

PLANNING COMMISSION MEETING AGENDA

Wednesday, March 13, 2024
7:00 p.m.

City Council Chambers – 200 Old Bernal Ave.
and 3529 Knollwood Drive, Carlsbad, CA 92010

The meeting will be held at the City Council Chambers – 200 Old Bernal Ave. – and will be broadcast live at <https://www.youtube.com/user/TheCityofPleasanton> - and via teleconference at 3529 Knollwood Drive, Carlsbad, CA 92010.

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

In Person at the City Council Chambers:

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

PUBLIC HEARING PROCEDURE

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

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

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

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

CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

AGENDA AMENDMENTS

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

1. Actions of the Zoning Administrator
2. Approve the minutes of February 28, 2024

MEETING OPEN TO THE PUBLIC

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

PUBLIC HEARINGS AND OTHER MATTERS

4. ***Continued from February 28, 2024 - P23-0177, Bruce Myers, Catalyst Development Partners LLC, Tract 8672, 3200 Hopyard Road*** – Applications for Design Review (P23-0177) and Vesting Tentative Tract Map 8672 approval pursuant to SB 330 to: 1) demolish an existing church and daycare facility; 2) construct a housing development consisting of 57 attached condominium units including 48 three-story townhomes ranging in size from approximately 1,691 to 2,738 square feet, and nine apartment units; and related site improvements; and 3) Vesting Tentative Map.

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

5. Reports from Meetings Attended (e.g., Committee, Task Force, etc.)
6. Actions of the City Council
7. Future Planning Calendar

MATTERS INITIATED BY COMMISSION MEMBERS

ADJOURNMENT

Notice

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

Accessible Public Meetings

The City of Pleasanton can provide special assistance for persons with disabilities to participate in public meetings. To make a request for a disability-related modification or accommodation (e.g., an assistive listening device), please contact Melinda Denis, Planning and Permit Center Manager, by phone at 925-931-5631 or by email at mdenis@cityofpleasantonca.gov at the earliest possible time. If you need sign language assistance, please provide at least two working days' notice prior to the meeting date.

SUBJECT: Actions of the Zoning Administrator

P24-0088, Michael Echavia/Cottage Technologies

Application for Administrative Design Review to construct an approximately 12-foot-tall detached open pergola in the rear yard of the existing residence located at 7788 Bernal Avenue.

Approved. Appeal period expires March 20, 2024. (*Riley Eidson, 931-5610*)

P24-0034, Jody Knight/Rogers Electric

Application for Design Review approval to replace 31 existing light fixtures, remove a pole and fixture, replace a pole and fixture, add a new pole and two new fixtures located at 6005 Stoneridge Drive.

Approved. Appeal period expires March 20, 2024. (*Riley Eidson, 931-5610*)

P23-0862, Dave Ayres/Herald & Ayres Architects

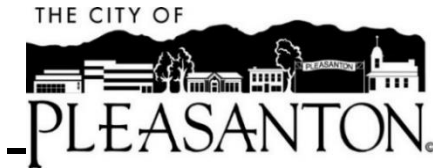
Application for Administrative Design Review approval to construct an approximately 1,491-square-foot addition that includes: an approximately 200-square-foot single-story addition at the rear of the residence, an approximately 761-square-foot second-story addition to the rear (south), an approximately 530-square-foot single-story garage on the south of the residence and a proposed second-story balcony on the northeast side of the existing historic residence located at 4348 Second Street.

Approved. Appeal period expires April 17, 2024. (*Riley Eidson, 931-5610*)

P24-0112, Jason Tan/Tat Horizon Corp

Application for Administrative Design Review approval to construct an approximately 484-square-foot, 14-foot-tall pavilion in the rear yard of the existing residence located at 3184 Conti Court.

Approved. Appeal period expires April 17, 2024. (*Sachiko Riddle, 931-5607*)



PLANNING COMMISSION MEETING MINUTES

Wednesday, February 28, 2024

CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

Chair Gaidos called the regular meeting of the Planning Commission to order at 7:00 p.m. from the City Council Chambers located at 200 Old Bernal Avenue and via teleconference at 29300 County Road 358, Buena Vista, CO, 81211.

Chair Gaidos led the Pledge of Allegiance.

Commissioners Present: Commissioners Anurag Jain, Vivek Mohan, Ken Morgan via teleconference, Stephanie Wedge, and Chair Matt Gaidos

Commissioners Absent: Commissioner Brandon Pace

AGENDA AMENDMENTS

CONSENT CALENDAR

1. Actions of the Zoning Administrator

Recommendation: Receive report.

2. Approve the meeting minutes of January 24, 2024

Recommendation: Approve the meeting minutes.

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

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

MEETING OPEN TO THE PUBLIC

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

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

PUBLIC HEARING AND OTHER MATTERS

4. **P23-0177, Bruce Myers, Catalyst Development Partners LLC, Tract 8672, 3200 Hopyard** – Applications for Design Review (P23-0177) and Vesting Tentative Tract Map 8672 approval pursuant to SB 330 to: 1) demolish an existing church and daycare facility; 2) construct a housing

development consisting of 57 attached condominium units including 48 three-story townhomes ranging in size from approximately 1,691 to 2,738 square feet, and nine apartment units; and related site improvements; and 3) Vesting Tentative Map.

Recommendation: Adopt Resolution No. PC-2024-03 approving the Application for Design Review (P23-0177) and Vesting Tentative Map 8672

Associate Planner Diego Mora presented the item.

Chair Gaidos opened the public comment. Public comments were received by: Bruce Myers (applicant), Ed Broome, Ron Grosco, Richard Martinetti, Marcia Conroy, John Conroy, Rick Schussel, Dan Lacy, Todd Myers, Ron Culmer, Dave Marell, Paul Esser, David Pastor, Kristin Springer, Mike Zarzychi, Parisa Bayati, AJ Jahadakbar, David Gozum, John Hallahan, Kaveh Nikpour, Connie Cox, Brian Morin, Frank Lynn, and David Mancuso.

Chair Gaidos closed the public comment.

MOTION: It was m/s by Mohan/Wedge Continue the item to the March 13 Planning Commission regular meeting, with request for more information regarding traffic analysis, possible project access from Hopyard Road, and the possibility of adding more parking spaces within the proposed project. Motion passed by the following roll call vote:

Ayes:	Commissioners Jain, Mohan, Morgan, Wedge
Noes:	Chair Gaidos
Absent:	Commissioner Pace
Abstain:	Mohan

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

5. Discussion – Funding Pleasanton's Future

Recommendation: Receive the report and provide feedback.

Director Ellen Clark presented the item. The Planning Commission provided feedback.

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

None.

7. Actions of the City Council

Director Clark provided a brief overview of the items listed in the report.

8. Future Planning Calendar

Planning Manager Melinda Denis provided a brief overview of the items listed in the report.

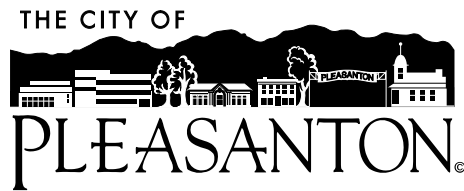
MATTERS INITIATED BY COMMISSION MEMBERS

None.

ADJOURNMENT

Chair Gaidos adjourned the meeting at 11:13 p.m.

DRAFT



MEMORANDUM

Date: March 7, 2024

To: Chair and Members of the Planning Commission

From: Ellen Clark, Director of Community Development

Re: March 13, 2024 – Item 4: P23-0177, Design Review and Vesting Tentative Map for 3200 Hopyard Road

At the February 28, 2024, Planning Commission public hearing, the Commission voted 4-1 to continue the Public Hearing for the above-referenced item to March 13, 2024, with the direction for staff to provide further clarifying details about the traffic study by TJKM, additional parking on-site, and access from Hopyard Road. This memorandum provides further information and addresses some further concerns and questions that were raised by members of the public during the public hearing.

The applicant has indicated they are continuing to look at refinements to the project in an effort to be responsive to concerns raised by neighbors around privacy, building massing and guest parking, while at the same time recognizing staff's conclusions and recommendation for project approval based on its conformance to applicable standards. To the extent such revisions or refinements are submitted to the City in advance of the March 13, 2024, public hearing, they will be made available to the Planning Commission and to the public.

Regulatory Context

The February 28, 2024, report provides extensive background on the various State laws applicable to this project, which include Senate Bill 330 that, together with other State law including the Housing Accountability Act, impose limitations on the nature of the specific development standards that may be applied to the project; and restrict the reasons for which the City may approve, deny, or require modifications to the project. State Housing Density Bonus Law, for which this project qualifies, also permits a developer to request concessions and waivers of development standards that (respectively) cause increased project costs; or would physically preclude the development at the density allowed by the City's General Plan, and/or requested via the density bonus. Please refer to the February 28th Agenda Report for additional information on the applicable State laws, and specific concessions and waivers being requested for the project. In addition, Attachment 1 to this cover memo provides an overview of housing laws governing review of development proposals.

Traffic Analysis Summary

A comprehensive traffic analysis was prepared by TJKM, a professional traffic engineering firm, and was peer reviewed by the City's Traffic Engineering Division. The traffic study is included for reference as Attachment 2. It is noted that the City does not typically require a traffic study when there would be less than 100 new vehicle trips; however, the applicant elected to prepare a study in the interest of providing more comprehensive analysis to the City.

The traffic analysis provides a table that compares the existing uses to the proposed uses in terms of number of vehicle trips produced. This comparison shows the possible change in traffic due to the proposed development. The table identifies the uses and the square footage, then uses the square footages to convert into morning (AM) peak hour, and evening (PM) vehicle trips based on published rates collected by the Institute of Traffic Engineers (ITE).

Table 1: Project Trip Generation and Comparison (ITE TGM)

Land Use	ITE Code	Size	----- Weekday -----								
			Daily	a.m. Peak Hour				p.m. Peak Hour			
			Total	In:Out %	In	Out	Total	In:Out %	In	Out	Total
Existing											
Church	560	11.26 kSF	112	62:38	1	1	2	44:56	4	5	9
Day Care Center	565	4.24 kSF	202	53:47	25	22	47	47:53	22	25	47
EX Subtotal		15.5 kSF	314		26	23	49		26	30	56
Proposed											
Multifamily Housing	220	57 DU	441	24:76	10	31	41	63:37	28	17	45

Traffic studies typically utilize the AM (7-9 AM) and PM (4:30 – 6:30 PM) peak hours because those are the busiest periods on Pleasanton roadways. Per the Pleasanton General Plan, the City considers an acceptable Level of Service (LOS) to be LOS D or better. LOS is the metric used to evaluate the performance of intersections, based on the amount of delay experienced by motorists when passing through or making turning movements at the intersection.

The table shows that the existing church and day care are assumed to generate 49 trips in the AM peak hour and 56 trips in the PM peak hour, with the majority of the trips resulting from the day care. The table shows that the proposed 57 multifamily housing units are assumed to generate 41 AM peak hour trips and 45 PM peak hour trips (both lower than the existing uses).

While the ITE rates provide the hypothetical trips generated, those figures are typically verified through field observations. In this case, site reviews conducted by staff found that the existing church/day care's actual trip generation is somewhat lower than the number predicted based on ITE rates.

The TJKM report used daily volumes on Hopyard Road posted on the City's website. This data was collected in February 2020 (Page 2 paragraph 3), which was before the 2020 COVID stay-at-home orders were issued. For the peak hour analysis, TJKM used measured 2023 peak hour volumes since these volumes are beginning to reflect pre-pandemic volumes. To be conservative in the review of the traffic study and the existing conditions, staff evaluated the proposed 57-unit project against volumes collected in 2019 which are still slightly higher than current traffic volumes. Evaluation of the intersections using the 2019 data is a more conservative analysis.

In addition to existing traffic volumes, and contribution of project-specific traffic, the study also evaluates two future time-frames. The approximate future times include 5 years (denoted as “approved”) and 20 years (often called the “buildout” or “cumulative” scenario). The Approved time frame takes into future growth in the City and surrounding community, adding vehicle trips to the traffic model that will be produced by projects that have received approval but are not yet constructed. The buildout time frame uses the assumed future buildout of the general plan and adds vehicle trips associated with those future developments. As such the model accounts both for existing uses, and uses not constructed at the time traffic counts were taken, but expected to come on line and be operating.

Traffic signal evaluation:

The traffic study evaluated conditions with the addition of project traffic for existing traffic volumes, approved traffic volumes and buildout traffic volumes at five intersections in the vicinity of the project site.

- Hopyard Road at Valley Avenue
- Hopyard Road & South Valley Trails Drive
- Hopyard Road & North Valley Trails Drive
- Hopyard Road & West Las Positas Boulevard
- South Valley Trails Drive at the project Site Entrance

Of these intersections, the closest intersection to the project, South Valley Trails at Hopyard, had the greatest potential for project-related impacts. Within the intersection, the critical movement on South Valley Trails is the eastbound (EB) left turn with approximately 100 total left turns from Valley Trails Drive onto Hopyard Road in the busiest hour (AM peak hour).

Traffic signals in the City of Pleasanton run on a 2-minute cycle. A 2-minute cycle means that all traffic movements are served in 2 minutes. There are 30 2-minute cycles in 1 hour.

Pre-pandemic there were about 100 eastbound left turns from Valley Trails South in the AM peak hour. This averages to 3.33 vehicles per cycle – in “real” terms, 3-4 left turns made per cycle.

To evaluate the impact of the development, a traffic micro-simulation model is used. The model uses existing traffic volumes and existing signal timing to calculate baseline intersection levels of service. The proposed development traffic volumes are then added to the micro-simulation model and the levels of service are recalculated with the new traffic volumes.

Using the critical EB left turn as an example, the modeling reflects the following key inputs and outputs:

- The eastbound left turn from South Valley Trails averages 3 to 4 vehicles per cycle.
- 31 vehicles are projected to leave the development in the AM peak.
 - The 31 vehicles are added to the eastbound lanes of the intersection. (this is a conservative evaluation, as not all of the exiting vehicles will want to make a left turn onto northbound Hopyard).

- With 30 cycles in an hour, the project is anticipated to add one vehicle per cycle.

The addition of one vehicle to the EB left turn does not alter the intersection's level of service. The same conclusion is reached for all other turning movements. This intersection currently operates at LOS B, and with the addition of the project's traffic, would continue to operate at LOS B.

Similar evaluations were completed at each of the study intersections, and in all cases the increment of project-related traffic had negligible effects on intersection operating conditions and delay, such that the Level of Service would not be altered or reduced below the General Plan's acceptable LOS D.

Traffic Queue Analysis:

While not identified as a standard in the City's General Plan, staff reviews if an impact will occur with the change in vehicle queues. The approximate length of space occupied per vehicle waiting at a traffic signal is 25 feet.

Using the previous example of 3-4 vehicles queuing to make an eastbound left turn. South Valley Trails eastbound left turn experiences an average queue during the peak hour of 75 to 100 feet. The proposed driveway nearest to Hopyard Road is located 110 feet from the intersection.

With the added volume from the proposed development, there could be short periods of time where the driveway closest to Hopyard Road is blocked. The queue would restrict access into the first driveway. It is important to note that the 3 to 4 vehicle queue is present during the AM peak; at this time there would only be a small number of vehicles wanting to enter the proposed development (10 entering vehicles in the AM peak hour); and, some of these vehicles could choose to enter the site via the westerly driveway. It is not anticipated that the queues will impede traffic flow; however, a "keep clear" legend and/or left turn restriction into the proposed development could be used to address any queue related issue.

Access to/from Hopyard Road.

In response to public comments, the Planning Commission asked if consideration could be given to providing an access from the project directly on to Hopyard Road, versus having both driveways exit onto South Valley Trails.

In short, this option cannot be considered because Program 3.2 of the City of Pleasanton's General Plan prohibits the addition of private driveways on arterials. In this context a private driveway is considered any direct access from private property onto an arterial street.

The reason for this prohibition is to limit the number of uncontrolled conflict points along the arterial roadway network. Allowing access directly from the proposed development onto Hopyard Road would create a situation where project vehicles leaving in the peak hour would need to find an acceptable gap in traffic with an average southbound volume of more than 1800 vehicles per hour. This volume of traffic provides very few acceptable gaps to make a right turn.

In comparison, the volume of traffic on South Valley Trails is 150 to 200 vehicles/hour and provides many gaps in traffic to access the roadway. The signalized intersection then provides a controlled access to Hopyard Road. As described above, having project traffic enter/exit the project site from South Valley Trails would not cause any impacts from a traffic operations perspective.

Emergency Access/Response Times

Several public comments noted concerns about added project traffic and related congestion contributing to delayed response for emergency vehicles. Particular concerns were raised about the “horseshoe” configuration of the major access road through the Valley Trails neighborhood, and effects of the project on egress from the neighborhood in an emergency. The Deputy Fire Chief/Fire Marshal has confirmed that both the existing Valley Trails neighborhood, and the proposed project, have adequate means of egress in conformance with the Fire Code. All of the units in the proposed project would have fire sprinklers, also in conformance with the Fire Code. The Deputy Chief/Fire Marshal further confirmed that response times would not be adversely affected by LPFD apparatus access or egress to/from the Valley Trails neighborhood with or without the proposed project at 3200 Hopyard Road. The neighborhood is identified in the General Plan as meeting the required response times identified in General Plan Public Safety Element Policy 10.

Parking

Per PMC Section 18.88.030.A.(2), condominiums are required to have at least two parking spaces per unit. The project proposes two parking spaces for each townhome unit (a condominium) within a two-car garage.¹ Per PMC 18.88.030.A.(3)(a), apartments with two bedrooms or less, a minimum of two spaces shall be required for each of the first four units; one and one-half spaces for each additional unit. The applicant has requested a State Density Bonus waiver to reduce the parking requirement. As such, the project proposed the one-bedroom apartment units (floor plan 5) provide one parking space per unit by a one-car garage.

The PMC does not require that guest parking be provided for condominiums and apartment housing. However, the project proposes to provide six guest parking spaces.

Note that pursuant to State Density Bonus law, the City may not require more than a prescribed number of parking spaces for density bonus projects – for studio and one bedroom units, no more than one space per unit may be required; for 2 and 3 bedroom units, no more than 1.5 spaces can be required per unit; and for 4 bedroom units, not more than 2.5 spaces per unit can be required. (The City’s parking ratio of 2 spaces per unit is less than this latter requirement, and is therefore the maximum that can be required even for the larger 4 bedroom units).

While public parking is not permitted on Hopyard Road, public, on-street parking is available on South Valley Trails, west of the existing entrance to the Harvest Valley Church. Public parking is not assigned to any individual private use or residence. While there is the potential for guests of the project to seek to park on-street if spaces are not available within the project, they would be required to park within legal public spaces, where there is adequate lane width

¹ At least one space of the off-street parking spaces is required to be located in a garage or carport per the PMC.

and sight distances available. There is no reason to conclude that the project residents use of on-street parking spaces would create a hazardous condition or worsen public safety. Neighboring private parking lots (such as that at St. Clare's church) have the right and the ability to enforce restrictions through signage, barriers or towing of illegally parked vehicles.

Buildings Potential for Sinking/Subsidence

A Geotechnical Investigation was prepared for the proposed project by Cornerstone Earth Group (CEG) dated August 30, 2023. As part of the Geotechnical Investigation, CEG conducted four exploratory soil borings to depths ranging from six to 30 feet below ground surface to evaluate current soil conditions. Although the site is underlain by soils that can become plastic (i.e. soils that shrink and swell under seasonal wetting and drying cycles), several specific recommendations have been offered to address this issue. For example, CEG has recommended post-tensioned concrete mat foundation systems for all of the buildings. Post-tensioning is a structural technique that applies continuous pressure from tensioned steel cables to cured concrete in order to prevent cracking. The mat foundations then act as rigid platforms onto which the buildings are constructed.

Eliminating moisture fluctuations in the soil is another recommendation offered by CEG. If the moisture in the soil is held constant, then the shrink/swell cycle is interrupted. This will be accomplished using specific soil compaction and consolidation techniques during site grading. The moisture content will be carefully monitored and maintained until covered with impervious surfaces such as building foundations or pavements. For areas of the site subject to landscape irrigation, CEG has recommended deepened vertical curbs or foundation edges to isolate site improvements from planting areas. This ensures that irrigation water will not migrate beneath hard surfaces where constant soil moisture must be maintained. In addition, graded slopes will assure that rainwater is directed to a network of underground pipes and facilities that drain to the City's pipe network. Landscaped areas where rain will intentionally pond for stormwater pollution prevention have been designed with buried membranes to assure moisture is not introduced into the soil.

Liquefaction is another a phenomenon that can influence the ability of soil to support heavy loads such as building foundations. Liquefaction occurs when granular soils like sand become disturbed during an earthquake. The cyclic nature of an earthquake can cause sand to momentarily lose its cohesive properties thus causing rapid settlement. Fortunately, the site is not underlain by granular soils that could be subject to liquefaction. CEG only encountered stiff cohesive materials in their soil borings and thus concluded that liquefaction is not a concern.

The California Building Standards Commission (CBSC)², as adopted by the City in Section 20.08.010 of the Pleasanton Municipal Code, provides standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, which would further reduce the potential for seismic-related ground failure, including liquefaction. Compliance with the aforementioned uniformly applicable development regulations would ensure that the potential for risks related to liquefaction would be less than significant.

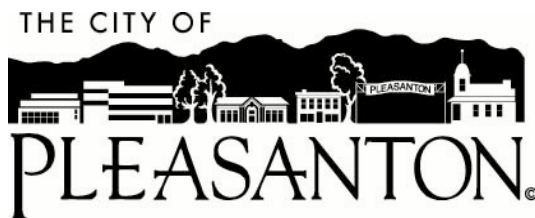
² The CBSC provides minimum standards to ensure that proposed structures would be designed using sound engineering practices and appropriate engineering standards for the seismic area in which the project site is located.

The Geotechnical recommendations are included in the project's Condition of Approval.

As noted in the General Plan EIR, the CBSC provides standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, and other building elements. Compliance with standard construction regulations included in the CBSC would ensure that the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving subsidence or settlement. Furthermore, final building design and construction at the project site, including re-compaction of undocumented fill, would be completed in conformance with the recommendations of the design-level Geotechnical Investigation. The City of Pleasanton Building and Safety Division and Public Works will review all improvement plans to ensure that all recommendations from the Geotechnical Investigation are incorporated (included as Condition of Approval). The General Plan EIR concludes that impacts related to subsidence/settlement would be reduced with compliance with the CBSC, the General Plan, and the Municipal Code. The proposed project would be required to comply with all applicable policies, regulations, and standards set forth by the State and the City of Pleasanton. Therefore, impacts related to subsidence/settlement would be less than significant.

Attachment 1: Memorandum Re. Housing Laws Governing Review of Development Proposals
3200 Hopyard Road

Attachment 2: Traffic Technical Memorandum prepared by TJKM Transportation Consultants,
dated January 2, 2024.



MEMORANDUM

Date: March 7, 2024

To: Planning Commissioners

From: Larissa Seto, Assistant City Attorney 

Subject: Housing Laws Governing Review of Development Proposals
3200 Hopyard Road

This memo provides an overview of some of the California housing laws which place limits on the City's ability to use discretion in consideration of the proposed 57-unit housing development (48 condominiums in townhome style units and 9 affordable apartment units) at 3200 Hopyard Road.

As was set forth in the Background section of your February 28, 2024, agenda report (on page 2), this project has submitted an application under the California law known as Senate Bill 330 (SB 330), which is also called the Housing Crisis Act of 2019. SB 330 amended other California laws, including the Housing Accountability Act and the Permit Streamlining Act, to create more predictability for housing developers, remove discretion by local agencies, speed up review timelines and limit public hearings.

As was noted in your agenda report, the applicant submitted its SB 330 preliminary application in October of 2022. Under state law, that makes the applicant only subject to those city "ordinances, policies, and standards" includes general plan, community plan, specific plan, zoning, design review standards and criteria, subdivision standards and criteria, and any other rules, regulations, requirements, and policies of a local agency ..." which were in effect at the time of application.¹

State law then further limits a city's ability to deny a housing project, or reduce the project's density, if the project is consistent with "objective, quantifiable, written development standards, conditions and policies", unless specific findings are made.²

¹ See Cal. Government Code §65589.5(o)(1) and (4). All references hereafter to the California Government Code unless otherwise noted.

² §65589.5(j)(1) of the Housing Accountability Act.

An “objective” standard is defined by state law as “...means involving no personal or subjective judgment by a public official and being uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant or proponent and the public official.”³

For example, speakers on Feb. 28th stated that the replacement of the church and daycare with 57 homes would result in an “unsafe” situation if there was an emergency because Valley Trails Drive “is shaped like a horse shoe” with “only two exits for hundreds of homes.”

The requirements of the California Fire Code (in Municipal Code Ch. 20.24 Fire Code) in §503 and Appendix D, §§D106 and D107, requires two access roads for both: multiple-family residential developments of more than 100 dwelling units; and developments of one- or two- family dwellings where the number of dwelling units exceeds 30. The Deputy Chief / Fire Marshall advises that: “All of the 57 units at 3200 Hopyard are fully sprinklered and have 2 points of access back to S Valley Trails Drive. The larger Valley Trails neighborhood has multiple cul-de-sacs, none of which exceed 30 units, which have access to two access options back to Hopyard Rd. via N or S Valley Trails Drive.”

Another comment was about emergency responders being able to reach homes within 8 minutes. The Deputy Chief / Fire Marshall further advises that: “Response times will not be adversely affected by LPFD apparatus access or egress to/from the Valley Trails neighborhood with or without the 57 units at 3200 Hopyard Rd.” And, General Plan Figure 5-6 shows the entire Valley Trails neighborhood within travel time that meets General Plan Public Safety Element Policy 10.

State law requires that if the city “proposes to disapprove the project or to impose a condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by a preponderance of the evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a “specific, adverse impact” means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.”⁴

³ §65589.5(h)(9).

⁴ §65589.5(j)(1).

For example, many expressed concerns about traffic safety. The agenda report for your March meeting includes data from the TJKM traffic analysis. In this case, the TJKM data and analysis concludes that traffic level of service (LOS) would remain unchanged at LOS B, even with the incremental traffic increase from the church and daycare changing to 57 homes, plus traffic from other projects that have been approved. Then, even at Buildout when PM Peak is at LOS C, that is better than the LOS D threshold that could trigger traffic mitigation as written in the General Plan, Circulation Element, Program 2.2.

Density Bonus Law. One might think that if a city can only apply objective standards, why not impose existing height limits or setbacks, since those are objective, quantifiable standards.

It is another state law, Density Bonus Law, that requires cities to waive or reduce many objective development standards because the state determined that such standards create physical limits on development with the increased density allowed by Density Bonus Law. Density Bonus Law provides: “In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. Subject to paragraph (3), an applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section, and may request a meeting with the city, county, or city and county.”⁵

Density Bonus Law Incentives / Concessions of Development Standards. With 9 affordable units, the proposed development qualifies under Density Bonus Law for incentives (also called concessions) and waivers (also called modifications) of development standards. An incentive⁶ allowed by Density Bonus Law includes the reduction of a “development standard”⁷ defined under state law as: ““Development standard” includes a site or construction condition, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, a minimum lot area per unit requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation that is adopted by the local government or that is enacted by the local government’s electorate exercising its local initiative or referendum power, whether that power is derived from the California Constitution, statute, or the charter or ordinances of the local government.”⁸

⁵ §65915(e)(1).

⁶ Density Bonus Law says that a “concession or incentive means any of the following: (1) A reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission ... including, but not limited to, a reduction in setback and square footage requirements and in the ratio of vehicular parking spaces that would otherwise be required that results in identifiable and actual cost reductions, to provide for affordable housing costs...”. See §65915(k).

⁷ §65915(k)(1).

⁸ §65915(o)(1).

In the current application, an incentive requested was reduction in minimum lot area. See Table 2. Incentive and Waiver Request of the Feb. 28 agenda report, page 6. To deny an incentive, the state has set specific criteria⁹ that a city must find, based on substantial evidence, that the requested incentive:

- (1) Does not result in identifiable and actual cost savings to the project to provide for the affordable housing costs; or
- (2) Would have a specific adverse impact on public health, safety or welfare, and there is no feasible method to satisfactorily mitigate the specific adverse impact without making the project unaffordable to the affordable households; or
 - (a) with a “specific, adverse impact” defined as a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. And inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.¹⁰
- (3) Would be contrary to state or federal law.¹¹

For the current proposal, the requested incentive is to reduce minimum lot area. Evaluating these three criteria:

- (1) Cost savings. Smaller lots logically mean that more units can fit in less space, and developer needs to buy less expensive real estate, resulting in a cost savings.
- (2) Public health and safety. The smaller lots still meet fire access requirements and other safety standards.
- (3) State or federal law violated. No state or federal laws are violated by lots smaller than the city standard.

Density Bonus Law Waivers or Reductions of Development Standards. In addition to incentives, an applicant can also request waivers or reductions of development standards. Similar to incentives, the city can only deny the requested waiver if it finds, based on substantial evidence, that the waiver would have a specific adverse impact on public health or safety and there is no feasible method to satisfactorily mitigate the specific impact, or is contrary to state or federal law.¹² Density Bonus Law does not cap the number of waivers that an applicant may request.

Some members of the public articulated concerns about loss of backyard privacy since among the waivers requested include reduced setbacks, and building heights above the current height limits. However, “a height limitation, a setback requirement” are the first two development standards listed in Density Bonus Law as being subject to reduction by incentives and waivers.

⁹ §65915.5(d)(1).

¹⁰ §65589.5(d)(2).

¹¹ §65915(d)(1). Another reason for denying an incentive is when the property is listed on the California Register of Historic Resources.

¹² §65915(e)(1).and §65589.5(d)(2).

Considering the criteria to deny a waiver:

- (1) Public health and safety. The requested smaller setbacks and taller buildings still meet fire access requirements and other safety standards.
- (2) State or federal law violated. No state or federal laws are violated by smaller setbacks and taller buildings than the city standard.

Density. Another concern raised at the Feb. 28th meeting was that this site has a General Plan Land Use Designation of High Density Residential. In the General Plan Land Use Element, Table 2-3: General Plan Densities, for High Density Residential, the Allowable Density Range is 8+ dwelling units per acre, and the Average Density used for Holding Capacity is 15 dwelling units per acre. (See page 2-15). The 8+ dwelling units per acre is tempered by the zoning at 3200 Hopyard Road, which is RM-1,500 (Multi-Family Residential District, minimum 1,500 square feet of lot area per unit).

Under Density Bonus Law, if a project provides a specific percentage and type of affordable units, the project is entitled to a density bonus to increase the number of units by 5 to 50%. Under Density Bonus Law, the qualification for a density bonus and the resulting increased number of units does not require a general plan amendment or zoning change.¹³ However, the Consistency Checklist under the California Environmental Quality Act (CEQA) might give rise to the need to study potential project specific significant effects if the project's density was studied at the time of the Final Environmental Impact Report (FEIR) for the 2005-2025 General Plan.

This memo summarizes complicated state housing laws, including the Housing Crisis Act of 2019, the Housing Accountability Act, Density Bonus Law, and Permit Streamlining Act, as relates to statutory limits on the City's exercise of discretion; and requires factual information to support any finding to deny, or impose a condition on a project based on written objective standards and policies, which are not otherwise subject to state waivers.

¹³ §65915(f).



TECHNICAL MEMORANDUM

Date: January 2, 2024
To: Bruce Myers Catalyst Development Partners
From: Steven Matthew Dauterman, TE, PTOE, RSP₁ TJKM
Subject: **3200 Hopyard Road Redevelopment – Transportation Assessment**

This memorandum summarizes a transportation assessment for a proposed redevelopment in the City of Pleasanton, California. The site is located immediately southwest of the intersection of Hopyard Road and South Valley Trails Drive.

This memorandum includes a trip generation assessment, an intersection Level of Service (LOS) impact analysis, and assessments of site circulation and potential circulation impacts on all primary modes of transportation (vehicular, pedestrian, bicycle, and transit).

Based on our findings, the proposed redevelopment is expected to account for a minimal increase in trips generated by the site during a typical weekday and during the morning (a.m.) and afternoon (p.m.) commuter peak hours. The project is expected to have an insignificant impact on LOS and vehicular delays and is not expected to create any deficiencies with respect to all primary modes of transportation.

TJKM has one minor recommendation concerning vehicular access: the eastern driveway (closest to Hopyard Road) may need an inbound left-turn restriction due to its proximity to the Hopyard signal.

Project Overview

The proposed project site includes one parcel of land, which can be identified by the following accessor parcel number (APN): 941-0907-062-00. The property is approximately 2.99 acres, is zoned Multiple Family Residential (RM-15), and is designated to be high density (over eight dwelling units (DU) per acre) per the City's General Plan Land Use Map (adopted July 21, 2009).

Currently, the site contains the Harvest Valley Christian Church, which is approximately 15,500 square feet (SF) and includes a daycare component (4,240 SF). The project would replace the existing uses with approximately 57 condominium units.

The property currently has one entrance on South Valley Trails Drive. With the redevelopment of the site, the existing entrance will be closed in favor of two new entrances along South Valley Trails Drive.

Project Trip Generation Assessment

To estimate trips generated by the existing and proposed developments for the a.m. and p.m. peak hours as well as for weekday daily trips, TJKM utilized the published trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (TGM) and consistent with the methodology published in ITE's Trip Generation Handbook, 3rd Edition (TGH).

TJKM used published trip rates for the ITE Land Use Code (LUC) 860 (Church) and ITE LUC 565 (Day Care) to estimate the existing traffic on the site and ITE LUC 220 (Multifamily Housing Low-Rise) to estimate traffic for the proposed use. The trip generation and comparison between uses are portrayed in **Table 1**. As illustrated, the proposed development would generate approximately 127 more trips during a typical weekday, including eight more trips during the a.m. commuter peak hour, and 11 more trips during the commuter p.m. peak hour.

Based on 2020 traffic counts collected by the City, the average daily traffic (ADT) along Hopyard Road in the vicinity of the project was approximately 38,750 vehicles per day (vpd). With additional project traffic, Hopyard Road is expected to see an increase of less than one percent in utilization. Thus, TJKM does not expect that the proposed development would substantially affect traffic operations on the adjacent road network.

Table 1: Project Trip Generation and Comparison (ITE TGM)

Land Use	ITE Code	Size	----- Weekday -----								
			Daily	a.m. Peak Hour				p.m. Peak Hour			
			Total	In:Out %	In	Out	Total	In:Out %	In	Out	Total
Existing											
Church	560	11.26 kSF	112	62:38	1	1	2	44:56	4	5	9
Day Care Center	565	4.24 kSF	202	53:47	25	22	47	47:53	22	25	47
EX Subtotal		15.5 kSF	314		26	23	49		26	30	56
Proposed											
Multifamily Housing	220	57 DU	441	24:76	10	31	41	63:37	28	17	45
Proposed Subtotal			441		10	31	41		28	17	45
Delta (Proposed - Existing)			127		16	-8	8		-2	13	11

Notes:

General: Multiple ITE land use codes (LUC) have fitted curve equations for various analysis periods in addition to rates. The methodology in the ITE's Trip Generation Handbook (3rd ed.) was utilized to determine which was used.

Of note, this memorandum was updated to revise the trip generation comparison. Originally, the trip generation excluded the daycare component from existing conditions. Based on comments from City staff, the trip generation comparison was required to be updated to include the day care facility but the LOS analyses did not need to be updated (as the LOS analyses would be conservative and inclusion of the daycare component would not change the findings of the memorandum).

Background Trip Generation Assessment

On June 27, 2023, Rincon Consultants issued a revised peer review assessment of the 3200 Hopyard Road project. One item on Page 4 discussed the potential of combined impacts on the transportation network when considering both the 3200 Hopyard Road project and the adjacent 3370 Hopyard Road redevelopment (P23-0469; herein referred to as the “background project/development”). The background project includes four residential units plus approximately 1,050 SF of office space.

In order to assess any combined potential impacts of both developments, a trip generation assessment was also conducted for the adjacent development; the results are portrayed in **Table 2**. As illustrated, the proposed development would generate approximately 42 more trips during a typical weekday, four more trips during the a.m. commuter peak hour, and four more trips during the commuter p.m. peak hour as compared to the existing use.

With additional background project traffic solely, Hopyard Road is expected to see negligible increase in traffic. With the addition of both projects’ traffic, Hopyard Road would continue to see an increase in daily traffic of less than one percent. Thus, TJKM does not expect that either development would substantially affect traffic operations on the adjacent road network.

Table 2: Background Project Trip Generation and Comparison (ITE TGM)

Land Use	ITE Code	Size	----- Weekday -----								
			Daily	a.m. Peak Hour				p.m. Peak Hour			
			Total	In:Out %	In	Out	Total	In:Out %	In	Out	Total
Proposed BG Project (P23-0469) at 3370 Hopyard											
Multifamily Housing	220	4 DU	27	24:76	0	2	2	63:37	0	0	0
Small Office Building	712	1.05 kSF	15	82:18	2	0	2	34:66	1	3	4
Total			42		2	2	4		1	3	4

Notes:

General: Multiple ITE land use codes (LUC) have fitted curve equations for various analysis periods in addition to rates. The methodology in the ITE’s Trip Generation Handbook (3rd ed.) was utilized to determine which was used.

Intersection Level of Service Methodology

STUDY INTERSECTIONS AND SCENARIOS

Based on coordination with City staff, TJKM analyzed the traffic conditions at four study intersections during the typical weekday morning (a.m.) and afternoon (p.m.) peak hours. For the purpose of analyzing level of service (LOS), the two proposed site entrances were conservatively consolidated into a single access point. The study intersections are as follows:

1. Hopyard Rd. & Valley Ave;
2. Hopyard Rd. & S. Valley Trails Dr.;
3. Hopyard Rd. & N. Valley Trails Dr.;
4. Hopyard Rd. & West Los Positas Blvd.; and
5. S. Valley Trails Dr. / Site Entrance(s)

The land use scenarios assumed for this study are as follows:

1. *Existing Conditions*: This scenario examines the study intersections based on typical peak hour volumes in the recent years. The turning movement counts were collected in March and April 2023 and provided by City staff.
2. *Existing plus Project Conditions**: This scenario adds traffic generated by the proposed development to the Existing Conditions.
3. *Approved Conditions*: This scenario examines the study intersections based on typical peak hour traffic volumes with the addition of traffic from Approved projects.
4. *Approved plus Project Conditions**: This scenario adds traffic generated by the proposed development to the Approved Conditions.
5. *Buildout Conditions*: This scenario examines the study intersections based on projected peak hour traffic volumes in the future, with buildout of the General Plan.
6. *Buildout plus Project Conditions**: This scenario adds traffic generated by the proposed development to the Buildout Conditions.

City of Pleasanton staff provided TJKM with *Synchro* analysis files of the study area for Existing, Approved, and Buildout Conditions, for the a.m. and p.m. peak hours. TJKM updated the Existing Conditions model scenarios with the provided 2023 traffic volumes and corrected minor errors in lane geometry but did not otherwise alter any other scenarios.

* Of note, this memorandum was updated to revise the trip generation comparison. Originally, memo excluded the daycare component from existing conditions. Based on comments from City staff, the trip generation comparison was updated to include the day care facility but the LOS analyses did not need to be updated (as the LOS analyses herein would be conservative and inclusion of the daycare component would not change the memorandum's findings).

INTERSECTION LEVEL OF SERVICE METHODOLOGY

Intersection Level of service (LOS) is a qualitative description of intersection operations and is reported using an A through F letter rating system to describe travel delay and congestion. LOS A indicates free flow conditions with little or no delay, and LOS F indicates severely congested conditions with excessive delays and long back-ups. For consistency, due to limitations in the newest LOS methodology in evaluating the signal timing at two of the existing signalized intersections, the methodology described below was applied to all intersection.

Signalized Intersections:

The signalized study intersections were analyzed using the Transportation Research Board's (TRB) Highway Capacity Manual 2000 (HCM) operations methodology for signalized intersections described in Chapter 16. Peak hour traffic operational conditions for signalized intersections are reported as average control delay for the overall intersection in seconds per vehicle with corresponding LOS. **Table 3** summarizes the level of service definitions for stop controlled intersections along with the associated delay.

Of note, TJKM originally looked at performing this analysis using the 6th edition of the HCM, however multiple of the study intersections could not be analyzed due to non-standard National Electrical Manufacturers Association (NEMA) configurations.

Stop Controlled Intersections:

The one-way stop controlled intersection of the project entrance on S. Valley Trails Drive has been analyzed using the HCM 2000 methodology for unsignalized (all-way and one/two-way stop control intersections) described in Chapter 17. Peak hour traffic operational conditions for one/two-stop-controlled intersections are reported as average control delay calculated for each movement, not for the overall intersection. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. **Table 4** summarizes level of service definitions for stop unsignalized intersections along with the associated delay.

Table 3: Level of Service Definitions for Signalized Intersections

LOS	Definition	Control Delay Range (s/veh)
A	Very low control delay. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is short. Most vehicles arrive during the green phase. Many vehicles do not stop at all.	≤ 10
B	The v/c ratio is low. There is good progression, short cycle lengths, or both. More vehicles stop, causing higher levels of delay.	≤ 20
C	Higher delays occur in favorable progression or a due to a moderate cycle length, or both. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during a given cycle) may begin to appear. The number of vehicles stopping is still considered low-to-moderate, though many vehicles still pass through the intersection without stopping.	≤ 35
D	The influence of congestion becomes more apparent. Longer delays may result from some combination of a high v/c ratio, ineffective progression, long cycle length, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	≤ 55
E	Typically considered the limit of acceptable delay. High delays usually indicate a very high v/c ratio, poor progression, long cycle lengths, and high volumes. Most cycles fail to clear the queue.	≤ 80
F	Delays are unacceptable to most drivers. Conditions are considered oversaturated. Arrival flow rates exceed the capacity of the intersection (v/c in excess of 1.0). Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.	> 80

Source: Transportation Research Board's (TRB) *Highway Capacity Manual 2000*

Table 4: Level of Service Definitions for Stop Controlled Intersections

LOS	Definition	Control Delay Range (s/veh)
A	Usually no conflicting traffic. Drivers can easily find gaps in traffic to maneuver. v/c is low.	≤ 10
B	Occasionally some delay due to conflicting traffic. Drivers can find gaps in traffic. v/c is low.	≤ 15
C	There is some noticeable delay due to conflicting traffic. Drivers are still able to find gaps in traffic.	≤ 25
D	Drivers experience delay due to less gaps in traffic to maneuver. Lane group v/c creeps closer to 1.0.	≤ 35
E	Delay approaches driver tolerance levels. Drivers will occasionally find gaps in traffic to maneuver. Lane group v/c approaches 1.0.	≤ 50
F	Delay exceed driver tolerance levels or v/c exceeds 1.0 or both.	> 50

Source: Transportation Research Board's (TRB) *Highway Capacity Manual 2000*

INTERSECTION LEVEL OF SERVICE STANDARDS

Although level of service is no longer used for identifying impacts under CEQA, level of service analysis is still used for determining consistency with adopted agency plans and standards. The City of Pleasanton General Plan (2009) establishes a target of LOS D for intersections outside Downtown and gateway intersections. For the purpose of this analysis, LOS D is considered "acceptable"/"desirable," and any degradation in LOS was considered an inconsistency with the General Plan.

