recorded long-term liability

Revenues	FY 2023/24 Actual	FY 2024/25 Amended	FY 2024/25 Actual	FY 2024/25 Variance	
Property Taxes	$90,241,390	$93,920,500	$92,605,525	$1,314,975	⇦
Sales & Use Taxes	23,963,541	24,935,000	25,286,992	(351,992)	
Other Taxes	16,053,575	16,001,000	17,063,146	(1,062,146)	⇦
Development Services Fees	5,030,650	4,709,500	8,120,494	(3,410,994)	⇦
Recreation Fees	4,663,652	5,027,934	4,954,749	73,185	
Other Revenues	11,797,429	9,282,106	25,631,465	(16,349,359)	⇦
Total	**$151,750,238**	**$153,876,040**	**$173,662,371**	**($19,786,331)**	

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General Fund Expenditures – Highlights

- **Personnel:** Staffing savings reduced by GASB 101 implementation
- **Other Expenditures:** Recognized $12.8M in Costco capital outlay
- **Other Savings:** Total approximately $0.8M

Expenditure Categories	FY 2023/24 Actual	FY 2024/25 Amended	FY 2024/25 Actual	FY 2024/25 Variance	
Personnel	$101,910,933	$110,473,547	$109,348,513	$1,125,034	⇦
Transportation & Training	1,965,649	1,751,153	1,711,253	39,900	
Repairs & Maintenance	6,617,385	6,091,984	5,645,428	446,556	
Materials, Supplies, and Services	29,461,194	34,009,191	33,636,786	372,405	
Other Expenditures	2,541,315	2,149,900	16,088,424	(13,938,524)	⇦
Total Expenditures	**$142,496,475**	**$154,475,775**	**$166,430,404**	**($11,954,629)**	

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Proposed General Fund Budget Amendments

- There is sufficient revenue to cover capital contributions
- $2.4M to the Streets CIP Fund to build up the reserve for capital projects

Proposed Use	Amount	Rationale
Revenue		
Costco project	$ 12,758,240	Costco project capital contribution
Expenditure		
Costco project	$ (12,758,240)	Costco project capital outlay
Transfers to		
Library and Recreation Facilities & Equipment Fund	$ (61,502)	Set aside facility fees
Streets CIP Fund	$ (2,400,000)	Make one-time contribution to build up the reserve for streets-related repairs and replacement projects
Transfers from		
Capital Reserve Fund	$ (3,080,000)	There are sufficient resources in the General Fund to cover capital contribution
Golf Operating & Maintenance	$ (500,000)	The golf course needs to retain the funds for renovation

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General Fund Reserves

- Policy:
  - Reserve target: 20.0%
  - Reserve range: 16.7% to 25.0%
  - Reserve level: $31.2M or 20.1% of FY 2025/26 operating expenditures

General Fund Fund Balance	Ending Fund Balances at 6/30/2025	Recommended Budget Adjustments	Ending Fund Balance
Unrestricted General Fund Reserve	33,573,522	(2,400,000)	31,173,522
COVID Response & Recovery Reserve	289,150	-	289,150
Strategic Plan Implementation Reserve	379,428	-	379,428
Emergency Reserve	500,000	-	500,000
Restricted General Fund Reserve*	21,366,377	-	21,366,377
Total General Fund Reserves	**56,108,477**	**($2,400,000)**	**$53,708,477**

*Restricted Reserve includes the General Fund's share of PARS Section 115 Trust ($20,866,377) and non-spendable balances ($500,000), which represent advances to other funds and notes receivable.

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Enterprise Funds

- **Water Operating Fund net income:** $3.9M
  - Reserve: $11.5M
  - The 2023 approved rate increase improved financial results and improved reserve level from 21% in FY 2023/24 to 29%, although reserve remains below the 35% reserve target
- **Sewer Operating Fund net income:** $0.7M
  - Reserve: $9.3M
  - Above 35% reserve target
  - Excess reserve is being utilized to fund capital projects in the 2025-27 budget cycle

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Enterprise Funds (cont.)

- **Storm Drain Fund net income:** $0.4M
  - Reserve: $1.8M
  - General Fund subsidy contributed to the positive financial results; 100% reliance on the General Fund for capital projects
- **Cemetery Fund net income:** $0.07M
  - Reserve: $0.1M
  - General Fund subsidy mainly contributed to the positive financial results

Internal Service Funds

- **Repair & Replacement Funds**
  - Insufficient funds to repair/replace aging equipment, vehicles, and infrastructure
  - The Asset Management Plan will help better inform our overall funding need
  - Fund balance slightly reduced by $0.1M to $24.2M (consolidation of over ten funds)
- **Workers' Compensation Funds:**
  - City: $1.3M in deficit fund balance
  - LPFD (Pleasanton's share): $2.0M in deficit fund balance

Key Proposed Budget Amendments – Other Funds

- Adjustments are mainly due to changes to program activities

Recommended Budget Amendments	Amended Budget	Recommended Budget Amendments	Final Budget	Rationale
Expenses				
Lower Income Housing	$ (715,124)	$ (395,300)	$ (1,110,424)	BMR home purchase and escrow fee
H.O.M.E. Program	$ (143,156)	$ (273,000)	$ (416,156)	Return of funds to Alameda County Housing & Community Development for repayment of loan funds
Water Operations and Maintenance	$ (33,394,279)	$ (1,454,000)	$ (34,848,279)	Increase in Zone 7 water purchase offset by higher revenues
Recycled Water Operations and Maint	$ (2,031,926)	$ (376,000)	$ (2,407,926)	Contribution to DERWA for capital projects
Transfers				
Lower Income Housing	$ -	$ 3,468,634	$ 3,468,634	Merge and transfer from the Housing Loan Fund 121 to the Lower Income Housing Fund 122
H.O.M.E. Program	$ -	$ 260,000	$ 260,000	Transfer from the Lower Income Housing Fund 122 to reflect loan repayment in the fund that originated the funding

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Next Steps

Annual Comprehensive Financial Report Presentation
January 2026

Mid-Year Budget Review and Financial Forecast Update
February 2026

Organizational Assessment
November 2025 to June 2026

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Recommendation

- Staff recommends that the Council accept the FY 2024/25 year-end operating budget report, approve budget amendments in multiple funds, and designate the General Fund balance

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CITY COUNCIL AGENDA REPORT

November 18, 2025
Finance

TITLE: ADOPT A RESOLUTION TO ACCEPT THE FY 2024/25 YEAR-END FINANCIAL AND PROGRAM DELIVERY REPORT FOR THE CAPITAL IMPROVEMENT PROGRAM (CIP)

SUMMARY

This year-end report presents the unaudited results of the Fiscal Year 2024/25 Capital Improvement Program (CIP). The audited information will be reflected in the City's Annual Comprehensive Financial Report (ACFR) which will be presented to the City Council in December 2025 or January 2026, after the City's independent auditor has issued its opinion on the ACFR and the Audit Committee has reviewed it.