Intersection Level of Service Results

INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING CONDITIONS

Existing intersection lane configuration and turning movement volume are used to calculate the level for service for the study intersections during the peak hour. **Figure 1** shows the existing lane configurations and traffic controls in the study area. Peak hour turning movement volumes for Existing Conditions are shown in **Figure 2**. The turning movement counts are provided in **Appendix A**.

The results of the level of service analysis using the *Synchro* 11 software program for Existing Conditions are summarized in **Table 5**. Under this scenario, all of the study intersections operate at acceptable LOS C or better during the a.m. and p.m. peak hours.

LOS reports are provided in **Appendix B**.

Table 5: Intersection Level of Service Analysis – Existing Conditions

No	Intersection	Control Type	Peak Hour	Existing Conditions	
				Delay (S/Veh)	Delay-Based LOS
1	Hopyard Rd. & Valley Ave.	Signal	a.m.	23.8	C
			p.m.	28.6	C
2	Hopyard Rd. & S. Valley Trails Dr.	Signal	a.m.	10.6	B
			p.m.	13.3	B
3	Hopyard Rd. & N. Valley Trails Dr.	Signal	a.m.	7.3	A
			p.m.	4.0	A
4	Hopyard Rd. & West Las Positas Blvd.	Signal	a.m.	28.5	C
			p.m.	23.7	C

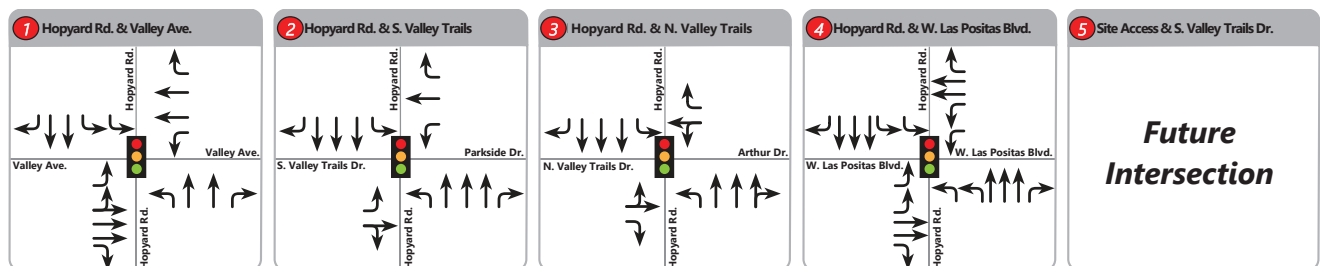
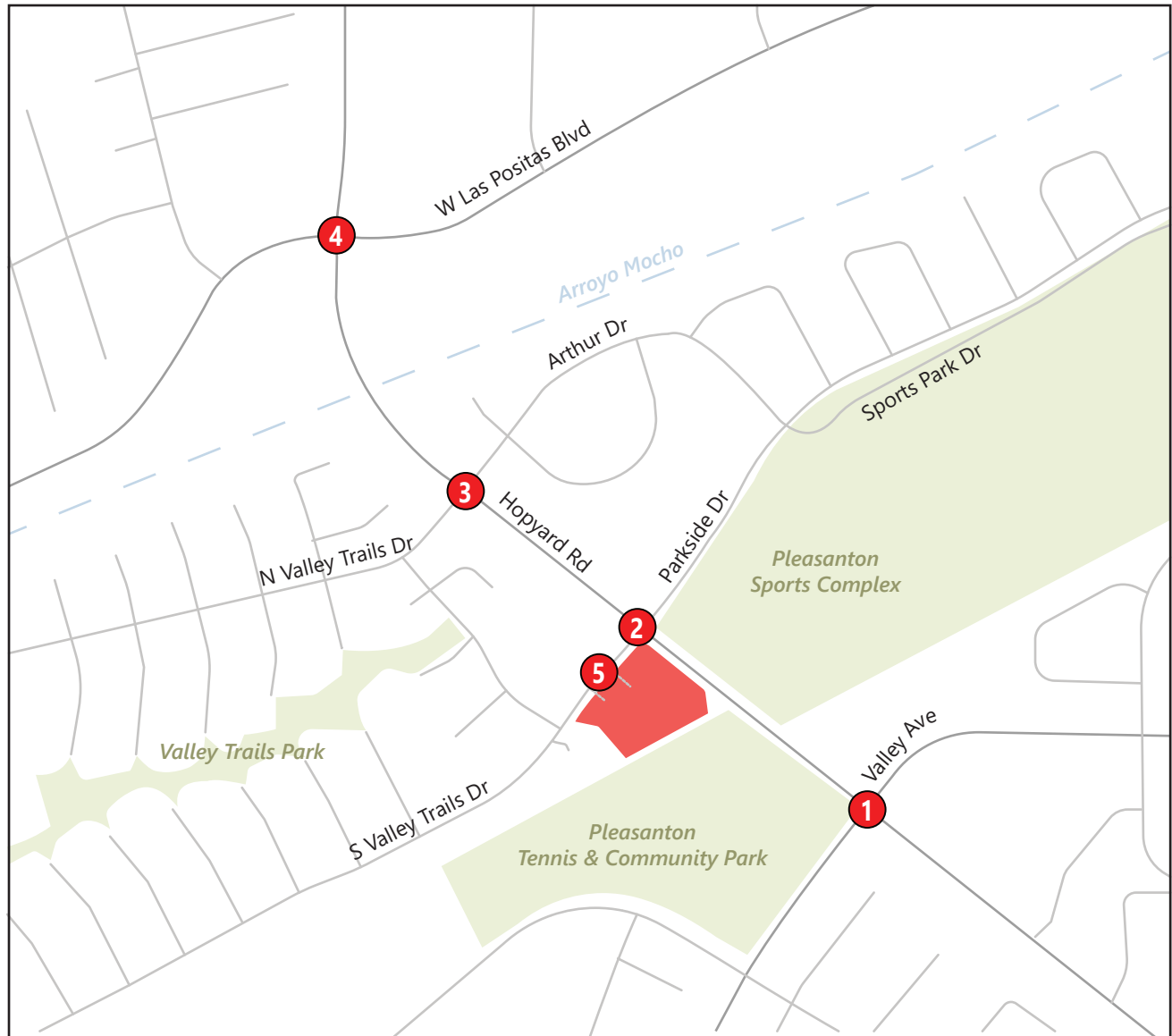
Note:

Delay = Average control delay in seconds per vehicle,

LOS = Level of Service.

Reported values are overall for signalized intersections.

Figure 1: Existing Lane Geometry and Traffic Control



LEGEND

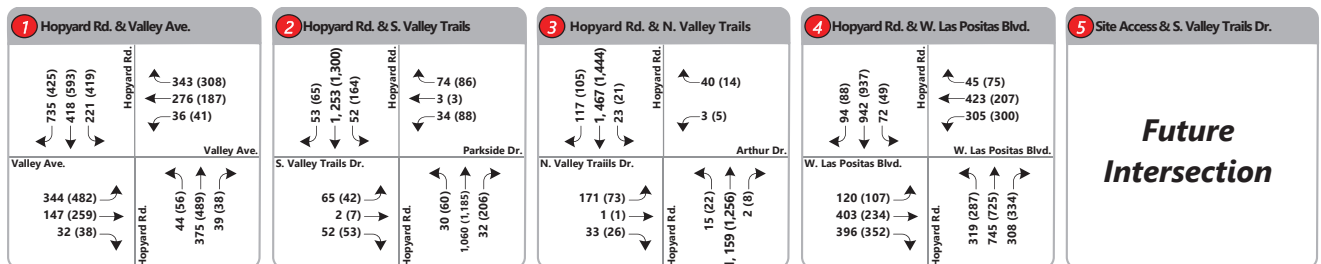
■ Project Location

⊗ Study Intersection

⬆ Traffic Signal



Figure 2: Existing Conditions Peak Hour Turning Movement Volumes



LEGEND

- Project Location
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes



PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution is a process of developing study assumptions that estimates the direction vehicular trips will arrive and depart the study site. Trip assignment estimates specific streets and turning movements at study intersections for project-related or site traffic.

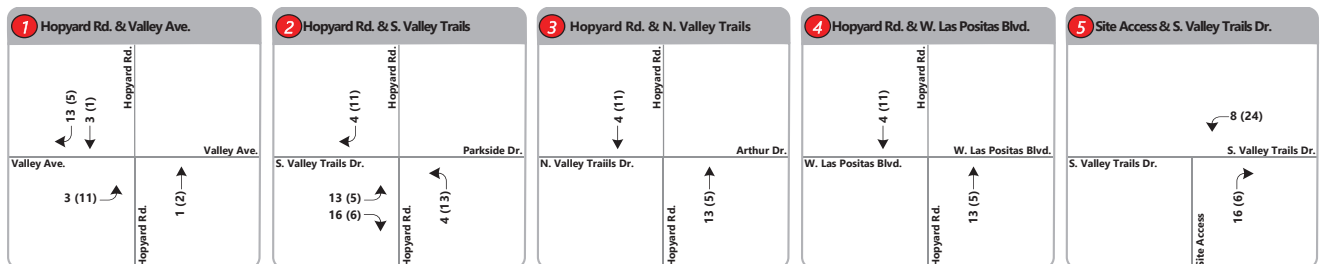
Trip distribution and assignment assumptions for the proposed project were developed based on existing travel patterns, knowledge of the study area, prior traffic studies of similar land uses in the vicinity, and engineering judgment.

The assumed trip distribution for vehicles is as follows:

- 45 percent to/from the north via Hopyard Road;
- 45 percent to/from the southwest via Valley Avenue; and
- 10 percent to/from the southeast via Hopyard Road.

Figure 3 shows the anticipated distribution of project trips and trip assignment at each study intersections. **Figure 4** shows the resulting Existing plus Project traffic volumes.

Figure 3: Project Trip Distribution and Assignment



LEGEND

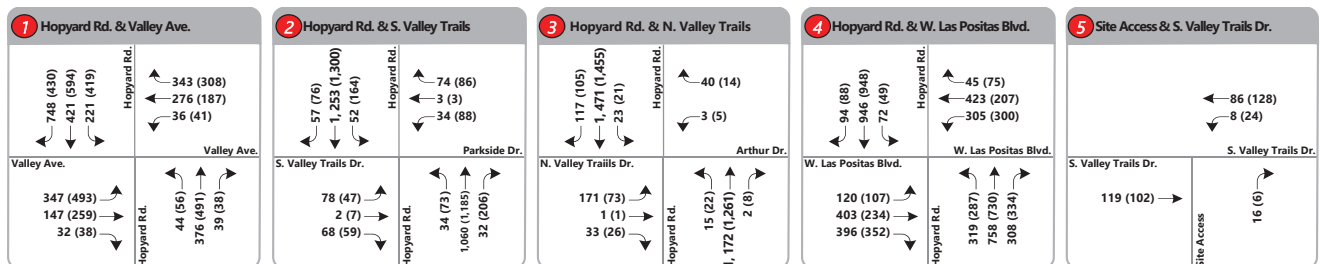
- Project Location
- ⊗ Study Intersection

- XX AM Peak Hour Trips
- (XX) PM Peak Hour Trips

↔ XX% ↔ Trip Distribution



Figure 4: Existing plus Project Conditions Peak Hour Turning Movement Volumes



LEGEND

- Project Location
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes



INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING PLUS PROJECT CONDITIONS

This section describes the operational impacts of the proposed project on the roadway network. Existing plus Project Conditions consist of existing traffic volumes and roadway facilities plus new traffic generated by the proposed project.

Table 6 summarizes the results of the level of service analysis using the *Synchro* 11 software program for Existing plus Project Conditions. The results for Existing Conditions are included for comparison purposes. Intersections that operated at unacceptable thresholds are shown in red, and intersections that degraded between “No Project” conditions to “Plus Project” conditions per the applicable thresholds are likewise shown in red.

As illustrated below, all study intersections are anticipated to continue to operate at acceptable LOS C or better during both peak hours. Peak hour delays at the adjacent study intersections are expected to increase by 0.6 seconds or less when compared to Existing Conditions. Thus, traffic operation impacts from the proposed development are anticipated to be within acceptable parameters with respect to the City of Pleasanton General Plan (i.e., considered negligible effect to roadway operations).

LOS reports are provided in **Appendix C**

Table 6: Intersection Level of Service Analysis – Existing plus Project Conditions

No	Intersection	Control Type	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Change in Delay (S/Veh)
				Delay (S/Veh)	Delay-Based LOS	Delay (S/Veh)	Delay-Based LOS	
1	Hopyard Rd. & Valley Ave.	Signal	a.m.	23.8	C	23.8	C	0.0
			p.m.	28.6	C	28.8	C	0.2
2	Hopyard Rd. & S. Valley Trails Dr.	Signal	a.m.	10.6	B	11.2	B	0.6
			p.m.	13.3	B	13.8	B	0.5
3	Hopyard Rd. & N. Valley Trails Dr.	Signal	a.m.	7.3	A	7.4	A	0.1
			p.m.	4.0	A	4.0	A	0.0
4	Hopyard Rd. & West Las Positas Blvd.	Signal	a.m.	28.5	C	28.4	C	-0.1
			p.m.	23.7	C	23.8	C	0.1
5	Valley Trails Dr. & Site Entrance	OWSC	a.m.	-	-	9.0	A	-
			p.m.	-	-	8.9	A	-

Note:

Delay = Average control delay in seconds per vehicle,

LOS = Level of Service.

Reported values are overall for signalized intersections.

INTERSECTION LEVEL OF SERVICE ANALYSIS – APPROVED AND APPROVED PLUS PROJECT CONDITIONS

This section describes the operational characteristics of the roadway network under Approved and Approved plus Project Conditions. Approved plus Project Conditions consist of Approved traffic volumes and roadway facilities plus new traffic generated by the proposed project. Approved Conditions traffic volumes are shown in **Figure 5**, and Approved plus Project Conditions are shown in **Figure 6**.

Table 6 summarizes the results of the level of service analysis using the *Synchro* 11 software program for Approved and Approved plus Project Conditions.

Under Approved Conditions, all intersections would operate at acceptable LOS C or better during both peak hours.

With the addition of project traffic under Approved plus Project Conditions, all intersections would continue to operate at acceptable LOS C or better during both peak hours. Thus, traffic operation impacts from the proposed development are anticipated to be within acceptable parameters with respect to the City of Pleasanton General Plan (i.e., considered negligible effect to roadway operations).

LOS reports are provided **Appendix D** and **Appendix E**, for both scenarios respectively.

Table 7: Intersection Level of Service Analysis – Approved plus Project Conditions

No	Intersection	Control Type	Peak Hour	Approved Conditions		Approved Plus Project Conditions		Change in Delay (S/Veh)
				Delay (S/Veh)	Delay-Based LOS	Delay (S/Veh)	Delay-Based LOS	
1	Hopyard Rd. & Valley Ave.	Signal	a.m.	25.6	C	25.6	C	0.0
			p.m.	30.1	C	30.3	C	0.2
2	Hopyard Rd. & S. Valley Trails Dr.	Signal	a.m.	12.5	B	13.0	B	0.5
			p.m.	15.8	B	16.0	B	0.2
3	Hopyard Rd. & N. Valley Trails Dr.	Signal	a.m.	9.9	A	9.9	A	0.0
			p.m.	7.3	A	7.3	A	0.0
4	Hopyard Rd. & West Las Positas Blvd.	Signal	a.m.	29.1	C	29.1	C	0.0
			p.m.	29.6	C	29.8	C	0.2
5	Valley Trails Dr. & Site Entrance	OWSC	a.m.	-	-	9.4	A	-
			p.m.	-	-	9.4	A	-

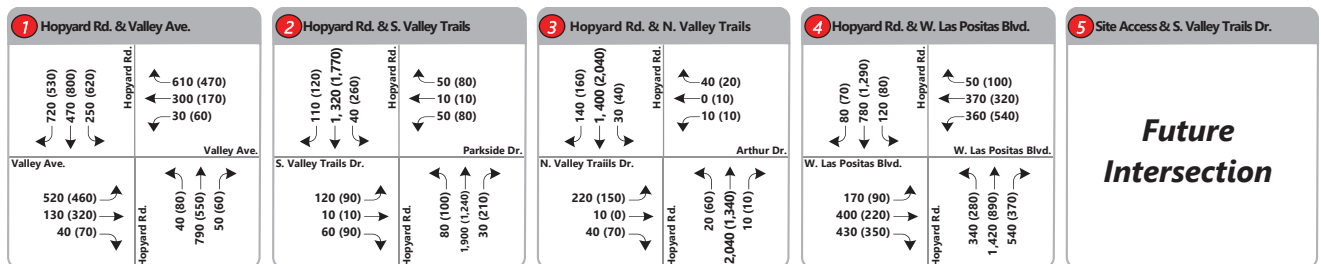
Note:

Delay = Average control delay in seconds per vehicle,

LOS = Level of Service.

Reported values are overall for signalized intersections.

Figure 5: Approved Conditions Peak Hour Turning Movement Volumes

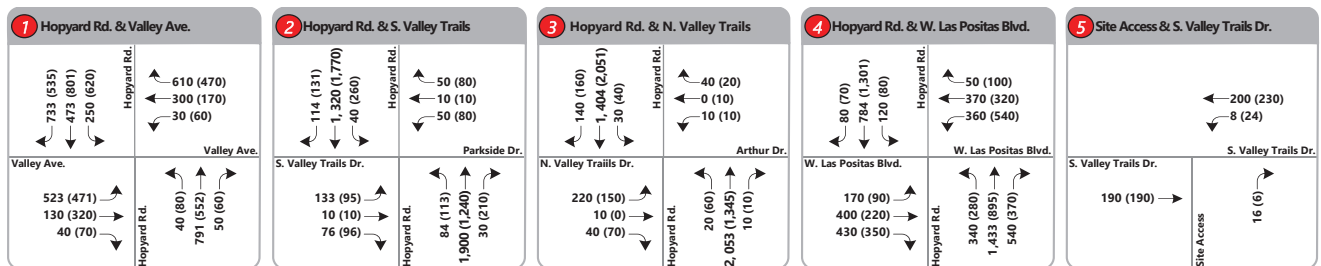


LEGEND

- Project Location
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes



Figure 6: Approved plus Project Conditions Peak Hour Turning Movement Volumes



LEGEND

- Project Location
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes



INTERSECTION LEVEL OF SERVICE ANALYSIS – BUILDOUT AND BUILDOUT PLUS PROJECT CONDITIONS

This section describes the operational characteristics of the roadway network under Buildout and Buildout plus Project Conditions. Buildout plus Project Conditions consist of Buildout traffic volumes and roadway facilities plus new traffic generated by the proposed project. Buildout Conditions traffic volumes are shown in **Figure 7**, and Buildout plus Project Conditions are shown in **Figure 8**.

Table 6 summarizes the results of the level of service analysis using the *Synchro* 11 software program for Buildout and Buildout plus Project Conditions.

Under Buildout Conditions, all intersections would operate at acceptable LOS C or better during both peak hours.

With the addition of project traffic under Buildout plus Project Conditions, all intersections would continue to operate at acceptable LOS C or better during both peak hours. Thus, traffic operation impacts from the proposed development are anticipated to be within acceptable parameters with respect to the City of Pleasanton General Plan (i.e., considered negligible effect to roadway operations).

LOS reports are provided in **Appendix F** and **Appendix G**, for both scenarios respectively.

Table 8: Intersection Level of Service Analysis – Buildout plus Project Conditions

No	Intersection	Control Type	Peak Hour	Buildout Conditions		Buildout Plus Project Conditions		Change in Delay (S/Veh)
				Delay (S/Veh)	Delay-Based LOS	Delay (S/Veh)	Delay-Based LOS	
1	Hopyard Rd. & Valley Ave.	Signal	a.m.	25.8	C	25.8	25.8	C
			p.m.	29.4	C	29.4	29.6	C
2	Hopyard Rd. & S. Valley Trails Dr.	Signal	a.m.	12.6	B	12.6	13.1	B
			p.m.	26.3	C	26.3	26.5	C
3	Hopyard Rd. & N. Valley Trails Dr.	Signal	a.m.	9.2	A	9.2	9.2	A
			p.m.	7.3	A	7.3	7.3	A
4	Hopyard Rd. & West Las Positas Blvd.	Signal	a.m.	28.3	C	28.3	28.3	C
			p.m.	31.2	C	31.2	31.4	C
5	Valley Trails Dr. & Site Entrance	OWSC	a.m.	-	-	-	9.6	A
			p.m.	-	-	-	9.5	A

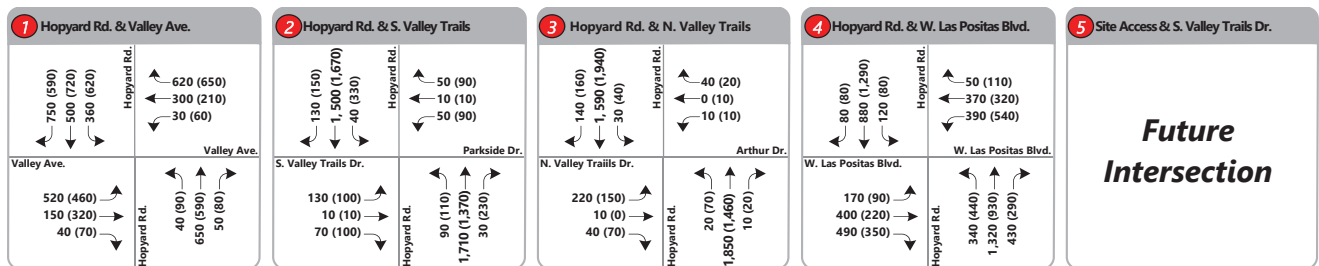
Note:

Delay = Average control delay in seconds per vehicle,

LOS = Level of Service.

Reported values are overall for signalized intersections.

Figure 7: Buildout Conditions Peak Hour Turning Movement Volumes

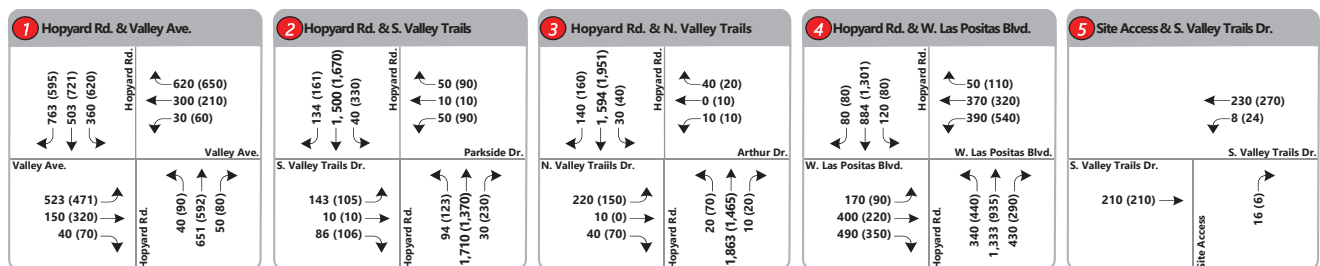
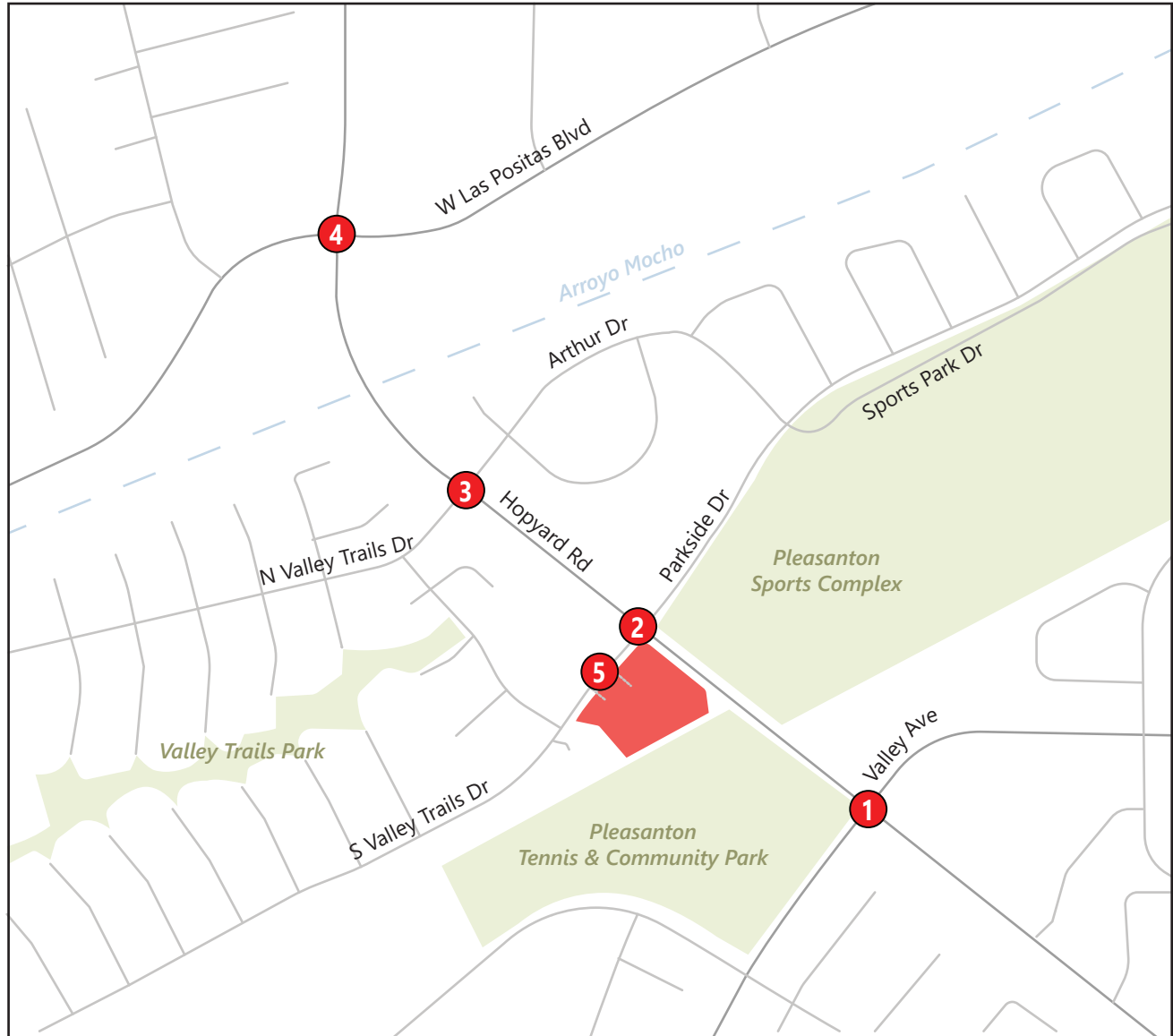


LEGEND

- Project Location
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes



Figure 8: Buildout plus Project Conditions Peak Hour Turning Movement Volumes



LEGEND

- Project Location
- X Study Intersection
- XX AM Peak Hour Volumes
- (XX) PM Peak Hour Volumes



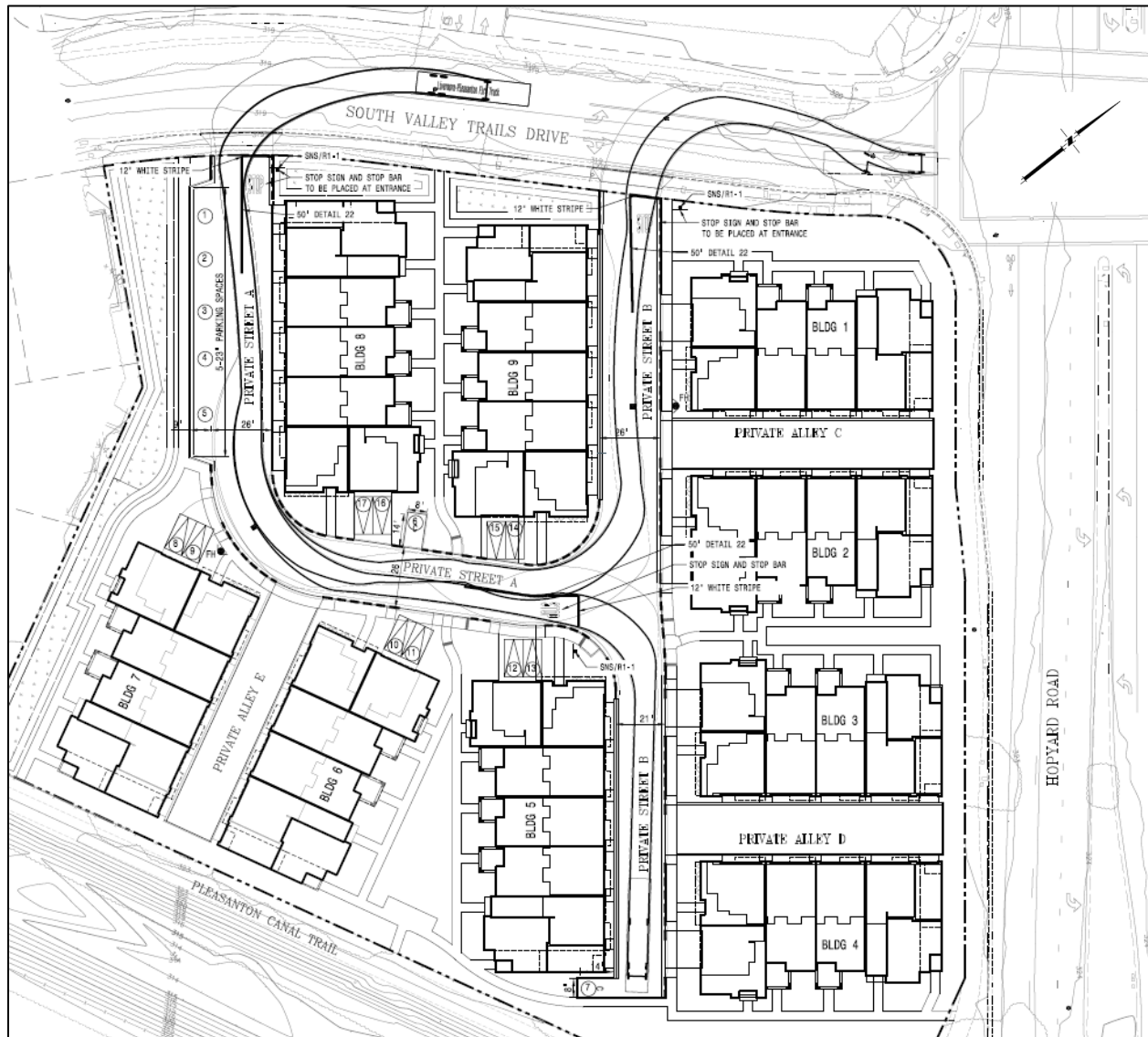
On-Site Circulation and Vehicular Access

The proposed development will include two driveway entrances along South Valley Trails Drive. Both entrances will be stop controlled. Utilization of these driveways is anticipated to be less than one vehicle per minute during the weekday commuter peak hours.

With respect to the eastern driveway along South Valley Trails Drive, the separation between the driveway and Hopyard Road is relatively minimal (approximately 112 feet). This would indicate that five to six vehicles stopped for the Hopyard traffic signal in either of the eastbound turn lanes would be enough to block the eastern driveway from any left-in movements. Though the likelihood of this occurring frequently is expected to be minimal (even during the peak hours), TJKM suggests that the eastern driveway be restricted to exclude left-in movements through signage and striping efforts.

As shown in **Figure 9**, the site is served by two private streets that each connect with South Valley Trails Drive. These roads vary from 21 to 26 feet in width. Three private alleys provide additional access to six of the nine residential buildings. TJKM expects that this internal roadway configuration would adequately service the site.

Figure 9: Excerpt of Vesting Tentative Track Map Exhibit C8 (May 2023)



Alternative Modes of Transportation

The following section provides additional analysis of non-vehicular transportation components of the project, including pedestrian impacts, bicycle impacts, and transit impacts.

PEDESTRIAN IMPACTS

Currently, the area near the project is relatively built out. The area provides a broad range of harmonious uses including residential, commercial, schools, sports parks (the Ken Mercer Sports Park and Lifetime Activities Pleasanton), and walking trails (the Pleasanton Canal Trail and Centennial Trail). Concrete sidewalks exist along both sides of South Valley Trails Drive and Hopyard Road. The signalized intersection of South Valley Trails Drive and Hopyard Road provides countdown pedestrian signal heads, marked crosswalks, and tactile walking surface indicators on all four legs to help pedestrian circulation and accessibility.

A significant impact occurs if a proposed project conflicts with applicable or adopted policies, plans, or programs related to pedestrian facilities or otherwise decreases the performance or safety of pedestrian facilities. The proposed Project would not result in any such conflicts; therefore, the impact on pedestrian facilities is expected to be **less-than-significant**.

BICYCLE IMPACTS

Bicycle paths, lanes, and routes are typical examples of bicycle transportation facilities, which are defined by Caltrans as being in one of the following four classes:

- **Class I (Multiuse Trail):** A completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- **Class II (Bike Lane):** A designated lane for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited but with cross-flows of parking vehicles and pedestrians permitted.
- **Class III (Bike Route):** A route designated by signs or pavement markings and shared with pedestrians and motorists.
- **Class IV (Separated Bikeway):** An on-street facility reserved for use by bicyclists with physical separation between the bikeway and travel lanes. Physical separation consists of vertical elements that may include curbs, landscaping, bollards, or parking lanes.

Currently, Class II Bike Lanes exist along both sides of Hopyard Road. Per the 2018 City of Pleasanton Bicycle and Pedestrian Master Plan, the following improvements are planned within the immediate vicinity of the proposed project site: Hopyard Road is ultimately planned to include Class IV facilities, Parkside Drive is planned to include Class III facilities, and both the Pleasanton Canal Trail and the Centennial Trail are planned to include Class I facilities.

A significant impact occurs if a proposed project conflicts with applicable or adopted policies, plans, or programs related to bicycle facilities or otherwise decreases the performance or safety of bicycle facilities. The proposed Project would not result in any such conflicts; therefore, the impact on bicycle facilities is expected to be **less-than-significant**.

TRANSIT IMPACTS

The City of Pleasanton is serviced by multiple public transportation agencies. These include Wheels Pleasanton Rides (door-to-door bus service for seniors), Bay Area Rapid Transit (BART), and Altamont Commuter Express (ACE).

Fixed-route scheduled bus service in the Tri-Valley area is provided by Wheels. There are numerous bus stops within close proximity to the proposed project site, including two on South Valley Trails Drive (immediately to the southwest of the site) and two on Hopyard Road (one next to Chabad of the Tri-Valley and one in front of Ken Mercer Sports Park). These stops are serviced by:

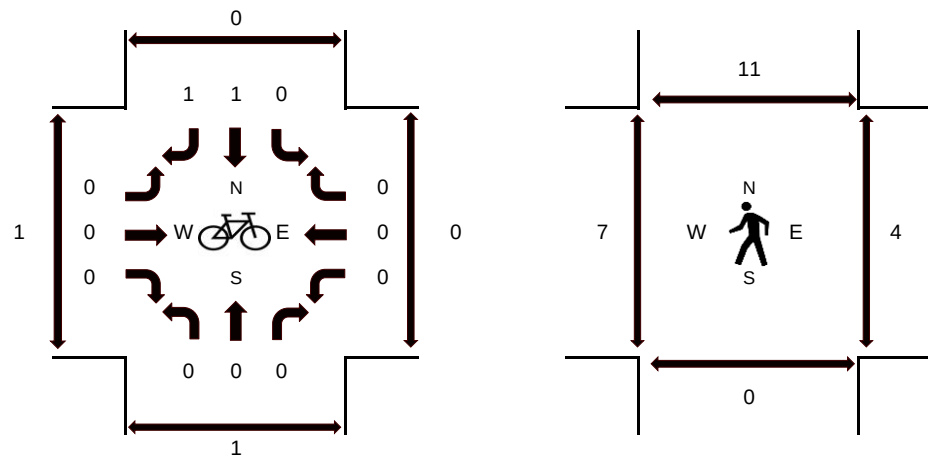
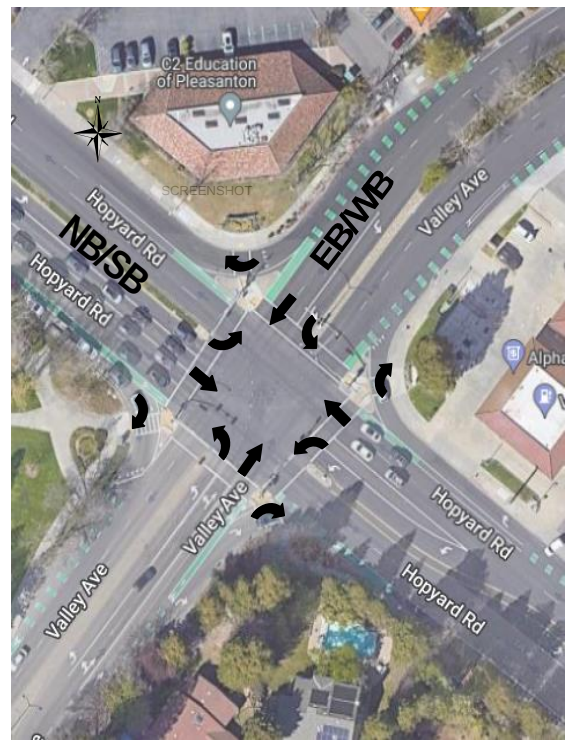
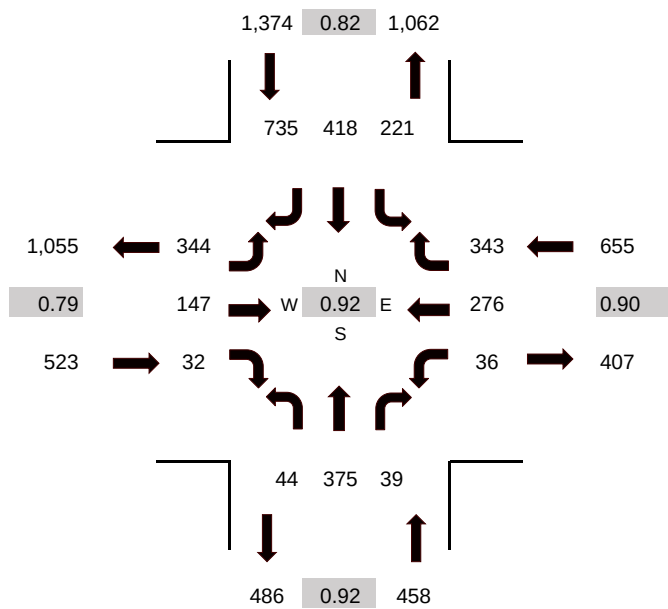
- Route 8 (connecting the East Dublin/Pleasanton BART station to Downtown Pleasanton via Hopyard and Valley);
- Route 54 (connecting the Pleasanton Station with the East Dublin/Pleasanton BART station via the Hacienda Business Parks);
- School Route 602 (providing morning and afternoon school service between Del Prado Park, Pleasanton Middle School, and Foothill High School); and
- School Route 609 (provides morning and afternoon school service between Del Prado Park and Hart Middle School).

BART provides rail rapid transit services from Pleasanton to a majority of the Bay Area (including downtown San Francisco, Oakland, and San Jose). The closest BART station to the site is East Dublin/Pleasanton (the current terminus of the Blue Line, which spans from Daly City through San Francisco and then Oakland to Dublin/Pleasanton), located approximately two miles to the north. The second closest BART station is West Dublin, located approximately three miles as to the northwest.

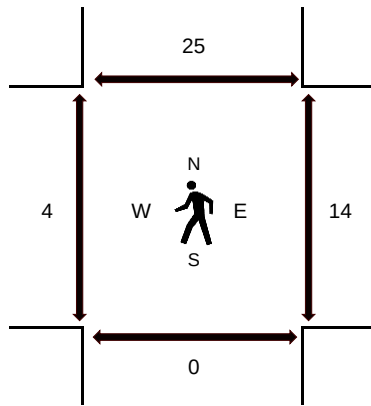
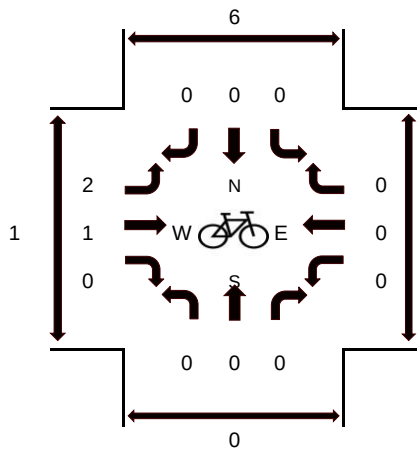
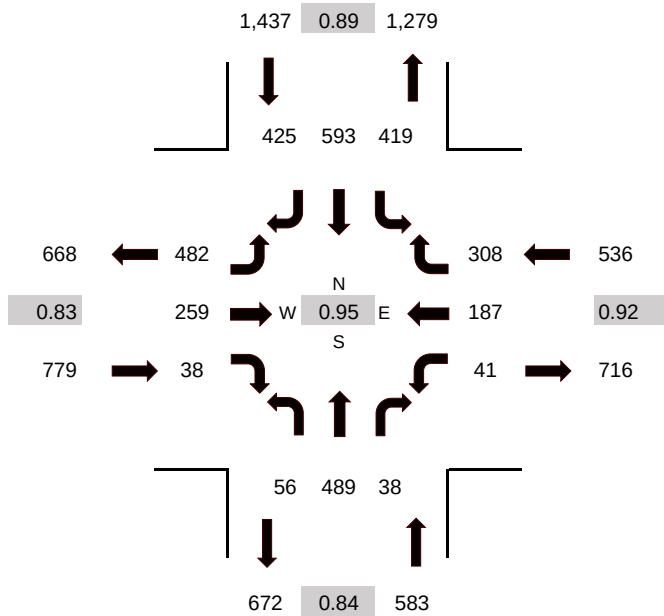
ACE provides commuter rail services and stops at the Pleasanton Station, which is located approximately two miles to the southeast. ACE trains operate between Stockton and San Jose on weekdays. The service offers four trains to San Jose in the morning and four trains to Stockton in the afternoon.

A proposed project is considered to have a significant impact on transit if it conflicts with existing or planned transit facilities, or if it is expected to generate additional transit trips and it does not provide adequate facilities for additional pedestrians and bicyclists to access transit routes and stops. While the Project is not expected to generate any substantial increases in transit ridership, any increases resulting from the Project could easily be accommodated by the surrounding transit services. Therefore, the impact on transit facilities is expected to be **less-than-significant**.

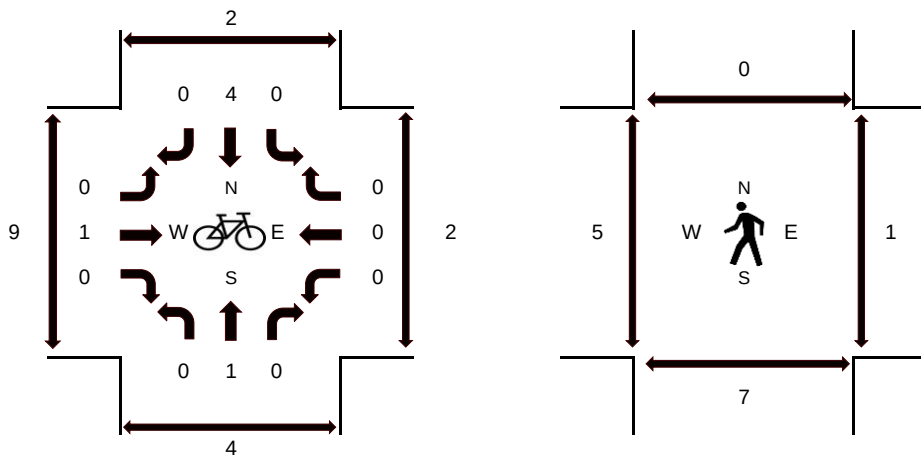
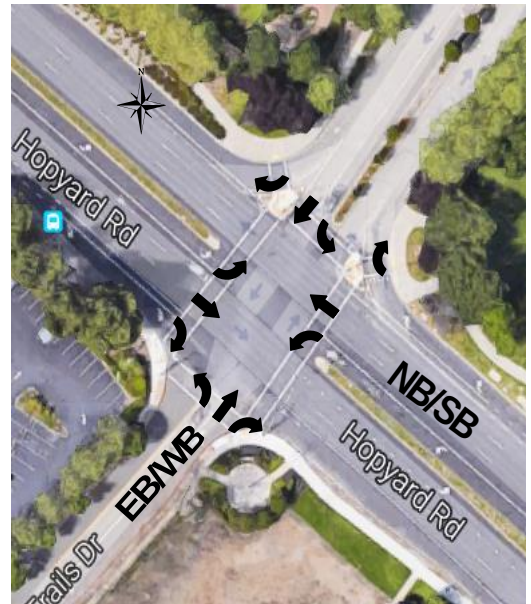
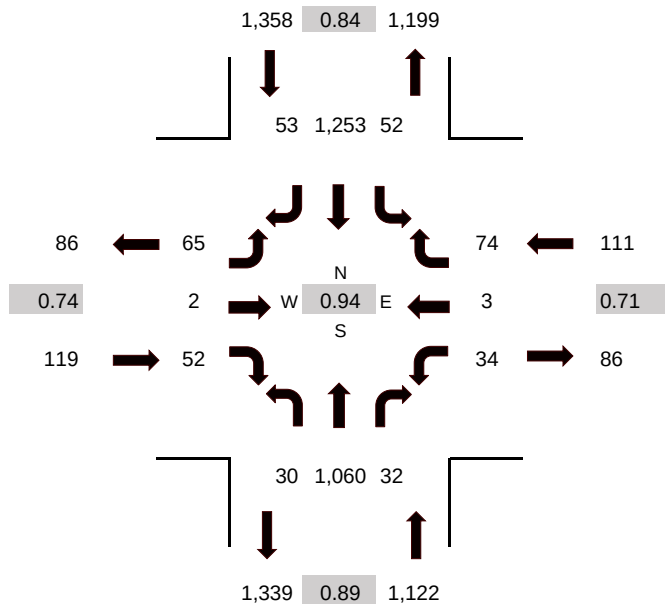
Appendix A – Turning Movement Counts



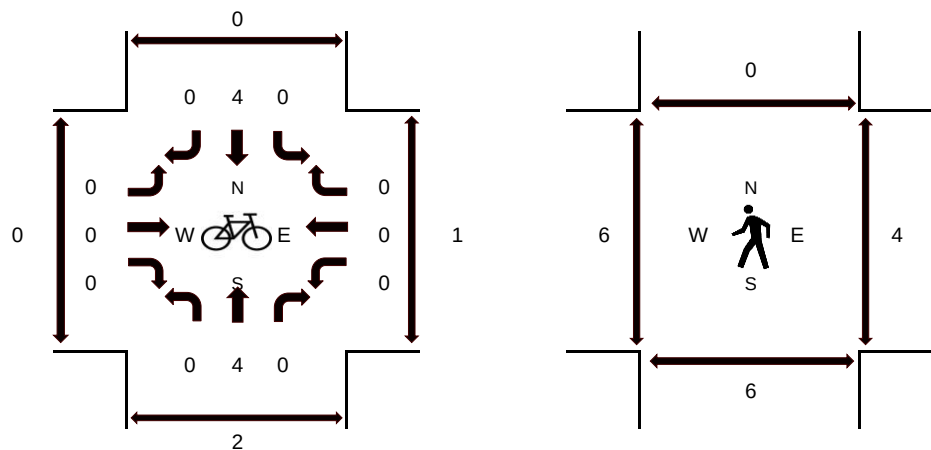
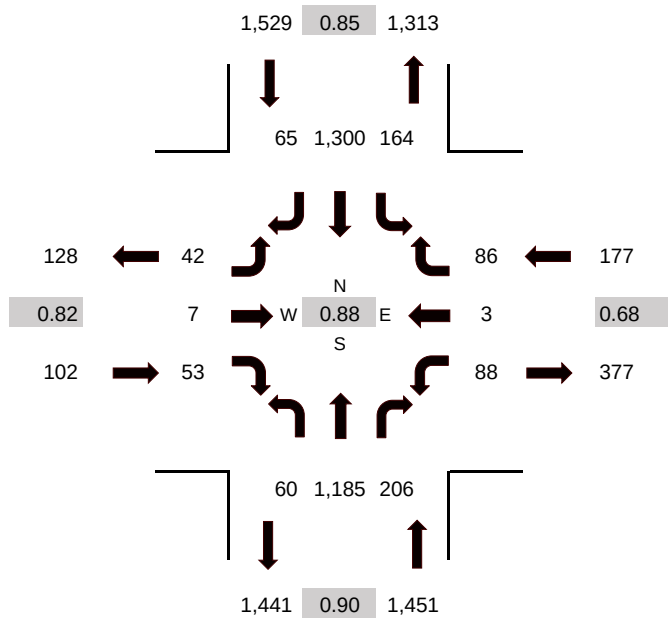
5-Minute Count	VALLEY AVE Eastbound			VALLEY AVE Westbound			HOPYARD RD Northbound			HOPYARD RD Southbound			Total	Rolling Hour	Pedestrian Crossings			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			E	W	N	S
Starting at:																		
7:00 AM	10	2	0	2	6	10	0	15	1	9	7	24	86	86	0	0	0	0
7:05 AM	14	2	3	1	11	15	1	16	0	5	4	20	92	178	0	0	0	0
7:10 AM	9	2	1	1	18	9	1	8	0	6	20	27	102	280	0	0	0	0
7:15 AM	23	4	1	2	15	19	4	14	0	3	11	29	125	405	0	0	1	0
7:20 AM	15	4	0	0	18	17	2	21	1	7	17	36	138	543	0	0	0	0
7:25 AM	9	4	0	3	16	19	7	18	1	6	14	62	159	702	0	0	2	0
7:30 AM	13	5	1	1	11	21	2	24	3	6	19	40	146	848	0	0	0	0
7:35 AM	13	7	1	3	12	19	1	24	4	7	27	52	170	1,018	0	0	0	0
7:40 AM	26	20	2	3	11	26	2	23	3	12	29	44	201	1,219	0	0	0	0
7:45 AM	21	14	0	4	23	23	0	22	3	5	27	55	197	1,416	0	0	1	0
7:50 AM	30	14	1	6	15	28	1	22	3	3	26	52	201	1,617	0	0	0	1
7:55 AM	39	10	1	4	17	26	0	32	1	21	34	64	249	1,866	0	0	0	0
8:00 AM	25	12	2	1	23	22	2	25	2	8	32	45	199	1,979	0	0	2	0
8:05 AM	33	12	6	1	22	16	1	30	5	18	37	60	241	2,128	2	0	1	0
8:10 AM	25	13	7	3	13	32	1	30	8	19	31	42	224	2,250	0	0	0	0
8:15 AM	26	8	2	6	25	39	5	23	2	23	18	45	222	2,347	0	1	3	0
8:20 AM	32	14	4	3	24	29	6	34	2	14	45	57	264	2,473	0	0	0	0
8:25 AM	50	17	2	1	20	29	2	27	4	17	44	48	261	2,575	0	0	0	0
8:30 AM	30	15	2	8	30	24	3	38	4	22	34	67	277	2,706	0	2	0	0
8:35 AM	29	12	0	3	22	30	2	33	2	16	44	77	270	2,806	0	1	2	0
8:40 AM	21	18	5	3	21	23	5	33	4	28	31	80	272	2,877	0	0	0	0
8:45 AM	20	6	0	3	29	28	4	27	1	28	33	81	260	2,940	0	0	0	0
8:50 AM	30	7	2	2	22	41	6	38	1	6	41	74	270	3,009	1	2	1	0
8:55 AM	23	13	0	2	25	30	7	37	4	22	28	59	250	3,010	1	1	2	0
Peak Hour	Eastbound			Westbound			Northbound			Southbound			Total					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
All Vehicles	344	147	32	36	276	343	44	375	39	221	418	735	3,010					
Articulated Trucks	0	0	0	0	0	0	0	2	0	1	0	0	3					
Buses	4	0	0	0	1	0	0	0	1	1	1	8	16					
Single-Unit Trucks	0	1	0	1	4	4	1	4	1	4	8	8	36					
Lights	340	146	32	35	271	339	43	369	37	215	409	719	2,955					



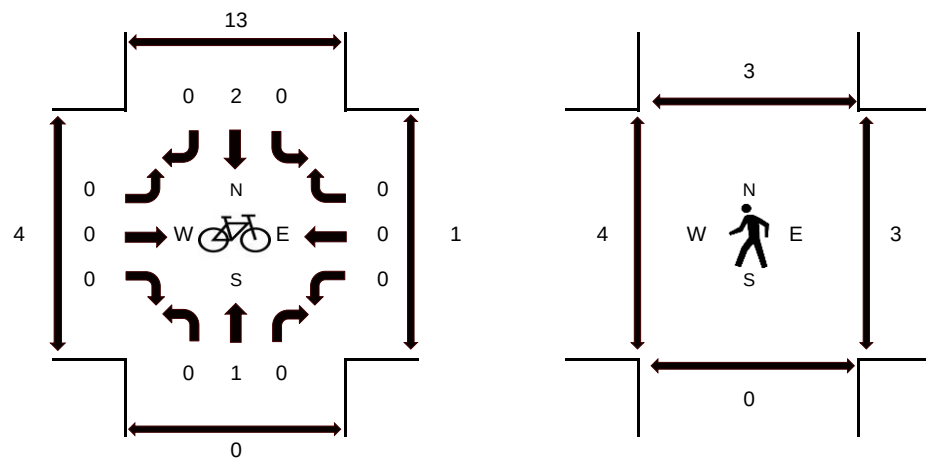
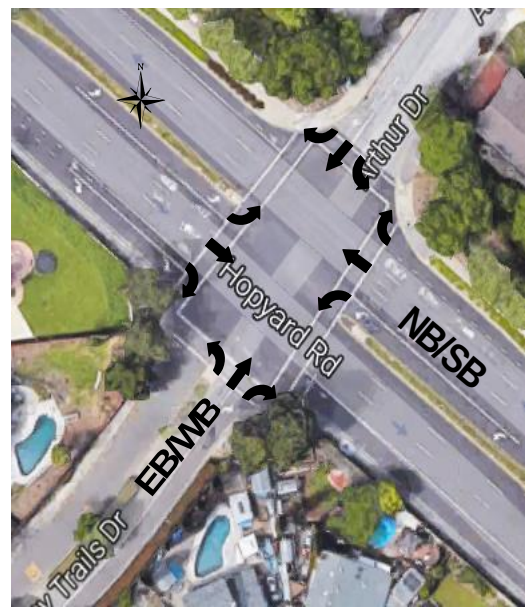
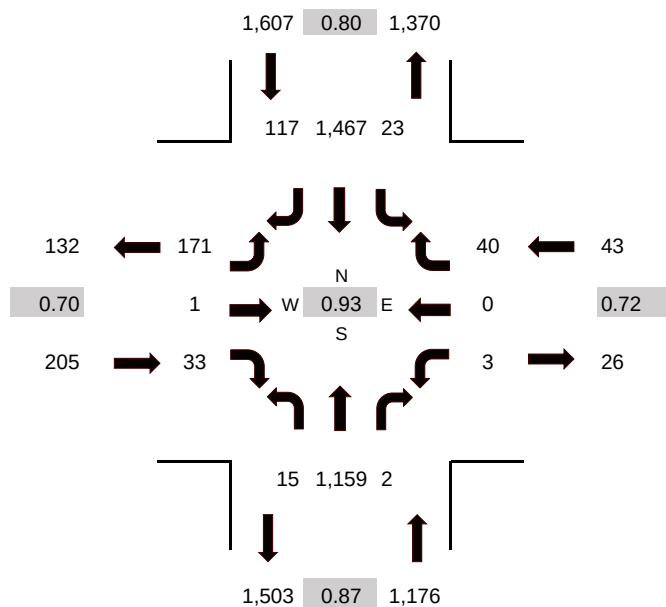
5-Minute Count	VALLEY AVE Eastbound			VALLEY AVE Westbound			HOPYARD RD Northbound			HOPYARD RD Southbound			Total	Rolling Hour	Pedestrian Crossings			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			E	W	N	S
Starting at:																		
4:30 PM	19	9	1	3	7	26	5	39	0	27	45	36	217	217	0	1	1	0
4:35 PM	35	26	3	5	16	15	8	29	1	30	23	31	222	439	0	0	1	1
4:40 PM	12	15	2	4	15	20	6	38	4	50	55	26	247	686	2	0	2	0
4:45 PM	34	19	2	1	13	21	8	34	3	18	25	26	204	890	1	0	3	0
4:50 PM	15	8	2	2	15	19	5	44	2	46	43	28	229	1,119	0	2	2	0
4:55 PM	28	28	3	1	22	14	8	36	3	27	40	33	243	1,362	0	0	2	0
5:00 PM	25	14	2	3	17	25	3	47	1	31	50	24	242	1,604	3	0	6	0
5:05 PM	58	31	4	5	17	19	7	43	1	30	34	36	285	1,889	1	0	7	0
5:10 PM	34	12	2	1	7	28	3	45	4	50	63	33	282	2,171	7	0	1	0
5:15 PM	42	26	3	5	18	32	6	47	6	29	36	31	281	2,452	0	0	1	0
5:20 PM	36	13	6	4	15	29	6	48	9	28	46	39	279	2,731	1	2	3	0
5:25 PM	52	28	4	3	18	22	7	39	6	46	56	38	319	3,050	0	0	0	0
5:30 PM	28	15	0	1	21	19	4	38	2	34	61	40	263	3,096	1	0	0	0
5:35 PM	33	27	2	6	17	27	4	38	1	29	37	35	256	3,130	1	0	3	0
5:40 PM	30	15	2	2	14	31	3	35	1	58	65	46	302	3,185	0	2	2	0
5:45 PM	55	29	8	4	16	22	5	38	4	24	37	33	275	3,256	0	0	0	0
5:50 PM	36	15	1	2	15	30	3	40	2	33	51	25	253	3,280	0	0	0	0
5:55 PM	53	34	4	5	12	24	5	31	1	27	57	45	298	3,335	0	0	2	0
6:00 PM	29	8	1	3	12	24	2	37	4	37	53	30	240	3,333	2	0	2	2
6:05 PM	33	27	5	2	14	21	1	29	2	23	48	33	238	3,286	0	0	0	0
6:10 PM	34	12	1	2	12	20	5	32	3	37	49	33	240	3,244	0	0	2	0
6:15 PM	36	21	0	0	15	17	5	25	3	18	32	39	211	3,174	0	0	0	0
6:20 PM	9	10	1	4	10	19	2	38	1	24	43	36	197	3,092	0	0	0	0
6:25 PM	39	12	1	0	18	22	4	24	2	19	17	31	189	2,962	0	0	2	0
Peak Hour	Eastbound			Westbound			Northbound			Southbound			Total					
All Vehicles	482	259	38	41	187	308	56	489	38	419	593	425	3,335					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	1					
Buses	2	0	0	0	0	0	0	0	0	0	0	3	5					
Single-Unit Trucks	2	1	0	0	1	2	1	2	0	3	1	2	15					
Lights	478	258	38	41	186	306	55	487	38	416	591	420	3,314					



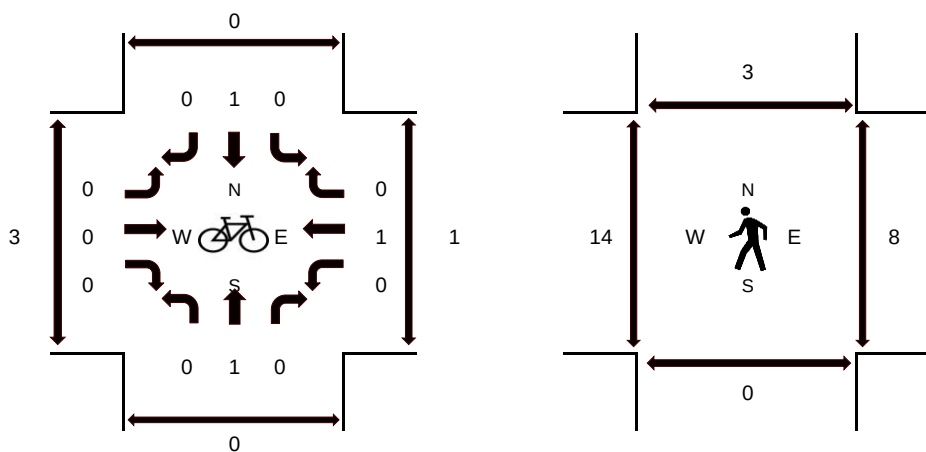
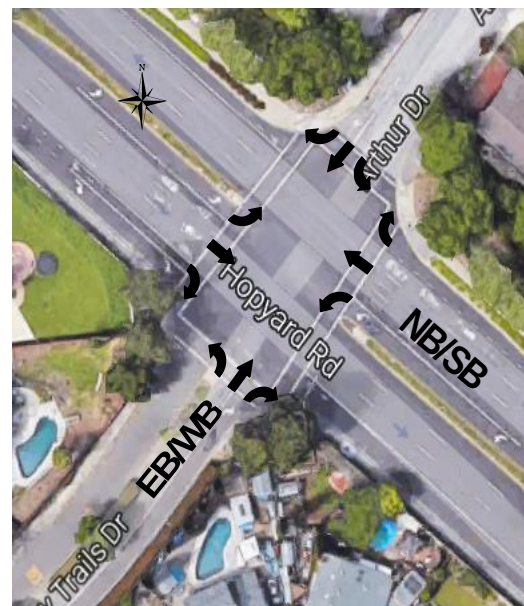
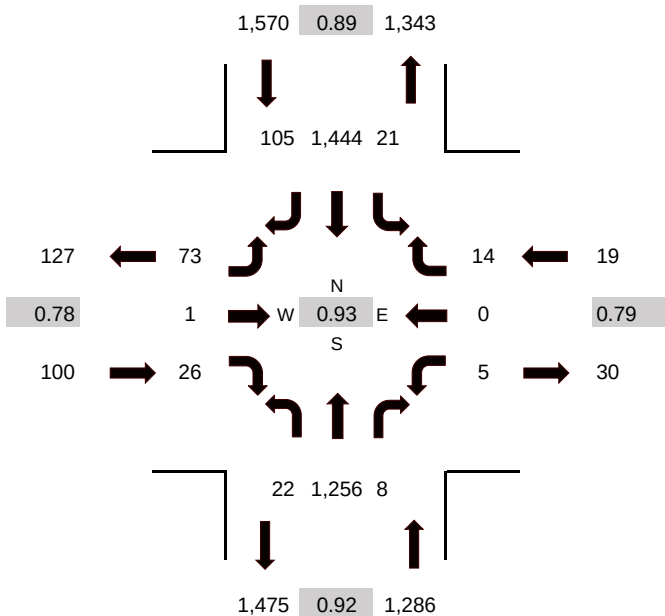
5-Minute Count	VALLEY TRAILS DR Eastbound			VALLEY TRAILS DR Westbound			HOPYARD RD Northbound			HOPYARD RD Southbound			Total	Rolling Hour	Pedestrian Crossings			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			E	W	N	S
Starting at:																		
7:00 AM	3	0	1	0	0	2	0	38	0	0	40	0	84	84	0	0	0	1
7:05 AM	3	0	6	0	0	2	1	41	1	0	56	5	115	199	0	0	0	0
7:10 AM	1	0	1	2	0	6	0	41	0	1	58	2	112	311	0	2	0	0
7:15 AM	2	0	0	0	0	1	0	42	0	2	47	2	96	407	0	0	0	4
7:20 AM	1	0	1	0	0	1	1	42	1	2	73	1	123	530	0	0	0	0
7:25 AM	3	0	1	1	0	2	1	35	2	2	57	0	104	634	3	1	1	0
7:30 AM	2	0	1	1	0	0	0	41	1	0	70	0	116	750	0	0	0	1
7:35 AM	0	0	1	1	0	3	0	59	2	2	60	0	128	878	0	0	0	0
7:40 AM	2	0	3	1	1	2	0	66	2	0	84	2	163	1,041	0	0	0	0
7:45 AM	2	0	2	1	0	3	2	69	2	1	67	0	149	1,190	1	1	0	0
7:50 AM	5	0	2	0	0	3	0	77	1	3	106	0	197	1,387	0	0	0	0
7:55 AM	17	1	3	2	1	7	1	73	4	4	78	1	192	1,579	0	0	1	1
8:00 AM	6	0	3	2	1	8	1	93	1	5	85	4	209	1,704	0	0	0	2
8:05 AM	7	0	6	1	0	3	2	60	3	2	100	2	186	1,775	0	1	0	1
8:10 AM	5	0	2	3	1	4	3	95	4	4	74	7	202	1,865	0	0	0	0
8:15 AM	6	0	2	2	0	3	0	86	3	5	100	2	209	1,978	0	0	0	0
8:20 AM	3	0	8	3	1	12	3	85	5	6	100	5	231	2,086	0	2	0	1
8:25 AM	14	1	3	6	0	8	2	112	4	3	102	9	264	2,246	0	0	0	0
8:30 AM	7	0	4	2	0	7	4	98	1	5	86	1	215	2,345	1	1	0	0
8:35 AM	3	1	3	3	0	7	1	84	3	5	125	2	237	2,454	0	1	0	0
8:40 AM	8	0	5	5	0	5	1	75	1	4	138	6	248	2,539	0	0	0	3
8:45 AM	3	0	3	3	0	1	2	88	2	8	112	6	228	2,618	0	0	0	0
8:50 AM	1	0	4	2	0	6	6	98	3	3	119	4	246	2,667	0	0	0	0
8:55 AM	2	0	9	2	0	10	5	86	2	2	112	5	235	2,710	0	0	0	0
Peak Hour	Eastbound			Westbound			Northbound			Southbound			Total					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
All Vehicles	65	2	52	34	3	74	30	1,060	32	52	1,253	53	2,710					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0					
Buses	1	0	0	0	2	0	0	3	1	0	11	1	19					
Single-Unit Trucks	0	0	1	0	0	0	0	11	0	0	15	0	27					
Lights	64	2	51	34	1	74	30	1,046	31	52	1,227	52	2,664					



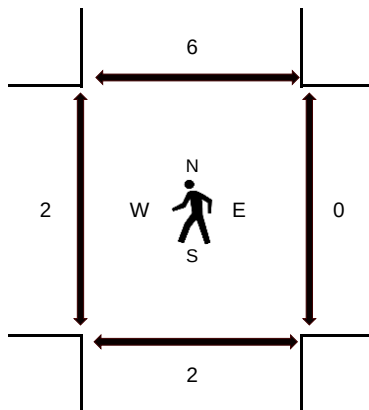
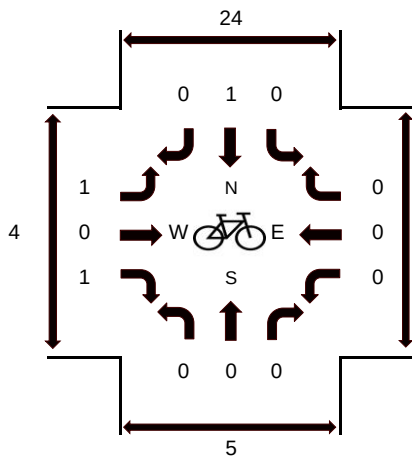
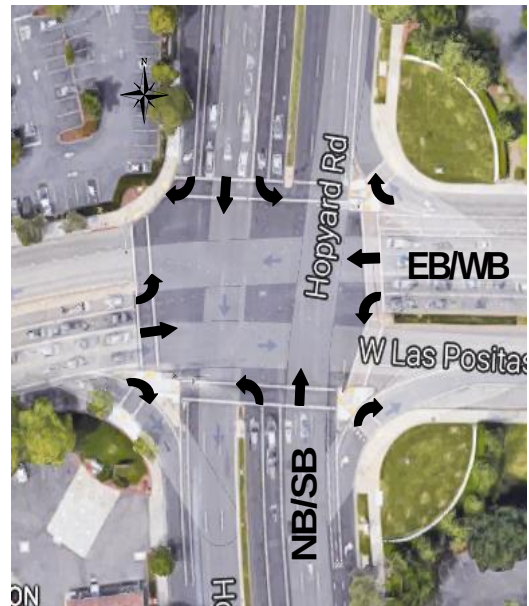
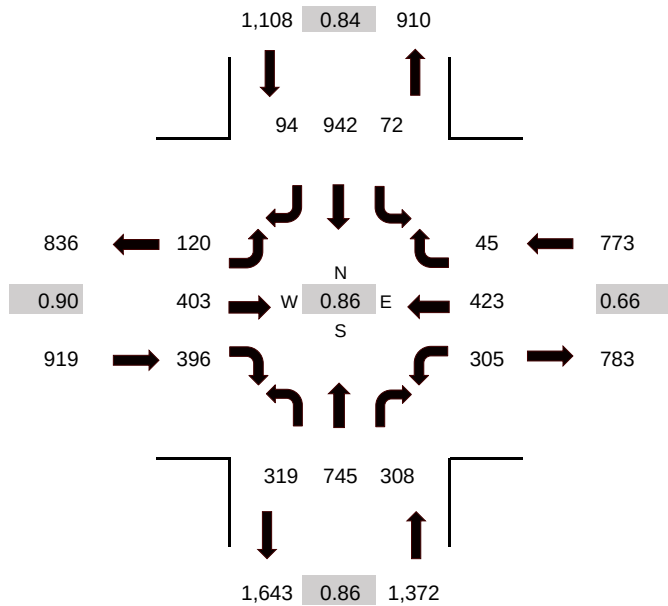
5-Minute Count	VALLEY TRAILS DR			VALLEY TRAILS DR			HOPYARD RD			HOPYARD RD			Total	Rolling Hour	Pedestrian Crossings			S
	Eastbound			Westbound			Northbound			Southbound					E	W	N	
Starting at:	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
4:30 PM	3	1	3	9	0	11	6	67	9	12	109	0	230	230	0	0	1	0
4:35 PM	2	2	1	7	0	7	5	72	6	6	83	1	192	422	0	0	0	0
4:40 PM	3	0	3	4	0	5	8	84	10	15	106	3	241	663	0	1	0	0
4:45 PM	2	0	2	4	0	5	3	59	11	6	100	5	197	860	0	0	0	2
4:50 PM	5	0	3	5	0	6	4	84	20	12	99	7	245	1,105	1	1	0	1
4:55 PM	3	0	3	4	1	7	3	94	13	16	75	5	224	1,329	0	0	0	1
5:00 PM	5	0	2	5	0	6	3	71	23	11	102	6	234	1,563	0	0	0	0
5:05 PM	3	1	5	5	1	6	7	97	9	19	104	2	259	1,822	0	0	0	0
5:10 PM	7	1	2	6	0	11	3	132	25	15	129	2	333	2,155	2	0	0	0
5:15 PM	0	2	5	15	0	11	5	80	9	19	87	7	240	2,395	0	0	0	1
5:20 PM	2	0	6	8	1	13	3	103	24	26	160	7	353	2,748	0	0	0	0
5:25 PM	4	1	6	5	0	4	8	113	22	11	106	2	282	3,030	0	1	0	0
5:30 PM	5	1	6	19	0	6	6	95	27	7	86	7	265	3,065	0	0	0	2
5:35 PM	4	1	2	6	0	8	8	110	8	12	115	3	277	3,150	0	2	0	1
5:40 PM	3	0	4	6	0	4	4	114	11	7	143	9	305	3,214	1	1	0	0
5:45 PM	1	0	9	4	0	4	6	92	15	9	94	8	242	3,259	0	1	0	0
5:50 PM	3	1	3	3	1	3	2	88	10	4	119	7	244	3,258	0	0	0	0
5:55 PM	3	0	4	1	0	5	0	81	11	8	91	5	209	3,243	0	0	0	1
6:00 PM	3	0	5	3	1	5	6	86	15	12	98	5	239	3,248	0	0	0	0
6:05 PM	3	0	5	3	0	5	8	79	4	14	88	4	213	3,202	0	0	0	0
6:10 PM	1	0	0	2	0	8	3	82	7	3	101	8	215	3,084	0	0	0	0
6:15 PM	0	0	2	8	0	4	5	58	9	11	83	10	190	3,034	1	0	0	0
6:20 PM	6	0	3	10	0	5	3	45	5	12	80	5	174	2,855	0	0	0	2
6:25 PM	4	0	3	12	0	5	9	75	2	3	92	7	212	2,785	0	0	0	2
Peak Hour	Eastbound			Westbound			Northbound			Southbound			Total					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
All Vehicles	42	7	53	88	3	86	60	1,185	206	164	1,300	65	3,259					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0					
Buses	0	0	0	0	0	0	0	4	0	0	3	0	7					
Single-Unit Trucks	0	0	0	0	0	0	0	3	0	0	3	0	6					
Lights	42	7	53	88	3	86	60	1,178	206	164	1,294	65	3,246					



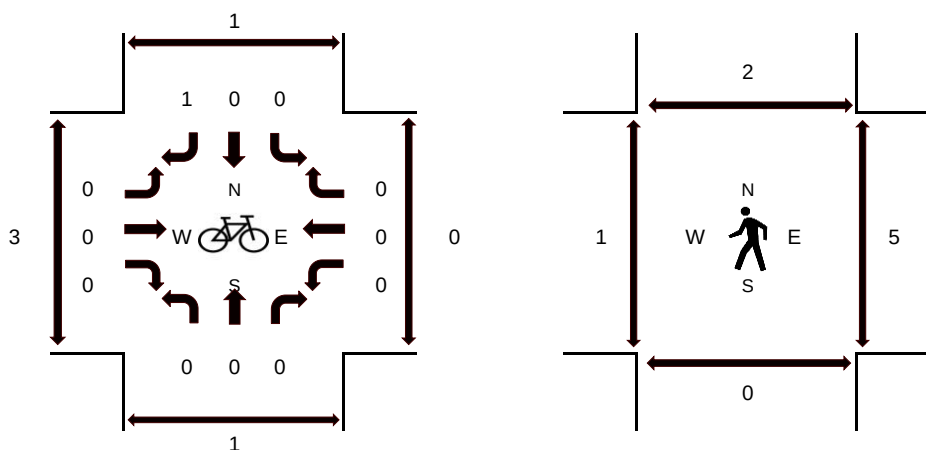
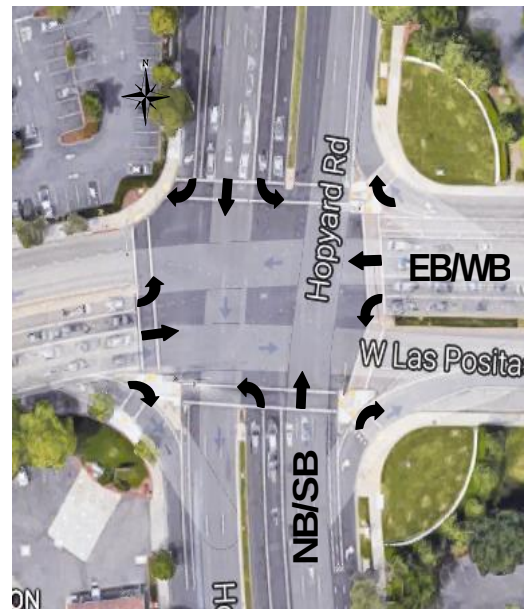
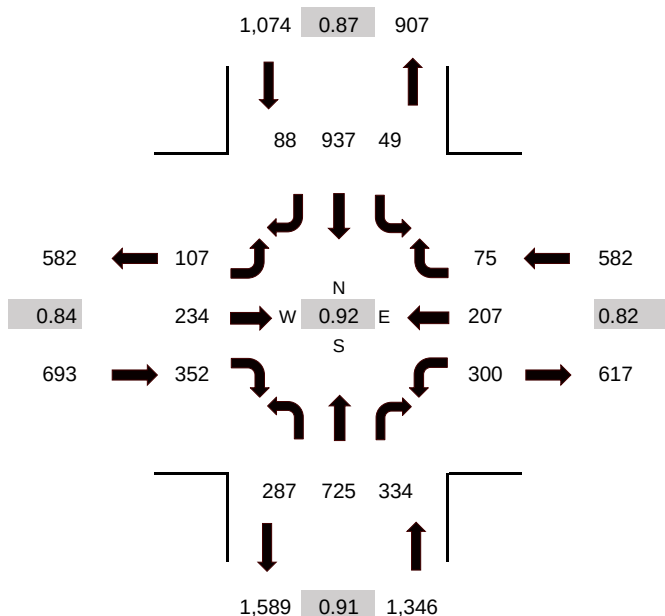
5-Minute Count	ARTHUR DR Eastbound			VALLEY TRAILS DR Westbound			HOPYARD RD Northbound			HOPYARD RD Southbound			Total	Rolling Hour	Pedestrian Crossings			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			E	W	N	S
Starting at:																		
7:00 AM	1	0	0	1	0	1	0	30	0	0	43	2	78	78	0	0	0	0
7:05 AM	6	0	1	1	0	1	0	39	0	0	23	1	72	150	0	0	0	0
7:10 AM	5	0	2	0	0	1	0	41	0	0	50	3	102	252	0	0	0	0
7:15 AM	0	0	2	0	0	2	0	36	0	0	44	2	86	338	0	0	0	0
7:20 AM	6	0	1	0	0	0	1	64	0	1	67	3	143	481	0	0	0	0
7:25 AM	7	0	2	0	0	0	0	51	1	1	70	2	134	615	0	0	0	0
7:30 AM	6	0	1	0	0	1	0	51	0	0	67	3	129	744	0	0	0	0
7:35 AM	2	0	0	1	0	3	1	57	0	0	70	1	135	879	0	0	0	0
7:40 AM	9	0	2	0	0	1	1	70	0	0	103	5	191	1,070	0	0	0	0
7:45 AM	12	0	1	0	0	3	0	76	0	0	94	5	191	1,261	0	0	0	0
7:50 AM	6	0	0	0	0	1	0	90	0	1	82	4	184	1,445	0	0	0	0
7:55 AM	17	0	4	1	0	2	3	69	0	0	105	4	205	1,650	0	0	0	0
8:00 AM	30	0	3	0	0	4	1	99	0	0	83	9	229	1,801	0	0	0	0
8:05 AM	19	0	3	0	0	5	0	94	0	3	136	11	271	2,000	0	0	0	0
8:10 AM	12	0	6	0	0	2	2	81	1	3	70	14	191	2,089	1	3	2	0
8:15 AM	7	0	4	1	0	3	1	82	0	2	120	13	233	2,236	0	0	0	0
8:20 AM	20	0	1	0	0	3	1	100	0	1	107	6	239	2,332	0	0	0	0
8:25 AM	15	0	2	0	0	5	0	118	0	1	133	11	285	2,483	0	0	0	0
8:30 AM	17	0	3	1	0	3	2	108	0	3	118	9	264	2,618	0	0	0	0
8:35 AM	13	1	4	0	0	6	1	109	1	3	114	13	265	2,748	0	0	0	0
8:40 AM	7	0	3	0	0	5	1	102	0	0	160	10	288	2,845	0	0	0	0
8:45 AM	10	0	1	0	0	1	4	72	0	4	161	12	265	2,919	1	1	1	0
8:50 AM	15	0	1	1	0	1	0	79	0	2	147	5	251	2,986	1	0	0	0
8:55 AM	6	0	2	0	0	2	2	115	0	1	118	4	250	3,031	0	0	0	0
Peak Hour																		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total					
All Vehicles	171	1	33	3	0	40	15	1,159	2	23	1,467	117	3,031					
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	0	2					
Buses	1	0	0	0	0	0	0	5	0	0	12	0	18					
Single-Unit Trucks	2	0	2	0	0	0	1	5	0	0	13	0	23					
Lights	168	1	31	3	0	40	14	1,148	2	23	1,441	117	2,988					



5-Minute Count	ARTHUR DR Eastbound			VALLEY TRAILS DR Westbound			HOPYARD RD Northbound			HOPYARD RD Southbound			Total	Rolling Hour	Pedestrian Crossings			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			E	W	N	S
Starting at:																		
4:30 PM	5	0	2	0	0	0	2	72	0	3	119	9	212	212	0	1	0	0
4:35 PM	8	0	2	0	0	0	2	81	0	4	88	8	193	405	1	1	0	0
4:40 PM	7	0	2	0	0	0	2	81	0	4	121	8	225	630	0	1	0	0
4:45 PM	12	0	1	0	0	0	2	52	2	3	91	11	174	804	0	0	0	0
4:50 PM	5	0	0	0	0	2	0	79	1	1	127	10	225	1,029	1	1	0	0
4:55 PM	2	0	0	0	0	0	5	94	0	2	103	5	211	1,240	0	0	0	0
5:00 PM	6	0	4	0	0	0	0	73	0	2	103	5	193	1,433	0	0	0	0
5:05 PM	5	0	5	0	0	1	0	98	0	6	106	9	230	1,663	0	1	0	0
5:10 PM	1	0	2	0	0	1	3	113	1	2	128	7	258	1,921	0	0	0	0
5:15 PM	7	0	2	2	0	2	3	114	0	1	105	7	243	2,164	0	0	0	0
5:20 PM	7	0	2	0	0	1	0	116	0	0	127	9	262	2,426	0	5	0	0
5:25 PM	11	0	0	0	0	1	3	109	1	3	124	8	260	2,686	2	0	0	0
5:30 PM	8	0	4	1	0	2	1	109	2	2	132	14	275	2,749	0	2	2	0
5:35 PM	1	0	2	0	0	1	2	99	0	0	116	11	232	2,788	0	1	0	0
5:40 PM	6	0	1	1	0	0	0	102	1	2	150	12	275	2,838	1	3	1	0
5:45 PM	11	0	2	0	0	2	4	95	0	1	108	3	226	2,890	0	1	0	0
5:50 PM	6	0	2	0	0	1	2	102	2	3	126	8	252	2,917	1	0	0	0
5:55 PM	6	1	3	1	0	2	3	112	0	0	102	8	238	2,944	1	1	0	0
6:00 PM	4	0	1	0	0	0	1	87	1	1	120	9	224	2,975	3	0	0	0
6:05 PM	8	0	0	0	0	2	2	100	0	1	106	6	225	2,970	0	0	0	0
6:10 PM	5	0	0	0	0	0	2	77	1	0	111	8	204	2,916	0	0	0	0
6:15 PM	10	0	1	0	0	2	0	101	0	6	91	4	215	2,888	0	0	0	0
6:20 PM	5	0	3	0	0	2	2	67	0	0	121	6	206	2,832	1	0	0	0
6:25 PM	7	0	2	1	0	0	2	74	0	2	78	9	175	2,747	0	1	0	0
Peak Hour	Eastbound			Westbound			Northbound			Southbound			Total					
All Vehicles	73	1	26	5	0	14	22	1,256	8	21	1,444	105	2,975					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	1					
Buses	0	0	0	0	0	0	0	2	0	0	2	0	4					
Single-Unit Trucks	0	0	1	0	0	0	0	4	0	0	1	0	6					
Lights	73	1	25	5	0	14	22	1,250	8	21	1,440	105	2,964					