During Fiscal Year (FY) 2024/25, the City completed the design for 26 CIP projects, had 13 projects under construction, and completed construction on six projects, with total expenditures of $33.7 million, ensuring continued progress toward critical infrastructure goals. This report also shares an overview of CIP program delivery, including a summary of actual CIP expenditures, budget amendments, and recommended project carryforwards from FY 2024/25 to FY 2025/26.

RECOMMENDATION

Adopt a resolution to accept the Fiscal Year 2024/25 year-end financial and program delivery report for the Capital Improvement Program (CIP) and approve the carryforwards as included in the report.

BACKGROUND

Annually, staff presents the year-end financial report for the Capital Improvement Program (CIP) to the City Council for approval. This year, the report has been expanded to provide more information, specifically related to program delivery accomplishments.

The report summarizes the actual results of the financial activities and program delivery updates for the CIP Budget and recognizes budget carryforwards to the following year. The City's Annual Comprehensive Financial Report (ACFR) is still in progress; therefore, the financial information included in this report is unaudited. The audited information will be reflected in the ACFR and will be presented to the City Council once the City's independent auditor has issued its opinion on the ACFR and the Audit Committee has reviewed it; this is expected to occur in December 2025 or January 2026. If there are any differences in the financial information presented in this report and the ACFR as a result of the audit, those changes will be highlighted at that time.

On December 17, 2024, City Council adopted a CIP Program Process and Prioritization (CIPPP) Strategy and developed a list of Annual Core Capital Improvement Program projects. The CIPPP created a systematic approach to rank projects, help allocate resources effectively,

and make data-driven decisions on capital investments. As part of the development of the FY 2025/26- FY2029/30 CIP budget adopted by Council in June 2025, existing projects that require supplemental funding, had not advanced, or did not have a defined scope, were recommended to be canceled and resubmitted for review under the CIPPP. Canceled projects are defunded as part of the carryforward process to ensure all project costs are accounted for.

DISCUSSION

This report presents the status of the CIP Budget as of June 30, 2025. It provides a summary of the actual expenditures, the amended budget, which is the original budget plus any amendments approved by the City Council through June 30, 2025, and the recommended carryforwards from FY 2024/25 to FY 2025/26. It should be noted that projects can have more than one funding source, and expenditures can be cyclical or multiyear in nature, which is reflected in the carryforwards.

During the development of the FY 2025/26 CIP Budget, staff performed a more comprehensive analysis of each capital fund's condition, in terms of budgeted versus actual revenues collected, to reassess and recommend changes to the budget for projects, as needed, by adjusting carryforward amounts to ensure there is an adequate fund balance in each fund. In addition, existing projects were reviewed under the CIPPP process and the resulting recommendations for projects to be canceled were implemented as part of the FY2025/26-FY2029/30 CIP Budget.

Carryforward Recommendations

This report includes the final carryforward recommendations for the City Council's approval, based on the FY 2024/25 actual expenditures for each project, as well as estimated balances for each fund. Table 1 summarizes the actual expenditures to the amended budget for the fiscal year and identifies the carryforward by CIP project category. The summary excludes $18.0 million in reserve projects that were included as part of the FY2026 adopted budget; no carryforward is needed for these projects. Reductions or funds returned to the fund balance will be reprogrammed for other capital projects.

Table 1 – Summary of CIP Carryforwards by Project Category

Category	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Recommended Carryforward	FY 2025/26 Adopted Budget Reserve Projects	Reductions
Facilities	$ 4,232,423	$ 956,441	$ 1,453,355	$ 767,154	$ 1,055,473
Miscellaneous	7,838,054	1,580,654	4,244,041	2,013,358	-
Parks	9,850,794	2,219,549	3,556,856	3,501,477	572,912
Sewer	5,057,167	300,563	1,560,103	-	3,196,501
Storm Drain	15,779,779	602,337	10,936,679	-	4,240,763
Transportation & Streets	66,505,337	19,896,615	33,780,237	11,720,235	1,108,251
Water	17,897,122	8,146,126	8,281,415	-	1,469,582
Total	**$ 127,160,675**	**$ 33,702,284**	**$ 63,812,685**	**$ 18,002,224**	**$ 11,643,482**

There are two main funding types: **Restricted** and **Non-Restricted** Funds.

• **Restricted Funds**: Approximately $52.6 million of the $63.8 million recommended carryforwards to FY 2025/26 belong in this category. Their use is governed by federal and state laws, grants, and local measures. Common sources include Park Development Impact

fees, Facility Development Impact fees, enterprise funds (e.g., water, sewer, and golf course), and transportation funds (e.g., Measure BB and Vehicle Registration Fee). Because these funds are often limited to specific purposes only, projects may receive only partial funding initially and may need to be supplemented with additional grants or even non-restricted funds. As such, most of these project budgets are carried forward until fully funded.

• **Non-Restricted Funds**: The remaining $11.2 million recommended carryforwards to FY 2025/26 belong in the non-restricted category. These funds are more flexible and general-purpose in nature, and, as a result, can be used to fund all types of capital projects, although they are primarily used to support critical infrastructure and safety projects that cannot be funded with restricted funding sources. Primarily sourced from the General Fund, many streets, parks, and storm drain replacements are funded using this source. It should be noted that the Storm Drain Capital Fund, similar to its Operating Fund, is currently heavily subsidized by the General Fund, and this approach is not sustainable. Staff is evaluating this issue and will present options to the City Council at a later date.

In FY 2024/25, there were projects that exceeded their budgets, and, accordingly, staff recommends that the City Council approve the following budget adjustments for FY 2024/25.