5-Minute Count	LAS POSITAS BLVD Eastbound			LAS POSITAS BLVD Westbound			HOPYARD RD Northbound			HOPYARD RD Southbound			Rolling Hour	Pedestrian Crossings				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Total	E	W	N	S
Starting at:																		
7:00 AM	3	7	8	12	9	0	10	26	4	5	25	1	110	110	0	0	0	0
7:05 AM	1	8	7	6	18	0	16	34	5	1	28	1	125	235	0	0	0	0
7:10 AM	3	9	7	13	7	0	7	29	6	1	26	3	111	346	0	0	0	0
7:15 AM	2	3	12	15	20	0	12	35	5	1	37	1	143	489	0	0	0	0
7:20 AM	2	9	13	14	16	0	14	41	8	2	40	3	162	651	0	0	0	0
7:25 AM	2	15	12	17	10	0	7	38	13	2	46	4	166	817	0	0	0	0
7:30 AM	5	11	9	15	7	1	10	48	5	5	66	3	185	1,002	0	0	0	0
7:35 AM	2	22	15	15	11	1	10	36	12	3	57	5	189	1,191	0	0	0	0
7:40 AM	5	19	10	17	17	1	6	64	20	4	74	4	241	1,432	0	0	0	0
7:45 AM	6	20	8	28	25	1	17	53	28	7	56	11	260	1,692	0	0	0	0
7:50 AM	3	11	12	21	26	3	31	40	19	2	73	7	248	1,940	0	0	1	0
7:55 AM	8	22	32	7	21	3	47	55	21	5	73	12	306	2,246	0	0	0	0
8:00 AM	13	21	41	17	41	3	32	62	24	2	61	4	321	2,457	0	1	1	0
8:05 AM	9	27	29	18	26	2	21	66	16	6	76	8	304	2,636	0	0	2	0
8:10 AM	7	39	41	13	35	0	24	57	27	10	61	7	321	2,846	0	0	1	0
8:15 AM	8	34	39	18	30	2	24	58	22	7	53	6	301	3,004	0	0	1	0
8:20 AM	14	43	24	29	45	5	22	47	32	6	97	5	369	3,211	0	0	0	0
8:25 AM	9	60	24	29	71	5	38	57	34	7	76	12	422	3,467	0	0	1	0
8:30 AM	7	36	30	33	43	6	39	64	50	10	67	7	392	3,674	0	0	0	0
8:35 AM	13	32	30	48	52	6	20	72	27	5	82	13	400	3,885	0	0	0	0
8:40 AM	8	25	39	35	30	10	19	69	17	6	115	11	384	4,028	0	0	0	0
8:45 AM	10	33	36	41	19	1	17	47	12	6	79	5	306	4,074	0	1	0	2
8:50 AM	14	31	31	17	10	2	16	91	26	2	102	4	346	4,172	0	0	0	0
8:55 AM	13	26	27	26	15	3	24	62	17	2	74	6	295	4,161	0	0	0	0
Peak Hour	Eastbound			Westbound			Northbound			Southbound			Total					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
All Vehicles	120	403	396	305	423	45	319	745	308	72	942	94	4,172					
Articulated Trucks	0	0	1	0	0	0	0	1	0	0	1	0	3					
Buses	2	0	1	0	0	0	2	3	2	1	10	0	21					
Single-Unit Trucks	2	1	1	3	1	0	1	5	3	0	12	2	31					
Lights	116	402	393	302	422	45	316	736	303	71	919	92	4,117					



5-Minute Count	LAS POSITAS BLVD Eastbound			LAS POSITAS BLVD Westbound			HOPYARD RD Northbound			HOPYARD RD Southbound			Total	Rolling Hour	Pedestrian Crossings			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			E	W	N	S
Starting at:																		
4:30 PM	5	28	29	25	21	6	26	50	17	4	61	2	274	274	0	0	0	0
4:35 PM	9	16	27	27	19	7	19	57	19	3	67	7	277	551	1	0	0	0
4:40 PM	9	19	19	36	26	7	14	45	23	3	58	7	266	817	0	1	0	0
4:45 PM	8	12	38	26	18	3	12	51	24	3	79	8	282	1,099	0	1	5	0
4:50 PM	9	14	26	33	15	3	24	50	10	6	43	7	240	1,339	0	0	3	0
4:55 PM	7	4	24	22	11	6	20	46	8	4	78	6	236	1,575	1	0	1	0
5:00 PM	8	18	21	32	19	13	21	51	17	2	49	3	254	1,829	0	0	0	0
5:05 PM	7	16	39	26	13	12	25	72	27	3	80	7	327	2,156	0	0	0	0
5:10 PM	16	19	26	29	29	6	31	38	34	2	58	3	291	2,447	0	0	0	0
5:15 PM	8	25	36	17	13	11	20	75	20	7	87	6	325	2,772	2	0	1	0
5:20 PM	6	38	32	41	24	7	26	65	25	2	56	9	331	3,103	2	0	0	0
5:25 PM	8	19	31	23	13	6	27	80	32	1	101	4	345	3,448	0	0	0	0
5:30 PM	11	25	34	24	30	8	16	39	36	2	64	8	297	3,471	0	0	1	0
5:35 PM	7	11	33	31	10	7	19	71	23	7	111	11	341	3,535	0	0	0	0
5:40 PM	6	19	26	25	25	10	19	50	30	6	62	5	283	3,552	0	0	0	0
5:45 PM	9	19	26	19	10	1	31	80	28	4	79	11	317	3,587	0	1	0	0
5:50 PM	8	17	32	32	13	4	24	51	29	4	62	4	280	3,627	1	0	0	0
5:55 PM	11	16	22	15	13	1	18	58	30	8	101	9	302	3,693	0	0	0	0
6:00 PM	10	10	15	18	14	2	31	46	20	3	76	11	256	3,695	0	0	0	0
6:05 PM	7	7	25	26	10	5	20	52	31	4	72	9	268	3,636	2	1	2	0
6:10 PM	7	15	15	25	24	0	19	48	21	5	68	3	250	3,595	0	0	0	0
6:15 PM	4	3	21	24	8	2	17	54	22	3	76	4	238	3,508	0	0	0	0
6:20 PM	6	13	16	25	11	3	10	39	20	1	56	5	205	3,382	0	0	0	0
6:25 PM	2	5	21	14	9	4	14	59	19	1	75	5	228	3,265	2	0	1	0
Peak Hour	Eastbound			Westbound			Northbound			Southbound			Total					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right						
All Vehicles	107	234	352	300	207	75	287	725	334	49	937	88	3,695					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	1					
Buses	0	0	0	2	0	0	0	2	0	0	2	0	6					
Single-Unit Trucks	1	1	1	0	1	0	0	4	1	0	2	0	11					
Lights	106	233	351	298	206	75	287	719	333	49	932	88	3,677					

Appendix B – Existing Conditions Level of Service Worksheets

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	344	147	32	36	276	343	44	375	39	221	418	735
Future Volume (vph)	344	147	32	36	276	343	44	375	39	221	418	735
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3301	1583	1770	3539	1559	1770	3539	1547	3433	3539	1561
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3301	1583	1770	3539	1559	1770	3539	1547	3433	3539	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	374	160	35	39	300	373	48	408	42	240	454	799
RTOR Reduction (vph)	0	0	29	0	0	0	0	0	23	0	0	0
Lane Group Flow (vph)	187	347	6	39	300	373	48	408	19	240	454	799
Confl. Peds. (#/hr)						11			4			7
Confl. Bikes (#/hr)									9			1
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	19.0	19.0	19.0	15.8	15.8	120.0	5.6	53.4	53.4	12.7	60.5	120.0
Effective Green, g (s)	19.9	19.9	19.9	16.7	16.7	120.0	5.6	54.7	54.7	12.7	61.8	120.0
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14	1.00	0.05	0.46	0.46	0.11	0.51	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	266	547	262	246	492	1559	82	1613	705	363	1822	1561
v/s Ratio Prot	c0.12	0.11		0.02	0.08		0.03	0.12		0.07	0.13	
v/s Ratio Perm			0.00			0.24			0.01			c0.51
v/c Ratio	0.70	0.63	0.02	0.16	0.61	0.24	0.59	0.25	0.03	0.66	0.25	0.51
Uniform Delay, d1	47.3	46.7	41.9	45.5	48.6	0.0	56.1	20.1	18.0	51.6	16.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.98	1.00
Incremental Delay, d2	7.6	2.1	0.0	0.1	1.5	0.4	6.7	0.4	0.1	3.4	0.3	1.2
Delay (s)	54.8	48.8	41.9	45.6	50.1	0.4	62.8	20.5	18.1	50.1	16.2	1.2
Level of Service	D	D	D	D	D	A	E	C	B	D	B	A
Approach Delay (s)		50.3			23.8			24.3			13.6	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			23.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			59.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	2	52	34	3	74	30	1060	32	52	1253	53
Future Volume (vph)	65	2	52	34	3	74	30	1060	32	52	1253	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1559		1761	1863	1583	1770	5085	1564	1770	5085	1524
Flt Permitted	0.76	1.00		0.72	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1408	1559		1334	1863	1583	1770	5085	1564	1770	5085	1524
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	69	2	55	36	3	79	32	1128	34	55	1333	56
RTOR Reduction (vph)	0	50	0	0	0	0	0	0	0	0	0	18
Lane Group Flow (vph)	69	7	0	36	3	79	32	1128	34	55	1333	38
Confl. Peds. (#/hr)			7	7					1			5
Confl. Bikes (#/hr)			1						1			4
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	20.4	10.1		13.0	6.4	120.0	4.7	77.2	120.0	8.0	80.5	80.5
Effective Green, g (s)	20.4	10.9		13.0	7.2	120.0	4.7	78.5	120.0	8.0	81.8	81.8
Actuated g/C Ratio	0.17	0.09		0.11	0.06	1.00	0.04	0.65	1.00	0.07	0.68	0.68
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	270	141		168	111	1583	69	3326	1564	118	3466	1038
v/s Ratio Prot	c0.02	0.00		0.01	0.00		0.02	0.22		c0.03	c0.26	
v/s Ratio Perm	c0.02			0.01		0.05			0.02			0.03
v/c Ratio	0.26	0.05		0.21	0.03	0.05	0.46	0.34	0.02	0.47	0.38	0.04
Uniform Delay, d1	43.5	49.8		49.0	53.1	0.0	56.4	9.2	0.0	53.9	8.2	6.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.04	0.63	1.00	1.00	0.89	2.29
Incremental Delay, d2	0.4	0.1		0.6	0.0	0.1	1.7	0.3	0.0	2.7	0.3	0.1
Delay (s)	43.8	49.9		49.7	53.1	0.1	60.4	6.0	0.0	56.7	7.6	14.3
Level of Service	D	D		D	D	A	E	A	A	E	A	B
Approach Delay (s)		46.6			16.5			7.3			9.8	
Approach LOS		D			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		10.6				HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio		0.38										
Actuated Cycle Length (s)		120.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		52.1%				ICU Level of Service		A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1	33	3	0	40	15	1159	2	23	1467	117
Future Volume (vph)	171	1	33	3	0	40	15	1159	2	23	1467	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.99	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1770	1583		1770	1560	1770	5084		1770	5085	1534
Flt Permitted		0.73	1.00		0.45	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1349	1583		846	1560	1770	5084		1770	5085	1534
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	184	1	35	3	0	43	16	1246	2	25	1577	126
RTOR Reduction (vph)	0	0	28	0	0	34	0	0	0	0	0	25
Lane Group Flow (vph)	0	185	7	0	3	9	16	1248	0	25	1577	101
Confl. Peds. (#/hr)	3					3			3			4
Confl. Bikes (#/hr)									1			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		23.4	23.4		23.4	23.4	2.7	78.4		4.3	80.0	80.0
Effective Green, g (s)		24.0	24.0		24.0	24.0	2.7	79.7		4.3	81.3	81.3
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.02	0.66		0.04	0.68	0.68
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		269	316		169	312	39	3376		63	3445	1039
v/s Ratio Prot							0.01	0.25		c0.01	c0.31	
v/s Ratio Perm		c0.14	0.00		0.00	0.01						0.07
v/c Ratio		0.69	0.02		0.02	0.03	0.41	0.37		0.40	0.46	0.10
Uniform Delay, d1		44.5	38.6		38.5	38.6	57.9	9.0		56.6	9.0	6.7
Progression Factor		1.00	1.00		1.00	1.00	1.38	0.28		1.27	0.27	0.02
Incremental Delay, d2		7.1	0.0		0.0	0.0	2.5	0.3		1.3	0.4	0.2
Delay (s)		51.6	38.6		38.6	38.6	82.1	2.8		73.2	2.8	0.3
Level of Service		D	D		D	D	F	A		E	A	A
Approach Delay (s)		49.6			38.6			3.8			3.6	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		7.3										
HCM 2000 Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		51.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	403	396	305	423	45	319	745	308	72	942	94
Future Volume (vph)	120	403	396	305	423	45	319	745	308	72	942	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1563	3433	3539	1562	3433	5085	1583	3433	5085	1544
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1563	3433	3539	1562	3433	5085	1583	3433	5085	1544
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	140	469	460	355	492	52	371	866	358	84	1095	109
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	23
Lane Group Flow (vph)	140	469	460	355	492	52	371	866	358	84	1095	86
Confl. Peds. (#/hr)			2			6						2
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	9.0	22.1	120.0	16.4	29.5	120.0	14.8	57.1	120.0	6.2	48.1	48.1
Effective Green, g (s)	9.0	23.0	120.0	16.4	30.4	120.0	14.8	58.4	120.0	6.2	49.8	49.8
Actuated g/C Ratio	0.08	0.19	1.00	0.14	0.25	1.00	0.12	0.49	1.00	0.05	0.41	0.41
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	257	678	1563	469	896	1562	423	2474	1583	177	2110	640
v/s Ratio Prot	0.04	c0.13		c0.10	0.14		c0.11	0.17		0.02	c0.22	
v/s Ratio Perm			0.29			0.03			0.23			0.06
v/c Ratio	0.54	0.69	0.29	0.76	0.55	0.03	0.88	0.35	0.23	0.47	0.52	0.13
Uniform Delay, d1	53.5	45.2	0.0	49.9	38.9	0.0	51.7	19.1	0.0	55.3	26.2	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.59	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	3.1	0.5	6.1	0.7	0.0	17.0	0.4	0.3	0.7	0.9	0.4
Delay (s)	54.8	48.3	0.5	56.0	39.5	0.0	57.1	11.6	0.3	56.0	27.1	22.2
Level of Service	D	D	A	E	D	A	E	B	A	E	C	C
Approach Delay (s)		28.6			43.8			19.7			28.6	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			28.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			66.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	482	259	38	41	187	308	56	489	38	419	593	425
Future Volume (vph)	482	259	38	41	187	308	56	489	38	419	593	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3310	1563	1770	3539	1553	1770	3539	1529	3433	3539	1562
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3310	1563	1770	3539	1553	1770	3539	1529	3433	3539	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	507	273	40	43	197	324	59	515	40	441	624	447
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	25	0	0	0
Lane Group Flow (vph)	253	527	8	43	197	324	59	515	15	441	624	447
Confl. Peds. (#/hr)						25			14			4
Confl. Bikes (#/hr)			1									
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	22.9	22.9	22.9	13.2	13.2	120.0	7.4	45.0	45.0	19.8	57.4	120.0
Effective Green, g (s)	23.8	23.8	23.8	14.1	14.1	120.0	7.4	46.3	46.3	19.8	58.7	120.0
Actuated g/C Ratio	0.20	0.20	0.20	0.12	0.12	1.00	0.06	0.39	0.39	0.17	0.49	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	319	656	309	207	415	1553	109	1365	589	566	1731	1562
v/s Ratio Prot	0.16	c0.16		0.02	c0.06		0.03	0.15		c0.13	c0.18	
v/s Ratio Perm			0.01			0.21			0.01			0.29
v/c Ratio	0.79	0.80	0.03	0.21	0.47	0.21	0.54	0.38	0.03	0.78	0.36	0.29
Uniform Delay, d1	45.8	45.9	38.8	47.9	49.5	0.0	54.7	26.5	22.9	48.0	19.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.63	0.81	1.00
Incremental Delay, d2	12.3	6.9	0.0	0.2	0.3	0.3	2.9	0.8	0.1	5.7	0.5	0.4
Delay (s)	58.1	52.7	38.8	48.1	49.8	0.3	57.6	27.3	22.9	35.9	16.0	0.4
Level of Service	E	D	D	D	D	A	E	C	C	D	B	A
Approach Delay (s)		53.7			21.2			29.9			17.2	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			28.6			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			71.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	7	53	88	3	86	60	1185	206	164	1300	65
Future Volume (vph)	42	7	53	88	3	86	60	1185	206	164	1300	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1761	1616		1770	1863	1562	1770	5085	1561	1770	5085	1518
Flt Permitted	0.76	1.00		0.66	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1401	1616		1230	1863	1562	1770	5085	1561	1770	5085	1518
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	48	8	60	100	3	98	68	1347	234	186	1477	74
RTOR Reduction (vph)	0	57	0	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	48	11	0	100	3	98	68	1347	234	186	1477	45
Confl. Peds. (#/hr)	6					6			4			6
Confl. Bikes (#/hr)									4			4
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	21.9	5.3		24.1	6.4	120.0	8.0	60.1	120.0	18.8	70.9	70.9
Effective Green, g (s)	21.9	6.1		24.1	7.2	120.0	8.0	61.4	120.0	18.8	72.2	72.2
Actuated g/C Ratio	0.18	0.05		0.20	0.06	1.00	0.07	0.51	1.00	0.16	0.60	0.60
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	305	82		326	111	1562	118	2601	1561	277	3059	913
v/s Ratio Prot	0.02	0.01		c0.05	0.00		0.04	c0.26		c0.11	0.29	
v/s Ratio Perm	0.01			c0.02		0.06			c0.15			0.03
v/c Ratio	0.16	0.13		0.31	0.03	0.06	0.58	0.52	0.15	0.67	0.48	0.05
Uniform Delay, d1	41.5	54.4		41.2	53.1	0.0	54.4	19.5	0.0	47.7	13.4	9.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.79	1.00	0.75	0.25	0.18
Incremental Delay, d2	0.2	0.3		0.5	0.0	0.1	3.9	0.7	0.2	6.0	0.5	0.1
Delay (s)	41.7	54.7		41.8	53.1	0.1	58.1	16.2	0.2	41.8	3.8	1.9
Level of Service	D	D		D	D	A	E	B	A	D	A	A
Approach Delay (s)		49.3			21.6			15.6			7.8	
Approach LOS		D			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		13.3										B
HCM 2000 Volume to Capacity ratio		0.50										
Actuated Cycle Length (s)		120.0										16.0
Intersection Capacity Utilization		56.3%										B
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1	26	5	0	14	22	1256	8	21	1444	105
Future Volume (vph)	73	1	26	5	0	14	22	1256	8	21	1444	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.94
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1770	1583		1770	1556	1770	5079		1770	5085	1494
Flt Permitted		0.73	1.00		0.64	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1348	1583		1201	1556	1770	5079		1770	5085	1494
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	78	1	28	5	0	15	24	1351	9	23	1553	113
RTOR Reduction (vph)	0	0	25	0	0	14	0	0	0	0	0	16
Lane Group Flow (vph)	0	79	3	0	5	1	24	1360	0	23	1553	97
Confl. Peds. (#/hr)	3					3			8			14
Confl. Bikes (#/hr)						1			1			1
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		10.8	10.8		10.8	10.8	4.3	91.1		4.2	91.0	91.0
Effective Green, g (s)		11.4	11.4		11.4	11.4	4.3	92.4		4.2	92.3	92.3
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.04	0.77		0.04	0.77	0.77
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		128	150		114	147	63	3910		61	3911	1149
v/s Ratio Prot							c0.01	0.27		0.01	c0.31	
v/s Ratio Perm		c0.06	0.00		0.00	0.00						0.06
v/c Ratio		0.62	0.02		0.04	0.01	0.38	0.35		0.38	0.40	0.08
Uniform Delay, d1		52.2	49.2		49.3	49.2	56.5	4.3		56.6	4.6	3.4
Progression Factor		1.00	1.00		1.00	1.00	1.13	0.07		1.27	0.16	0.00
Incremental Delay, d2		8.6	0.0		0.2	0.0	1.3	0.2		1.3	0.3	0.1
Delay (s)		60.8	49.3		49.5	49.2	65.0	0.5		73.1	1.0	0.1
Level of Service		E	D		D	D	E	A		E	A	A
Approach Delay (s)		57.8			49.3			1.7			1.9	
Approach LOS		E			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		4.0										
HCM 2000 Volume to Capacity ratio		0.42										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		48.9%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	234	352	300	207	75	287	725	334	49	937	88
Future Volume (vph)	107	234	352	300	207	75	287	725	334	49	937	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1563	3433	5085	1562	3433	5085	1562
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1563	3433	5085	1562	3433	5085	1562
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	116	254	383	326	225	82	312	788	363	53	1018	96
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	55
Lane Group Flow (vph)	116	254	383	326	225	82	312	788	363	53	1018	41
Confl. Peds. (#/hr)						2			5			1
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	8.4	16.6	120.0	15.1	23.3	120.0	19.8	64.7	120.0	5.4	49.9	49.9
Effective Green, g (s)	8.4	17.5	120.0	15.1	24.2	120.0	19.8	66.0	120.0	5.4	51.6	51.6
Actuated g/C Ratio	0.07	0.15	1.00	0.13	0.20	1.00	0.17	0.55	1.00	0.05	0.43	0.43
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	240	516	1583	431	713	1563	566	2796	1562	154	2186	671
v/s Ratio Prot	0.03	c0.07		c0.09	0.06		c0.09	0.15		0.02	c0.20	
v/s Ratio Perm			0.24			0.05			0.23			0.03
v/c Ratio	0.48	0.49	0.24	0.76	0.32	0.05	0.55	0.28	0.23	0.34	0.47	0.06
Uniform Delay, d1	53.7	47.2	0.0	50.7	40.8	0.0	46.0	14.4	0.0	55.6	24.4	20.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.71	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.7	0.4	6.6	0.3	0.1	0.6	0.2	0.3	0.5	0.7	0.2
Delay (s)	54.3	47.9	0.4	57.3	41.1	0.1	31.7	10.5	0.3	56.1	25.1	20.2
Level of Service	D	D	A	E	D	A	C	B	A	E	C	C
Approach Delay (s)		24.7			44.1			12.5			26.1	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			60.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Appendix C – Existing plus Project Conditions Level of Service Worksheets

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	347	147	32	36	276	343	44	376	39	221	421	748
Future Volume (vph)	347	147	32	36	276	343	44	376	39	221	421	748
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3301	1583	1770	3539	1559	1770	3539	1547	3433	3539	1561
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3301	1583	1770	3539	1559	1770	3539	1547	3433	3539	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	377	160	35	39	300	373	48	409	42	240	458	813
RTOR Reduction (vph)	0	0	29	0	0	0	0	0	23	0	0	0
Lane Group Flow (vph)	188	349	6	39	300	373	48	409	19	240	458	813
Confl. Peds. (#/hr)						11			4			7
Confl. Bikes (#/hr)									9			1
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	19.0	19.0	19.0	15.8	15.8	120.0	5.6	53.4	53.4	12.7	60.5	120.0
Effective Green, g (s)	19.9	19.9	19.9	16.7	16.7	120.0	5.6	54.7	54.7	12.7	61.8	120.0
Actuated g/C Ratio	0.17	0.17	0.17	0.14	0.14	1.00	0.05	0.46	0.46	0.11	0.51	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	266	547	262	246	492	1559	82	1613	705	363	1822	1561
v/s Ratio Prot	c0.12	0.11		0.02	0.08		0.03	0.12		0.07	0.13	
v/s Ratio Perm			0.00			0.24			0.01			c0.52
v/c Ratio	0.71	0.64	0.02	0.16	0.61	0.24	0.59	0.25	0.03	0.66	0.25	0.52
Uniform Delay, d1	47.3	46.7	41.9	45.5	48.6	0.0	56.1	20.1	18.0	51.6	16.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.98	1.00
Incremental Delay, d2	7.7	2.1	0.0	0.1	1.5	0.4	6.7	0.4	0.1	3.4	0.3	1.2
Delay (s)	55.0	48.8	41.9	45.6	50.1	0.4	62.8	20.5	18.1	50.1	16.2	1.2
Level of Service	D	D	D	D	D	A	E	C	B	D	B	A
Approach Delay (s)		50.4			23.8			24.3			13.5	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			23.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			59.3%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	2	68	34	3	74	34	1060	32	52	1253	57
Future Volume (vph)	78	2	68	34	3	74	34	1060	32	52	1253	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1557		1762	1863	1583	1770	5085	1564	1770	5085	1524
Flt Permitted	0.76	1.00		0.63	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1408	1557		1177	1863	1583	1770	5085	1564	1770	5085	1524
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	83	2	72	36	3	79	36	1128	34	55	1333	61
RTOR Reduction (vph)	0	65	0	0	0	0	0	0	0	0	0	20
Lane Group Flow (vph)	83	9	0	36	3	79	36	1128	34	55	1333	41
Confl. Peds. (#/hr)			7	7					1			5
Confl. Bikes (#/hr)			1						1			4
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	20.8	10.3		13.0	6.4	120.0	4.9	77.0	120.0	8.0	80.1	80.1
Effective Green, g (s)	20.8	11.1		13.0	7.2	120.0	4.9	78.3	120.0	8.0	81.4	81.4
Actuated g/C Ratio	0.17	0.09		0.11	0.06	1.00	0.04	0.65	1.00	0.07	0.68	0.68
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	275	144		159	111	1583	72	3317	1564	118	3449	1033
v/s Ratio Prot	c0.03	0.01		0.01	0.00		0.02	0.22		c0.03	c0.26	
v/s Ratio Perm	c0.03			0.01		0.05			0.02			0.03
v/c Ratio	0.30	0.06		0.23	0.03	0.05	0.50	0.34	0.02	0.47	0.39	0.04
Uniform Delay, d1	43.6	49.7		49.7	53.1	0.0	56.4	9.3	0.0	53.9	8.4	6.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.03	0.63	1.00	1.00	0.89	2.00
Incremental Delay, d2	0.5	0.1		0.7	0.0	0.1	1.9	0.3	0.0	2.7	0.3	0.1
Delay (s)	44.0	49.8		50.4	53.1	0.1	59.9	6.1	0.0	56.8	7.8	12.8
Level of Service	D	D		D	D	A	E	A	A	E	A	B
Approach Delay (s)		46.7			16.8			7.5			9.8	
Approach LOS		D			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		11.2				HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio		0.39										
Actuated Cycle Length (s)		120.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		52.6%				ICU Level of Service		A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1	33	3	0	40	15	1172	2	23	1471	117
Future Volume (vph)	171	1	33	3	0	40	15	1172	2	23	1471	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.99	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1770	1583		1770	1560	1770	5084		1770	5085	1534
Flt Permitted		0.73	1.00		0.45	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1349	1583		846	1560	1770	5084		1770	5085	1534
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	184	1	35	3	0	43	16	1260	2	25	1582	126
RTOR Reduction (vph)	0	0	28	0	0	34	0	0	0	0	0	25
Lane Group Flow (vph)	0	185	7	0	3	9	16	1262	0	25	1582	101
Confl. Peds. (#/hr)	3					3			3			4
Confl. Bikes (#/hr)									1			2
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		23.4	23.4		23.4	23.4	2.7	78.4		4.3	80.0	80.0
Effective Green, g (s)		24.0	24.0		24.0	24.0	2.7	79.7		4.3	81.3	81.3
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.02	0.66		0.04	0.68	0.68
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		269	316		169	312	39	3376		63	3445	1039
v/s Ratio Prot							0.01	0.25		c0.01	c0.31	
v/s Ratio Perm		c0.14	0.00		0.00	0.01						0.07
v/c Ratio		0.69	0.02		0.02	0.03	0.41	0.37		0.40	0.46	0.10
Uniform Delay, d1		44.5	38.6		38.5	38.6	57.9	9.0		56.6	9.1	6.7
Progression Factor		1.00	1.00		1.00	1.00	1.37	0.31		1.27	0.27	0.02
Incremental Delay, d2		7.1	0.0		0.0	0.0	2.5	0.3		1.3	0.4	0.2
Delay (s)		51.6	38.6		38.6	38.6	81.6	3.1		73.2	2.8	0.3
Level of Service		D	D		D	D	F	A		E	A	A
Approach Delay (s)		49.6			38.6			4.1			3.6	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		7.4										
HCM 2000 Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		51.3%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	403	396	305	423	45	319	758	308	72	946	94
Future Volume (vph)	120	403	396	305	423	45	319	758	308	72	946	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1563	3433	3539	1562	3433	5085	1583	3433	5085	1544
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1563	3433	3539	1562	3433	5085	1583	3433	5085	1544
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	140	469	460	355	492	52	371	881	358	84	1100	109
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	23
Lane Group Flow (vph)	140	469	460	355	492	52	371	881	358	84	1100	86
Confl. Peds. (#/hr)			2			6						2
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	9.0	22.1	120.0	16.4	29.5	120.0	14.8	57.1	120.0	6.2	48.1	48.1
Effective Green, g (s)	9.0	23.0	120.0	16.4	30.4	120.0	14.8	58.4	120.0	6.2	49.8	49.8
Actuated g/C Ratio	0.08	0.19	1.00	0.14	0.25	1.00	0.12	0.49	1.00	0.05	0.41	0.41
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	257	678	1563	469	896	1562	423	2474	1583	177	2110	640
v/s Ratio Prot	0.04	c0.13		c0.10	0.14		c0.11	0.17		0.02	c0.22	
v/s Ratio Perm			0.29			0.03			0.23			0.06
v/c Ratio	0.54	0.69	0.29	0.76	0.55	0.03	0.88	0.36	0.23	0.47	0.52	0.13
Uniform Delay, d1	53.5	45.2	0.0	49.9	38.9	0.0	51.7	19.1	0.0	55.3	26.2	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.59	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	3.1	0.5	6.1	0.7	0.0	17.0	0.4	0.3	0.7	0.9	0.4
Delay (s)	54.8	48.3	0.5	56.0	39.5	0.0	57.1	11.6	0.3	56.0	27.1	22.2
Level of Service	D	D	A	E	D	A	E	B	A	E	C	C
Approach Delay (s)		28.6			43.8			19.6			28.6	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			28.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			66.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: Project Access & S Valley Trails Dr

Timing Plan: AM PEAK

10/17/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	119	0	8	86	0	16
Future Volume (Veh/h)	119	0	8	86	0	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	132	0	9	96	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				279		
pX, platoon unblocked						
vC, conflicting volume			132		246	132
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			132		246	132
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	98
cM capacity (veh/h)			1453		738	917
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	132	105	18			
Volume Left	0	9	0			
Volume Right	0	0	18			
cSH	1700	1453	917			
Volume to Capacity	0.08	0.01	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.7	9.0			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.7	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			21.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	493	259	38	41	187	308	56	491	38	419	594	430
Future Volume (vph)	493	259	38	41	187	308	56	491	38	419	594	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3309	1563	1770	3539	1553	1770	3539	1529	3433	3539	1562
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3309	1563	1770	3539	1553	1770	3539	1529	3433	3539	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	519	273	40	43	197	324	59	517	40	441	625	453
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	25	0	0	0
Lane Group Flow (vph)	259	533	8	43	197	324	59	517	15	441	625	453
Confl. Peds. (#/hr)						25			14			4
Confl. Bikes (#/hr)			1									
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.0	23.0	23.0	13.2	13.2	120.0	7.4	44.9	44.9	19.8	57.3	120.0
Effective Green, g (s)	23.9	23.9	23.9	14.1	14.1	120.0	7.4	46.2	46.2	19.8	58.6	120.0
Actuated g/C Ratio	0.20	0.20	0.20	0.12	0.12	1.00	0.06	0.39	0.39	0.17	0.49	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	320	659	311	207	415	1553	109	1362	588	566	1728	1562
v/s Ratio Prot	0.16	c0.16		0.02	c0.06		0.03	0.15		c0.13	c0.18	
v/s Ratio Perm			0.01			0.21			0.01			0.29
v/c Ratio	0.81	0.81	0.03	0.21	0.47	0.21	0.54	0.38	0.03	0.78	0.36	0.29
Uniform Delay, d1	45.9	45.9	38.7	47.9	49.5	0.0	54.7	26.6	22.9	48.0	19.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.79	1.00
Incremental Delay, d2	13.6	7.0	0.0	0.2	0.3	0.3	2.9	0.8	0.1	5.7	0.5	0.4
Delay (s)	59.5	52.9	38.7	48.1	49.8	0.3	57.6	27.4	23.0	36.2	15.7	0.4
Level of Service	E	D	D	D	D	A	E	C	C	D	B	A
Approach Delay (s)		54.3			21.2			30.0			17.1	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			28.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			72.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	7	59	88	3	86	73	1185	206	164	1300	76
Future Volume (vph)	47	7	59	88	3	86	73	1185	206	164	1300	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1761	1613		1770	1863	1562	1770	5085	1561	1770	5085	1518
Flt Permitted	0.76	1.00		0.62	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1401	1613		1164	1863	1562	1770	5085	1561	1770	5085	1518
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	53	8	67	100	3	98	83	1347	234	186	1477	86
RTOR Reduction (vph)	0	64	0	0	0	0	0	0	0	0	0	35
Lane Group Flow (vph)	53	11	0	100	3	98	83	1347	234	186	1477	51
Confl. Peds. (#/hr)	6					6			4			6
Confl. Bikes (#/hr)									4			4
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	22.0	5.4		24.0	6.4	120.0	8.8	60.1	120.0	18.8	70.1	70.1
Effective Green, g (s)	22.0	6.2		24.0	7.2	120.0	8.8	61.4	120.0	18.8	71.4	71.4
Actuated g/C Ratio	0.18	0.05		0.20	0.06	1.00	0.07	0.51	1.00	0.16	0.60	0.60
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	306	83		321	111	1562	129	2601	1561	277	3025	903
v/s Ratio Prot	0.02	0.01		c0.05	0.00		c0.05	c0.26		c0.11	0.29	
v/s Ratio Perm	0.01			c0.02		0.06			c0.15			0.03
v/c Ratio	0.17	0.14		0.31	0.03	0.06	0.64	0.52	0.15	0.67	0.49	0.06
Uniform Delay, d1	41.6	54.3		41.6	53.1	0.0	54.1	19.5	0.0	47.7	13.9	10.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.79	1.00	0.75	0.26	0.18
Incremental Delay, d2	0.2	0.3		0.6	0.0	0.1	7.5	0.7	0.2	6.0	0.5	0.1
Delay (s)	41.8	54.6		42.1	53.1	0.1	61.7	16.0	0.2	41.7	4.2	1.9
Level of Service	D	D		D	D	A	E	B	A	D	A	A
Approach Delay (s)		49.3			21.8			16.1			8.1	
Approach LOS		D			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		13.8				HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio		0.50										
Actuated Cycle Length (s)		120.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		56.3%				ICU Level of Service		B				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1	26	5	0	14	22	1261	8	21	1455	105
Future Volume (vph)	73	1	26	5	0	14	22	1261	8	21	1455	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	1.00		1.00	0.98	1.00	1.00		1.00	1.00	0.94
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1770	1583		1770	1556	1770	5079		1770	5085	1494
Flt Permitted		0.73	1.00		0.64	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1348	1583		1201	1556	1770	5079		1770	5085	1494
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	78	1	28	5	0	15	24	1356	9	23	1565	113
RTOR Reduction (vph)	0	0	25	0	0	14	0	0	0	0	0	16
Lane Group Flow (vph)	0	79	3	0	5	1	24	1365	0	23	1565	97
Confl. Peds. (#/hr)	3					3			8			14
Confl. Bikes (#/hr)						1			1			1
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		10.8	10.8		10.8	10.8	4.3	91.1		4.2	91.0	91.0
Effective Green, g (s)		11.4	11.4		11.4	11.4	4.3	92.4		4.2	92.3	92.3
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.04	0.77		0.04	0.77	0.77
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		128	150		114	147	63	3910		61	3911	1149
v/s Ratio Prot							c0.01	0.27		0.01	c0.31	
v/s Ratio Perm		c0.06	0.00		0.00	0.00						0.06
v/c Ratio		0.62	0.02		0.04	0.01	0.38	0.35		0.38	0.40	0.08
Uniform Delay, d1		52.2	49.2		49.3	49.2	56.5	4.3		56.6	4.6	3.4
Progression Factor		1.00	1.00		1.00	1.00	1.13	0.08		1.27	0.16	0.00
Incremental Delay, d2		8.6	0.0		0.2	0.0	1.3	0.2		1.3	0.3	0.1
Delay (s)		60.8	49.3		49.5	49.2	64.9	0.6		73.0	1.0	0.1
Level of Service		E	D		D	D	E	A		E	A	A
Approach Delay (s)		57.8			49.3			1.7			1.9	
Approach LOS		E			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			4.0									A
HCM 2000 Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			120.0									12.0
Intersection Capacity Utilization			49.1%									A
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	234	352	300	207	75	287	730	334	49	948	88
Future Volume (vph)	107	234	352	300	207	75	287	730	334	49	948	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1563	3433	5085	1562	3433	5085	1562
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1563	3433	5085	1562	3433	5085	1562
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	116	254	383	326	225	82	312	793	363	53	1030	96
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	55
Lane Group Flow (vph)	116	254	383	326	225	82	312	793	363	53	1030	41
Confl. Peds. (#/hr)						2			5			1
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	8.4	16.6	120.0	15.1	23.3	120.0	19.8	64.7	120.0	5.4	49.9	49.9
Effective Green, g (s)	8.4	17.5	120.0	15.1	24.2	120.0	19.8	66.0	120.0	5.4	51.6	51.6
Actuated g/C Ratio	0.07	0.15	1.00	0.13	0.20	1.00	0.17	0.55	1.00	0.05	0.43	0.43
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	240	516	1583	431	713	1563	566	2796	1562	154	2186	671
v/s Ratio Prot	0.03	c0.07		c0.09	0.06		c0.09	0.16		0.02	c0.20	
v/s Ratio Perm			0.24			0.05			0.23			0.03
v/c Ratio	0.48	0.49	0.24	0.76	0.32	0.05	0.55	0.28	0.23	0.34	0.47	0.06
Uniform Delay, d1	53.7	47.2	0.0	50.7	40.8	0.0	46.0	14.4	0.0	55.6	24.4	20.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.72	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.7	0.4	6.6	0.3	0.1	0.6	0.2	0.3	0.5	0.7	0.2
Delay (s)	54.3	47.9	0.4	57.3	41.1	0.1	32.0	10.5	0.3	56.1	25.2	20.2
Level of Service	D	D	A	E	D	A	C	B	A	E	C	C
Approach Delay (s)		24.7			44.1			12.6			26.2	
Approach LOS		C			D			B			C	
Intersection Summary												
HCM 2000 Control Delay			23.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			60.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: Project Access & S Valley Trails Dr

Timing Plan: PM PEAK

10/17/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	102	0	24	128	0	6
Future Volume (Veh/h)	102	0	24	128	0	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	113	0	27	142	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				289		
pX, platoon unblocked						
vC, conflicting volume				113	309	113
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				113	309	113
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				98	100	99
cM capacity (veh/h)				1476	671	940
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	113	169	7			
Volume Left	0	27	0			
Volume Right	0	0	7			
cSH	1700	1476	940			
Volume to Capacity	0.07	0.02	0.01			
Queue Length 95th (ft)	0	1	1			
Control Delay (s)	0.0	1.3	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.3	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			24.7%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix D – Approved Conditions Level of Service Worksheets

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	520	130	40	30	300	610	40	790	50	250	470	720
Future Volume (vph)	520	130	40	30	300	610	40	790	50	250	470	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3281	1555	1770	3539	1562	1770	3539	1541	3433	3539	1562
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3281	1555	1770	3539	1562	1770	3539	1541	3433	3539	1562
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	571	143	44	33	330	670	44	868	55	275	516	791
RTOR Reduction (vph)	0	0	35	0	0	0	0	0	33	0	0	0
Lane Group Flow (vph)	285	429	9	33	330	670	44	868	22	275	516	791
Confl. Peds. (#/hr)			4			4			6			3
Confl. Bikes (#/hr)									9			2
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.9	23.9	23.9	16.6	16.6	120.0	5.6	46.6	46.6	13.8	54.8	120.0
Effective Green, g (s)	24.8	24.8	24.8	17.5	17.5	120.0	5.6	47.9	47.9	13.8	56.1	120.0
Actuated g/C Ratio	0.21	0.21	0.21	0.15	0.15	1.00	0.05	0.40	0.40	0.12	0.47	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	332	678	321	258	516	1562	82	1412	615	394	1654	1562
v/s Ratio Prot	c0.18	0.13		0.02	c0.09		0.02	c0.25		c0.08	0.15	
v/s Ratio Perm			0.01			0.43			0.01			0.51
v/c Ratio	0.86	0.63	0.03	0.13	0.64	0.43	0.54	0.61	0.04	0.70	0.31	0.51
Uniform Delay, d1	45.9	43.4	38.0	44.6	48.3	0.0	55.9	28.7	22.0	51.1	19.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.97	1.00
Incremental Delay, d2	19.0	1.7	0.0	0.1	1.9	0.9	3.4	2.0	0.1	4.0	0.5	1.1
Delay (s)	64.9	45.1	38.0	44.7	50.2	0.9	59.3	30.7	22.1	40.8	19.8	1.1
Level of Service	E	D	D	D	D	A	E	C	C	D	B	A
Approach Delay (s)		52.2			18.0			31.5			14.1	
Approach LOS		D			B			C			B	
Intersection Summary												
HCM 2000 Control Delay			25.6			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			67.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	10	60	50	10	50	80	1900	30	40	1320	110
Future Volume (vph)	120	10	60	50	10	50	80	1900	30	40	1320	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1589		1765	1863	1562	1770	5085	1561	1770	5085	1529
Flt Permitted	0.75	1.00		0.64	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1394	1589		1185	1863	1562	1770	5085	1561	1770	5085	1529
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	129	11	65	54	11	54	86	2043	32	43	1419	118
RTOR Reduction (vph)	0	58	0	0	0	0	0	0	0	0	0	34
Lane Group Flow (vph)	129	18	0	54	11	54	86	2043	32	43	1419	84
Confl. Peds. (#/hr)	3		4	4		3			4			3
Confl. Bikes (#/hr)			4			2			4			8
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	23.6	11.4		16.0	7.6	120.0	9.0	74.9	120.0	7.2	73.1	73.1
Effective Green, g (s)	23.6	12.2		16.0	8.4	120.0	9.0	76.2	120.0	7.2	74.4	74.4
Actuated g/C Ratio	0.20	0.10		0.13	0.07	1.00	0.08	0.64	1.00	0.06	0.62	0.62
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	311	161		198	130	1562	132	3228	1561	106	3152	947
v/s Ratio Prot	c0.04	0.01		0.02	0.01		c0.05	c0.40		0.02	0.28	
v/s Ratio Perm	c0.04			0.02		c0.03			0.02			0.06
v/c Ratio	0.41	0.11		0.27	0.08	0.03	0.65	0.63	0.02	0.41	0.45	0.09
Uniform Delay, d1	42.7	49.0		47.7	52.2	0.0	54.0	13.4	0.0	54.3	12.0	9.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.22	0.57	1.00	1.04	0.64	0.70
Incremental Delay, d2	0.7	0.1		0.7	0.1	0.0	7.1	0.8	0.0	2.3	0.4	0.2
Delay (s)	43.3	49.1		48.4	52.3	0.0	73.0	8.4	0.0	58.7	8.2	6.6
Level of Service	D	D		D	D	A	E	A	A	E	A	A
Approach Delay (s)		45.5			26.8			10.9			9.4	
Approach LOS		D			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		12.5				HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		120.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		65.9%				ICU Level of Service		C				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	10	40	10	0	40	20	2040	10	30	1400	140
Future Volume (vph)	220	10	40	10	0	40	20	2040	10	30	1400	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1767	1558		1768	1550	1770	5081		1770	5085	1510
Flt Permitted		0.73	1.00		0.37	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1347	1558		697	1550	1770	5081		1770	5085	1510
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	11	43	11	0	43	22	2217	11	33	1522	152
RTOR Reduction (vph)	0	0	33	0	0	33	0	0	0	0	0	36
Lane Group Flow (vph)	0	250	10	0	11	10	22	2228	0	33	1522	116
Confl. Peds. (#/hr)	7		2	2		7			3			7
Confl. Bikes (#/hr)			2			3			9			15
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		27.8	27.8		27.8	27.8	4.2	73.5		4.8	74.1	74.1
Effective Green, g (s)		28.4	28.4		28.4	28.4	4.2	74.8		4.8	75.4	75.4
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.04	0.62		0.04	0.63	0.63
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		318	368		164	366	61	3167		70	3195	948
v/s Ratio Prot							0.01	c0.44		c0.02	0.30	
v/s Ratio Perm		c0.19	0.01		0.02	0.01						0.08
v/c Ratio		0.79	0.03		0.07	0.03	0.36	0.70		0.47	0.48	0.12
Uniform Delay, d1		43.0	35.2		35.5	35.2	56.6	15.2		56.4	11.8	9.0
Progression Factor		1.00	1.00		1.00	1.00	1.38	0.39		1.34	0.28	0.01
Incremental Delay, d2		12.1	0.0		0.2	0.0	1.1	1.1		1.6	0.5	0.2
Delay (s)		55.0	35.2		35.7	35.2	79.1	7.0		77.3	3.8	0.3
Level of Service		E	D		D	D	E	A		E	A	A
Approach Delay (s)		52.1			35.3			7.7			4.9	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.9										
HCM 2000 Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		73.5%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	400	430	360	370	50	340	1420	540	120	780	80
Future Volume (vph)	170	400	430	360	370	50	340	1420	540	120	780	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1561	3433	3539	1554	3433	5085	1559	3433	5085	1545
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1561	3433	3539	1554	3433	5085	1559	3433	5085	1545
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	200	471	506	424	435	59	400	1671	635	141	918	94
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	24
Lane Group Flow (vph)	200	471	506	424	435	59	400	1671	635	141	918	70
Confl. Peds. (#/hr)			5			19			3			
Confl. Bikes (#/hr)			3			3			10			5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	10.2	22.2	120.0	19.5	31.5	120.0	14.0	51.8	120.0	8.3	45.7	45.7
Effective Green, g (s)	10.2	23.1	120.0	19.5	32.4	120.0	14.0	53.1	120.0	8.3	47.4	47.4
Actuated g/C Ratio	0.08	0.19	1.00	0.16	0.27	1.00	0.12	0.44	1.00	0.07	0.39	0.39
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	291	681	1561	557	955	1554	400	2250	1559	237	2008	610
v/s Ratio Prot	0.06	c0.13		c0.12	0.12		c0.12	c0.33		0.04	0.18	
v/s Ratio Perm			0.32			0.04			c0.41			0.05
v/c Ratio	0.69	0.69	0.32	0.76	0.46	0.04	1.00	0.74	0.41	0.59	0.46	0.11
Uniform Delay, d1	53.4	45.1	0.0	48.0	36.5	0.0	53.0	27.8	0.0	54.2	26.8	23.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.61	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.3	3.0	0.6	5.5	0.3	0.0	40.0	1.8	0.6	2.7	0.8	0.4
Delay (s)	58.6	48.2	0.6	53.5	36.8	0.0	80.6	18.9	0.6	56.9	27.6	23.4
Level of Service	E	D	A	D	D	A	F	B	A	E	C	C
Approach Delay (s)		29.5			42.2			23.7			30.8	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.1									
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			69.8%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	320	70	60	170	470	80	550	60	620	800	530
Future Volume (vph)	460	320	70	60	170	470	80	550	60	620	800	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3325	1559	1770	3539	1559	1770	3539	1529	3433	3539	1562
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3325	1559	1770	3539	1559	1770	3539	1529	3433	3539	1562
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	489	340	74	64	181	500	85	585	64	660	851	564
RTOR Reduction (vph)	0	0	59	0	0	0	0	0	43	0	0	0
Lane Group Flow (vph)	269	560	15	64	181	500	85	585	21	660	851	564
Confl. Peds. (#/hr)						10			11			5
Confl. Bikes (#/hr)			3			1			7			
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.5	23.5	23.5	12.8	12.8	120.0	8.5	38.2	38.2	26.4	56.1	120.0
Effective Green, g (s)	24.4	24.4	24.4	13.7	13.7	120.0	8.5	39.5	39.5	26.4	57.4	120.0
Actuated g/C Ratio	0.20	0.20	0.20	0.11	0.11	1.00	0.07	0.33	0.33	0.22	0.48	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	327	676	316	202	404	1559	125	1164	503	755	1692	1562
v/s Ratio Prot	0.17	c0.17		0.04	0.05		0.05	0.17		c0.19	c0.24	
v/s Ratio Perm			0.01			0.32			0.01			c0.36
v/c Ratio	0.82	0.83	0.05	0.32	0.45	0.32	0.68	0.50	0.04	0.87	0.50	0.36
Uniform Delay, d1	45.7	45.8	38.5	48.8	49.6	0.0	54.4	32.4	27.4	45.2	21.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.60	1.00
Incremental Delay, d2	15.0	8.1	0.0	0.3	0.3	0.5	11.5	1.6	0.2	9.2	0.9	0.5
Delay (s)	60.7	53.9	38.5	49.2	49.9	0.5	65.9	33.9	27.5	49.9	13.7	0.5
Level of Service	E	D	D	D	D	A	E	C	C	D	B	A
Approach Delay (s)		54.7			16.7			37.1			21.7	
Approach LOS		D			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			30.1			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			73.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	10	90	80	10	80	100	1240	210	260	1770	120
Future Volume (vph)	90	10	90	80	10	80	100	1240	210	260	1770	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1612		1770	1863	1563	1770	5085	1558	1770	5085	1520
Flt Permitted	0.75	1.00		0.53	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1394	1612		980	1863	1563	1770	5085	1558	1770	5085	1520
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	95	11	95	84	11	84	105	1305	221	274	1863	126
RTOR Reduction (vph)	0	89	0	0	0	0	0	0	0	0	0	36
Lane Group Flow (vph)	95	17	0	84	11	84	105	1305	221	274	1863	90
Confl. Peds. (#/hr)	3					3			7			6
Confl. Bikes (#/hr)									9			2
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	20.0	7.0		21.2	7.6	120.0	11.6	63.3	120.0	18.0	69.7	69.7
Effective Green, g (s)	20.0	7.8		21.2	8.4	120.0	11.6	64.6	120.0	18.0	71.0	71.0
Actuated g/C Ratio	0.17	0.06		0.18	0.07	1.00	0.10	0.54	1.00	0.15	0.59	0.59
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	272	104		262	130	1563	171	2737	1558	265	3008	899
v/s Ratio Prot	c0.04	0.01		0.04	0.01		c0.06	0.26		c0.15	c0.37	
v/s Ratio Perm	c0.02			0.02		0.05			c0.14			0.06
v/c Ratio	0.35	0.17		0.32	0.08	0.05	0.61	0.48	0.14	1.03	0.62	0.10
Uniform Delay, d1	44.6	53.0		45.2	52.2	0.0	52.1	17.2	0.0	51.0	15.8	10.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.91	0.71	1.00	0.61	0.18	0.12
Incremental Delay, d2	0.6	0.3		0.7	0.1	0.1	4.0	0.5	0.2	57.9	0.8	0.2
Delay (s)	45.2	53.3		45.9	52.3	0.1	51.4	12.7	0.2	88.9	3.6	1.4
Level of Service	D	D		D	D	A	D	B	A	F	A	A
Approach Delay (s)		49.5			24.8			13.5			13.8	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		15.8										
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		62.3%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: PM PEAK

10/17/2023

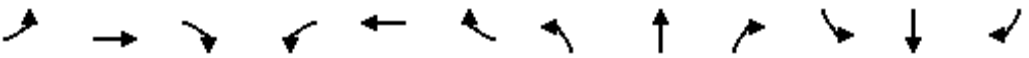
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	0	70	10	10	20	60	1340	10	40	2040	160
Future Volume (vph)	150	0	70	10	10	20	60	1340	10	40	2040	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.99		1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1770	1562		1817	1550	1770	5078		1770	5085	1520
Flt Permitted		0.74	1.00		0.86	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1384	1562		1601	1550	1770	5078		1770	5085	1520
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	0	76	11	11	22	65	1457	11	43	2217	174
RTOR Reduction (vph)	0	0	63	0	0	18	0	0	0	0	0	25
Lane Group Flow (vph)	0	163	13	0	22	4	65	1468	0	43	2217	149
Confl. Peds. (#/hr)									6			7
Confl. Bikes (#/hr)			1			7			7			4
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		19.6	19.6		19.6	19.6	7.2	80.1		6.4	79.3	79.3
Effective Green, g (s)		20.2	20.2		20.2	20.2	7.2	81.4		6.4	80.6	80.6
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.06	0.68		0.05	0.67	0.67
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		232	262		269	260	106	3444		94	3415	1020
v/s Ratio Prot							c0.04	0.29		0.02	c0.44	
v/s Ratio Perm		c0.12	0.01		0.01	0.00						0.10
v/c Ratio		0.70	0.05		0.08	0.01	0.61	0.43		0.46	0.65	0.15
Uniform Delay, d1		47.1	41.8		42.1	41.6	55.0	8.7		55.1	11.5	7.2
Progression Factor		1.00	1.00		1.00	1.00	1.29	0.13		1.33	0.19	0.02
Incremental Delay, d2		9.3	0.1		0.1	0.0	6.7	0.4		0.9	0.7	0.2
Delay (s)		56.3	41.9		42.2	41.6	77.5	1.5		74.5	2.9	0.4
Level of Service		E	D		D	D	E	A		E	A	A
Approach Delay (s)		51.7			41.9			4.7			4.0	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		7.3										
HCM 2000 Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		68.6%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↰↱	↱	↰↱	↰↱	↱	↰↱	↰↱↱	↱	↰↱	↰↱↱	↱
Traffic Volume (vph)	90	220	350	540	320	100	280	890	370	80	1290	70
Future Volume (vph)	90	220	350	540	320	100	280	890	370	80	1290	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1563	3433	3539	1557	3433	5085	1561	3433	5085	1554
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1563	3433	3539	1557	3433	5085	1561	3433	5085	1554
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	237	376	581	344	108	301	957	398	86	1387	75
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	51
Lane Group Flow (vph)	97	237	376	581	344	108	301	957	398	86	1387	24
Confl. Peds. (#/hr)			2			10			5			3
Confl. Bikes (#/hr)						7			2			4
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	7.8	16.2	120.0	28.6	37.0	120.0	19.9	50.6	120.0	6.4	36.7	36.7
Effective Green, g (s)	7.8	17.1	120.0	28.6	37.9	120.0	19.9	51.9	120.0	6.4	38.4	38.4
Actuated g/C Ratio	0.06	0.14	1.00	0.24	0.32	1.00	0.17	0.43	1.00	0.05	0.32	0.32
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	223	504	1563	818	1117	1557	569	2199	1561	183	1627	497
v/s Ratio Prot	0.03	c0.07		c0.17	0.10		c0.09	0.19		0.03	c0.27	
v/s Ratio Perm			0.24			0.07			0.25			0.02
v/c Ratio	0.43	0.47	0.24	0.71	0.31	0.07	0.53	0.44	0.25	0.47	0.85	0.05
Uniform Delay, d1	54.0	47.3	0.0	41.9	31.1	0.0	45.8	23.8	0.0	55.2	38.2	28.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.62	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.7	0.4	2.4	0.2	0.1	0.4	0.6	0.4	0.7	5.9	0.2
Delay (s)	54.5	48.0	0.4	44.3	31.3	0.1	34.2	15.4	0.4	55.8	44.0	28.4
Level of Service	D	D	A	D	C	A	C	B	A	E	D	C
Approach Delay (s)		23.7			35.4			15.2			43.9	
Approach LOS		C			D			B			D	
Intersection Summary												
HCM 2000 Control Delay			29.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			69.0%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

Appendix E – Approved plus Project Conditions Level of Service Worksheets

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	523	130	40	30	300	610	40	791	50	250	473	733
Future Volume (vph)	523	130	40	30	300	610	40	791	50	250	473	733
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3281	1555	1770	3539	1562	1770	3539	1541	3433	3539	1562
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3281	1555	1770	3539	1562	1770	3539	1541	3433	3539	1562
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	575	143	44	33	330	670	44	869	55	275	520	805
RTOR Reduction (vph)	0	0	35	0	0	0	0	0	33	0	0	0
Lane Group Flow (vph)	287	431	9	33	330	670	44	869	22	275	520	805
Confl. Peds. (#/hr)			4			4			6			3
Confl. Bikes (#/hr)									9			2
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.9	23.9	23.9	16.6	16.6	120.0	5.6	46.6	46.6	13.8	54.8	120.0
Effective Green, g (s)	24.8	24.8	24.8	17.5	17.5	120.0	5.6	47.9	47.9	13.8	56.1	120.0
Actuated g/C Ratio	0.21	0.21	0.21	0.15	0.15	1.00	0.05	0.40	0.40	0.12	0.47	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	332	678	321	258	516	1562	82	1412	615	394	1654	1562
v/s Ratio Prot	c0.18	0.13		0.02	c0.09		0.02	c0.25		c0.08	0.15	
v/s Ratio Perm			0.01			0.43			0.01			0.52
v/c Ratio	0.86	0.64	0.03	0.13	0.64	0.43	0.54	0.62	0.04	0.70	0.31	0.52
Uniform Delay, d1	46.0	43.5	38.0	44.6	48.3	0.0	55.9	28.7	22.0	51.1	19.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	0.96	1.00
Incremental Delay, d2	20.0	1.7	0.0	0.1	1.9	0.9	3.4	2.0	0.1	4.0	0.5	1.1
Delay (s)	66.0	45.2	38.0	44.7	50.2	0.9	59.3	30.7	22.1	40.7	19.7	1.1
Level of Service	E	D	D	D	D	A	E	C	C	D	B	A
Approach Delay (s)		52.6			18.0			31.5			14.0	
Approach LOS		D			B			C			B	
Intersection Summary												
HCM 2000 Control Delay			25.6			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			67.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	10	76	50	10	50	84	1900	30	40	1320	114
Future Volume (vph)	133	10	76	50	10	50	84	1900	30	40	1320	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1581		1766	1863	1562	1770	5085	1561	1770	5085	1529
Flt Permitted	0.75	1.00		0.53	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1394	1581		979	1863	1562	1770	5085	1561	1770	5085	1529
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	143	11	82	54	11	54	90	2043	32	43	1419	123
RTOR Reduction (vph)	0	74	0	0	0	0	0	0	0	0	0	35
Lane Group Flow (vph)	143	19	0	54	11	54	90	2043	32	43	1419	88
Confl. Peds. (#/hr)	3		4	4		3			4			3
Confl. Bikes (#/hr)			4			2			4			8
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	24.1	11.6		16.1	7.6	120.0	10.5	74.6	120.0	7.2	71.3	71.3
Effective Green, g (s)	24.1	12.4		16.1	8.4	120.0	10.5	75.9	120.0	7.2	72.6	72.6
Actuated g/C Ratio	0.20	0.10		0.13	0.07	1.00	0.09	0.63	1.00	0.06	0.60	0.60
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	318	163		187	130	1562	154	3216	1561	106	3076	925
v/s Ratio Prot	c0.05	0.01		0.02	0.01		c0.05	c0.40		0.02	0.28	
v/s Ratio Perm	c0.04			0.02		0.03			0.02			0.06
v/c Ratio	0.45	0.12		0.29	0.08	0.03	0.58	0.64	0.02	0.41	0.46	0.09
Uniform Delay, d1	42.7	48.8		48.6	52.2	0.0	52.7	13.5	0.0	54.3	13.0	9.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.21	0.57	1.00	1.04	0.64	0.70
Incremental Delay, d2	0.7	0.1		0.9	0.1	0.0	3.0	0.8	0.0	2.3	0.5	0.2
Delay (s)	43.4	49.0		49.5	52.3	0.0	66.8	8.6	0.0	58.8	8.8	7.1
Level of Service	D	D		D	D	A	E	A	A	E	A	A
Approach Delay (s)		45.6			27.3			10.8			10.0	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		13.0					HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		120.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		66.5%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	10	40	10	0	40	20	2053	10	30	1404	140
Future Volume (vph)	220	10	40	10	0	40	20	2053	10	30	1404	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1767	1558		1768	1550	1770	5081		1770	5085	1510
Flt Permitted		0.73	1.00		0.37	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1347	1558		697	1550	1770	5081		1770	5085	1510
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	11	43	11	0	43	22	2232	11	33	1526	152
RTOR Reduction (vph)	0	0	33	0	0	33	0	0	0	0	0	36
Lane Group Flow (vph)	0	250	10	0	11	10	22	2243	0	33	1526	116
Confl. Peds. (#/hr)	7		2	2		7			3			7
Confl. Bikes (#/hr)			2			3			9			15
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		27.8	27.8		27.8	27.8	4.2	73.5		4.8	74.1	74.1
Effective Green, g (s)		28.4	28.4		28.4	28.4	4.2	74.8		4.8	75.4	75.4
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.04	0.62		0.04	0.63	0.63
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		318	368		164	366	61	3167		70	3195	948
v/s Ratio Prot							0.01	c0.44		c0.02	0.30	
v/s Ratio Perm		c0.19	0.01		0.02	0.01						0.08
v/c Ratio		0.79	0.03		0.07	0.03	0.36	0.71		0.47	0.48	0.12
Uniform Delay, d1		43.0	35.2		35.5	35.2	56.6	15.2		56.4	11.8	9.0
Progression Factor		1.00	1.00		1.00	1.00	1.37	0.39		1.34	0.28	0.01
Incremental Delay, d2		12.1	0.0		0.2	0.0	1.1	1.1		1.6	0.5	0.2
Delay (s)		55.0	35.2		35.7	35.2	78.8	7.0		77.0	3.8	0.3
Level of Service		E	D		D	D	E	A		E	A	A
Approach Delay (s)		52.1			35.3			7.7			4.9	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.9									A
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			120.0									12.0
Intersection Capacity Utilization			73.7%									D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	400	430	360	370	50	340	1433	540	120	784	80
Future Volume (vph)	170	400	430	360	370	50	340	1433	540	120	784	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1561	3433	3539	1554	3433	5085	1559	3433	5085	1545
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1561	3433	3539	1554	3433	5085	1559	3433	5085	1545
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	200	471	506	424	435	59	400	1686	635	141	922	94
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	24
Lane Group Flow (vph)	200	471	506	424	435	59	400	1686	635	141	922	70
Confl. Peds. (#/hr)			5			19			3			
Confl. Bikes (#/hr)			3			3			10			5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	10.2	22.2	120.0	19.5	31.5	120.0	14.0	51.8	120.0	8.3	45.7	45.7
Effective Green, g (s)	10.2	23.1	120.0	19.5	32.4	120.0	14.0	53.1	120.0	8.3	47.4	47.4
Actuated g/C Ratio	0.08	0.19	1.00	0.16	0.27	1.00	0.12	0.44	1.00	0.07	0.39	0.39
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	291	681	1561	557	955	1554	400	2250	1559	237	2008	610
v/s Ratio Prot	0.06	c0.13		c0.12	0.12		c0.12	c0.33		0.04	0.18	
v/s Ratio Perm			0.32			0.04			c0.41			0.05
v/c Ratio	0.69	0.69	0.32	0.76	0.46	0.04	1.00	0.75	0.41	0.59	0.46	0.11
Uniform Delay, d1	53.4	45.1	0.0	48.0	36.5	0.0	53.0	27.9	0.0	54.2	26.8	23.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.62	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.3	3.0	0.6	5.5	0.3	0.0	39.9	1.8	0.6	2.7	0.8	0.4
Delay (s)	58.6	48.2	0.6	53.5	36.8	0.0	80.5	19.0	0.6	56.9	27.6	23.4
Level of Service	E	D	A	D	D	A	F	B	A	E	C	C
Approach Delay (s)		29.5			42.2			23.8			30.8	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.1									
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			69.8%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: Project Access & S Valley Trails Dr

Timing Plan: AM PEAK

10/17/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↘↗	
Traffic Volume (veh/h)	190	0	8	200	0	16
Future Volume (Veh/h)	190	0	8	200	0	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	211	0	9	222	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				253		
pX, platoon unblocked						
vC, conflicting volume			211		451	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			211		451	211
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	98
cM capacity (veh/h)			1360		562	829
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	211	231	18			
Volume Left	0	9	0			
Volume Right	0	0	18			
cSH	1700	1360	829			
Volume to Capacity	0.12	0.01	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.4	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.4	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			27.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	471	320	70	60	170	470	80	552	60	620	801	535
Future Volume (vph)	471	320	70	60	170	470	80	552	60	620	801	535
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3324	1559	1770	3539	1559	1770	3539	1529	3433	3539	1562
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3324	1559	1770	3539	1559	1770	3539	1529	3433	3539	1562
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	501	340	74	64	181	500	85	587	64	660	852	569
RTOR Reduction (vph)	0	0	59	0	0	0	0	0	43	0	0	0
Lane Group Flow (vph)	276	565	15	64	181	500	85	587	21	660	852	569
Confl. Peds. (#/hr)						10			11			5
Confl. Bikes (#/hr)			3			1			7			
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.6	23.6	23.6	12.8	12.8	120.0	8.5	38.1	38.1	26.4	56.0	120.0
Effective Green, g (s)	24.5	24.5	24.5	13.7	13.7	120.0	8.5	39.4	39.4	26.4	57.3	120.0
Actuated g/C Ratio	0.20	0.20	0.20	0.11	0.11	1.00	0.07	0.33	0.33	0.22	0.48	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	328	678	318	202	404	1559	125	1161	502	755	1689	1562
v/s Ratio Prot	c0.17	0.17		0.04	0.05		0.05	0.17		c0.19	c0.24	
v/s Ratio Perm			0.01			0.32			0.01			c0.36
v/c Ratio	0.84	0.83	0.05	0.32	0.45	0.32	0.68	0.51	0.04	0.87	0.50	0.36
Uniform Delay, d1	45.9	45.8	38.4	48.8	49.6	0.0	54.4	32.5	27.4	45.2	21.6	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.59	1.00
Incremental Delay, d2	17.2	8.5	0.0	0.3	0.3	0.5	11.5	1.6	0.2	9.1	0.9	0.6
Delay (s)	63.1	54.3	38.4	49.2	49.9	0.5	65.9	34.0	27.6	50.1	13.5	0.6
Level of Service	E	D	D	D	D	A	E	C	C	D	B	A
Approach Delay (s)		55.7			16.7			37.1			21.6	
Approach LOS		E			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			30.3			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			73.7%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	10	96	80	10	80	113	1240	210	260	1770	131
Future Volume (vph)	95	10	96	80	10	80	113	1240	210	260	1770	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1611		1770	1863	1563	1770	5085	1558	1770	5085	1520
Flt Permitted	0.75	1.00		0.53	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1394	1611		980	1863	1563	1770	5085	1558	1770	5085	1520
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	100	11	101	84	11	84	119	1305	221	274	1863	138
RTOR Reduction (vph)	0	94	0	0	0	0	0	0	0	0	0	37
Lane Group Flow (vph)	100	18	0	84	11	84	119	1305	221	274	1863	101
Confl. Peds. (#/hr)	3					3			7			6
Confl. Bikes (#/hr)									9			2
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	20.3	7.1		21.3	7.6	120.0	12.8	63.1	120.0	18.0	68.3	68.3
Effective Green, g (s)	20.3	7.9		21.3	8.4	120.0	12.8	64.4	120.0	18.0	69.6	69.6
Actuated g/C Ratio	0.17	0.07		0.18	0.07	1.00	0.11	0.54	1.00	0.15	0.58	0.58
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	276	106		264	130	1563	188	2728	1558	265	2949	881
v/s Ratio Prot	c0.04	0.01		0.04	0.01		c0.07	0.26		c0.15	c0.37	
v/s Ratio Perm	c0.02			0.02		0.05			c0.14			0.07
v/c Ratio	0.36	0.17		0.32	0.08	0.05	0.63	0.48	0.14	1.03	0.63	0.11
Uniform Delay, d1	44.4	52.9		45.3	52.2	0.0	51.3	17.3	0.0	51.0	16.7	11.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.91	0.70	1.00	0.60	0.18	0.13
Incremental Delay, d2	0.6	0.3		0.7	0.1	0.1	4.4	0.5	0.2	57.8	0.8	0.2
Delay (s)	45.0	53.2		46.0	52.3	0.1	51.2	12.7	0.2	88.6	3.8	1.6
Level of Service	D	D		D	D	A	D	B	A	F	A	A
Approach Delay (s)		49.3			24.8			13.8			13.9	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		16.0					HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		120.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		63.0%					ICU Level of Service		B			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	0	70	10	10	20	60	1345	10	40	2051	160
Future Volume (vph)	150	0	70	10	10	20	60	1345	10	40	2051	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.99		1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1770	1562		1817	1550	1770	5078		1770	5085	1520
Flt Permitted		0.74	1.00		0.86	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1384	1562		1601	1550	1770	5078		1770	5085	1520
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	0	76	11	11	22	65	1462	11	43	2229	174
RTOR Reduction (vph)	0	0	63	0	0	18	0	0	0	0	0	25
Lane Group Flow (vph)	0	163	13	0	22	4	65	1473	0	43	2229	149
Confl. Peds. (#/hr)									6			7
Confl. Bikes (#/hr)			1			7			7			4
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		19.6	19.6		19.6	19.6	7.2	80.1		6.4	79.3	79.3
Effective Green, g (s)		20.2	20.2		20.2	20.2	7.2	81.4		6.4	80.6	80.6
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.06	0.68		0.05	0.67	0.67
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		232	262		269	260	106	3444		94	3415	1020
v/s Ratio Prot							c0.04	0.29		0.02	c0.44	
v/s Ratio Perm		c0.12	0.01		0.01	0.00						0.10
v/c Ratio		0.70	0.05		0.08	0.01	0.61	0.43		0.46	0.65	0.15
Uniform Delay, d1		47.1	41.8		42.1	41.6	55.0	8.7		55.1	11.5	7.2
Progression Factor		1.00	1.00		1.00	1.00	1.28	0.13		1.32	0.19	0.02
Incremental Delay, d2		9.3	0.1		0.1	0.0	6.7	0.4		0.9	0.7	0.2
Delay (s)		56.3	41.9		42.2	41.6	77.1	1.5		73.6	2.9	0.4
Level of Service		E	D		D	D	E	A		E	A	A
Approach Delay (s)		51.7			41.9			4.7			4.0	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			7.3				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			68.8%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	220	350	540	320	100	280	895	370	80	1301	70
Future Volume (vph)	90	220	350	540	320	100	280	895	370	80	1301	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1563	3433	3539	1557	3433	5085	1561	3433	5085	1554
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1563	3433	3539	1557	3433	5085	1561	3433	5085	1554
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	237	376	581	344	108	301	962	398	86	1399	75
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	51
Lane Group Flow (vph)	97	237	376	581	344	108	301	962	398	86	1399	24
Confl. Peds. (#/hr)			2			10			5			3
Confl. Bikes (#/hr)						7			2			4
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	7.8	16.2	120.0	28.6	37.0	120.0	19.9	50.6	120.0	6.4	36.7	36.7
Effective Green, g (s)	7.8	17.1	120.0	28.6	37.9	120.0	19.9	51.9	120.0	6.4	38.4	38.4
Actuated g/C Ratio	0.06	0.14	1.00	0.24	0.32	1.00	0.17	0.43	1.00	0.05	0.32	0.32
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	223	504	1563	818	1117	1557	569	2199	1561	183	1627	497
v/s Ratio Prot	0.03	c0.07		c0.17	0.10		c0.09	0.19		0.03	c0.28	
v/s Ratio Perm			0.24			0.07			0.25			0.02
v/c Ratio	0.43	0.47	0.24	0.71	0.31	0.07	0.53	0.44	0.25	0.47	0.86	0.05
Uniform Delay, d1	54.0	47.3	0.0	41.9	31.1	0.0	45.8	23.8	0.0	55.2	38.3	28.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.63	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.7	0.4	2.4	0.2	0.1	0.4	0.6	0.4	0.7	6.2	0.2
Delay (s)	54.5	48.0	0.4	44.3	31.3	0.1	34.6	15.7	0.4	55.8	44.5	28.4
Level of Service	D	D	A	D	C	A	C	B	A	E	D	C
Approach Delay (s)		23.7			35.4			15.4			44.3	
Approach LOS		C			D			B			D	
Intersection Summary												
HCM 2000 Control Delay			29.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			69.2%				ICU Level of Service			C		
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

5: Project Access & S Valley Trails Dr

Timing Plan: PM PEAK

10/17/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	190	0	24	230	0	6
Future Volume (Veh/h)	190	0	24	230	0	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	211	0	27	256	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				251		
pX, platoon unblocked						
vC, conflicting volume			211		521	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			211		521	211
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	99
cM capacity (veh/h)			1360		505	829
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	211	283	7			
Volume Left	0	27	0			
Volume Right	0	0	7			
cSH	1700	1360	829			
Volume to Capacity	0.12	0.02	0.01			
Queue Length 95th (ft)	0	2	1			
Control Delay (s)	0.0	0.9	9.4			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.9	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			36.8%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix F – Buildout Conditions Level of Service Worksheets

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	520	150	40	30	300	620	40	650	50	360	500	750
Future Volume (vph)	520	150	40	30	300	620	40	650	50	360	500	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3286	1555	1770	3539	1562	1770	3539	1541	3433	3539	1562
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3286	1555	1770	3539	1562	1770	3539	1541	3433	3539	1562
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	571	165	44	33	330	681	44	714	55	396	549	824
RTOR Reduction (vph)	0	0	35	0	0	0	0	0	35	0	0	0
Lane Group Flow (vph)	285	451	9	33	330	681	44	714	20	396	549	824
Confl. Peds. (#/hr)			4			4			6			3
Confl. Bikes (#/hr)									9			2
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.9	23.9	23.9	16.6	16.6	120.0	5.6	43.2	43.2	17.2	54.8	120.0
Effective Green, g (s)	24.8	24.8	24.8	17.5	17.5	120.0	5.6	44.5	44.5	17.2	56.1	120.0
Actuated g/C Ratio	0.21	0.21	0.21	0.15	0.15	1.00	0.05	0.37	0.37	0.14	0.47	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	332	679	321	258	516	1562	82	1312	571	492	1654	1562
v/s Ratio Prot	c0.18	0.14		0.02	0.09		0.02	0.20		c0.12	0.16	
v/s Ratio Perm			0.01			0.44			0.01			c0.53
v/c Ratio	0.86	0.66	0.03	0.13	0.64	0.44	0.54	0.54	0.04	0.80	0.33	0.53
Uniform Delay, d1	45.9	43.8	38.0	44.6	48.3	0.0	55.9	29.8	24.1	49.8	20.1	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.98	1.00
Incremental Delay, d2	19.0	2.2	0.0	0.1	1.9	0.9	3.4	1.6	0.1	7.9	0.5	1.1
Delay (s)	64.9	46.0	38.0	44.7	50.2	0.9	59.3	31.4	24.2	39.7	20.2	1.1
Level of Service	E	D	D	D	D	A	E	C	C	D	C	A
Approach Delay (s)		52.4			17.9			32.4			15.7	
Approach LOS		D			B			C			B	
Intersection Summary												
HCM 2000 Control Delay			25.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			67.0%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	10	70	50	10	50	90	1710	30	40	1500	130
Future Volume (vph)	130	10	70	50	10	50	90	1710	30	40	1500	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1584		1766	1863	1562	1770	5085	1561	1770	5085	1529
Flt Permitted	0.75	1.00		0.57	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1394	1584		1063	1863	1562	1770	5085	1561	1770	5085	1529
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	140	11	75	54	11	54	97	1839	32	43	1613	140
RTOR Reduction (vph)	0	67	0	0	0	0	0	0	0	0	0	35
Lane Group Flow (vph)	140	19	0	54	11	54	97	1839	32	43	1613	105
Confl. Peds. (#/hr)	3		4	4		3			4			3
Confl. Bikes (#/hr)			4			2			4			8
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	23.9	11.5		16.1	7.6	120.0	11.0	74.7	120.0	7.2	70.9	70.9
Effective Green, g (s)	23.9	12.3		16.1	8.4	120.0	11.0	76.0	120.0	7.2	72.2	72.2
Actuated g/C Ratio	0.20	0.10		0.13	0.07	1.00	0.09	0.63	1.00	0.06	0.60	0.60
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	315	162		192	130	1562	162	3220	1561	106	3059	919
v/s Ratio Prot	c0.05	0.01		0.02	0.01		c0.05	c0.36		0.02	0.32	
v/s Ratio Perm	c0.04			0.02		0.03			0.02			0.07
v/c Ratio	0.44	0.12		0.28	0.08	0.03	0.60	0.57	0.02	0.41	0.53	0.11
Uniform Delay, d1	42.8	48.9		48.2	52.2	0.0	52.4	12.6	0.0	54.3	13.9	10.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.24	0.50	1.00	1.03	0.64	0.75
Incremental Delay, d2	0.7	0.1		0.8	0.1	0.0	3.3	0.6	0.0	2.2	0.6	0.2
Delay (s)	43.5	49.0		49.0	52.3	0.0	68.4	7.0	0.0	58.3	9.5	7.8
Level of Service	D	D		D	D	A	E	A	A	E	A	A
Approach Delay (s)		45.6			27.1			9.9			10.5	
Approach LOS		D			C			A			B	
Intersection Summary												
HCM 2000 Control Delay		12.6				HCM 2000 Level of Service		B				
HCM 2000 Volume to Capacity ratio		0.57										
Actuated Cycle Length (s)		120.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		62.7%				ICU Level of Service		B				
Analysis Period (min)		15										

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	10	40	10	0	40	20	1850	10	30	1590	140
Future Volume (vph)	220	10	40	10	0	40	20	1850	10	30	1590	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1767	1558		1768	1550	1770	5080		1770	5085	1510
Flt Permitted		0.73	1.00		0.37	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1347	1558		697	1550	1770	5080		1770	5085	1510
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	11	43	11	0	43	22	2011	11	33	1728	152
RTOR Reduction (vph)	0	0	33	0	0	33	0	0	0	0	0	32
Lane Group Flow (vph)	0	250	10	0	11	10	22	2022	0	33	1728	120
Confl. Peds. (#/hr)	7		2	2		7			3			7
Confl. Bikes (#/hr)			2			3			9			15
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		27.8	27.8		27.8	27.8	4.2	73.5		4.8	74.1	74.1
Effective Green, g (s)		28.4	28.4		28.4	28.4	4.2	74.8		4.8	75.4	75.4
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.04	0.62		0.04	0.63	0.63
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		318	368		164	366	61	3166		70	3195	948
v/s Ratio Prot							0.01	c0.40		c0.02	0.34	
v/s Ratio Perm		c0.19	0.01		0.02	0.01						0.08
v/c Ratio		0.79	0.03		0.07	0.03	0.36	0.64		0.47	0.54	0.13
Uniform Delay, d1		43.0	35.2		35.5	35.2	56.6	14.1		56.4	12.6	9.0
Progression Factor		1.00	1.00		1.00	1.00	1.39	0.32		1.34	0.28	0.02
Incremental Delay, d2		12.1	0.0		0.2	0.0	1.1	0.9		1.6	0.6	0.2
Delay (s)		55.0	35.2		35.7	35.2	79.7	5.4		77.0	4.1	0.4
Level of Service		E	D		D	D	E	A		E	A	A
Approach Delay (s)		52.1			35.3			6.2			5.1	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.2										
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		69.8%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	400	490	390	370	50	340	1320	430	120	880	80
Future Volume (vph)	170	400	490	390	370	50	340	1320	430	120	880	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1561	3433	3539	1554	3433	5085	1559	3433	5085	1545
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1561	3433	3539	1554	3433	5085	1559	3433	5085	1545
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	189	444	544	433	411	56	378	1467	478	133	978	89
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	24
Lane Group Flow (vph)	189	444	544	433	411	56	378	1467	478	133	978	65
Confl. Peds. (#/hr)			5			19			3			
Confl. Bikes (#/hr)			3			3			10			5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	10.0	21.5	120.0	20.3	31.8	120.0	14.0	51.8	120.0	8.2	45.6	45.6
Effective Green, g (s)	10.0	22.4	120.0	20.3	32.7	120.0	14.0	53.1	120.0	8.2	47.3	47.3
Actuated g/C Ratio	0.08	0.19	1.00	0.17	0.27	1.00	0.12	0.44	1.00	0.07	0.39	0.39
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	286	660	1561	580	964	1554	400	2250	1559	234	2004	608
v/s Ratio Prot	0.06	c0.13		c0.13	0.12		c0.11	c0.29		0.04	c0.19	
v/s Ratio Perm			0.35			0.04			0.31			0.04
v/c Ratio	0.66	0.67	0.35	0.75	0.43	0.04	0.94	0.65	0.31	0.57	0.49	0.11
Uniform Delay, d1	53.4	45.4	0.0	47.4	35.9	0.0	52.6	26.2	0.0	54.2	27.3	23.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.62	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	2.7	0.6	4.6	0.3	0.0	26.6	1.2	0.4	1.9	0.9	0.4
Delay (s)	57.7	48.1	0.6	52.0	36.2	0.0	67.2	17.5	0.4	56.1	28.1	23.3
Level of Service	E	D	A	D	D	A	E	B	A	E	C	C
Approach Delay (s)		27.7			41.6			22.1			30.9	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			70.3%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	320	70	60	210	650	90	590	80	620	720	590
Future Volume (vph)	460	320	70	60	210	650	90	590	80	620	720	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3325	1559	1770	3539	1559	1770	3539	1529	3433	3539	1562
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3325	1559	1770	3539	1559	1770	3539	1529	3433	3539	1562
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	489	340	74	64	223	691	96	628	85	660	766	628
RTOR Reduction (vph)	0	0	59	0	0	0	0	0	58	0	0	0
Lane Group Flow (vph)	269	560	15	64	223	691	96	628	27	660	766	628
Confl. Peds. (#/hr)						10			11			5
Confl. Bikes (#/hr)			3			1			7			
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.5	23.5	23.5	13.8	13.8	120.0	10.2	37.2	37.2	26.4	53.4	120.0
Effective Green, g (s)	24.4	24.4	24.4	14.7	14.7	120.0	10.2	38.5	38.5	26.4	54.7	120.0
Actuated g/C Ratio	0.20	0.20	0.20	0.12	0.12	1.00	0.08	0.32	0.32	0.22	0.46	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	327	676	316	216	433	1559	150	1135	490	755	1613	1562
v/s Ratio Prot	0.17	c0.17		0.04	0.06		0.05	c0.18		c0.19	0.22	
v/s Ratio Perm			0.01			c0.44			0.02			0.40
v/c Ratio	0.82	0.83	0.05	0.30	0.52	0.44	0.64	0.55	0.06	0.87	0.47	0.40
Uniform Delay, d1	45.7	45.8	38.5	47.9	49.3	0.0	53.1	33.6	28.2	45.2	22.7	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.62	1.00
Incremental Delay, d2	15.0	8.1	0.0	0.3	0.4	0.9	6.8	1.9	0.2	9.4	0.9	0.7
Delay (s)	60.7	53.9	38.5	48.2	49.7	0.9	59.9	35.6	28.4	49.8	15.0	0.7
Level of Service	E	D	D	D	D	A	E	D	C	D	B	A
Approach Delay (s)		54.7			15.1			37.7			21.8	
Approach LOS		D			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			29.4			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			74.2%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	10	100	90	10	90	110	1370	230	330	1670	150
Future Volume (vph)	100	10	100	90	10	90	110	1370	230	330	1670	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1610		1770	1863	1563	1770	5085	1558	1770	5085	1520
Flt Permitted	0.75	1.00		0.53	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1394	1610		980	1863	1563	1770	5085	1558	1770	5085	1520
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	11	105	95	11	95	116	1442	242	347	1758	158
RTOR Reduction (vph)	0	98	0	0	0	0	0	0	0	0	0	39
Lane Group Flow (vph)	105	18	0	95	11	95	116	1442	242	347	1758	119
Confl. Peds. (#/hr)	3					3			7			6
Confl. Bikes (#/hr)									9			2
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	22.7	6.9		24.1	7.6	120.0	12.6	60.5	120.0	18.0	65.9	65.9
Effective Green, g (s)	22.7	7.7		24.1	8.4	120.0	12.6	61.8	120.0	18.0	67.2	67.2
Actuated g/C Ratio	0.19	0.06		0.20	0.07	1.00	0.10	0.51	1.00	0.15	0.56	0.56
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	312	103		305	130	1563	185	2618	1558	265	2847	851
v/s Ratio Prot	c0.04	0.01		0.04	0.01		c0.07	0.28		c0.20	c0.35	
v/s Ratio Perm	0.02			c0.02		0.06			c0.16			0.08
v/c Ratio	0.34	0.17		0.31	0.08	0.06	0.63	0.55	0.16	1.31	0.62	0.14
Uniform Delay, d1	42.3	53.1		43.1	52.2	0.0	51.4	19.7	0.0	51.0	17.8	12.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.90	0.75	1.00	0.62	0.20	0.12
Incremental Delay, d2	0.5	0.3		0.6	0.1	0.1	3.9	0.7	0.2	159.8	0.8	0.3
Delay (s)	42.8	53.4		43.7	52.3	0.1	50.3	15.4	0.2	191.6	4.5	1.8
Level of Service	D	D		D	D	A	D	B	A	F	A	A
Approach Delay (s)		48.4			23.5			15.6			33.0	
Approach LOS		D			C			B			C	
Intersection Summary												
HCM 2000 Control Delay		26.3				HCM 2000 Level of Service		C				
HCM 2000 Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		120.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		67.8%				ICU Level of Service		C				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	0	70	10	10	20	70	1460	20	40	1940	160
Future Volume (vph)	150	0	70	10	10	20	70	1460	20	40	1940	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.99		1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1770	1562		1817	1550	1770	5072		1770	5085	1520
Flt Permitted		0.74	1.00		0.86	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1384	1562		1601	1550	1770	5072		1770	5085	1520
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	0	76	11	11	22	76	1587	22	43	2109	174
RTOR Reduction (vph)	0	0	63	0	0	18	0	1	0	0	0	26
Lane Group Flow (vph)	0	163	13	0	22	4	76	1608	0	43	2109	148
Confl. Peds. (#/hr)									6			7
Confl. Bikes (#/hr)			1			7			7			4
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		19.6	19.6		19.6	19.6	7.5	80.1		6.4	79.0	79.0
Effective Green, g (s)		20.2	20.2		20.2	20.2	7.5	81.4		6.4	80.3	80.3
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.06	0.68		0.05	0.67	0.67
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		232	262		269	260	110	3440		94	3402	1017
v/s Ratio Prot							c0.04	0.32		0.02	c0.41	
v/s Ratio Perm		c0.12	0.01		0.01	0.00						0.10
v/c Ratio		0.70	0.05		0.08	0.01	0.69	0.47		0.46	0.62	0.15
Uniform Delay, d1		47.1	41.8		42.1	41.6	55.1	9.1		55.1	11.2	7.3
Progression Factor		1.00	1.00		1.00	1.00	1.27	0.12		1.35	0.16	0.03
Incremental Delay, d2		9.3	0.1		0.1	0.0	12.7	0.4		0.9	0.6	0.2
Delay (s)		56.3	41.9		42.2	41.6	82.9	1.5		75.2	2.4	0.4
Level of Service		E	D		D	D	F	A		E	A	A
Approach Delay (s)		51.7			41.9			5.2			3.6	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			7.3				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			66.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	220	350	540	320	110	440	930	290	80	1290	80
Future Volume (vph)	90	220	350	540	320	110	440	930	290	80	1290	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1563	3433	3539	1557	3433	5085	1561	3433	5085	1554
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1563	3433	3539	1557	3433	5085	1561	3433	5085	1554
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	237	376	581	344	118	473	1000	312	86	1387	86
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	58
Lane Group Flow (vph)	97	237	376	581	344	118	473	1000	312	86	1387	28
Confl. Peds. (#/hr)			2			10			5			3
Confl. Bikes (#/hr)						7			2			4
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	7.8	16.2	120.0	28.6	37.0	120.0	19.9	50.6	120.0	6.4	36.7	36.7
Effective Green, g (s)	7.8	17.1	120.0	28.6	37.9	120.0	19.9	51.9	120.0	6.4	38.4	38.4
Actuated g/C Ratio	0.06	0.14	1.00	0.24	0.32	1.00	0.17	0.43	1.00	0.05	0.32	0.32
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	223	504	1563	818	1117	1557	569	2199	1561	183	1627	497
v/s Ratio Prot	0.03	c0.07		c0.17	0.10		c0.14	0.20		0.03	c0.27	
v/s Ratio Perm			0.24			0.08			0.20			0.02
v/c Ratio	0.43	0.47	0.24	0.71	0.31	0.08	0.83	0.45	0.20	0.47	0.85	0.06
Uniform Delay, d1	54.0	47.3	0.0	41.9	31.1	0.0	48.4	24.1	0.0	55.2	38.2	28.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.65	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.7	0.4	2.4	0.2	0.1	8.8	0.6	0.3	0.7	5.9	0.2
Delay (s)	54.5	48.0	0.4	44.3	31.3	0.1	44.6	16.2	0.3	55.8	44.0	28.5
Level of Service	D	D	A	D	C	A	D	B	A	E	D	C
Approach Delay (s)		23.7			35.0			21.0			43.8	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			31.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			73.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Appendix G – Buildout plus Project Conditions Level of Service Worksheets