- Fund 162, Project 24174, City Groundwater Supply Project, increase budget in the amount of $1,000,000 for grant revenue and $1,000,000 for corresponding grant expenditures for a state-approved grant, as outlined in the February 6, 2024 City Council agenda, Item 7.
- Fund 203, Project 23493, Library Lighting, increase the budget amount to $57,989, to match actual expenses. This project was funded with Fund 201 and Fund 203. The project budget in Fund 203 was inadvertently returned to fund balance at FY 2024/25 carryforward.
- Fund 421, Project 23158, Water Supply Alternatives, increase the budget amount to $2,684, to match actual expenses. Expenses were incurred in FY 2024/25 to cover associated legal fees that were not known at the time of project closeout, when funds were returned to fund balance.
- Fund 421, Project 24172, Bernal Improvements, increase the budget amount to $13,713, to match actual expenses. This increase in expenses reflects Zone 7 reimbursement of expenses for work performed by the City on behalf of Zone 7 for urgent repairs at Turnout #1. Revenue in FY 2024/25 was received from Zone 7 that covered the cost of this work.

Reserve Funds

The City maintains several reserves within its CIP funds, which are specifically allocated for designated purposes. These reserves act as holding accounts for upcoming projects that need additional funding or serve as emergency funds. Details of these reserves at the project category level are summarized in Table 2 below. Of the $63.8 million total recommended carryforwards, $60.2 million supports active projects, $2.9 million is reserved or on hold, and $0.7 million is for projects that have a budget but have not yet started. There are many reasons for project delays, and these include lack of adequate funding, cost increases, project coordination with private developer projects, or priority shifts. Many reserves are earmarked for emergency needs, upcoming developments, and future projects, ensuring flexibility and long-term planning. Table 2 below summarizes the CIP Reserves by project category.

Approximately $18.0 million in Reserve projects were previously included as part of the FY 2025/26 budget adopted by the City Council; no carryforward is needed for these projects.

Table 2 – Summary of CIP Reserve by Project Category

Category	FY 2024/25 Budget Reserve	FY 2024/25 Actuals	FY 2025/26 Recommended Carryforward	FY 2025/26 Adopted Budget Reserve Projects
Facilities	$ 767,154	$ -	$ -	$ 767,154
Miscellaneous	2,047,906	34,548	-	2,013,358
Parks	4,005,974	-	504,497	3,501,477
Storm Drain	25,000	4,510	20,490	-
Transportation & Streets	11,780,619	74,900	-	11,720,235
Water	50,000	-	50,000	-
Total	**$ 18,676,653**	**$ 113,958**	**$ 574,987**	**$ 18,002,224**

FY 2024/25 Project Delivery Summary: Challenges and Adjustments
The project delivery team faced significant challenges in FY 2024/25 that impacted the schedule and capacity for additional projects:

1. Staffing Shortages
The CIP project delivery team, composed of four Public Works engineers and five inspectors, along with one staff member in Community and Economic Development, experienced a 30 percent vacancy rate (one engineer and two inspectors). Staff augmentation and consultant support were implemented to temporarily backfill the positions during recruitment.

2. Resource Prioritization for Urgent Needs
Staff resources continue to focus on the FY 2023/24 storm damage repairs, near-term water improvements, and the City groundwater supply project. These shifts in priorities impacted original project delivery schedules.

3. Complex, Multi-Year Projects
The City is managing several complex projects, such as the Hopyard Road and Owen Drive Intersection Improvements, City Ground Water Supply, Johnson Drive/Costco development, which include roadway and traffic improvements nearing completion, and the West Las Positas Multimodal Reconstruction project, which is nearing design completion. Due to budget and grant requirements, as well as the technical complexity and high level of coordination needed, the latter involved careful planning and value engineering, which required re-prioritizing staff resources to ensure timely delivery.

4. Citywide Planning Efforts
Until recent years, the City had not developed the necessary plans to be able to ensure that maintenance, repair, replacement, and regulatory requirements are being met for critical City-owned infrastructure. To address this deficiency, the City recognized this deficiency and set out to create these plans, requiring extensive engineering resources, including:

- Sanitary Sewer Management Plan (SSMP) to meet state requirements
- Asset Management Plan, including data collection for all City assets

- Urban Forest Master Plan adoption and start of implementation
- Lighting and Landscape Engineers Reports and rate increases
- East Pleasanton developments and planning

FY 2024/25 Achievements and Next Step
Despite these challenges, the City completed the design for 26 CIP projects, saw 13 projects under construction, and finished construction on six projects with total expenditures of $33.7 million, ensuring continued progress toward critical infrastructure goals.

With the approved water rates and forthcoming sewer rates, a utility program management firm has been engaged and will begin in December to provide the necessary staffing and resources to fully implement the sewer and water CIP programs.

CIP Program Updates

Sewer CIP Program
Table 3 summarizes the full list of Sewer CIP projects that had a budget in FY 2024/25, actual expenditures, if any, and recommended carryforwards.

Table 3 – Sewer CIP Projects

SEWER CIP Projects	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Carryforward
Project Status - Cancelled			
24278 Annual Sewer Collection System Improvements	$ 4,001	$ -	$ -
25278 Annual Sewer Collection System Improvements	1,500,000	-	-
23278 Annual Sewer Collection System Improvements	1,392,500	-	-
Project Status - Completed			
None			
Project Status - Construction			
24265 Sewer Station S-14 Electrical Improvements	650,638	7,499	643,138
16245 Sewer Capacity Evaluation	252,206	215,533	36,673
Project Status - Design			
21162 Emergency Power Improvements Utility Sys	750,000	2,468	747,532
22289 Sewer System Management Plan	507,823	75,064	132,759
Project Status - Not Started			
None	-	-	-
Project Status - Reserve/On-Hold			
None	-	-	-
Total	**$ 5,057,167**	**$ 300,563**	**$ 1,560,103**

In FY 2024/25, the City prioritized planning for its sanitary sewer system. Consultants completed a detailed analysis, assessing current and projected sewer capacity needs based on projected growth and development. This sewer capacity evaluation formed the basis of the Sanitary Sewer Management Plan (SSMP), which outlines essential infrastructure upgrades, maintenance, and condition assessments to comply with the State's Sewer Systems General Order. The SSMP was approved by the City Council in June 2025 and served as the basis for the adopted 20-Year Sewer CIP and the upcoming sewer rate study. As outlined in the approved CIP program, the existing

sewer projects were defunded to be reprogrammed under the SSMP and 20 Year Sewer CIP following the program's prioritization process.

Water CIP Program

Table 4 summarizes the full list of Water CIP projects that had a budget in FY 2024/25, actual expenditures, if any, and recommended carryforwards.