HCM Signalized Intersection Capacity Analysis

Timing Plan: AM PEAK

1: Hopyard Rd & Valley Ave

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	523	150	40	30	300	620	40	651	50	360	503	763
Future Volume (vph)	523	150	40	30	300	620	40	651	50	360	503	763
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3286	1555	1770	3539	1562	1770	3539	1541	3433	3539	1562
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3286	1555	1770	3539	1562	1770	3539	1541	3433	3539	1562
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	575	165	44	33	330	681	44	715	55	396	553	838
RTOR Reduction (vph)	0	0	35	0	0	0	0	0	35	0	0	0
Lane Group Flow (vph)	287	453	9	33	330	681	44	715	20	396	553	838
Confl. Peds. (#/hr)			4			4			6			3
Confl. Bikes (#/hr)									9			2
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.9	23.9	23.9	16.6	16.6	120.0	5.6	43.2	43.2	17.2	54.8	120.0
Effective Green, g (s)	24.8	24.8	24.8	17.5	17.5	120.0	5.6	44.5	44.5	17.2	56.1	120.0
Actuated g/C Ratio	0.21	0.21	0.21	0.15	0.15	1.00	0.05	0.37	0.37	0.14	0.47	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	332	679	321	258	516	1562	82	1312	571	492	1654	1562
v/s Ratio Prot	c0.18	0.14		0.02	0.09		0.02	0.20		c0.12	0.16	
v/s Ratio Perm			0.01			0.44			0.01			c0.54
v/c Ratio	0.86	0.67	0.03	0.13	0.64	0.44	0.54	0.54	0.04	0.80	0.33	0.54
Uniform Delay, d1	46.0	43.8	38.0	44.6	48.3	0.0	55.9	29.8	24.1	49.8	20.2	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.64	0.97	1.00
Incremental Delay, d2	20.0	2.2	0.0	0.1	1.9	0.9	3.4	1.6	0.1	7.9	0.5	1.2
Delay (s)	66.0	46.0	38.0	44.7	50.2	0.9	59.3	31.4	24.2	39.7	20.1	1.2
Level of Service	E	D	D	D	D	A	E	C	C	D	C	A
Approach Delay (s)		52.9			17.9			32.4			15.6	
Approach LOS		D			B			C			B	
Intersection Summary												
HCM 2000 Control Delay			25.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			67.1%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	10	86	50	10	50	94	1710	30	40	1500	134
Future Volume (vph)	143	10	86	50	10	50	94	1710	30	40	1500	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1577		1766	1863	1562	1770	5085	1561	1770	5085	1529
Flt Permitted	0.75	1.00		0.53	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1394	1577		979	1863	1562	1770	5085	1561	1770	5085	1529
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	154	11	92	54	11	54	101	1839	32	43	1613	144
RTOR Reduction (vph)	0	82	0	0	0	0	0	0	0	0	0	36
Lane Group Flow (vph)	154	21	0	54	11	54	101	1839	32	43	1613	108
Confl. Peds. (#/hr)	3		4	4		3			4			3
Confl. Bikes (#/hr)			4			2			4			8
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	24.4	11.7		16.2	7.6	120.0	11.3	74.4	120.0	7.2	70.3	70.3
Effective Green, g (s)	24.4	12.5		16.2	8.4	120.0	11.3	75.7	120.0	7.2	71.6	71.6
Actuated g/C Ratio	0.20	0.10		0.13	0.07	1.00	0.09	0.63	1.00	0.06	0.60	0.60
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	322	164		188	130	1562	166	3207	1561	106	3034	912
v/s Ratio Prot	c0.05	0.01		0.02	0.01		c0.06	c0.36		0.02	0.32	
v/s Ratio Perm	c0.05			0.02		0.03			0.02			0.07
v/c Ratio	0.48	0.13		0.29	0.08	0.03	0.61	0.57	0.02	0.41	0.53	0.12
Uniform Delay, d1	42.8	48.8		48.9	52.2	0.0	52.2	12.8	0.0	54.3	14.3	10.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.24	0.50	1.00	1.03	0.64	0.74
Incremental Delay, d2	0.8	0.1		0.8	0.1	0.0	3.6	0.6	0.0	2.2	0.6	0.2
Delay (s)	43.6	48.9		49.8	52.3	0.0	68.2	7.1	0.0	58.4	9.7	8.0
Level of Service	D	D		D	D	A	E	A	A	E	A	A
Approach Delay (s)		45.7			27.4			10.1			10.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		13.1					HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio		0.58										
Actuated Cycle Length (s)		120.0					Sum of lost time (s)		16.0			
Intersection Capacity Utilization		63.3%					ICU Level of Service		B			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	10	40	10	0	40	20	1863	10	30	1594	140
Future Volume (vph)	220	10	40	10	0	40	20	1863	10	30	1594	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1767	1558		1768	1550	1770	5080		1770	5085	1510
Flt Permitted		0.73	1.00		0.37	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1347	1558		697	1550	1770	5080		1770	5085	1510
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	11	43	11	0	43	22	2025	11	33	1733	152
RTOR Reduction (vph)	0	0	33	0	0	33	0	0	0	0	0	32
Lane Group Flow (vph)	0	250	10	0	11	10	22	2036	0	33	1733	120
Confl. Peds. (#/hr)	7		2	2		7			3			7
Confl. Bikes (#/hr)			2			3			9			15
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		27.8	27.8		27.8	27.8	4.2	73.5		4.8	74.1	74.1
Effective Green, g (s)		28.4	28.4		28.4	28.4	4.2	74.8		4.8	75.4	75.4
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.04	0.62		0.04	0.63	0.63
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		318	368		164	366	61	3166		70	3195	948
v/s Ratio Prot							0.01	c0.40		c0.02	0.34	
v/s Ratio Perm		c0.19	0.01		0.02	0.01						0.08
v/c Ratio		0.79	0.03		0.07	0.03	0.36	0.64		0.47	0.54	0.13
Uniform Delay, d1		43.0	35.2		35.5	35.2	56.6	14.2		56.4	12.6	9.0
Progression Factor		1.00	1.00		1.00	1.00	1.38	0.33		1.33	0.28	0.02
Incremental Delay, d2		12.1	0.0		0.2	0.0	1.1	0.9		1.6	0.6	0.2
Delay (s)		55.0	35.2		35.7	35.2	79.0	5.5		76.7	4.1	0.4
Level of Service		E	D		D	D	E	A		E	A	A
Approach Delay (s)		52.1			35.3			6.3			5.1	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.2										
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		70.0%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: AM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	400	490	390	370	50	340	1333	430	120	884	80
Future Volume (vph)	170	400	490	390	370	50	340	1333	430	120	884	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1561	3433	3539	1554	3433	5085	1559	3433	5085	1545
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1561	3433	3539	1554	3433	5085	1559	3433	5085	1545
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	189	444	544	433	411	56	378	1481	478	133	982	89
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	24
Lane Group Flow (vph)	189	444	544	433	411	56	378	1481	478	133	982	65
Confl. Peds. (#/hr)			5			19			3			
Confl. Bikes (#/hr)			3			3			10			5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	10.0	21.5	120.0	20.3	31.8	120.0	14.0	51.8	120.0	8.2	45.6	45.6
Effective Green, g (s)	10.0	22.4	120.0	20.3	32.7	120.0	14.0	53.1	120.0	8.2	47.3	47.3
Actuated g/C Ratio	0.08	0.19	1.00	0.17	0.27	1.00	0.12	0.44	1.00	0.07	0.39	0.39
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	286	660	1561	580	964	1554	400	2250	1559	234	2004	608
v/s Ratio Prot	0.06	c0.13		c0.13	0.12		c0.11	c0.29		0.04	c0.19	
v/s Ratio Perm			0.35			0.04			0.31			0.04
v/c Ratio	0.66	0.67	0.35	0.75	0.43	0.04	0.94	0.66	0.31	0.57	0.49	0.11
Uniform Delay, d1	53.4	45.4	0.0	47.4	35.9	0.0	52.6	26.3	0.0	54.2	27.3	23.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.62	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.4	2.7	0.6	4.6	0.3	0.0	26.6	1.2	0.4	1.9	0.9	0.4
Delay (s)	57.7	48.1	0.6	52.0	36.2	0.0	67.1	17.6	0.4	56.1	28.2	23.3
Level of Service	E	D	A	D	D	A	E	B	A	E	C	C
Approach Delay (s)		27.7			41.6			22.1			30.9	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			70.3%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 5: S Valley Trails Dr

Timing Plan: AM PEAK
10/17/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	210	0	8	230	0	16
Future Volume (Veh/h)	210	0	8	230	0	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	233	0	9	256	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				239		
pX, platoon unblocked						
vC, conflicting volume				233	507	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				233	507	233
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				99	100	98
cM capacity (veh/h)				1335	522	806
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	233	265	18			
Volume Left	0	9	0			
Volume Right	0	0	18			
cSH	1700	1335	806			
Volume to Capacity	0.14	0.01	0.02			
Queue Length 95th (ft)	0	1	2			
Control Delay (s)	0.0	0.3	9.6			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.3	9.6			
Approach LOS			A			
Intersection Summary						
Average Delay				0.5		
Intersection Capacity Utilization				28.6%	ICU Level of Service	A
Analysis Period (min)				15		

HCM Signalized Intersection Capacity Analysis

1: Hopyard Rd & Valley Ave

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	471	320	70	60	210	650	90	592	80	620	721	595
Future Volume (vph)	471	320	70	60	210	650	90	592	80	620	721	595
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3324	1559	1770	3539	1559	1770	3539	1529	3433	3539	1562
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3324	1559	1770	3539	1559	1770	3539	1529	3433	3539	1562
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	501	340	74	64	223	691	96	630	85	660	767	633
RTOR Reduction (vph)	0	0	59	0	0	0	0	0	58	0	0	0
Lane Group Flow (vph)	276	565	15	64	223	691	96	630	27	660	767	633
Confl. Peds. (#/hr)						10			11			5
Confl. Bikes (#/hr)			3			1			7			
Turn Type	Split	NA	Perm	Split	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases			3			Free			2			Free
Actuated Green, G (s)	23.6	23.6	23.6	13.8	13.8	120.0	10.2	37.1	37.1	26.4	53.3	120.0
Effective Green, g (s)	24.5	24.5	24.5	14.7	14.7	120.0	10.2	38.4	38.4	26.4	54.6	120.0
Actuated g/C Ratio	0.20	0.20	0.20	0.12	0.12	1.00	0.08	0.32	0.32	0.22	0.46	1.00
Clearance Time (s)	4.9	4.9	4.9	4.9	4.9		4.0	5.3	5.3	4.0	5.3	
Vehicle Extension (s)	2.5	2.5	2.5	2.0	2.0		2.0	2.5	2.5	2.0	2.0	
Lane Grp Cap (vph)	328	678	318	216	433	1559	150	1132	489	755	1610	1562
v/s Ratio Prot	c0.17	0.17		0.04	0.06		0.05	c0.18		c0.19	0.22	
v/s Ratio Perm			0.01			c0.44			0.02			0.41
v/c Ratio	0.84	0.83	0.05	0.30	0.52	0.44	0.64	0.56	0.06	0.87	0.48	0.41
Uniform Delay, d1	45.9	45.8	38.4	47.9	49.3	0.0	53.1	33.8	28.2	45.2	22.8	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.61	1.00
Incremental Delay, d2	17.2	8.5	0.0	0.3	0.4	0.9	6.8	2.0	0.2	9.3	0.9	0.7
Delay (s)	63.1	54.3	38.4	48.2	49.7	0.9	59.9	35.7	28.5	49.8	14.7	0.7
Level of Service	E	D	D	D	D	A	E	D	C	D	B	A
Approach Delay (s)		55.7			15.1			37.8			21.7	
Approach LOS		E			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			29.6			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			74.4%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: Hopyard Rd & S Valley Trails Dr/Parkside Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	10	106	90	10	90	123	1370	230	330	1670	161
Future Volume (vph)	105	10	106	90	10	90	123	1370	230	330	1670	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1608		1770	1863	1563	1770	5085	1558	1770	5085	1520
Flt Permitted	0.75	1.00		0.53	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1394	1608		980	1863	1563	1770	5085	1558	1770	5085	1520
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	111	11	112	95	11	95	129	1442	242	347	1758	169
RTOR Reduction (vph)	0	105	0	0	0	0	0	0	0	0	0	40
Lane Group Flow (vph)	111	18	0	95	11	95	129	1442	242	347	1758	129
Confl. Peds. (#/hr)	3					3			7			6
Confl. Bikes (#/hr)									9			2
Turn Type	pm+pt	NA		pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	8			4		Free			Free			6
Actuated Green, G (s)	23.0	7.0		24.2	7.6	120.0	13.8	60.3	120.0	18.0	64.5	64.5
Effective Green, g (s)	23.0	7.8		24.2	8.4	120.0	13.8	61.6	120.0	18.0	65.8	65.8
Actuated g/C Ratio	0.19	0.06		0.20	0.07	1.00	0.12	0.51	1.00	0.15	0.55	0.55
Clearance Time (s)	4.0	4.8		4.0	4.8		4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)	2.5	2.0		3.0	2.0		2.0	2.5		3.0	2.5	2.5
Lane Grp Cap (vph)	316	104		306	130	1563	203	2610	1558	265	2788	833
v/s Ratio Prot	c0.05	0.01		0.04	0.01		c0.07	0.28		c0.20	c0.35	
v/s Ratio Perm	c0.02			0.02		0.06			c0.16			0.08
v/c Ratio	0.35	0.18		0.31	0.08	0.06	0.64	0.55	0.16	1.31	0.63	0.15
Uniform Delay, d1	42.1	53.1		43.0	52.2	0.0	50.7	19.8	0.0	51.0	18.7	13.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.90	0.74	1.00	0.62	0.21	0.13
Incremental Delay, d2	0.5	0.3		0.6	0.1	0.1	3.9	0.7	0.2	159.8	0.9	0.3
Delay (s)	42.6	53.4		43.6	52.3	0.1	49.6	15.4	0.2	191.4	4.8	2.0
Level of Service	D	D		D	D	A	D	B	A	F	A	A
Approach Delay (s)		48.3			23.5			15.8			33.0	
Approach LOS		D			C			B			C	
Intersection Summary												
HCM 2000 Control Delay		26.5				HCM 2000 Level of Service		C				
HCM 2000 Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		120.0				Sum of lost time (s)		16.0				
Intersection Capacity Utilization		67.8%				ICU Level of Service		C				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

3: Hopyard Rd & N Valley Trails Dr/Arthur Dr

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	0	70	10	10	20	70	1465	20	40	1951	160
Future Volume (vph)	150	0	70	10	10	20	70	1465	20	40	1951	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes		1.00	0.99		1.00	0.98	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1770	1562		1817	1550	1770	5072		1770	5085	1520
Flt Permitted		0.74	1.00		0.86	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1384	1562		1601	1550	1770	5072		1770	5085	1520
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	0	76	11	11	22	76	1592	22	43	2121	174
RTOR Reduction (vph)	0	0	63	0	0	18	0	1	0	0	0	26
Lane Group Flow (vph)	0	163	13	0	22	4	76	1613	0	43	2121	148
Confl. Peds. (#/hr)									6			7
Confl. Bikes (#/hr)			1			7			7			4
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4						6
Actuated Green, G (s)		19.6	19.6		19.6	19.6	7.5	80.1		6.4	79.0	79.0
Effective Green, g (s)		20.2	20.2		20.2	20.2	7.5	81.4		6.4	80.3	80.3
Actuated g/C Ratio		0.17	0.17		0.17	0.17	0.06	0.68		0.05	0.67	0.67
Clearance Time (s)		4.6	4.6		4.6	4.6	4.0	5.3		4.0	5.3	5.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)		232	262		269	260	110	3440		94	3402	1017
v/s Ratio Prot							c0.04	0.32		0.02	c0.42	
v/s Ratio Perm		c0.12	0.01		0.01	0.00						0.10
v/c Ratio		0.70	0.05		0.08	0.01	0.69	0.47		0.46	0.62	0.15
Uniform Delay, d1		47.1	41.8		42.1	41.6	55.1	9.1		55.1	11.3	7.3
Progression Factor		1.00	1.00		1.00	1.00	1.26	0.12		1.34	0.16	0.03
Incremental Delay, d2		9.3	0.1		0.1	0.0	12.7	0.4		0.9	0.6	0.2
Delay (s)		56.3	41.9		42.2	41.6	82.4	1.5		74.8	2.4	0.4
Level of Service		E	D		D	D	F	A		E	A	A
Approach Delay (s)		51.7			41.9			5.2			3.6	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		7.3										
HCM 2000 Volume to Capacity ratio		0.64										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		66.8%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

4: Hopyard Rd & W Las Positas Blvd

Timing Plan: PM PEAK

10/17/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	220	350	540	320	110	440	935	290	80	1301	80
Future Volume (vph)	90	220	350	540	320	110	440	935	290	80	1301	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1563	3433	3539	1557	3433	5085	1561	3433	5085	1554
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1563	3433	3539	1557	3433	5085	1561	3433	5085	1554
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	97	237	376	581	344	118	473	1005	312	86	1399	86
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	58
Lane Group Flow (vph)	97	237	376	581	344	118	473	1005	312	86	1399	28
Confl. Peds. (#/hr)			2			10			5			3
Confl. Bikes (#/hr)						7			2			4
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			Free			Free			Free			6
Actuated Green, G (s)	7.8	16.2	120.0	28.6	37.0	120.0	19.9	50.6	120.0	6.4	36.7	36.7
Effective Green, g (s)	7.8	17.1	120.0	28.6	37.9	120.0	19.9	51.9	120.0	6.4	38.4	38.4
Actuated g/C Ratio	0.06	0.14	1.00	0.24	0.32	1.00	0.17	0.43	1.00	0.05	0.32	0.32
Clearance Time (s)	4.0	4.9		4.0	4.9		4.0	5.3		4.0	5.7	5.7
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	3.0
Lane Grp Cap (vph)	223	504	1563	818	1117	1557	569	2199	1561	183	1627	497
v/s Ratio Prot	0.03	c0.07		c0.17	0.10		c0.14	0.20		0.03	c0.28	
v/s Ratio Perm			0.24			0.08			0.20			0.02
v/c Ratio	0.43	0.47	0.24	0.71	0.31	0.08	0.83	0.46	0.20	0.47	0.86	0.06
Uniform Delay, d1	54.0	47.3	0.0	41.9	31.1	0.0	48.4	24.1	0.0	55.2	38.3	28.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.66	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.7	0.4	2.4	0.2	0.1	8.8	0.6	0.3	0.7	6.2	0.2
Delay (s)	54.5	48.0	0.4	44.3	31.3	0.1	44.9	16.5	0.3	55.8	44.5	28.5
Level of Service	D	D	A	D	C	A	D	B	A	E	D	C
Approach Delay (s)		23.7			35.0			21.2			44.2	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			31.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			73.8%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

5: S Valley Trails Dr

Timing Plan: PM PEAK

10/17/2023

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	210	0	24	270	0	6
Future Volume (Veh/h)	210	0	24	270	0	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	233	0	27	300	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)	231					
pX, platoon unblocked						
vC, conflicting volume			233		587	233
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			233		587	233
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	99
cM capacity (veh/h)			1335		463	806
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	233	327	7			
Volume Left	0	27	0			
Volume Right	0	0	7			
cSH	1700	1335	806			
Volume to Capacity	0.14	0.02	0.01			
Queue Length 95th (ft)	0	2	1			
Control Delay (s)	0.0	0.8	9.5			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.8	9.5			
Approach LOS			A			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			39.9%	ICU Level of Service		A
Analysis Period (min)			15			

SUBJECT: P23-0177 & Tract 8672

APPLICANT: Bruce Myers, Catalyst Development Partners LLC

PROPERTY OWNER: Derek Meckins, Harvest Valley Christian Church

PURPOSE: Applications for Design Review (P23-0177) and Vesting Tentative Tract Map 8672 approval pursuant to SB 330 to: 1) demolish an existing church and daycare facility; 2) construct a housing development consisting of 57 attached condominium units comprised of 48 three-story townhomes ranging in size from approximately 1,691 to 2,738 square feet, and nine apartment units; and related site improvements; and 3) Vesting Tentative Map.

LOCATION: 3200 Hopyard Road

GENERAL PLAN: High-Density Residential

ZONING: RM-1,500 (Multi-Family Residential District, minimum 1,500 square feet of lot area per unit)

EXHIBITS:

- A. Draft Resolution and Conditions of Approval
- B. Project Plans dated received on "September 5, 2023"
- C. CEQA Guidelines Section 15183 Consistency Checklist
- D. State Density Bonus Law Request Letter
- E. Public Comments
- F. Location and Notification Map

STAFF RECOMMENDATION

Staff recommends the Planning Commission:

1. Approve the Design Review (DR) application, filed as P23-0177, based on the required findings, and subject to the draft conditions of approval in Exhibit A
2. Approve the Vesting Tentative Tract Map (VTM) 8672, based on the required findings, and subject to the draft conditions of approval in Exhibit A.
3. Find the CEQA Guidelines Section 15183 Consistency Checklist (Exhibit C) for the project is adequate to serve as the environmental documentation for the project and satisfies all the requirements of CEQA.

EXECUTIVE SUMMARY

The project consists of the demolition of an existing church and daycare facility on the project site and the construction of 57 attached condominium units, comprised of 48 townhome-style units and nine apartments, internal streets, and common open space. The Planning Commission may approve, approve with conditions, or deny the application. As proposed and conditioned, staff believes findings can be made to approve the project, including findings of conformance with all applicable development standards.

BACKGROUND

In October 2022, the applicant submitted a preliminary review application (P22-0886) for the project pursuant to Senate Bill 330 (SB 330). The law provides an optional vesting opportunity for housing development projects, which freezes the policies, standards, and fees in effect when the Preliminary Application is submitted. As such, this project is vested to the policies, standards, and fees at the time of submittal and is not subject to the more recently adopted 2023 Objective Design Standards (ODS). Pursuant to State law, specifically the Housing Accountability Act (Cal. Government Code § 65589.5), the scope of the City's review and basis for project approval or denial is limited to conformance with standards of the PMC and other relevant regulations to the extent they are objective in nature.

In addition, under State Density Bonus Law (SDBL), the City is required (with limited to no discretion) to provide for a number of "incentives," "concessions" or "waivers or reductions of development standards" based on the percentage of affordable units and qualification for State housing density bonuses. A concession or incentive is defined in State law as a reduction in site development standards, a modification of zoning code or architectural design requirements or other regulatory incentives or concessions which result in identifiable cost reductions. A project including at least 10 percent but less than 17 percent lower-income units is entitled to up to one incentive or concession. The project provides nine lower-income units (15.7 percent of total units); thus, it is entitled to one incentive or concession.

State law separately defines "waivers or reductions of development standards" as a further form of assistance available to developers with eligible density bonus projects. The City is not permitted to apply a development standard that would physically preclude the construction of the project at its permitted density; accordingly, a developer may request such standards to be modified or "waived" accordingly. For most projects, there is no limit on the number of waivers or reductions of development standards that may be requested. Under these provisions, the applicant has requested 11 waivers for the project, which are summarized in Table 2 of this report. Note that SDBL does not require a project to propose density above the maximum allowed in order to apply for concessions or waivers.

SITE AREA AND DESCRIPTION

The approximately 2.99-acre project site is currently occupied by the Harvest Valley Christian Church, which includes an affiliated daycare facility. Surrounding existing land uses include St. Clare's Episcopal Church and Preschool, and Chabad of the Tri-Valley to the northwest, across South Valley Trails Drive; an office building to the north, across the Hopyard Road/Parkside Drive intersection; the Ken Mercer Sports Park and commercial uses to the east, across Hopyard Road; the Pleasanton Canal Trail, Pleasanton Canal, and the Pleasanton Tennis and Community Park to the south; and single-family residences to the West (Valley Trails neighborhood).

Figure 1: Aerial Photograph



Figure 2: 3200 Hopyard Road, Street View



PROJECT DESCRIPTION

The project proposes nine three-story buildings with a total of 57 condominium units. This includes 48 three- and four-bedroom townhome-style units that would be provided in clusters of six or seven side-by-side units, each with an attached two-car garage, with units ranging from approximately 1,691 to 2,378 square feet. Nine of the townhome-style units would have a second attached approximately 565-square-foot one-bedroom condominium apartment unit in a duplex configuration, with a one-car garage. The nine one-bedroom units are proposed to be deed-restricted to lower-income households to meet the City's inclusionary zoning requirements and to qualify for waivers and concessions pursuant to State Housing Density Bonus Law as described above.

The project utilizes Santa Barbara Mission-style architecture, characterized by concrete tile sloped roofs, stucco, prefabricated pipes, and arch details. The project would also include approximately 38,648 square feet of common open space, two private streets and six surface guest parking spaces. Additionally, the project includes the removal of 27 of the 33 on-site trees, where six of the 27 on-site trees proposed for removal are considered Heritage Trees. 115 new trees would be planted as part of the project landscaping, as shown in the conceptual landscape plan. Please see Exhibit B for full project details.

ANALYSIS

General Plan Conformance

The project site has a General Plan designation of High Density Residential which assigns a density range of greater than eight dwelling units per acre (du/ac). The project proposes a density of 19 du/ac; thus, the project would be consistent with the General Plan Land Use Designation and prescribed density. Below are some of the General Plan Goals, Programs, and Policies the project is consistent with or would promote:

Sustainability

- Program 2.1: Reduce the need for vehicular traffic by locating employment, residential, and service activities close together, and plan development so it is easily accessible by transit, bicycle, and on foot.
- Program 2.6: Require design features in new development and redeveloped areas to encourage transit, bicycle, and pedestrian access, such as connections between activity centers and residential areas, and road design that accommodates transit vehicles, where feasible.

Overall Community Development

- Policy 4: Allow development consistent with the General Plan Land Use Map.

Special Interest Areas

- Program 8.1: Enforce the provisions of the City's Zoning Ordinance and related planning ordinances to maintain the character of existing residential neighborhoods.

Climate Action Plan 2.0 (CAP 2.0)

In 2022, the City adopted the Climate Action Plan (CAP) 2.0. The CAP 2.0 was reviewed by the Bay Area Quality Management District (BAAQMD) and was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's CEQA guidelines. Implementation of CAP 2.0 will occur over several years. The CAP 2.0 consists of amendments to regulations and policies related to Land Use and Transportation, Energy, Solid Waste, and Water and Wastewater, which result in reductions in greenhouse gas emissions in compliance with the targets set by AB 32, California's Global Warming Solutions Act of 2006.

Staff completed an analysis of how the project is consistent with or implements the applicable measures outlined in the CAP 2.0. As a residential project located near the Pleasanton Canal Trail and a bus line, as well as within a short distance of schools, parks, shopping and services, the project is consistent with Transportation & Land Use Strategy 2 and 3 of the CAP 2.0: to reduce vehicle miles traveled (VMT) through infill and higher density development and integrating accessible infrastructure that accommodates multiple modes of transportation. The

project will also incorporate bicycle storage areas in each garage for residents that utilize alternative commutes and provides EV ready parking spaces. The project will be conditioned to meet the City's all-electric reach code, consistent with CAP 2.0 Strategy P.1.

6th Cycle Housing Element

The project site is listed in the 6th Cycle Housing Element sites inventory (listed as APN 941 090706200 in Housing Element Table B-14) with the project to provide 44 moderate-income units. The project proposes 48 units for above-moderate-income households and nine units for lower-income residents. As proposed, the project exceeds the inventory's estimates by offering nine more units for lower-income residents and 48 more units for above-moderate income households. Simultaneously, the proposal falls short by 44 units for moderate-income households per the Housing Element projections.

However, the site inventory allows for a surplus of 56 units beyond the City's designated 894-unit allocation for moderate-income housing under the regional housing needs assessment (RHNA). Approving the project would not require rezoning additional sites to meet the moderate-income RHNA.

Zoning and Uses Conformance

The subject site has a zoning designation of RM-1,500 District. The project, pursuant to SB 330 and SDBL, aligns with the zoning district's permitted uses and site-prescribed development standards pursuant to the Pleasanton Municipal Code (PMC), except with respect to items requests a concession or waiver pursuant to SDBL, and as further described in the next section of this report.

Conformance with Site Development Standards

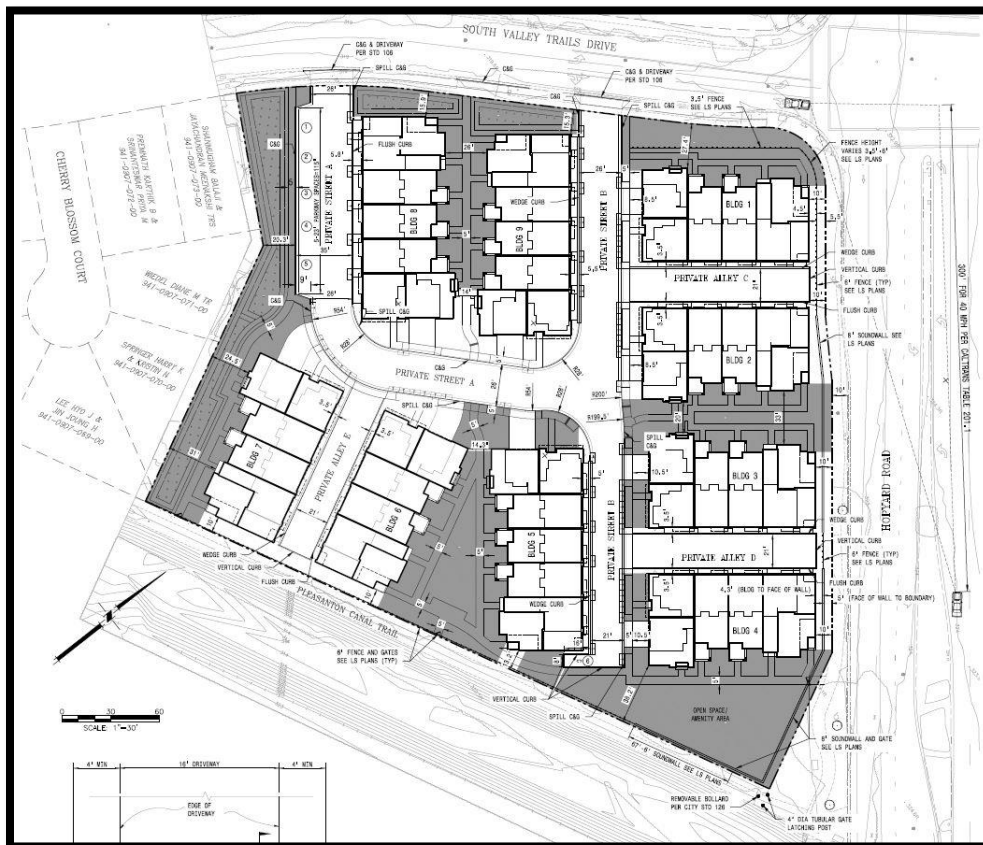
The project is subject to the prescribed development standards for the RM-1,500 District. The site development standards for the zoning district are included in Table 2. As mentioned above, per SDBL, the project is eligible to request incentives and concessions, and waivers or reductions to development standards. The applicant has requested one incentive and 11 waivers, which are summarized below in Table 2.

The applicant has requested the incentive and waivers from site development standards for the purpose of accommodating the proposed number of units at the allowed density (8+ du/ac) for the site and meet open space and circulation requirements. The majority of the waiver requests are related to spatial aspects of the project such as setbacks, lot area, FAR, parking, etc. Additionally, the applicant requests a height waiver to exceed the maximum height allowed of 30 feet to 34 feet to allow the project to fit onto the property as designed. Without the incentive and waivers, the applicant cites that the objective development standards hinder the project that is within the allowed density. In addition, the applicant cites the requests to be cost-saving, which in turn would provide affordable housing as part of the project. Staff has assessed the incentive and waiver requests in conjunction with SDBL and believes the request for waiver is appropriately needed to accommodate the site's allowable density, and none would have an adverse impact on health and safety, the physical environment, or historic resources. Please see Exhibit D for full request details per SDBL.

Table 2: Incentive and Waiver Request

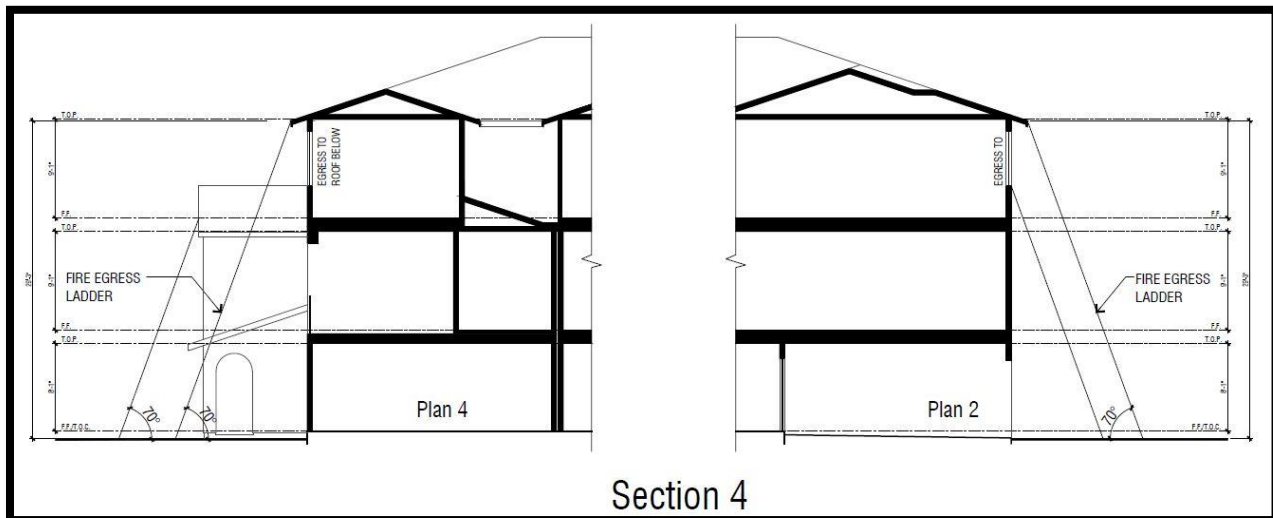
Objective Standard	Required	Proposed	Incentives/waivers Requested
Minimum Lot Area	10,500 sq. ft.	As low as 7,235 sq. ft.	Yes (Incentive)
Minimum Lot Width	80 ft.	61 ft.	Yes (Waiver)
Minimum Lot Depth	125 ft.	107 ft.	Yes (Waiver)
Floor Area Ratio	50% maximum	85%	Yes (Waiver)
Maximum Height of Main Structure	30 ft.	34 ft. ¹	Yes (Waiver)
Front Setback	20 ft. minimum	15 ft.	Yes (Waiver)
Side/Combined Side Setbacks	8 ft./20 ft. minimum	25 ft. / 30 ft. minimum	No – Side and Combined side yard setback for Project complies
Street Side Setback	16 ft.	10 ft.	Yes (Waiver)
Minimum Site Area per Dwelling Unit	1,500 sq. ft.	Plan 1: 1,691 sq. ft. Plan 2: 1,849 sq. ft. Plan 3: 2,378 sq. ft. Plan 4: 2,631 sq. ft. Plan 5: 565 sq. ft.	Yes (Waiver) for Plan 5
Rear Setback	30 ft. minimum	10 ft.	Yes (Waiver)
Group Open Space per Unit	300 sq. ft.	38,648 sq. ft.	No – Project complies
Private Open Space Per Unit	150 sq. ft. minimum	Less than 150 sq. ft. minimum	Yes (Waiver)
Public Service Easement Along Hopyard Road	10 ft.	5 ft.	Yes (Waiver)
Parking	2 parking spaces per unit.	One parking space per studio or one-bedroom unit.	Yes (Waiver)

Figure 3: Site Plan



¹ Measured vertically from the average elevation of the natural grade or finished grade, whichever is lower, of the ground covered by the structure to the mean height between eaves and ridges for a hip, gable, or gambrel roof. (Pleasanton Municipal Code §18.84.140)

Figure 4: Site Section



Vehicle and Bicycle Parking

Per PMC Section 18.88.030.A.(2), vehicle parking is provided for each condominium by an EV-ready two-car garage (except for Plan 5, a one-bedroom unit, where a one-car garage is provided) and bicycle storage area. The project also provides six guest parking spaces and a central group open space area (approximately 7,081 square feet). The project provides a six-bicycle rack adjacent to the group open space.

Architecture and Design

The project proposes a Santa Barbara Mission-style architecture, characterized by the concrete tile roof (with 4:12 slope), stucco walls, prefabricated pipes, and arch details. Additional details include insulated vinyl windows, wood fascia with rafter tails, and metal railing and roll-up garage door.

Figure 5: Material Board



Figure 6: Sample Elevation (7-Plex Building)



Open Space & Amenities

The project features a common open space available to all residents. The common open space would include amenities such as a bocce ball court, picnic tables, barbeque stations, and a paved seating/dining area. The PMC requires 300 square feet of common open space per unit, or 17,100 square feet in total, for this 57-unit project. The central common open space is approximately 7,081 square feet, and there is a total of approximately 38,648 square feet of group open space, including a total of approximately 1,876-square-foot turf area. Please see Exhibit B, Vesting Tentative Map preliminary site plan, for full proposed group open space area details. In addition, the project also proposes approximately 10,356 square feet of private open space in the form of porches and decks.

Figure 7: Detail View of Amenity Area



Landscaping

A total of 34 existing trees were identified on the subject property or within the immediate vicinity of the project, including nine heritage-sized trees as defined in the Municipal Code. The project includes the removal of 27 of the on-site trees, where six of the 27 on-site trees proposed for removal are considered Heritage Trees. A total of 115 new trees are proposed for the project, all of which would be 24-inch box size. The project's landscaping also includes a variety of shrubs proposed throughout the project, most of which would be planted around paseos and amenity areas. As a condition of approval, the project will be required to comply with the City's Water Efficiency Landscape Ordinance (WELO) and Bay Friendly design and tree and shrub species selection that conforms with the "Very Low" and "Low" rating on the Water Use Classification of Landscape Species database.

Grading and Drainage

The subject site is relatively level, and the applicant is proposing to generally maintain the existing grades. Site drainage will be directed towards landscaped bio-retention basins located in various areas of the subject site for retention and treatment before draining into the City's storm drain system. As conditioned, staff finds the proposed grading and drainage plan to be acceptable and in compliance with applicable stormwater runoff requirements.

Utilities

The project would include the installation of all required on-site utilities with connections to municipal systems to serve the new development. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. Adequate access would be provided to the structures for police, fire, and other emergency response vehicles.

Inclusionary Zoning Ordinance (IZO) and Affordable Housing

PMC Section 17.44.040(A) provides that for all new multiple-family residential projects of 15 units or more, at least 15 percent of the project's dwelling units shall be affordable to very low, and/or low-income households with such units provided on-site. The property requires a minimum of nine units to conform to the IZO, or alternative means of compliance. The applicant proposes to provide nine on-site affordable units also referred to as "inclusionary units", therefore meeting the requirements of the IZO.

Further, pursuant to the IZO, an Affordable Housing Agreement (AHA) must be entered into by the City and the project owner. The agreement shall record the method and terms by which a project owner shall comply with the requirements of this chapter. The approval and/or recordation of this agreement shall take place prior to final map approval or, where a map is not being processed, prior to the issuance of building permits for such lots or units. Per PMC Section 17.44.090, the Affordable Housing Agreement will be reviewed by both the Housing Commission and the City Council. The completion of the AHA is included as a condition of approval.

Vesting Tentative Map

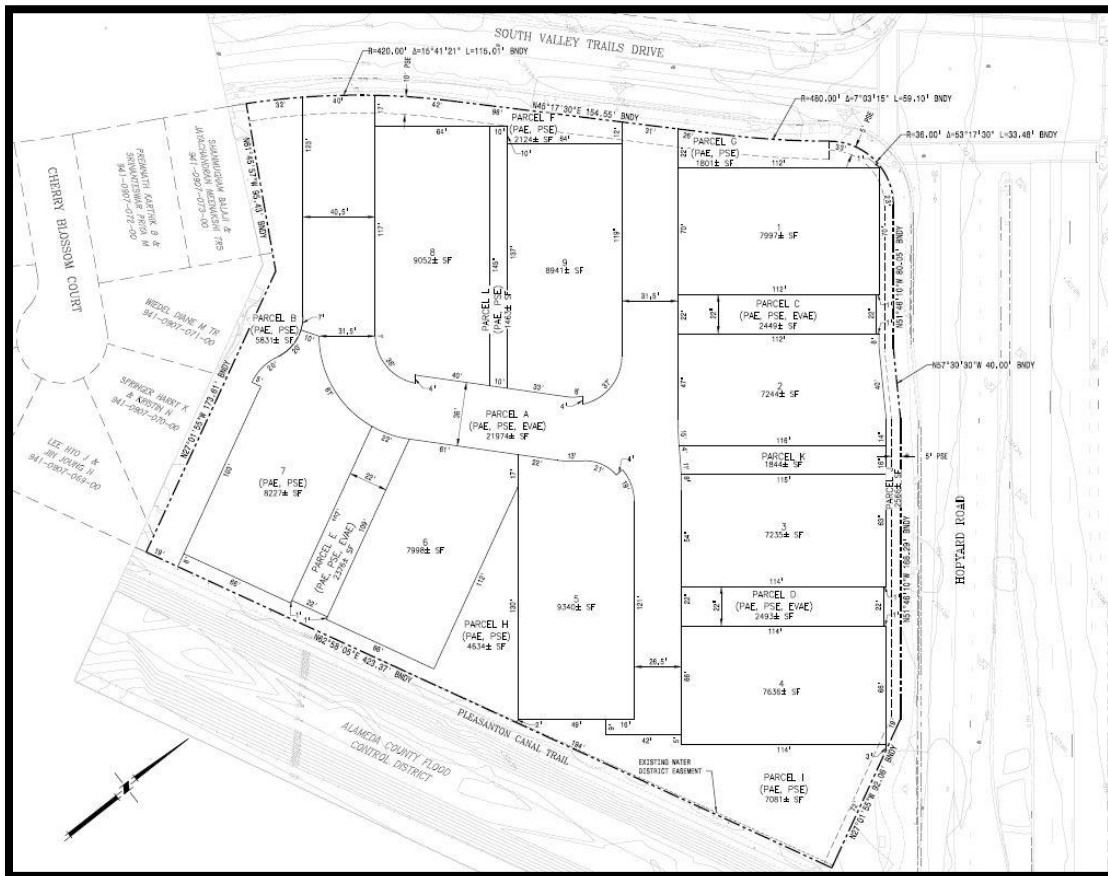
The applicant has submitted a VTM subdividing the approximately 2.99-acre site into nine lots ranging in size from approximately 7,235 to 9,340 square feet, as well as 12 common area parcels (A through L) for the internal streets, open space, and bioretention areas. A VTM confers a vested right to proceed with development in substantial compliance with the

ordinances, policies, and standards in effect at the time an application for the map is deemed complete. VTMs are reviewed in the same manner as regular tentative maps, and the Planning Commission is the sole reviewing body (unless appealed). Staff has found the VTM for the project application to be complete and is forwarding it to the Planning Commission for consideration and determination.

The details of the requested VTM (Figure 8) are summarized below:

- Create nine lots for condominium purposes with 57 attached condominium units (Lots 1 through 9).
- Lots A through L include common area for internal streets, open space and a bio-retention area.
- A Homeowners Association (HOA) would be established and would own and maintain the common area parcels.
- The map would dedicate an approximately 22-foot-wide Public Access Easement (PAE), Public Service Easement (PSE), and Emergency Vehicle Access Easement (EVAE) on Parcels C, D, and E.
- The map would dedicate an approximately 5-foot-wide PSE along the Hopyard Road frontage and an approximately 10-foot-wide PSE along the South Valley Trails Drive frontage.
- The map would dedicate further easements on common parcels as illustrated in Figure 8.

Figure 8: Vesting Tentative Map #8672



Site Circulation/Traffic

The project would provide on-site vehicular access from two new (one lane in each direction) private streets (Private Street 'A' and 'B'), off of South Valley Trails Drive. Of the two streets, Private Street 'A', along the north side of the project, would be considered the main vehicular driveway entrance to the project. Pedestrian access to the site will also be provided through sidewalk connectivity from South Valley Trails Drive, and two access gates. One access gate is proposed southeast of the site adjacent to Hopyard Road and the other along the south property line along the Pleasanton Canal (see Figure 7 above). The project's traffic analysis by TJKM approximates 127 more trips during a typical weekday, including eight more trips during the a.m. commuter peak hour, and 11 more trips during the commuter p.m. peak hour. The project's traffic analysis was reviewed by the City's Traffic Engineering Division who determined the project's trip generation would result in less than significant impacts.

ALTERNATIVES

As outlined in the above analysis, staff believes the project, as proposed and conditioned, would be compatible with the other uses in the vicinity and not create adverse impacts, and recommends the Planning Commission approve the project. However, alternatives to the proposal that could be considered by the Planning Commission include:

1. Deny the project; or
2. Approve the proposal with modifications to the site layout, building designs, uses, etc.

PUBLIC NOTICE / PUBLIC COMMENT

Notice of the application was sent to the surrounding property owners and tenants within a 1,000-foot radius of the site. The applicant also posted an on-site project notification sign pursuant to the City's on-site project notification policy. At the time this report was published, staff received several comments expressing concern about the proposed project. Noticed neighbors expressed concern to the project's size and scale, privacy, traffic volumes, parking, noise (from traffic and new residents), green space, exclusion of bus stop for children, and building separations for the purpose of emergency vehicles. Please see Exhibit E for full public comment details. Any additional public comments received after publication of this report will be forwarded to the Planning Commission.

ENVIRONMENTAL ASSESSMENT

A Consistency Checklist has been prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183 (Projects Consistent with a Community Plan or Zoning) to determine whether the proposed project requires additional environmental review. The Consistency Checklist is attached to this report as Exhibit C. CEQA Guidelines Section 15183 mandates that projects consistent with the development density established by existing zoning, community plan, or general plan policies for which a Final Environmental Impact Report (FEIR) was certified (in this case the Pleasanton General Plan 2005-2025 FEIR) shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects peculiar to the project or its site.

Section 15183 specifies that examination of environmental effects shall be limited to those effects that: (1) are peculiar to the project or the parcel on which the project would be located, and were not analyzed as significant effects in a prior EIR on the zoning action, general plan,

or community plan, with which the project is consistent, (2) are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the zoning action, general plan, or community plan, or (3) are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR. Section 15183(c) further specifies that if an impact is not peculiar to the parcel or to the proposed project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for that project solely on the basis of that impact.

As illustrated by the attached Consistency Checklist, the proposed project is found to be in conformance with the analysis and conclusions of the Pleasanton General Plan 2005-2025 FEIR. This determination is based on the following criteria:

1. There are no new significant effects peculiar to the proposed project or its site;
2. There are no new significant effects that were not previously evaluated in the Pleasanton General Plan 2005-2025 FEIR;
3. There are no new significant off-site or cumulative impacts that were not analyzed in the Pleasanton General Plan 2005-2025 FEIR, and
4. There are no adverse impacts that are more severe than those previously identified in the Pleasanton General Plan 2005-2025 FEIR.

This evaluation concludes the proposed project qualifies for an exemption from additional environmental review under Section 15183 because it is consistent with the development density and land use characteristics established by the City, as analyzed by the Pleasanton General Plan 2005-2025 FEIR.

CONCLUSION

The project is consistent with the density and land uses allowed for and zoned at this site, and with the exception of one incentive and 11 waivers for which have been requested pursuant to SDBL, would be consistent with all prescribed objective site development standards of the RM-1,500 District and other applicable City standards. The project provides 57 housing units, including nine affordable housing units, which assists the City in meeting its housing goals. Although not a basis for approval or denial of the project, staff finds the building design and overall landscaping, open space to be attractive and the architectural style, finish colors, and materials will complement the surrounding development and generally conform to the Design Review requirements.

Primary Author: Diego Mora, Associate Planner, 925-931-5618 or dmora@cityofpleasantonca.gov.

Reviewed/Approved By:

Eric Luchini, Senior Planner

Melinda Denis, Planning and Permit Center Manager/Deputy Director of Community Development

Larissa Seto, Assistant City Attorney

Ellen Clark, Director of Community Development Department

RESOLUTION NO. PC-2024-03

**RESOLUTION OF THE PLANNING COMMISSION APPROVING APPLICATIONS
FOR DESIGN REVIEW FOR A HOUSING DEVELOPMENT AT 3200 HOPYARD
ROAD CONSISTING OF 48 THREE-STORY TOWNHOME-STYLE
CONDOMINIUMS AND NINE ONE-BEDROOM APARTMENTS AND A VESTING
TENTATIVE MAP, AS FILED UNDER CASE NO. P23-0177 AND VESTING
TENTATIVE MAP 8672**

WHEREAS, Catalyst Development Partners LLC has applied for Vesting Tentative Map approval to convert the approximately 2.99-acre site located at 3200 Hopyard Road ("Property") into nine parcels for condominium purposes with 57 attached condominium units comprised of 48 townhome-style units ranging in size from approximately 1,692 to 2,738 square feet per unit, nine apartment units and 12 common area parcels ("Project"); and

WHEREAS, zoning for the property is zoned RM-1,500 (Multi-Family Residential District) and the General Plan designation is High Density Residential; and

WHEREAS, a Modified Initial Study pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15183 Consistency Checklist was performed for this Project; and

WHEREAS, at its duly noticed public hearing of February 28, 2024, the Planning Commission considered all public testimony, relevant exhibits, and recommendations of the City staff concerning this request.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, based on the entire record of proceedings, including the oral and written staff reports and all public comment and testimony:

Section 1. Finds that the Consistency Checklist for the proposed project is in conformance with the analysis and conclusions of the Pleasanton General Plan 2005-2025 FEIR and qualifies for an exemption from additional environmental review under CEQA Guidelines Section 15183 because the project is consistent with the development density and land use characteristics established by the City as analyzed by the Pleasanton General Plan 2005-2025 (State Clearinghouse No. 2005122139).

Section 2.

Findings for P23-0177. The Planning Commission finds that the project would conform to all applicable objective standards of the Pleasanton Municipal Code, Zoning Ordinance and other adopted standards, with the exception of items for which a concession or waivers have been requested by the applicant and granted in accordance with provisions of California Density Bonus law at Cal. Government Code §65915.

The Planning Commission also finds that the project was reviewed based on the nine criteria as required by Section 18.20.030 of the Pleasanton Municipal Code which includes the following, to the extent the above-noted objective standards of the PMC bear a relationship to these criteria:

1. Preservation of the natural beauty of the city and the project site's relationship to it;
2. Appropriate relationship of the proposed building to its site, including transition with streetscape, public views of the buildings, and scale of buildings within its site and adjoining buildings;
3. Appropriate relationship of the proposed building and its site to adjoining areas, including compatibility of architectural styles, harmony in adjoining buildings, attractive landscape transitions, and consistency with neighborhood character;
4. Preservation of views enjoyed by residents, workers within the city, and passersby through the community;
5. Landscaping designed to enhance architectural features, strengthen vistas, provide shade, and conform to established streetscape;
6. Relationship of exterior lighting to its surroundings and to the building and adjoining landscape;
7. Architectural style, as a function of its quality of design and relationship to its surroundings; the relationship of building components to one another/the building's colors and materials; and the design attention given to mechanical equipment or other utility hardware on roof, ground or buildings;
8. Integration of signs as part of the architectural concept; and
9. Architectural concept of miscellaneous structures, street furniture, public art in relationship to the site and landscape.

Findings for Vesting Tentative Map 8672

State law and the Zoning Ordinance of the Pleasanton Municipal Code (PMC) set forth the considerations to be addressed in reviewing a Vesting Tentative Map. The Planning Commission makes the following findings that Vesting Tentative Map 8672 conforms to the purposes of the PMC:

- 1. The proposed vesting tentative subdivision map conforms to the zoning regulations/development plan.**

The Vesting Tentative Map and improvements conform to the Design Review development plan and site development standards of P23-0177. The map and improvements, therefore, would conform to the underlying RM-1,500 zoning district.

2. The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities.

As approved and conditioned in the Design Review development plan, the condominiums in the project will comply with the City's residential Green Building Ordinance, Climate Action Plan 2.0 and the State's Title 24 Building Energy Efficiency Standards and would be required to incorporate a series of renewable energy design and energy efficiency features.

3. The proposed vesting tentative subdivision map, together with its design and improvement, is consistent with the Pleasanton General Plan.

P23-0177 is found to be consistent with the Pleasanton General Plan and Vesting Tentative Map 8672 was submitted based on the proposed development plan. The proposed subdivision and its improvements are compatible with the applicable objectives, policies, land uses, and programs specified in the General Plan.

4. The subdivision site is physically suitable for this type and density of development.

The property is not in a flood zone or earthquake fault zone and is relatively flat. Project construction would involve minimal site grading and alteration of existing topography. Thus, the project site is physically suitable for the proposed development.

5. The design of the subdivision and improvements covered by the proposed vesting tentative subdivision map will not cause substantial environmental damage and avoidably injure fish and/or wildlife or their habitat.

The CEQA Guidelines Section 15183 Consistency Checklist for the project found no potential for significant environmental effects which are peculiar to the Project or the Property which were not analyzed with the Pleasanton General Plan 2005-2025 EIR. P23-0177 includes conditions that are mitigation measures from the Pleasanton General Plan 2005-2025 EIR that require best management practices to be incorporated before and during construction to minimize impacts to groundwater and surface water quality.

6. The design of the proposed subdivision or type of improvements is not likely to cause serious public health problems.

The proposed subdivision meets all applicable City standards pertaining to public health, safety, and welfare (e.g., standards pertaining to public utilities and services,

public road design and traffic safety, fire hazards and noise hazards). All public safety measures are addressed through the design and conditions of approval for P23-0177 and the Vesting Tentative Map. The street design is satisfactory to the Livermore-Pleasanton Fire Department and City Traffic Engineer. The condominiums will be required to meet the requirements of the California Building Code, Fire Code, and other applicable City codes and/or requirements. The site is free from toxic or hazardous materials and no earthquake, landslide, flooding, or other natural hazards exist at this site.

7. The design of the subdivision or its related improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

The Vesting Tentative Map will maintain the existing City's water pipeline easement located on-site. This Vesting Tentative Map provides for easements including a public access easement, public service easement and emergency access easement. The design of the subdivision and related improvements does not conflict with the proposed easements.

8. The restriction on approving a tentative subdivision map on land covered by a land conservation contract entered into pursuant to the California Land Conservation Act of 1965 (Williamson Act) is not applicable.

The site is not covered by any land conservation contract, including a Williamson Act contract.

9. The discharge of waste from the proposed subdivision would not result in violation of existing requirements prescribed by the California Regional Water Quality Control Board (RWQCB).

No discharge violation currently exists and sewer capacity is available for this subdivision. The project would not discharge any waste other than domestic sewage and all sewage would be discharged into the city's sanitary sewer system for ultimate treatment. Stormwater runoff would be collected and conveyed through bio-retention basins. Urban stormwater runoff is required to meet the City's RWQCB permit requirements for urban development.

Findings Pursuant to Government Code Section 65863 (No Net Loss)

The proposed project would include 48 above-moderate income units and 9 lower-income apartment units; in comparison, the inventory of sites included in the 6th Cycle Housing Element projected that this site (listed as APN 941 090706200 in Table B-14) would provide up to 44 moderate income units. The project would provide 9 more lower-income units, and 48 more above-moderate units than projected in the inventory, but 44 fewer moderate-income units. However, the inventory of sites provides a buffer of 56 units in excess of the City's assigned 894-unit moderate income regional housing needs

allocation (RHNA). As a result, the approval would not require re-zoning of additional sites to meet the moderate income RHNA.

Section 3. Approves Design Review Case No. P23-0177 and Vesting Tentative Map 8672, the applications of Catalyst Development Partners LLC to subdivide an approximately 2.99-acre site located at 3200 Hopyard Road into nine parcels for condominium purposes with 57 attached condominium units comprised of 48 townhome-style units ranging in size from approximately 1,692 to 2,738 square feet per unit, nine apartment units and 12 common area parcels, subject to the conditions shown in Exhibit A, attached hereto and made part of this case by reference.

Section 4. This resolution shall become effective 15 days after its passage and adoption unless appealed prior to that time.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on February 28, 2024.

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Melinda Denis
Secretary, Planning Commission

Matt Gaidos
Chairperson

APPROVED AS TO FORM:

Julie Harryman
Assistant City Attorney

**EXHIBIT A
DRAFT CONDITIONS OF APPROVAL**

P23-0177, Tract 8672

3200 Hopyard Road

February 28, 2024

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

This approval is granted for a Design Review (P23-0177) and Vesting Tentative Map 8672 approval pursuant to SB 330 to: 1) demolish an existing church and daycare facility; 2) construct a housing development consisting of 57 units comprised of 48 three-story townhome-style condominiums ranging in size from approximately 1,691 to 2,738 square feet, nine apartment units, and related site improvements; and 3) Vesting Tentative Map located on Assessor Parcel No(s). 941-0907-062 at 3200 Hopyard Road. Development shall be substantially as shown on the project materials listed below:

- a. Project plans, Exhibit B, Vesting Tentative Tract Map 8672 by MacKay & Soms, Architectural Plans by WHA Architects, and Landscape plans by Ripley Design, dated "Received" on September 5, 2023, and kept on file in the Planning Division of the Community Development Department.
- b. ALTA/NSPS Land Title Survey by MacKay & Soms, dated September 16, 2023, and kept on file in the Planning Division of the Community Development Department.
- c. Lighting Plan - Photometric Analysis by Associated Lighting Representatives, dated October 6, 2023, and kept on file in the Planning Division of the Community Development Department.
- d. Arborist Report prepared by Buena Vista Tree Service for Catalyst Development Partners LLC, dated May 2023, and kept on file in the Planning Division of the Community Development Department.
- e. Traffic Technical Memorandum prepared by TJKM Transportation Consultants for Catalyst Development Partners LLC, dated January 2, 2024, and kept on file in the Planning Division of the Community Development Department.
- f. Geotechnical Investigation Report by Cornerstone Earth Group for Catalyst Development Partners LLC, dated September 27, 2022 (revised August 30, 2023) (Project No. 1380-1-1), and kept on file in the Planning Division of the Community Development Department.

- g. Phase I Environmental Site Assessment (ESA) by Cornerstone Earth Group for Catalyst Development Partners LLC, dated September 8, 2022, and kept on file in the Planning Division of the Community Development Department.
- h. Air Quality Technical report by Ascent Environmental for Catalyst Development Partners LLC, dated August 23, 2023, and kept on file in the Planning Division of the Community Development Department.
- i. Environmental Noise Study by Coffman Engineers for Catalyst Development Partners LLC, dated September 1, 2023, and kept on file in the Planning Division of the Community Development Department.
- j. Biological Resources Analysis Memorandum by Monk & Associates Environmental Consultants for Catalyst Development Partners LLC, dated July 20, 2023, and kept on file in the Planning Division of the Community Development Department.
- k. Hydrology Analysis Technical Memorandum prepared by Akel Engineering Group, Inc. dated September 2023, and kept on file in the Planning Division of the Community Development Department.
- l. LEED v4 Neighborhood Development Plan Project Checklist prepared by Mason Wodhams Architectural Corporation for Catalyst Development Partners LLC, dated April 18, 2023, and kept on file in the Planning Division of the Community Development Department.

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

THIS APPROVAL IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

1. **APPROVAL AND REVISIONS:** The proposed development shall be in substantial conformance with the “Approved Plans”, except as modified by the following conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance with the approved exhibits. Planning Division approval is required before any changes are implemented in site design, grading, architectural design, building colors or materials, green building measures, landscape material, etc.
2. **EXPIRATION** – The design review approval shall lapse and shall be void 2 years following the effective date of approval of both the design review and vesting tentative map, unless: (1) a final map is approved before the vesting tentative map expires, and then the term of development rights shall be as set forth in Section 19.22.070 of the PMC; (2) prior to expiration a building permit is issued and construction is commenced and diligently pursued to completion; (3) the applicant has filed a request for: (a) design review approval extension pursuant to the provisions of Section 18.12.030 of the PMC, or (b) a vesting tentative map extension per Section 19.22.070.D.2, of the PMC. The vesting tentative map shall expire as provided in Section 19.22.070 of the PMC.
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 final map and 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. **BUILDING MATERIALS AND COLORS:** The building materials and colors in the Approved Plans shall be stated on the building permit plans.
7. **PAVING MATERIALS:** The color, material, design, and product specifications for the paving materials used on-site shall be in conformance with the Approved Plans and included with the building permit submittal. Any proposed modifications to the final paving design details shall be subject to review and approval by the Planning Division prior to issuance of building permits.
8. **WINDOWS:** Manufacturer type, design, material, and installation details for all windows within the project shall be specified for each unit/building in conformance with the Approved Plans in the building permit submittal. Any proposed modifications shall be subject to review and approval by the Planning Division prior to issuance of building permits.
9. **FENCE/WALL:** All fencing and walls shall be shown on the construction plans with the building permit submittal. The design and location must be approved by the Planning Division and comply with all setback requirements.
10. **LIGHTING PLAN:** The applicant shall submit a lighting plan with the building permit submittal in conformance with the Approved Plan. The plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. Any proposed modifications shall be subject to review and approval by the Planning Division prior to issuance of building permits.
11. **BUILDING SURVEY:** The applicant shall submit a building survey and/or record of survey and a site development plan in accordance with the provisions of Chapter 18.68 of the PMC. These plans shall be approved by the Chief Building Official prior to building permit issuance. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.
12. **PAD AND SETBACK CERTIFICATION:** The applicant shall submit a pad elevation certification prepared by a California licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development certifying the pad elevations and building

locations (setbacks) are conforming to the approved plans, prior to receiving a foundation inspection for the structures.

13. **BUILDING HEIGHT CERTIFICATION:** The applicant shall submit a building height certification prepared by a California licensed land surveyor or civil engineer to the Director of Community Development before the first framing or structural inspection by the Building and Safety Division. The height of the structures shall be surveyed and verified as being in conformance to the approved building heights as shown on Exhibit B or as otherwise conditioned.
14. **FINAL INSPECTION:** Final inspection of each building by the Planning Division is required prior to that building's occupancy.
15. **TRANSFORMERS:** New electrical transformers shall be placed underground, or aboveground and screened from view to the satisfaction of the Director of Community Development. Details of the new electrical transformers, and any screening architecturally compatible with the building, shall be included in the building permit submittal and shall be subject to the review and approval of the Director of Engineering/City Engineer and Director of Community Development prior to building permit issuance.
16. **MECHANICAL EQUIPMENT – SCREENING:** The applicant shall effectively screen from view all ducts, meters, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or on the roof, with materials architecturally compatible with the building in conformance with the Approved Plan and Objective Design Standards. Screening details shall be shown on the plans submitted for building permit. All required screening shall be installed prior to final occupancy.
17. **RECYCLING AND COMPOSTING PROGRAMS:** The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs and Pleasanton Municipal Code Chapter 9.23 Organics Reduction and Recycling.

Green Building and Sustainability Measures

18. **ALL-ELECTRIC:** This project is to have no new gas infrastructure installed. This shall be reflected in the plans submitted for Building Permits.
19. **Climate Action Plan 2.0 Compliance:** Prior to building permit issuance, a GHG Emission Compliance Checklist shall be provided to the Planning Division for review and approval by the Director of Community Development. The measures shall be shown on the building permit plans submitted to the Building and Safety Division. The Checklist shall include notation indicating the sheet(s) the measure can be found. Prior to building permit final, all of the measures indicated on the approved checklist shall be inspected and approved by the City of Pleasanton.

Construction Practices and Noticing

20. **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.

21. **CONSTRUCTION PARKING:** Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard subject to receipt of a temporary conditional use permit (per PMC 18.116.010.E).
22. **CONSTRUCTION TRAILERS:** A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
23. **CONSTRUCTION AND PARKING MANAGEMENT PLAN:** The applicant shall prepare a construction and parking management plan to address impacts and parking demands during the construction phase of the project. The construction and parking management plan shall be subject to review and approval by the City Traffic Engineer and Director of Community Development prior to issuance of a demolition permit, or the first building permit, whichever comes first. The following items shall be incorporated into the construction and parking management plan:
 - a. Show truck route for construction and delivery trucks that does not include neighborhood residential streets, unless approved by the City Traffic Engineer;
 - b. Show construction vehicles and equipment parking area, materials storage, temporary fencing, construction trailer location, and construction contractors/workers parking area.
 - c. Sidewalk closure or narrowing is not allowed during on-site construction activities without prior approval by the City.
24. **PORTABLE TOILETS:** Portable toilets used during construction shall be kept on the project site and as far as possible from existing residences and shall be emptied to prevent odor.
25. **EXCESS SOIL AND SOIL STOCKPILING:** All excess soil from the site shall be off-hauled from the site and disposed of in a lawful manner. No temporary stockpiling of dirt on this site shall occur unless approved with the grading plans or without specific review and approval by the Director of Community Development.
26. **NOTICE OF CONSTRUCTION:** Prior to construction, the applicant shall notify neighbors within 300-feet of the project site of the construction schedule in writing. Such notice shall include contact names and numbers for property owner, agent or contractor.
27. **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.
28. **CULTURAL RESOURCES:** In the event that human remains are discovered during grading and construction of the project, work shall stop immediately. There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Section 5097.98.

These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify the persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains.

Fees

29. 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 SB 330 Preliminary application was submitted, October 14, 2022, subject to applicable existing inflation adjustments.
30. WATER FEES AND WATER METER CONNECTION FEES: The applicant shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters and irrigation meters, if applicable, prior to building permit issuance
31. SEWER FEES: The applicant shall pay the applicable Dublin-San Ramon Services District (DSRSD) and City sewer connection fees prior to building permit issuance.
32. SCHOOLIMPACT FEES – RESIDENTIAL NEW CONSTRUCTION: Applicant shall work with the Pleasanton Unified School District (PUSD) to develop a program to offset this project's long term effect on school facility needs in Pleasanton. This program shall be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities. The method and manner for the provision of these funds and/or facilities shall be approved by the PUSD and in place prior to building permit issuance. Written proof of compliance with this condition shall be provided by applicant to the City, on a form generated by the PUSD, prior to building permit issuance.

Environmental

33. Project shall incorporate sound-rated windows, ventilation systems, noise barriers, etc., necessary to ensure that both indoor and outdoor noise levels at the proposed project comply with the standards established in the Pleasanton General Plan.
34. Project shall implement signage and striping efforts to restrict the proposed eastern driveway along South Valley Trails Drive to exclude left-in movements. **Project Specific Condition**
35. Prior to the issuance of a grading or building permit, the project applicant shall submit an air quality construction plan that includes BAAQMD basic Best Management Practices.
 - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - All vehicle speeds on unpaved roads shall be limited to 15 mph.

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a six- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

Project Specific Condition

Other

36. The Homeowners Association shall include restrictions in the CC&R's on smoking at the site in conformance with Pleasanton Municipal Code Chapter 9.27 Restrictions On Smoking At Condominiums, Townhomes And Buildings With Three Or More Attached Units.

HOUSING DIVISION – 925-931-5007

37. AFFORDABLE HOUSING AGREEMENT: The applicant shall execute a City Council-approved Affordable Housing Agreement which sets forth the methodology for the applicant's compliance with Pleasanton Municipal Code Chapter 17.44 requirements and which agreement shall be recorded prior to or concurrently with the final map. **Project Specific Condition**

BUILDING AND SAFETY DIVISION – 925-931-5300

38. PHASED OCCUPANCY: If building occupancy is proposed to be phased, the applicant shall submit a phasing plan to the Chief Building and Safety Official for review and approval.
39. DIGITAL PLAN SUBMITTAL REQUIREMENT – COMMERCIAL, MULTI-FAMILY RESIDENTIAL AND CONDOMINIUM PROJECTS: The applicant shall submit site plan and building information to the City's Geographic Information Services (GIS) Division in a digital format prior to issuance of the building permit. All changes or revisions to the approved plans during construction which affect the digital submittal, shall be resubmitted for GIS review no later than one month prior to scheduling a final inspection. The updated digital submittal will be checked and approved before the building permit will be finalized and certificate of occupancy granted (if applicable). For phased project, the digital submittal must be approved prior to the first occupancy of any phase. The information will be used for public safety and emergency response planning by the Police and Fire Departments. Refer to the "Digital Plan Submittal Requirements" for necessary data and file formatting requirements.

TRAFFIC ENGINEERING DIVISION – 925-931-5677

40. TRAFFIC CONTROL Plan (TCP): A comprehensive traffic control plan shall be submitted to the City Traffic Engineer for review and approval. Best management practices to minimize traffic

impacts shall be used during construction, including scheduling of major truck trips and deliveries, to avoid peak travel hours. The TCP shall have proper lane closure procedures such as flagger stations, signage, cones, and other warning devices implemented during construction. The TCP shall also include time of day/hours of lane closures and total number of days

41. TRUCK ROUTES: The haul route for all materials to and from the project site shall be reviewed and approved by the City Traffic Engineer prior to building permit issuance and shall include the provision to monitor the street surfaces used for the haul route so that any damage and debris attributable to the haul trucks is identified and corrected at the expense of the applicant.
42. TRAFFIC SIGNAGE AND STRIPING – ON SITE: All on site traffic related signage and striping shall be included in the building permits plans for review and approval by the City Traffic Engineer prior to building permit issuance.
43. TRAFFIC SIGNAGE AND STRIPING – OFF SITE: All off site traffic related signage and striping shall be included in the improvement plans for review and approval by the City Traffic Engineer prior to permit issuance.
44. TRAFFIC IMPACT FEES: The applicant shall pay any traffic impact fees for the development as determined by the City Traffic Engineer. The fee shall be paid prior to building permit issuance.

LANDSCAPE ARCHITECTURE DIVISION – 925-931-5672

Landscaping

45. LANDSCAPING: Detailed landscape and irrigation plans encompassing all planting areas, both on-site and off-site, shall be included in the building permit plans. All plans shall be prepared by a licensed landscape architect and shall provide the species, location, size, quantities, and spacing of all plants. Minimum plant sizes are 1-gallon containers for ground cover, 5-gallon containers for shrubs, and 15-gallon containers for trees. Plant species shall be of a drought-tolerant nature and the irrigation design shall utilize low-volume drip, bubbler, or other water conserving irrigation systems to the maximum extent possible. The drawings shall be subject to the review and approval of the City Landscape Architect prior to building permit issuance.
46. WATER EFFICIENT LANDSCAPE ORDINANCE (WELO): The project shall comply with the City of Pleasanton's Water Efficient Landscape Ordinance (WELO) and Bay Friendly Basics Landscape Checklist. The applicant shall submit a Landscape Documentation Package in PDF format to the Landscape Architecture Division, which shall be subject to review and approval by the City Landscape Architect prior to building permit issuance. The Landscape Documentation Package shall include:
 - a. Project Information;
 - b. Water Efficient Landscape Worksheet;
 - c. Soil management report;
 - d. Landscape design plan;
 - e. Irrigation design plan; and
 - f. Grading design plan.

47. **CERTIFICATE OF COMPLETION:** Upon completion of construction and prior to final inspection by the Building and Safety Division, the applicant's landscape architect shall submit a Certificate of Completion Package in PDF format to the Landscape Architecture Division for review and approval. The Certificate of Completion Package shall include:
- a. Project information sheet;
 - b. Certificate of installation according to the landscape documentation package;
 - c. Irrigation scheduling;
 - d. Schedule of irrigation, landscape and irrigation maintenance;
 - e. Landscape irrigation audit report; and
 - f. Soil management report (if not previously submitted).
48. **LANDSCAPING INSTALLATION:** Prior to building permit final all landscaping shall be installed as shown on the approved building permit set and shall be inspected and approved by the Landscape Architecture Division.
49. **CONCRETE CURBS:** 6-inch vertical concrete curbs, with curb cuts or flush curbs with wheel stops, if determined to be acceptable by the Director of Engineering/City Engineer and Director of Community Development, shall be installed between all paved and landscape areas, in conformance with the City's Standard Specifications and Details.
50. **EROSION CONTROL:** For purposes of erosion control, the applicant shall plant a hydro seed mixture designed by the applicant's landscape architect and approved by the Landscape Architecture Division prior to installation. The erosion control shall be maintained by the applicant until permanent landscaping is in place.
51. **BACKFLOW AND IRRIGATION METER SCREENING:** All backflow prevention devices and above ground irrigation controls shall be located and screened to minimize their visual impacts. These devices with their proposed screening shall be shown on the landscaping and utility plans submitted with the building permit plans or improvement plans and shall be subject to the review and approval of the City Landscape Architect prior to their installation. If above-ground, they shall be painted forest green or an equivalent dark-green color. Screens shall consist of berms, walls, or landscaping satisfactorily integrated into the landscape plan. Landscape screens shall include shrubbery designed by species and planting density to establish a complete screen within 1 year from the date of planting. Weather protection devices, such as measures to protect pipes from freezing, shall require approval by the City Landscape Architect prior to use; at no time shall fabric or other material not designed and/or intended for this purpose be wrapped around or otherwise placed on these devices. **Project Specific Condition**
52. **MAINTENANCE:** The applicant and all future owners of the property shall, at no expense to the City, maintain all the landscaped areas related to the project in a healthful, attractive and reasonably weed-free manner consistent with the approved landscape plan, for the duration of the existence of the project.
53. **SITE LIGHTING:** All site lighting shall be designed for consistency with the International Dark-Sky Association's (IDA) Model Lighting Ordinance. This project site shall be considered to be in an LZ-2 zone for design purposes. Lighting shall be subject to review and approval by the City Landscape Architect prior to building permit issuance. **Project Specific Condition**

54. ROAD FRONTAGE LANDSCAPE: The applicant shall provide planting, including street trees, and irrigation and shall be responsible for maintaining the landscape area along the project frontage on Hopyard Road and South Valley Trails Drive. Improvements shall require approval by the City Landscape Architect.

Trails

55. PLEASANTON CANAL TRAIL: The development shall include an ADA accessible connection to the Pleasanton Canal Trail and shall remove and replace the existing gate for the trail adjacent to Hopyard to provide a new pedestrian friendly gate/access per City of Pleasanton and Zone 7 requirements. **Project Specific Condition**

Trees

56. TREE REPORT: The applicant shall comply with the recommendations of the tree report prepared by Carol Randisi with Buena Vista Tree Service, dated May 2023. No tree trimming or pruning other than that specified in the tree report shall occur. The applicant shall arrange for the Project Arborist to conduct a field inspection prior to building permit issuance to ensure all recommendations have been properly implemented. The Project Arborist shall certify in writing all recommendations have been followed. **Project Specific Condition**

57. TREE REMOVAL MITIGATION: Any trees approved to be removed by the City shall have its full value paid into the City's Urban Forestry Fund. A credit for replanting trees shall be as follows:

- a. \$250 credit for a 15-gallon size replacement tree;
- b. \$500 credit for a 24-inch box size replacement tree; and
- c. \$1,000 credit for a 36-inch box size replacement tree.

Project Specific Condition

58. TREE BOND: Any tree affected by development/construction must be protected per the Municipal Code. The applicant shall post cash, letter of credit, or other security satisfactory to the Director of Engineering/City Engineer, for all Heritage Trees and any other significant tree as deemed by the City Landscape Architect. This bond or security will be for the value of the tree(s), up to a maximum of \$100,000, and shall be held for a minimum of 1 year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. An arborist shall be onsite during any tree work (i.e. root pruning, trimming, setting up tree protection, etc.). The bond or security may be released early with a certification letter by the arborist confirming he/she was present during said tree work and work was performed in accordance with the arborist's recommendations.

59. TREE DISPOSITION PLAN: Provide a tree disposition plan that shows trees to remain, trees to be removed, the value of each tree, the total value of the trees to remain and be protected, and the total value of trees to be removed. The plan shall also include the tree protection recommendations from the arborist report. **Project Specific Condition**

60. ROOT CUTTING: The applicant shall comply with the following tree root cutting requirements:

- a. Roots 1-inch in diameter or larger to be removed shall be cleanly cut with a hand saw. Roots smaller than 1-inch in diameter are not considered to be significant and may be removed by the most efficient means.
- b. Roots larger than 2-inches in diameter and within 8-feet of the tree trunk shall not be cut or ground unless prior approval has been received from the Landscape Architecture Division.
- c. Roots of any diameter farther than 8-feet from the tree trunk, which are in conflict with the proposed work may be ground a maximum of one-half of their diameter. Work of this nature shall only be performed using a mechanical stump grinder and only by personnel familiar with its operation.
- d. Roots up to 6-inches in diameter and farther than 8-feet from the tree trunk may be removed if they are in conflict with the proposed work. Roots that are removed shall be cleanly cut using a hand saw.

61. **ROOT CONTROL BARRIER:** The applicant shall provide root control barriers and 4-inch perforated pipe for all trees located within 8-feet of pavement or other hardscape, determined by the City Landscape Architect. Root barriers shall be located along the edge of the pavement wherever the tree is within 8-feet of pavement or hardscape. Information and details shall be included in the landscape plan submittal for review and approval by the Landscape Architecture Division.

62. **TREE PRUNING:** Pruning shall be conducted by a certified arborist familiar with the International Society of Arboriculture (ISA) pruning guidelines and shall comply with the guidelines established by the ISA, Tree Pruning Guidelines, current edition, to maintain the health of the trees.

63. **TREE PROTECTION FENCING:** Prior to issuance of a grading or building permit, the applicant shall install temporary 6-foot-tall chain-link fencing (or other fence type acceptable to the Landscape Architecture Division) outside of the existing tree drip lines. The location of the tree protection fencing shall be shown on the demolition plans (if applicable), grading, building, and/or landscape plans. The fencing shall remain in place until final landscape inspection by the Landscape Architecture Division. Removal of such fencing prior to approval may result in a "stop work order."

64. **PROJECT PLANS:** The following statements shall be printed on the demolition, grading and landscape plans where applicable to the satisfaction of the City Landscape Architect prior to issuance of building permits:

- a. No existing tree may be trimmed or pruned without prior approval by the City Landscape Architect.
- b. Utilize best efforts to locate any new utility trenches outside of the existing canopy of the trees to be saved. If this is not feasible, the applicant shall submit a report from a certified arborist acceptable to the City indicating trenching will not be detrimental to the health of the tree.
- c. Nothing may be stored within the dripline of the tree canopies. This includes equipment, oil, gas, chemicals, harmful materials, fill or storage.
- d. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
- e. No sign, wires, or ropes shall be attached to the trees.

- f. No stockpiling/storage of construction materials, fill, etc., shall take place underneath or within 5-feet of the dripline of the existing trees.
- g. No equipment or temporary structures shall be placed within or beneath the dripline of the existing trees.

Failure to comply with these requirements may result in a “stop work order”.

FIRE DEPARTMENT – 925-454-2361

The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approval DO NOT include: 1.) Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval; and 2.) Backflow prevention or connections to the public water mains.