Table 4 – Water CIP Projects

WATER CIP Projects	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Carryforward
Project Status - Cancelled			
24183 Annual Water Distribution System	$ 60,739	$ -	$ -
Project Status - Completed			
23158 Water Supply Alternatives	-	2,684	-
23183 Annual Water Distribution System	36,208	35,967	-
24172 Improvements (Bernal)	249,807	263,521	-
Project Status - Construction			
24171 Near-Term Water Improvements	9,142,231	6,726,192	2,241,039
24181 Turnout #4 Pre-package Booster Station Procurer	1,300,000	-	1,300,000
Project Status - Design			
21162 Emergency Power Improvements Utility System	272,000	5,010	266,990
24174 City Ground Water Supply	4,997,300	1,016,053	2,981,247
25183 Annual Water Distribution System	1,000,000	-	750,000
22190 Water System Management Plan	330,816	75,105	255,711
23180 Recycled Water System Management Plan	300,000	-	300,000
Project Status - Not Started			
None	-	-	-
Project Status - Reserve/On-Hold			
22199 Lemoine Bypass Pipeline (DS-5)	158,020	21,593	136,427
25133 Annual Recycled Water Repair & Replacement	50,000	-	50,000
Total	**$ 17,897,122**	**$ 8,146,126**	**$ 8,281,415**

In FY 2024/25, the City continued and completed urgent near-term water system improvements to support the City Council's direction to shut down City wells due to a detectable level of PFAS and to procure water directly from Zone 7. In June 2024, the City secured a $19.0 million water revenue bond to fund three major water line projects on Bernal Avenue, Stoneridge Drive, and Sunol Boulevard. The water mains are in service; improvements to Turnout #4 to install a new Booster Station need to be carried forward. The City Ground Water Supply partnership project with Zone 7 is underway, with the Phase I feasibility study and completion of the technical report anticipated by the end of 2025.

The Annual Water Distribution System Improvements project supports design and management for the replacement of the failing Diehl water meters and implementing a new Advanced Metering Infrastructure (AMI) program scheduled to begin construction in 2026. Design work to install permanent emergency generators at four water stations has begun, with construction scheduled to start in 2026. Additionally, planned water system improvements will be incorporated into the West Las Positas Multimodal Reconstruction project, which is currently in its final design phase.

The Water System Management Plan (WSMP) is now complete, providing a comprehensive guide for water supply management, quality standards, distribution capacity, and infrastructure upgrades. It serves as the basis for the new approved water rates.

Parks CIP Projects

Table 5 summarizes the full list of Parks CIP projects that had a budget in FY 2024/25, actual expenditures, if any, and recommended carryforwards.

Table 5 – Parks CIP Projects

PARKS CIP Projects	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Carryforward	
Project Status - Cancelled				
23668 Cemetery Storm Repairs & Renovation	$ 101,655	$ -	$ -	
16733 Pleasanton Tennis/Community Park Led Light	120,000	-	-	
20772 Design Phase 1 Of Bernal Comm Farm	57,772	-	-	
20773 Design Inclusionary/All Access Play	283,485	-	-	
Project Status - Completed				
24744 Annual Court Resurfacing	200,000	200,000	-	
24747 Annual Irrigation Upgrades	9,443	9,443	-	
25747 Annual Irrigation Upgrades	150,000	150,000	-	
6451 Landscape Median Construction & Renovation	5,306	5,306	-	
Project Status - Construction				
24767 Callippe Preserve Trail Renovations	65,500	54,549	951	
25744 Annual Court Resurfacing	400,000	218,069	181,931	
06716 Lions Wayside Park Improvement	1,789,090	1,478,249	310,841	
Project Status - Design				
25745 Annual Playground Renovations	550,000	1,168	548,832	
25748 Annual Park Trail & Pathway Resurfacing	200,000	-	200,000	
25783 Augustin Bernal Fuels Reduction	1,048,900	102,764	946,136	
21775 Tennis/Community Park Court Lighting	250,000	-	250,000	
Project Status - Not Started				
18554 City Street Median Island R&R	613,668	-	613,668	
Project Status - Reserve/On-Hold				
01737 General Trail Improvement And Development	504,497	-	504,497	
03728 New Comm Park :Site Acquisition Reserve	3,501,477	-	-	*
Total	**$ 9,850,794**	**$ 2,219,549**	**$ 3,556,856**	

*Note: Reserve project budget carryforward was previously included as part of the FY 2025/26 budget adopted by Council; no carryforward is needed.

In FY 2024/25, key accomplishments in the Parks CIP Program include:

1. Started the environmental work for the Augustin Bernal Fuel Management project.
2. Completed construction of the Lions Wayside and Delucchi Parks renovations and started the additional parking lot improvements.
3. Completed construction of Annual Court Resurfacing to repair courts at Fairlands Park and Pleasanton Tennis and Community Park.
4. Completed an update to the City's Tree Preservation Ordinance and advanced the Urban Forest Master Plan.
5. Completed the Callippe Preserve Trail renovations.
6. Completed phase 3 of irrigation controller replacements.

7. Replaced the median island landscaping on West Las Positas at Foothill Road using City Street Median reserve.

Miscellaneous CIP Program

Table 6 summarizes the full list of Miscellaneous CIP projects that had a budget in FY 2024/25, actual expenditures, if any, and recommended carryforwards.

Table 6 – Miscellaneous CIP Projects

MISCELLANEOUS CIP Projects	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Carryforward	
Project Status - Cancelled				
None	$ -	$ -	$ -	
Project Status - Completed			-	
25582 Foothill Highschool Southbound Left Turn	471,578	471,578	-	
20466 Street Light Led Conversion	187,826	187,826	-	
Project Status - Construction				
None	-	-	-	
Project Status - Design				
25416 Annual Soundwall Repair & Replacement	125,000	13,893	111,107	
18437 Valley Ave Soundwall Replacement	1,237,140	878	1,236,262	
24461 Climate Action Plan Implementation	140,450	140,450	-	
16437 ADA Transition Plan	1,000,000	14,300	985,700	
24460 Asset Management Plan	987,911	674,580	313,331	
24461 Climate Action Plan Implementation	1,000,000	42,601	957,399	
22416 Soundwall Repair & Replacement	415,242	-	415,242	
23416 Annual Soundwall Repair & Replacement	100,000	-	100,000	
24416 Annual Soundwall Repair & Replacement	125,000	-	125,000	
Project Status - Not Started				
None	-	-	-	
Project Status - Reserve/On-Hold		-	-	
06418 CIPR - Capital Imp Prog Reserve	1,220,700	-	-	*
16446 Pioneer Cemetery Master Plan Implementation	667,203	34,548	-	**
18440 Downtown Beautification CIP Reserve	160,003	-	-	*
Total	**$ 7,838,054**	**$ 1,580,654**	**$ 4,244,041**	

*Note: Reserve project budget was included as part of the FY 2025/26 budget adopted by City Council, no carryforward is needed.
**Note: Reserve project Pioneer Cemetery Master Plan Implementation project budget was included as part of the FY 2025/26 budget adopted by City Council. The FY 2025/26 budget will be revised to $632,655 to reflect FY 2024/25 expenditures.

In FY 2024/25, the City made substantial progress in infrastructure management and upgrades:

1. Asset Management Plan (AMP): Phases II and III continue with comprehensive data collection and a condition assessment of City infrastructure. This effort will create a detailed inventory and clarify long-term maintenance and replacement costs.
2. Soundwall Replacement: Completed the design on the Valley Avenue soundwall, with construction awarded and scheduled to start before year-end. Prior year soundwall funding was combined with Valley Avenue Soundwall to complete the stabilization work without phasing, reducing costs.

3. Completed the downtown decorative streetlights LED lighting updates.
4. Climate Action Plan Implementation: Initially slated for defunding, this project received updated grant funding that was utilized to install first round of fleet electric vehicle (EV) charging. New air quality regulations require fleet electrification, and the City has started design and made an application and grant submissions to PG&E for the installation of necessary infrastructure to build out full fleet charging at 3333 Busch Road.
5. Americans with Disabilities Act (ADA) Transition Plan: Set to begin in 2026, this plan will use AMP data to design a citywide ADA compliance plan for all public buildings, parking lots, sidewalks, and curb ramps.

Transportation & Streets CIP Program

Table 7 summarizes the full list of Transportation & Streets CIP projects that had a budget in FY 2024/25, actual expenditures, if any, and recommended carryforwards.

[continued on next page]

Table 7 – Transportation & Streets CIP Projects

	TRANSPORTATION & STREETS CIP Projects	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Carryforward	
Project Status - Cancelled					
22521	2022 Bi-Annual Evaluation/ Reclassification of Street Surfaces	$ 15,000	$ -	$ -	
23541	Annual Street Resurfacing/Reconstruction	119,814	-	-	
24534	Annual Expedited Speed Lump Program	50,000	-	-	
24541	Intersection Improvements at various locations	100,000	11,907	-	
24555	Annual Neighborhood Traffic Calming Devices	50,000	13,093	-	
25505	Sidewalk & Intersection Ramp Installations (ADA)	140,678	-	-	
25534	Annual Expedited Speed Lump Program	50,000	19,957	-	
25555	Annual Neighborhood Traffic Calming Devices	50,000	-	-	
Project Status - Completed					
24504	Annual Slurry Sealing Of Various Streets	403,873	403,873	-	
24512	Annual Sidewalk Maintenance	91,631	91,631	-	
Project Status - Construction					
21596	JDEDZ ROW and Miscellaneous	4,852	2,150	2,703	
23505	Sidewalk & Intersection Ramp Installations (ADA)	92,099	41,882	50,217	
23507	Annual Traffic Buttons & Line Marker Installation	22,835	22,835	-	
23512	Annual Sidewalk Maintenance	21,305	18,702	-	
23532	Bi-Annual Traffic Signal Installations	591,889	579,079	12,810	
23543	Annual Bicycle & Pedestrian Related Improvements at Various Locations	366,221	25,266	244,838	
24503	Annual Street Resurfacing & Reconstruction	7,653,019	7,541,919	111,101	
25503	Annual Street Resurfacing & Reconstruction	4,519,364	883	4,518,481	
25504	Annual Slurry Sealing Of Various Streets	385,000	786	384,214	
25507	Annual Traffic Buttons & Line Marker Installation	50,000	11,041	38,959	
25509	Annual Curb & Gutter for Street Resurfacing	609,322	587,354	21,968	
25512	Annual Sidewalk Maintenance	150,000	135,319	14,681	
15525	'd Road & Owens Drive Intersection Improvement	5,745,090	3,097,273	2,647,817	
18531	Stoneridge Drive & I-680 Onramp	6,733,610	4,067,713	2,665,897	
23532	Bi-Annual Traffic Signal Installations	665,882	541,512	124,370	
25503	Annual Street Resurfacing & Reconstruction	68,212	-	68,212	
Project Status - Design					
25543	Annual Bicycle & Pedestrian Related Improvements at Various Locations	180,000	18,000	162,000	
25546	Annual Trail Resurfacing Project	100,000	2,825	97,175	
11514	West Las Positas Boulevard Multimodal Reconstruction	18,531,339	1,573,651	16,957,689	
15551	Sunol Boulevard Interchange Improvements	4,224,847	1,002,385	3,222,462	
22570	I-580 Overcrossing Bicycle & Pedestrian Improvements	250,000	-	250,000	
24546	Annual Trail Resurfacing Project	100,000	-	100,000	
Project Status - Not Started					
24543	Annual Bicycle & Pedestrian Related Improvements at Various Locations	513,836	-	20,323	
25521	2025 Bi-Annual Evaluation/ Reclassification of Street Surfaces	25,000	-	25,000	
25541	Annual Intersection Improvements at various locations	100,000	10,679	89,321	
Project Status - Reserve/On-Hold					
17556	Westbound Bernal Avenue at First Street/Sunol Boulevard Intersection Improvements	3,187,600	-	1,950,000	
99523	JDEDZ Transportation Fee Reserve	1,012,518	-	-	*
01541	Tri Valley Trans Fees Reserve	1,852,517	74,900	-	**
03506	Happy Valley Bypass Rd & Improvement	645,905	-	-	*
05526	2Nd Bridge Bernal/Laguna	1,707,143	-	-	*
12533	Vineyard Corridor Improvements	30,673	-	-	*
21564	Old Vineyard Ave Ped Trail-Ph 2 & 3	164,575	-	-	*
80532	Clara Lane Extension Reimbursement	663,041	-	-	*
93530	Ext Of Livingston Way	25,479	-	-	*
98516	Dublin Canyon Road Widening	2,332,705	-	-	*
98590	Use Of Dublin Fwy Reimbursement	2,108,462	-	-	*
	Total	**$ 66,505,337**	**$ 19,896,615**	**$ 33,780,237**	

*Note: Reserve project budget was included as part of the FY 2025/26 budget adopted by

City Council; no carryforward is needed.
**Note: Reserve project Tri Valley Trans Fee Reserve FY 2025/26 budget was included as part of the FY 2026 budget adopted by City Council. The FY 2025/26 budget will be reduced to $1,777,618 to reflect FY 2024/25 expenditures.

In FY 2024/25, the City made substantial strides in infrastructure and transportation improvements:

1. Streets Program: Completed the reconstruction of major roadways, including Hopyard Road and Dorman, and overlayed 1.86 million square feet of roadway, replaced 3,372 square feet of sidewalk, 967 linear feet of curb and gutter, and replaced and updated 61 new ADA pedestrian ramps. Slurry sealed 621,000 square feet of roadways.
2. ADA Compliance: New ADA ramp regulations require eight directional ramps per intersection, as seen on Hopyard Road, increasing future project requirements.
3. West Las Positas Multimodal Reconstruction project: Design work continued for the corridor between Hopyard Road and Stoneridge Drive. Value engineering and prioritization efforts are underway to address a funding shortfall. Construction is scheduled to start in the summer of 2026.
4. Key Intersection Upgrades: Hopyard Road and Owens Intersection is under construction, increasing capacity and safety improvements.
5. Traffic and Safety Enhancements: Completed a new traffic signal at Northway Road and Valley Avenue near Harvest Park Middle School. Launched updates to the Bicycle and Pedestrian Master Plan to improve non-vehicular safety and access. Annual Expedited Traffic Lumps and Traffic Calming programs were canceled as part of budget reductions.
6. Johnson Drive Economic Development Zone: In partnership with Costco, Johnson Drive and Stoneridge Drive improvements are expected to be completed by the end of 2025. Carryforward funds and a Costco loan will fund these upgrades.
7. Reserve Projects: Developer-funded projects, including the Dublin Canyon Road Widening, Clara Lane improvements, and the Old Vineyard Corridor are in reserve until further contributions or project milestones are met.

Storm Drain CIP Projects

Table 8 summarizes the full list of Storm CIP projects that had a budget in FY 2024/25, actual expenditures, if any, and recommended carryforwards.

Table 8 – Storm Drain CIP Projects

STORM DRAIN CIP Projects	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Carryforward
Project Status - Cancelled			
23415 Annual Storm Repair/ Replacement	$ 152,965	$ -	$ -
25666 Storm Drain Lift Station Improvements	40,000		
Project Status - Completed			
24415 Annual Storm Repair/ Replacement	56,424	8,625	-
Project Status - Construction			
25415 Annual Storm Repair/ Replacement	1,750,000	137,056	1,612,944
Project Status - Design			
22484 Sassafras Court Storm Drain Interceptor	596,875	47,621	549,254
24662 Sycamore Creek Storm Drain Improvements	4,978,939	74,802	4,904,137
24676 East Vineyard Detention Pond Outfall Repair	607,195	95,934	511,261
24677 Oak Tree Farm Outfall and Channel Stabilization	628,492	65,594	562,897
24678 Augustin Bernal Trail Creek Crossing Culverts and Retaining Wall	1,293,890	168,194	1,125,695
24679 Park Pathway Restoration(Alviso Adobe & Tawny Parks)	150,000	-	150,000
24680 Sycamore Creek Storm Improvements (Sycamore Road)	5,000,000	-	1,000,000
25659 Storm Water System Management Plan	500,000	-	500,000
Project Status - Not Started			
None	-	-	-
Project Status - Reserve/On-Hold			
23443 Annual Installation of Trash Capture Devices	25,000	4,510	20,490
Total	**$ 15,779,779**	**$ 602,337**	**$ 10,936,679**

The 2023 winter storms inflicted significant damage across Pleasanton. Interim repairs and cleanup were completed, and efforts to recover costs are ongoing. On March 19, 2024, the City Council reallocated discretionary funds from the CIP program to support permanent repairs, which will be partially reimbursed by FEMA. Following interim repairs, four permanent repair projects commenced, initiating a multi-year process of design and permitting with FEMA and state regulatory agencies. These projects include East Vineyard Detention Pond, Oak Tree Farm, Augustin Bernal Trail, and Park Parkway Restorations, which have all been submitted to FEMA for review and environmental approvals. FEMA is the controlling permitting agency, and until the permits are approved, the projects can't proceed to construction.

The Puri Court storm drain replacement is currently under construction, with piping improvements scheduled for completion this fall, prior to the rainy season. The Sycamore Creek Storm Drain and Sassafras Court projects are currently under design and permitting, with construction scheduled for summer 2026.

Facilities CIP Projects

Table 9 summarizes the full list of Facilities CIP projects that had a budget in FY 2024/25, actual expenditures, if any, and recommended carryforwards.

Table 9 – Facilities CIP Projects

FACILITIES CIP Projects	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Carryforward	
Project Status - Cancelled				
18424 Design Fire Station #2 Improvements	$ 473,625	$ -	$ -	
22482 Police Department Training Facility	550,000	-	-	
22781 Design Of Aquatic Center 50 Meter Pool Deck	37,106	-	-	
23494 Design Of City Administration	51,000	-	-	
Project Status - Completed				
23493 Library Lighting	533,418	589,676	-	
17753 Century House Facility Assessment	195,043	195,043	-	
Project Status - Construction				
24374 MCC Replacement (Ken Mercer Sports Park)	175,077	128,080	46,997	
Project Status - Design				
17423 Design/Construct New Fire Station 3	150,000	-	150,000	
23457 OSC Fire Alarm And Notification System	1,100,000	43,641	1,056,359	
Project Status - Not Started				
None	-	-	-	
Project Status - Reserve/On-Hold				
23479 Design Of Police Dept. Secured Police & Staff Vehicular Parking	200,000	-	200,000	
18725 Alviso Adobe Strategic Plan Implementation	767,154	-	-	*
Total	**$ 4,232,423**	**$ 956,441**	**$ 1,453,355**	

*Note: Reserve project budget was included as part of the FY 2026 budget adopted by City Council; no carryforward is needed.

In FY 2024/25, several facility improvements progressed:

1. Library Lighting Upgrades: replaced all library lighting with energy-efficient LED fixtures and a new control system.
2. Ken Mercer Sports Park Electrical: replaced the failed electrical equipment and removed the temporary power poles; final site improvements are underway.
3. Century House Roof: roof replacement was completed to prevent further building damage.
4. Operations Service Center (OSC), Library, and Police Department Fire Alarm Control Systems: design is underway, with construction scheduled for early 2026. According to the CIPPP, several facility projects that were previously partially funded were canceled because additional funding was not provided as part of the FY 25/26 – FY29/30 CIP program, thereby returning the funds to be used on the highest-prioritized projects.

Revenue Carryforwards

Some project revenues, including grants, were not received in FY 2024/25 and need to be carried forward. Table 10 summarizes the recommended revenue carryforwards.

Table 10 – Revenue Carryforwards

Fund	Project	FY 2025/26 Revenue Carryforward
162	**Miscellaneous CIP Grants**	
15551	Sunol Boulevard Interchange Improvements	$ 2,055,915
22570	I-580 Overcrossing Bicycle & Pedestrian Imp	250,000
24174	City Groundwater Supply Project	246,221
25783	Augustin Bernal Fuels Reduction	1,035,808
11514	West Las Positas Boulevard Multimodal Reconstruction	8,167,000
24461	Climate Action Plan Implementation	140,450
	Fund 162 Total	**11,895,393**
172	**Transportation Development Grant**	
25543	Annual Bicycle & Pedestrian Related Improvements	80,000
	Fund 172 Total	**80,000**
421	**Water Replacement CIP**	
	2024 Water Revenue Bond Proceeds	9,660,293
	Fund 203 Total	**9,660,293**
	TOTAL	**$ 21,635,686**

The City Council's adoption of the proposed resolution, provided in Attachment 1, will accept the FY 2024/25 year-end financial and program delivery report for the Capital Improvement Program and amend the FY 2025/26 CIP Budget.

EQUITY AND SUSTAINABILITY

Not applicable, as this item is an administrative matter of City business.

OUTREACH

No outreach was conducted, as this item is an administrative matter of City business.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the ONE Pleasanton strategic plan goal of *Funding Our Future* to support the City's fiscal sustainability. Examining and reviewing actual revenues and expenditures from FY 2024/25 provides staff with additional information to adjust the current fiscal year's budget, as needed, as well as fine-tune the long-term financial forecast for more informed fiscal planning.

FISCAL IMPACT

The recommendations outlined in this report present all financial activity and changes in the FY 2024/25 CIP Budget for the City Council's approval since the last approved budget adjustments. With City Council approval, staff will update the FY 2025/26 budget for projects and revenues in various capital funds to reflect carryforward amounts in this report.

Prepared by:	Submitted by:	Approved by:
Dawn DeMarcus, Senior Budget and Finance Analyst Adam Nelkie, Assistant Dir. of Public Works - Engineering	Susan Hsieh, Director of Finance Siew-Chin Yeong, Director of Public Works	Gerry Beaudin, City Manager

Attachments:

1. Resolution Year End CIP FY 2024-25
2. CIP Estimated Changes in Fund Balance
3. FY25 Year-End Capital Improvement Program Report Presentation

ATTACHMENT 1

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON ACCEPTING THE FY 2024/25 YEAR-END FINANCIAL REPORT FOR THE CAPITAL IMPROVEMENT PROGRAM (CIP) BUDGET AND AMEND THE FY 2025/26 CIP BUDGET

WHEREAS, each year a report of financial condition of the Capital Improvement Program is presented to the City Council which includes staff recommendations for budget amendments and carryovers; and

WHEREAS, staff presented to the City Council such a report for the fiscal year ending June 30, 2025.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1: City Council accepts the FY 2024/25 Capital Improvement Program Year-End Financial Report.

SECTION 2: City Clerk shall certify to the passage of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on November 18, 2025.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on November 18, 2025, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Jocelyn Kwong, City Clerk

APPROVES AS TO FORM:

_____
Daniel G. Sodergren, City Attorney

CITY OF PLEASANTON, CA - CAPITAL IMPROVEMENT PROGRAM
Estimated Changes in Fund Balances, FY 2024/25

Fund	Fund Description	Beginning Balance FY25	FY25 Actual Revenue	FY25 Actual Expenses	Estimated Year-End Fund Balance	Recommended Revenue Carryforward	Recommended Expenditure Carryforward	Revised YE Fund Balance
160	Gas Tax	$ 8,193,836	$ 4,124,833	$ 5,598,339	6,720,331	$ -	$ 6,017,337	$ 702,993
162	Miscellaneous CIP Grants	(281,980)	1,986,589	2,458,453	(753,844)	11,895,394	11,423,530	(281,980)
163	Measure B Bike & Pedestrian	422,643	5,937	205,907	222,673	-	-	222,673
165	Measure BB Bike & Pedestrian	2,529,613	555,230	1,067,057	2,017,785	-	1,315,872	701,914
166	Measure F	839,044	367,659	799,822	406,882	-	400,000	6,882
167	Specific Plans	886,118	17,639	1,782	901,975	-	-	901,975
170	Measure BB - Streets/Roads	4,046,231	1,896,648	3,515,025	2,427,855	-	1,975,000	452,855
172	Transportation Development Grant	150,728	104,956	-	255,684	80,000	80,000	255,684
173	JDEDZ Transportation Fee	1,027,034	20,524	-	1,047,558	-	-	1,047,558
201	Miscellaneous CIP-Gen	29,085,244	4,025,347	17,294,859	15,815,731	-	7,924,048	7,891,683
202	Downtown & North Pleas CIP	3,449,212	80,302	-	3,529,514	-	3,040,525	488,989
203	Capital Facilities Impact Fees	2,057,199	1,433,900	78,871	3,412,229	-	228,182	3,184,047
204	Misc Developer Contributions	601,281	111,892	-	713,173	-	-	713,173
211	Street CIP - Gen	8,442,402	1,415,397	1,269,850	8,587,949	-	2,211,616	6,376,333
212	Traffic Impact Fees	10,909,794	2,624,719	5,516,056	8,018,457	-	5,331,957	2,686,500
214	Trivalley Transportation	2,418,277	375,429	74,900	2,718,807	-	-	2,718,807
215	Streets Developer Contribution	7,069,616	140,610	-	7,210,227	-	-	7,210,227
216	NPID I 82-4	1,166,696	19,296	866,697	319,295	-	300,034	19,261
221	Park CIP - Gen	3,537,364	1,497,552	740,429	4,294,488	-	1,067,276	3,227,211
222	Park Development Impact Fees	9,331,482	2,190,509	1,512,797	10,009,194	-	973,591	9,035,603
223	Parks Developer Contributions	337,038	135,661	-	472,700	-	-	472,700
241	Sewer Developer Contributions	43,241	861	-	44,101	-	-	44,101
421	Water Replacement CIP	718,174	8,493,985	7,967,443	1,244,715	9,660,293	8,176,936	2,728,073
422	Water Connection Fees	4,213,282	156,355	-	4,369,637	-	-	4,369,637
426	Recycled Water CIP	1,334,256	454,031	1,132,601	655,685	-	350,000	305,685
431	Sewer Replacement CIP	9,618,502	189,146	521,402	9,286,246	-	2,060,103	7,226,143
432	Sewer Connection Fees	3,167,882	213,835	75,053	3,306,664	-	-	3,306,664
441	Storm Drain Replacement/Renov	1,860,111	14,033,741	602,337	15,291,515	-	10,936,679	4,354,836
Total*		**$ 117,174,319**	**$ 46,672,585**	**$ 51,299,680**	**$ 112,547,224**	**$ 21,635,687**	**$ 63,812,685**	**$ 70,370,226**

*** Please note there is one capital projects funded in non-capital funds. The remaining budget of $531 for this project is recommended to be carried forward.**

Fund	Project	Carryforward Amount	
129	COP Urban Forest Master Plan	$ 531	
	Subtotal Carryforward	531	*
	Total Carryforward from table above	63,812,685	
	Adjusted Expenditure Carryforward	**$ 63,813,216**	

FY 2024/25 Year-End Report
Capital Improvement Program

November 18, 2025 Council Meeting

THE CITY OF PLEASANTON

1

Overview

- Capital projects are multi-year projects
- Project carryforwards will be spent in future years
- Establishing and funding capital projects creates opportunities for pursuing grant funds
- Infrastructure investments are critical in supporting a livable, vibrant community

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$63.8 Million CIP Carryforward

- The carryforward balance reflects unspent budget, not total project budgets
  - $60.2 million supports active projects in design and construction
  - $2.9 million is on-hold projects or additional designated reserve projects
  - $0.7 million is project that have not started, planned for future projects
- $52.6 million in restricted funds
  - Enterprise Funds
  - Development Impact Fees
  - Transportation Funds (Gas Tax, Measure BB, VRF)
  - Grant Funds
- $11.2 million in non-restricted funds
  - Life and safety projects like Valley Avenue Soundwall and Puri Court Storm Drain

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Summary of Carryovers by Project Category

- **Reductions** due to the City Council-approved CIP Project Prioritization Process (CIPPP) resulted in funds returned to the fund balance to be reprogrammed for other capital projects

Category	FY 2024/25 Budget	FY 2024/25 Actuals	FY 2025/26 Recommended Carryforward	FY 2025/26 Adopted Reserve Projects Budget	Reductions
Facilities	$ 4,232,423	$ 956,441	$ 1,453,355	$ 767,154	$ 1,055,473
Miscellaneous	7,838,054	1,580,654	4,244,041	2,013,358	-
Parks	9,850,794	2,219,549	3,556,856	3,501,477	572,912
Sewer	5,057,167	300,563	1,560,103	-	3,196,501
Storm Drain	15,779,779	602,337	10,936,679	-	4,240,763
Transportation & Streets	66,505,337	19,896,615	33,780,237	11,720,235	1,108,251
Water	17,897,122	8,146,126	8,281,415	-	1,469,582
Total	**$ 127,160,675**	**$ 33,702,284**	**$ 63,812,685**	**$ 18,002,224**	**$ 11,643,482**

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$33.7 Million Expended on Projects in FY 2024/25

Near-Term Water Improvements - Pipelines

Lions Wayside Park Improvements

Annual Street Resurfacing & Reconstruction (Hopyard Road & Dorman)

Stoneridge Drive & I-680 Onramp/Johnson Drive

Hopyard Road & Owens Drive Intersection Improvement

Lions Wayside Park Improvements

Annual Slurry Seal & Annual Curb and Gutter

Valley Avenue and Northway Traffic Signal

Century House Roof Replacement

Downtown LED Light Conversion

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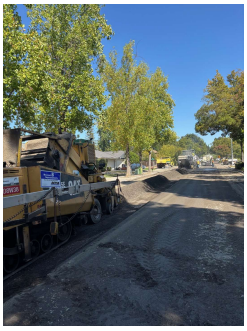

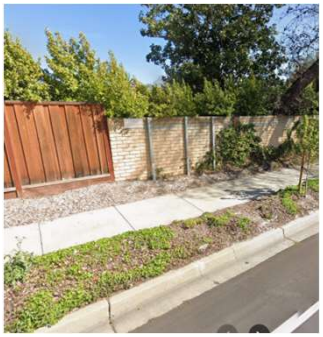

$60.2 Million of Projects in Active Design/Construction

- W. Las Positas Blvd. Multimodal Reconstruction
- Puri Court Storm Drain Improvements
- OSC, Library and Police Department Fire Alarm
- Sycamore Creek Storm Drain Improvements
- FEMA Storm Repair Projects
- Turnout #4 Booster Station
- City Ground Water Supply Project
- Valley Avenue Soundwall Construction
- Annual Repaving Program
- Annual Curb and Gutter Program
- Augustin Bernal Fuels Reduction
- Asset Management
- Sunol Boulevard Interchange Improvements
- Climate Action Plan and ADA Transition Plan
- Storm Water System Management Plan

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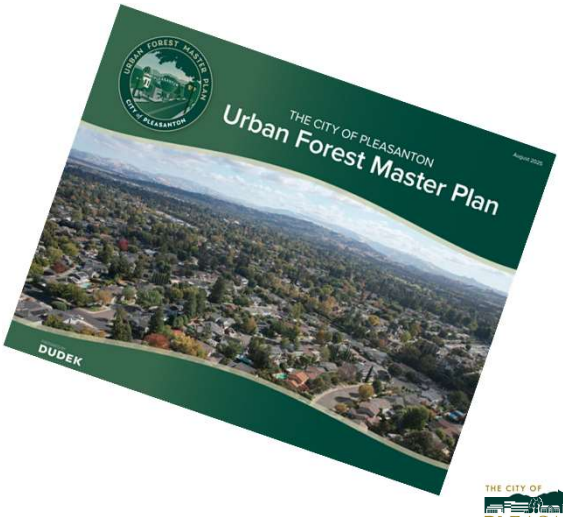
CIP Next Steps

- Planning for the Future
  - Sanitary Sewer Management Plan
  - Asset Management Plan
  - Facility Master Plan
  - Urban Forest Master Plan
  - East Pleasanton
  - Water & Sewer Rates Study



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Recommendation

- Staff recommends that the City Council adopt a resolution to accept the Fiscal Year 2024/25 year-end financial and program delivery report for the Capital Improvement Program (CIP) and approve the carryforwards as included in the report.

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Thank You!

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