- 65. FIRE HAZARDS: The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
- 66. FIRE CODE: All construction shall conform to the requirements of the 2022 Pleasanton Fire Code and local ordinances. All required permits shall be obtained prior to work commencement.
- 67. SITE SAFETY: Site safety during construction shall be in accordance with Fire Code chapter 33.
- 68. FIRE SPRINKLERS: Automatic fire sprinklers shall be installed in all occupancies in accordance with the 2022 Pleasanton Building, Fire and Residential Codes with local amendments and ordinances.
- 69. FIRE PROTECTION FACILITIES: Prior to any construction framing, the applicant shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.
- 70. WATER FLOW AND CONTROL VALVES: All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.
- 71. ELECTRICAL CONDUIT: Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.
- 72. LISTED: All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to a listed Central Station Service in accordance with NFPA 72. Fire Department plan check includes specifications, monitoring, installation, and alarm company certificates. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.

73. **HAZARDOUS MATERIALS:** Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the Livermore-Pleasanton Fire Department prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.

74. **FIRE LANE MARKING:** On-site access ways, turn arounds, and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs at locations approve by the Fire Department. Signs shall be according to State standards and read “No Parking – Fire Lane” and must be shown on the plans. The red curb striping, sign location(s), and sign language shall be included in the building permit submittal for review and approval by the Livermore-Pleasanton Fire Department prior to building permit issuance.

a. The following schedule for NO PARKING signs shall apply:

<i>Width</i>	<i>Requirements</i>
36 feet or greater	No requirements
Between 28 and 36 feet	Post one side
Between 20 and 28 feet	Post both sides
Less than 20 feet	Not permitted
Cul-de-Sac	Not permitted

75. **EMERGENCY VEHICLE ACCESS ROADS:** Access roads shall have 13 feet, 6 inches unobstructed vertical clearance, 20 feet of unobstructed width (26 feet where occupied building floors exceed 30 feet height), and inside turning radius of 31 feet and outside turning radius of 51 feet. Unobstructed shall mean a clear travel way, excluding parking width, and designed for an emergency vehicle weight of 70,000 pounds under all weather conditions. Unobstructed width shall not include the width of rolled curbs, sidewalks, or non-drivable surfaces. All exterior portions of buildings must be within 200 feet of an access road. Yard and parking area may be able to be located farther than 200 feet from access roads, depending on the specific use.

76. **FIRE VEHICLE TURNAROUNDS:** Where Fire Department vehicle access through or around a site involves changes in direction or curves, inside radius of 45 feet and outside radius of 55 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in cul-de-sacs no less than 96 feet in diameter or hammer-head (tee). Standards and options are available through the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.

77. **PREMISES IDENTIFICATION:** Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12-inch high by 1-inch stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.

78. **RESIDENTIAL – NEW CONSTRUCTION:** The following items shall be provided prior to any construction above the foundation or slab.

a. Emergency vehicle access shall be provided to the site (tract), including areas where construction is occurring.

- b. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
- c. On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.

79. FINAL INSPECTION: Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be accepted, inspected and tested to applicable City Standards.

ENGINEERING DIVISION - 925-931-5650

Project Specific Conditions of Approval:

- 75. WATER NETWORK ANALYSIS. Capacity in the City's potable water network to serve the subject development has been verified by the City's consultant, Akel Engineering Group according to their final Technical Memorandum dated September 2023. The memo discloses expected potable water pressure and flow at various points within the proposed network. This data shall be used to design/size the fire protection systems and domestic services for each building.
- 76. ASBESTOS & LEAD. Section 10.6 of the Phase 1 Environmental Site Assessment by Cornerstone Earth Group states, "...Due to the age of the on-Site structures, building materials may contain asbestos..." and Section 10.7 states "...Based on the age of the existing buildings, lead-containing paint may be present..." As such, the applicant shall submit an asbestos and lead survey and follow required abatement as necessary prior to issuance of Building Permit for demolition of the existing building.
- 77. POLYCHLORINATED BIPHENYLS (PCBs). Provision C.12.f and .g of the Municipal Regional Stormwater Permit (MRP) that governs stormwater discharges within Alameda County requires PCB-containing building materials to be properly managed during demolition. To determine whether special assessment, removal, and disposal practices are warranted for the subject development, the applicant shall complete and submit a "PCBs Screening Assessment Form" available from the City prior to Building Permit issuance. Completion of form may reveal that sampling and analysis of building materials are required together with reporting to the San Francisco Bay Regional Water Quality Control Board and/or U.S. Environmental Protection Agency. The form requires the applicant to certify compliance with all applicable laws and regulations.
- 78. GEOTECHNICAL ISSUES. Referring to the Cornerstone Earth Group Geotechnical Investigation, the following recommendation shall be addressed on the Building Permit plans:
 - a. Section 5.1.4 "Soil Corrosion Potential" and Appendix C of the Cornerstone Earth Group Geotechnical Investigation, discuss soil corrosivity. Two recommendations are offered. First, elevated levels of water-soluble chlorides in the soils require use of a concrete mix design appropriate for elevated chloride exposure. Second, on-site soils are considered corrosive for buried metallic structures such as metal utilities, so coating systems and cathodic protection are recommended as well as isolation of these utilities from above grade structures.
 - b. Section 6.6 discusses "Wet Soil Stabilization Guidelines" due to soils that become unstable with high moisture content. Three alternative methods of addressing this issue

are offered including scarification and drying, removal and replacement, and chemical treatment. The plans must include one (or more) of these stabilization methods.

- c. Section 10.4 discusses "Pavement Cutoff" to mitigate surface water penetration into native expansive clay soils which could significantly reduce pavement life. Several alternatives are recommended, all of which must be keyed into pavement subgrade soils at least 4". One or more of these alternatives shall be incorporated into the pavement design.

79. **POTABLE WATER SERVICE.** The City purchases potable water wholesale from Zone 7 Water Agency. Fees are due to both the City of Pleasanton and Zone 7 for new connections to the City's pipe network. Said fee amounts appear in the City's adopted Master Fee Schedule. For more information about water usage in Pleasanton, refer to Pleasanton Municipal Code Title 14.

This property is currently served by an existing 5/8-inch-diameter water meter (Account #3378-14000-001, Meter #55550473). If this meter will not be utilized as part of the proposed development, the applicant shall contact the City's Utility Billing Division at 925-931-5500 or osd@cityofpleasantonca.gov to initiate the meter removal process. Removal of said meter will be performed by City staff. Any outstanding water consumption charges must be paid in full prior to the meter removal as well as all fees associated with the disconnection. Fee credits will be offered for the removed meter when new water services are requested.

80. **RECYCLED WATER.** The City operates a recycled water network for landscape irrigation according to Pleasanton Municipal Code Chapter 14.20. The subject property resides within the recycled water use area and must therefore utilize said water for irrigation purposes upon development. The network extends along the Hopyard Road frontage of the property. Connection fees are shown in the City's adopted Master Fee Schedule.

81. **SANITARY SEWER.** The City operates the sanitary sewer pipe network that serves this property. Fees are due to both the City of Pleasanton and Dublin San Ramon Services District upon connection to the pipe network, with credits offered for prior uses. Sewer service in Pleasanton is regulated by Pleasanton Municipal Code Title 15.

Capacity in the City's sanitary sewer network to serve the development must be verified by running a scenario in the City's network computer model. The computer model is operated by a consultant retained by the City. The consultant will run the scenario and then issue a report with their findings. The applicant shall fund this effort and address any discovered network deficiencies that are directly attributable to the development.

Standard Conditions of Approval

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

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

84. DESIGN PER CITY STANDARDS: All public improvements shall be designed in conformance with the City of Pleasanton Municipal Code and the City's adopted Standard Specifications and Details in effect at the time of issuance of the permit(s). Said standards are available for download at:

<http://www.cityofpleasantonca.gov/gov/depts/engineering/standard.asp>

(Address this condition prior to plan approval)

85. CLEAN WATER PROGRAM (HYDROMODIFICATION PROJECTS): Because the project creates and/or replaces more than 43,560 square feet (1.00 acres) of impervious surface, increases impervious surface over pre-project conditions, and is located in a susceptible area, it is considered a Hydromodification (HM) Project according to Provision C.3.g of the Municipal Regional Stormwater NPDES Permit that regulates stormwater runoff in Alameda County. The Alameda Countywide Clean Water Program developed a C.3 Guidance Manual to assist applicants in addressing these regulations. The Guidance Manual is available for download at:

<https://www.cleanwaterprogram.org/businesses/development.html>

HM projects must include stormwater treatment measures in the site design to cause no increase in the erosion potential of the receiving stream over the pre-project (existing) condition. To demonstrate compliance, the City encourages use of the Bay Area Hydraulic Model (BAHM). The model software can be downloaded at no cost from Clear Creek Solutions. In addition, HM projects must be subject to a Stormwater Treatment Measure Maintenance Agreement between the City and property owner to assure long-term maintenance of the installed measures. The City will provide a template agreement. Once executed, the agreement must be recorded against the property. (Address this condition prior to plan approval)

86. GEOTECHNICAL RECOMMENDATIONS: Recommendations from the project's geotechnical investigation, as prepared by a California-licensed Geotechnical Engineer or Certified Engineering Geologist, shall be incorporated into the design of the improvements and/or explicitly noted on the plans. The author(s) of the geotechnical investigation shall certify on the plans that the design complies with their recommendations. During construction, the applicant must follow all recommendations. (Address this condition prior to plan approval)

87. SUBDIVISION MAPS: The subdivision of land is governed by Pleasanton Municipal Code Title 19, as well as the California Government Code §§66410-66499.85 (Subdivision Map Act). All maps are subject to review and approval by the City Engineer. Recordation of the subdivision map shall be coordinated by the applicant's title company, with one full-sized mylar copy of the recorded map returned to the City.

The following statement shall be included on the cover sheet of the map: "I, Adam Nelkie, P.E., City Engineer of the City of Pleasanton, County of Alameda, State of California, do hereby state that I have examined the herein embodied map entitled "[MAP NAME/NUMBER]" consisting of [NUMBER OF SHEETS] sheets, this statement being on Sheet 1 thereof and that the [PARCEL OR TRACT] map was presented to me as provided by local ordinance. This map conforms with the requirements of the Subdivision Map Act and of any local ordinances applicable at the time of approval of the tentative map, and the subdivision as shown is substantially the same as it

appeared on the tentative map, if any, and any approved alterations thereof. The name of the subdivider is as shown on the statement of owner upon this sheet.”

For parcel maps, add the following: “The dedications and/or easements shown as [LIST] upon said map thereon offered for dedication are hereby accepted for the purpose for which offered.”

Adam Nelkie, P.E., Registration No. 78830, City Engineer, City of Pleasanton, County of Alameda, State of California [SIGNATURE LINE], [DATE], [SPACE FOR STAMP]” (Address this condition prior to map approval)

88. CITY CLERK’S STATEMENT: For final maps, the following statement shall be included on the cover sheet of the map: “I, Jocelyn Kwong, City Clerk and Clerk of the Council of the City of Pleasanton, County of Alameda, State of California, do hereby state that this final map entitled “[MAP NAME/NUMBER]” consisting of [NUMBER OF SHEETS] sheets, this statement being on Sheet [NUMBER] thereof, was presented to said Council of the City of Pleasanton, as provided by law at a regular meeting held on the [DAY] day of [MONTH], [YEAR] and that said Council of the City of Pleasanton did thereupon by motion duly passed and adopted at said meeting, approved said map and accepted on behalf of the public all parcels of land and easements as offered for dedication to the City of Pleasanton for public use in conformity with the terms of the offer of dedication. The names of the subdividers are as shown on the Owner’s Statement upon Sheet 1. In witness whereof, I have hereunto set my hand this [DAY] day of [MONTH], [YEAR]. Jocelyn Kwong, City Clerk, City of Pleasanton, Alameda County, State of California [SIGNATURE LINE]”. (Address this condition prior to map approval)
89. SUBDIVISION IMPROVEMENT AGREEMENT: Public improvements required as part of the subdivision must be either completed to the satisfaction of the City Engineer prior to map approval, or guaranteed by a Subdivision Agreement. The agreement requires the applicant to post financial security in the form of either a cash deposit, letter of credit, or surety bonds in amounts equivalent to the value of the public improvements. If surety bonds are utilized, the form of the bond language shall be consistent with California Government Code §66499.1 for faithful performance and §66499.2 for labor and materials. The amounts of the bonds shall be 100% of the total estimated value of the public improvements consistent with §66499.3. In addition, the City requires a warranty bond (often referred to as a maintenance bond) for 10% of the estimated value. The warranty bond shall be active for one-year following formal acceptance of the improvements. All submitted securities are subject to review and approval by the City Attorney. In addition, final maps and the associated Subdivision Agreement are subject to approval by the City Council. (Address this condition prior to map approval)
90. CITY SURVEYOR: The City utilizes the services of an outside consultant to certify the technical accuracy of subdivision maps as City Land Surveyor pursuant to California Government Code §66451.1. In order to provide this service, the consultant will submit a proposal to the City for the estimated cost of the work. The estimate will be presented to the applicant together with the City’s administrative markup according to the City’s adopted Master Fee Schedule. Review of the subdivision map cannot commence until the applicant has submitted payment to the City for these costs. If the ultimate fee at the conclusion of the work is less than this payment, the applicant will be refunded the difference. If the ultimate fee is more than this payment, then the applicant shall submit payment for the difference before the consultant certifies the map.

The following statement shall be included on the cover sheet of the map: “I, [NAME PROVIDED BY CITY], P.L.S, Acting City Surveyor for the City of Pleasanton, Alameda County,

California, do hereby state that I have examined this map entitled “[MAP NAME/NUMBER]”, and I am satisfied that said map is technically correct. [SIGNATURE LINE], [DATE], [SPACE FOR STAMP]” (Address this condition prior to map approval)

91. DEDICATIONS TO THE CITY: Dedications to the City shall conform to the following standards whether dedicated on a subdivision map or by recorded separate instrument:

- a. Right-of-way dedications for roadways or similar access shall be offered irrevocably to the City pursuant to California Government Code Section 7050. Right-of-way is defined in Pleasanton Municipal Code §13.04.010.
- b. Public Service Easements (PSE) shall be granted to the City in accordance with Pleasanton Municipal Code §19.24.190 and 19.36.110. PSEs shall be offered as an easement for public purposes including but not limited to installation, construction, access, and maintenance of all public services facilities above and below the ground surface including poles, wires, conduits, vaults, cabinets, retaining walls, sanitary sewers, storm drains, gas lines, and water lines as well as all those public utilities and appurtenances thereto as subject to regulation under Pleasanton Municipal Code Chapter 13.04. Consistent with California Government Code Section 66439(d)(3), the offer shall include the statement, “The real property described below is dedicated as an easement for public purposes...”

(Address this condition prior to recordation of map or separate instrument title documents granting rights to the City)

92. DATUM FOR VERTICAL CONTROL: Vertical control surveying for all improvements to be constructed shall be based on the North American Vertical Datum of 1988 (NAVD 88). Any benchmarks used that relied on the National Geodetic Vertical Datum of 1929 (NGVD 29) shall be converted to NAVD 88 when presented on plans. The location of the benchmark and source of data must also be disclosed on the plans. (Address this condition prior to plan approval)

93. SURVEY MONUMENTS FOR HORIZONTAL CONTROL: Final maps shall include sufficient durable survey monuments to allow the subdivision to be retraced in conformance with Pleasanton Municipal Code §19.24.220. Setting of monuments shall be in accordance with California Government Code §66495-66498. The surveyor shall give notice to the City Engineer when final monuments have been set, and when payment for said work has been received from the subdivider. (Address this condition prior to acceptance of improvements)

94. STORMWATER HYDRAULICS: The City’s storm drainage network has been designed in accordance with the Alameda County Hydrology and Hydraulics Manual published by the Alameda County Flood Control & Water Conservation District. Said manual is available for download at:

<https://acfloodcontrol.org/the-work-we-do/the-work-we-do-hydrology-manual/>

The City is located in Zone 7, and its storm drain pipe network is considered a secondary facility. Any connections to, additions, or upgrades to the City’s pipe network shall be designed in accordance with the manual. Calculations submitted for review/approval shall be presented

in a format consistent with the “Calculation Form – District Rational Method” available in the manual. The calculations shall demonstrate adequate freeboard given the design storm event assuming all bioretention areas are overflowing. Said calculations shall be prepared, stamped, and signed by a California-licensed civil engineer. (Address this condition prior to plan approval)

95. EMERGENCY OVERLAND STORMWATER FLOW/SUMP PROPERTIES: All properties shall be designed with an emergency overland flow path to direct storm runoff to the nearest public street or open flood control facility in the event on-site pipes become plugged. The flow path shall be lower than the finish floor elevation of all habitable structures. The flow path cannot rely on neighboring properties unless a storm drain easement across the neighbor is obtained. Sump properties must be designed to discharge the 50-year recurrence interval storm event through the pipe network before habitable structures become inundated. (Address this condition prior to plan approval)

96. POTABLE WATER SYSTEM DESIGN STANDARDS: All permanent connections to the City’s potable water network shall conform to Pleasanton Municipal Code §14.04.050. Any required water pressure and/or flow needed by the applicant beyond that available from the network at the point-of-connection must be provided by the applicant as a private improvement on the customer side of the meter or backflow prevention device. All extensions or upgrades to the potable water network shall be designed to satisfy the following minimum standards:

- a. Minimum number of valves:
 - i. 3 at cross intersections
 - ii. 2 at “T” intersections
 - iii. 500 feet maximum spacing
 - iv. 1 valve at each fire hydrant lateral
 - v. Pressure regulating valve station required between pressure zones
- b. Minimum number of fire hydrants (subject to approval by Livermore-Pleasanton Fire Department (LPFD) Fire Marshal:
 - i. 1 hydrant within 250 feet of any existing or proposed structure
 - ii. 2 hydrants within 500 feet of any commercial, multi-family residential, industrial, or school building
- c. Minimum pipe size: 8-inch diameter
- d. Minimum depth of cover over pipe: 42 inches
- e. Blowoff requirements:
 - i. At all dead ends whether temporary or permanent
 - ii. At all low points in the line
- f. Maximum flow velocity: 10 feet per second (fps)
- g. Minimum fire flows in gallons per minute (gpm):
 - i. 1,500 gpm for 2 hours (rural residential)
 - ii. 2,000 to 2,500 gpm for 2 hours (single family residential)
 - iii. 2,500 gpm for 2 hours (multi-family residential)
 - iv. 2,500 gpm for 2 hours (social/recreation)
 - v. 3,500 gpm for 2 hours (schools/commercial/public/institutional)
 - vi. 4,000 gpm for 4 hours (industrial in the lower pressure zone only)
 - vii. 5,000 gpm for 4 hours (industrial in all other pressure zones)
- h. Minimum pressures:

- i. 40 psi (peak hour demand)
- ii. 20 psi (maximum day demand plus fire flows)

(Address this condition prior to plan approval)

97. **RECYCLED WATER SYSTEM DESIGN STANDARDS:** All connections to the City's recycled water system shall conform to Pleasanton Municipal Code §14.06.020 et seq. and Chapter 14.20. All new development within the recycled water use area shall use recycled water for landscape irrigation unless granted an exemption from the City Engineer. Tertiary treated recycled water comes from the Dublin San Ramon Services District wastewater treatment plant in conformance with Title 22, Division 4 of the California Code of Regulations. The recycled water is intended for landscape irrigation, and cannot be used in ways that may threaten public health. A map of the current network is available for download at:

<http://admin.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=30934>

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

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

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

101. **HAUL ROUTE:** Deliveries to and from the project site shall conform to the Commercial Vehicle Regulations included in Pleasanton Municipal Code Chapter 11.48. Vehicles with gross weights exceeding 3 tons but less than 8 tons are prohibited on any City roadway other than those designated a Commercial Vehicle Route unless a Transportation Permit has first been obtained. Said Commercial Vehicle Routes include First Street, Stanley Boulevard, and Sunol

Boulevard. In addition to weight restrictions, vehicles that exceed 96 inches in width and/or 60 feet in length are also required to obtain a Transportation Permit. For information about Transportation Permits call 925-931-5677. (Address this condition prior to permit issuance)

102. **CONSTRUCTION GENERAL PERMIT:** This application is subject to a Construction General Permit according to the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002. The general permit is applicable to development sites that disturb one or more acres of land surface. The applicant will be required to register the project with the State Water Board's Stormwater Multi-Application and Report Tracking System (SMARTS) website. A Qualified SWPPP Developer (QSD) and a Qualified SWPPP Practitioner (QSP) must be responsible for permit compliance. The SMARTS system will generate a Waste Dischargers Identification (WDID) number, which must be printed on the grading and/or erosion control plans. (Address this condition prior to permit issuance)

103. **TEMPORARY TRAFFIC CONTROL:** Work in the public right-of-way or publicly-accessible easement areas require submittal, review, approval, and implementation of a temporary traffic control plan. The plan shall be in writing and subject to review and approval of the City's Traffic Engineer. The plan must conform to the California Manual on Uniform Traffic Control Devices (C MUTCD), with specific emphasis on Part 6 "Temporary Traffic Control". If Flaggers will be utilized, said personnel must be trained in the proper fundamentals of flagging moving traffic before entering the right-of-way. The City may demand to see evidence of said training before allowing said personnel into the right-of-way.

Prior to work within a traffic signal-controlled intersection, the applicant shall request the City place the signal on all-directions flashing red. Temporary STOP (R1-1) signs shall be placed at each approach leg.

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

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

105. **EXCAVATION SAFETY:** All excavations must be performed in conformance with California Government Code Section 4216 et seq. No excavation shall occur until proper notice is provided to Underground Service Alert (usanorth811.org) by calling either 811 or 800-642-2444 at least 72-hours prior to the work so buried utilities can be marked. All excavations shall be covered or barricaded to prevent entry when work is inactive. Open excavations in the public right-of-way must be covered by skid-resistant steel plates that are firmly affixed to the surface with leading edges ramped. Excavations 5-feet and deeper require a protective system as defined by Cal-OSHA. If a shoring system or trench boxes will be utilized as the protective

system, said system shall either be manufactured and installed according to manufacturer recommendations, or designed by a registered professional engineer and installed according to approved plans. (Address this condition during construction)

106. **POLLUTANT REDUCTION IN STORMWATER:** At no time during construction of the project shall pollutants be allowed to enter, clog, or contaminate storm drain pipe networks or open stormwater channels in violation of Pleasanton Municipal Code §9.14.080 et seq. The applicant shall contain all trash and debris for proper disposal to authorized landfills or recyclers. Erosion control features shall be deployed during the rainy season that extends from October 1st to April 15th each year, or any time rain is forecast outside of this period. Best Management Practices (BMPs) shall be strictly followed. Street sweepers must be employed if soil or debris is tracked onto the public roads from vehicles exiting the site. Standard BMPs are available from the California Stormwater Quality Association (CASQA), the United States Environmental Protection Agency (EPA), Caltrans, and others. Notes and/or illustrations shall be added to the plans that describe the BMPs to be utilized during construction. The use of manufactured erosion control woven blankets and straw wattles that utilize plastic monofilament netting is specifically prohibited. (Address this condition during construction)
107. **SWPPP REPORTING:** Copies of any monitoring and/or sampling reports required by the stormwater pollution prevention plan (SWPPP) and submitted by the Legally Responsible Person (LRP) to the State of California's SMARTS database shall also be submitted to the City of Pleasanton inspector assigned to the project. The LRP shall also submit to the City a copy of the required Annual Report no later than September 1st of each year that construction is active or when erosion control features have been deployed. The report must include a summary of all sampling and analysis performed (Risk Levels 2 and 3 only), a log of all inspections performed including Rain Event Action Plans (REAP), a summary of any required corrective actions taken, and a summary of any violations. (Address this condition during construction)
108. **DUST CONTROL:** Dust control measures must be employed during all phases of construction to prevent airborne nuisance to neighboring properties. All stockpiles or unused materials that can create dust shall be covered or removed. Exposed soil areas shall be routinely watered until surfacing materials or landscaping is installed. Use of dust palliatives shall conform to Caltrans Standard Specification Section 18. Any damage caused by airborne dust to neighboring properties shall be cleaned with costs paid by the applicant. If the applicant fails the address dust as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (Address this condition during construction)
109. **PROPERTY NUISANCE:** At no time during construction of the project shall the condition of the property become a nuisance as defined in Pleasanton Municipal Code §9.28.020. The City shall have the right to inspect the property for conditions that violate the code standard. If a nuisance is found, the applicant shall immediately submit a plan of correction. Depending on the severity of the nuisance, the City may suspend all construction work until the condition is corrected. Any of the following conditions shall be considered severe: Leaking chemicals that can cause environmental damage; open excavations or any excavation deeper than 4 feet that lacks proper shoring; unsecured materials that can fall to the ground causing damage or injury; open or exposed utilities that could cause electrical shock or contamination of sewer, potable

water systems, groundwater wells, or storm drainage networks. If the applicant fails the address the nuisance as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (Address this condition during construction)

110. **NOISE:** Construction noise is regulated under Pleasanton Municipal Code Chapter 9.04. Noise is prohibited outside of the hours of 8:00 am and 8:00 pm daily except Sundays and holidays when noise is prohibited outside the hours of 10:00 am and 6:00 pm. Noise is defined as a level exceeding 83 dBA at a distance of 25 feet or 86 dBA at any point beyond the boundary of the property under construction. If the applicant fails the address the noise as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. Exceptions to these regulations require a special permit granted by the City for circumstances when strict compliance would be impractical or unreasonable, and contingent upon proper noticing to surrounding property owners that includes the dates and times when noise levels will be exceeded and the specific reasons why an exception to the regulation has been granted. (Address this condition during construction)
111. **DROUGHT RESTRICTIONS:** If the City Council declares a drought during a time when this development is under construction, as described in §9.30.010 et seq. of the Pleasanton Municipal Code, the applicant shall utilize only recycled water under Stage 1 or greater restrictions for all non-potable construction-related water needs. Recycled water is available at designated locations within the City, subject to the applicant's receipt of a temporary hydrant meter from the Operations Service Center located at 3333 Busch Road. The applicant is responsible for all water costs based on current billing rates. (Address this condition during construction)
112. **GEOTECHNICAL FINAL REPORT:** At the conclusion of construction, the applicant shall submit to the City a final report from the Geotechnical Engineer or Certified Engineering Geologist testifying to the successful completion of all material testing and/or observation work performed. The final report must provide assurance that all recommendations had been strictly followed. The applicant shall bear all costs associated with this condition. (Address this condition prior to acceptance of improvement or issuance of an Occupancy Permit)
113. **GEOGRAPHIC INFORMATION SYSTEMS:** The City's Geographic Information Systems (GIS) staff publishes digital maps that enable first responders to efficiently navigate to locations where calls for service have been requested. The maps are also shared with agencies and departments that provide other critical services to residents such as mail delivery. To keep these maps current, the City requires as-built plan or map information to be submitted by the applicant in a format that integrates with ArcGIS by ESRI. The "Digital Submittal Requirements" are available for download at the following weblink:

<https://www.cityofpleasantonca.gov/gov/depts/gis.asp>

(Address this condition prior to acceptance of improvement or issuance of an Occupancy Permit)

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

**OPERATIONS SERVICES DEPARTMENT – ENVIRONMENTAL SERVICES/UTILITIES DIVISION -
925-931-5500**

115. **FULL TRASH CAPTURE DEVICES:** The applicant shall install trash capture devices at each upstream connection point to the public storm drain system subject to the review and approval of the Director of Engineering/City Engineer. Stormwater treatment controls, proposed in compliance with Provision C.3 of NPDES Permit No. CAS612008, shall also prevent the discharge of trash to the downstream municipal separate storm sewer systems and receiving waters. Discharge points from these treatment control facilities, including overflows, shall be appropriately screened (5 mm mesh screen) or otherwise configured to meet the full trash capture screening specification for storm flows up to the full trash capture 1-year, 1-hour storm hydraulic specification, in compliance with the NPDES Permit No. CAS612008. The applicant shall submit a Stormwater Management Plan as part of the improvement plans prepared by a California licensed civil engineer, which include but is not limited to the type, location, and sizing calculations of the treatment controls that will be installed. Full trash capture devices shall be a part of the "Stormwater Treatment Measures and Maintenance Agreement

END

VESTING TENTATIVE MAP NOTES:

1. OWNER:

HARVEST VALLEY CHRISTIAN CHURCH
3200 HOPYARD ROAD
PLEASANTON, CA 94588
2. APPLICANT:

CATALYST DEVELOPMENT PARTNERS
675 HARTZ AVENUE
DANVILLE, CA 94526
CONTACT: BRUCE MYERS
TELEPHONE NUMBER: (925) 383-9045
EMAIL: BMYERS@CATDEVPARTNERS.COM
3. CIVIL ENGINEER:

MACKAY & SOMPS CIVIL ENGINEERS INC.
5142 FRANKLIN DRIVE, SUITE B
PLEASANTON, CA 94588
CONTACT: KIM REED/CHRIS GUENTHER
TELEPHONE NUMBER: (925) 225-0690
EMAIL: KREED@MSCC.COM
4. LANDSCAPE ARCHITECT:

RIPLEY DESIGN GROUP
1615 BONANZA STREET, SUITE 314
WALNUT CREEK, CALIFORNIA 94596
CONTACT: ANNKA CARPENTER
TELEPHONE NUMBER: (925) 938-7377
EMAIL: ACARPENTER@RIPLEYDESIGN.COM
5. ARCHITECT:

WHA
5000 EXECUTIVE PARKWAY, SUITE 375
SAN RAMON, CA 94583
CONTACT: ADAM GARDNER
TELEPHONE NUMBER: (925) 483-1700
EMAIL: ADAMG@WHA1NC.COM
6. EXISTING LAND GENERAL PLAN DESIGNATION:

HIGH DENSITY (OVER 8 DU/ACRE)
7. EXISTING/PROPOSED ZONING:

RM-15
8. APN:

941-0907-062-00
9. AREA SUBJECT TO INUNDATION:

YES PER FIRM 06001C0317G DATED AUGUST 3, 2009
AREA LIES WITHIN ZONE X "OTHER FLOOD AREAS"
10. ACREAGE:

2.99 ACRES (130,304 SF)
11. NUMBER OF UNITS:

57 (19 DU/ACRE)
12. PROPOSED IMPERVIOUS SURFACE:

95,044 SF = 72.9%
13. PROPOSED PERVIOUS SURFACE:

35,260 SF = 27.6%
14. PROPOSED PARKING AREA:

1,290 SF (DOES NOT INCLUDE DRIVEWAY SPACES)
15. PROPOSED IMPERVIOUS W/ OUT PARKING AREA:

93,754 SF = 71.0%
16. GUEST PARKING:

REQUIRED: 0 SPACES
PROVIDED: 5 STANDARD SPACES
1 COMPACT SPACES
6 TOTAL SPACES
17. BICYCLE PARKING:

REQUIRED: 19
PROVIDED: 20

SHORT TERM
LONG TERM

19
57
18. ALL WATER SERVICES UP TO AND INCLUDING THE METER ARE PROPOSED TO BE PUBLIC, POST METER SERVICE LINES INCLUDING THE BFP ARE PROPOSED TO BE PRIVATE.
19. TOTAL PROJECT AREA = 130,320 SF
20. ALL SEWER LINES ARE PROPOSED TO BE PRIVATE.
21. ALL STORM DRAIN LINES WITHIN THE PROJECT BOUNDARY ARE PROPOSED TO BE PRIVATE. PROPOSED STORM DRAIN LINE IN SOUTH VALLEY TRAILS DRIVE TO BE PUBLIC.
22. PROPERTY IS LOCATED IN AND WILL BE SERVED BY THE PLEASANTON UNIFIED SCHOOL DISTRICT.
23. TELEPHONE WILL BE SERVED BY AT&T.
24. ELECTRIC WILL BE SERVED BY PG&E. GAS WILL NOT BE INSTALLED WITH THIS PROJECT.
25. CABLE TELEVISION WILL BE SERVED BY COMCAST.
26. LOCATIONS OF PROPOSED UTILITIES, PAD GRADES, STREET GRADES AND PARCEL DIMENSIONS ARE PRELIMINARY AND WILL BE REFINED WITH THE FINAL ENGINEERING DESIGN.
27. ALL INFRASTRUCTURE WILL BE INSTALLED IN A SINGLE DEVELOPMENT PHASE.
28. ALL EXISTING BUILDINGS, UTILITIES AND STRUCTURES ON THE PROPERTY SHALL BE REMOVED UNLESS OTHERWISE NOTED. EXISTING TREES TO BE REMOVED HAVE BEEN NOTED ON SHEET 2.
29. BOUNDARY AND TOPOGRAPHIC INFORMATION BASED ON SURVEY DONE BY MACKAY & SOMPS DATED SEPTEMBER 2022. AERIAL PHOTOGRAMETRY OBTAINED VIA DRONE SURVEY DATED 08/13/21. ALL CONTOUR INTERVALS ARE ONE FOOT.
30. ALL STREETS, RETAINING WALLS, AND LANDSCAPING WITHIN THE PROJECT WILL BE PRIVATELY OWNED AND MAINTAINED.
31. THE DEVELOPER INTENDS TO FILE AIR SPACE CONDOMINIUM PLANS FOR CONDOMINIUM UNITS AFTER THE FINAL MAP APPROVAL. UP TO 57 CONDOMINIUM UNITS MAY BE CREATED ON LOTS 1-9.
32. UNLESS OTHERWISE SPECIFICALLY STATED IN THE CONDITIONS OF APPROVAL, LOCAL AGENCY APPROVAL OF THIS MAP SHALL CONSTITUTE AN EXPRESS FINDING THAT THE PROPOSED SUBDIVISION AND DEVELOPMENT OF THE SUBJECT PROPERTY WILL NOT UNREASONABLY INTERFERE WITH THE FREE AND COMPLETE EXERCISE OF RIGHTS DESCRIBED IN GOVERNMENT CODE SECTION 6 6436(a)(3)(A)(1).

BASIS OF BEARINGS:

THE BEARING OF N51°46'10"W BETWEEN FOUND MONUMENTS IN HOPYARD ROAD, AS SHOWN ON PARCEL MAP 5262, FILED IN BOOK 174 OF MAPS, AT PAGE 26, ALAMEDA COUNTY RECORDS, IS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

BASIS OF ELEVATIONS:

NGS BM HS4084 01257
FD 2.5IN BRASS DISK STAMPED "NATIONAL GEODETIC SURVEY 01257 1974"
NEAR THE INTERSECTION OF SANTA RITA RD. AND BLACK AVE. IN PLEASANTON, CA. APPROXIMATELY 30 FEET WEST OF THE WEST CURB OF SANTA RITA RD, AND 80 FEET NORTH OF THE EXTENDED NORTH CURB LINE OF BLACK AVE.
ELEVATION = 341.58' (NGVD29)

VESTING TENTATIVE TRACT MAP NO. 8672
FOR CONDOMINIUM PURPOSES
3200 HOPYARD ROAD
PLEASANTON, CALIFORNIA
OCTOBER 2023



OVERALL SITE PLAN

1" = 60'

ABBREVIATIONS

- AB

AC

ARV

BC

BFP

BFV

BNDY

BO

BW

B/W

BWC

CB

CL

CLR

COND

CR

C&G

DI

DIP

DMA

D/W

DIV

EC

EL

EP

ER

EX

FC

FG

FH

FI

FL

G

GB

GRD

HP
- AGGREGATE BASE

- ASPHALT CONCRETE

- AIR RELEASE VALVE

- BEGINNING OF CURVE

- BACKFLOW PREVENTER

- BUTTERFLY VALVE

- BOUNDARY

- BLOWOFF

- BOTTOM OF RETAINING WALL

- BACK OF WALK

- BACK OF WEDGE CURB

- CATCH BASIN

- CENTERLINE

- CLEAR

- CONDOMINIUM

- CROWN

- CURB AND GUTTER

- DROP INLET

- DUCTILE IRON PIPE

- DRAINAGE MAINTENANCE AREA

- DRIVEWAY

- DIVERSION STRUCTURE

- END OF CURVE

- ELEVATION

- EDGE OF PAVEMENT

- END OF RETURN

- EXISTING

- S/W

- FACE OF CURB

- FINISH GRADE

- FIRE HYDRANT

- FIELD INLET

- FLOWLINE

- GAS

- GRADE BREAK

- GROUND

- HIGH POINT

- INV

IRR

LP

LT

MC

MH

MID

PT

MTC

OH

P

P/L

PP

PCC

PME

PRC

PSDE

PSE

RP

RT

ROW

S

SD

SDE

SDCO

SDMH

SS

S/W

TBO

TC

TG

TI

TYP

TWC

TW

VG

W

WR
- INVERT

- IRRIGATION

- LOW POINT

- LEFT

- MEDIAN CURVE

- MANHOLE

- MIDPOINT

- MEDIAN TOP OF CURB

- OVERHEAD POWER

- PAD

- PROPERTY LINE

- POWER POLE

- POINT OF COMPOUND CURVATURE

- PRIVATE MAINTENANCE EASEMENT

- POINT OF REVERSE CURVATURE

- PRIVATE STORM DRAIN EASEMENT

- PUBLIC SERVICE EASEMENT

- RADIUS POINT

- RIGHT

- RIGHT OF WAY

- SANITARY SEWER LATERAL

- STORM DRAIN

- STORM DRAIN EASEMENT

- STORM DRAIN CLEAN OUT

- STORM DRAIN MANHOLE

- SANITARY SEWER

- SIDEWALK

- TEMPORARY BLOWOFF

- TOP OF CURB

- TOP OF GRATE

- TRAFFIC INDEX

- TYPICAL

- TOP OF WEDGE CURB

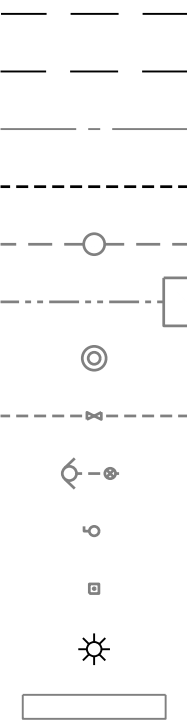
- TOP OF RETAINING WALL

- VALLEY GUTTER

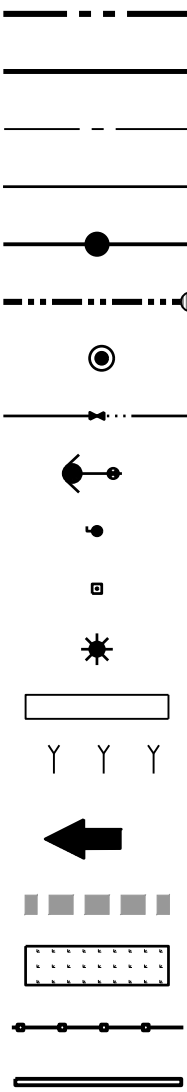
- WATER

- RECYCLED WATER

EXISTING



PROPOSED



DESCRIPTION

- SUBDIVISION BOUNDARY

RIGHT OF WAY / LOT LINE

CENTERLINE

FACE OF CURB

SANITARY SEWER & MANHOLE

STORM DRAIN & INLET

STORM MANHOLE

WATER LINE & VALVES

FIRE HYDRANT WITH VALVE

BLOWOFF

WATER SERVICE

ELECTROLIER

SIDEWALK

GRADE SLOPE

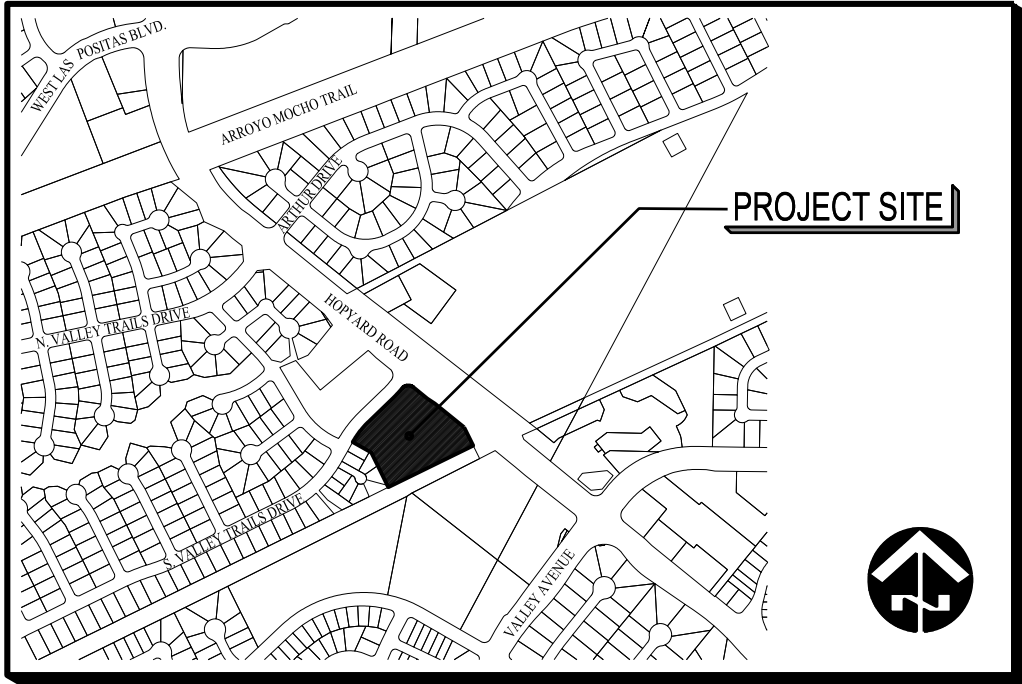
OVERLAND SURFACE RELEASE

DRAINAGE MANAGEMENT AREA (DMA)

BIORETENTION AREA

FENCE

SOUNDWALL



VICINITY MAP
NTS

RECEIVED

09.05.23

P23-0177, P23-0178

CITY OF PLEASANTON
PLANNING DIVISION
EXHIBIT B

SHEET LIST TABLE	
Sheet Number	Sheet Title
C1	COVER SHEET
C2	EXISTING CONDITIONS AND DEMOLITION PLAN
C3	TENTATIVE MAP
C4	PRELIMINARY SITE PLAN
C5	PRELIMINARY GRADING PLAN
C6	PRELIMINARY UTILITY PLAN
C7	STORMWATER QUALITY CONTROL PLAN
C8	FIRE ACCESS, SIGNING AND STRIPING PLAN
L1	PRELIMINARY LANDSCAPE SITE PLAN
L2	PRELIMINARY LANDSCAPE COMMUNITY AREA ENLARGEMENT
L3	PRELIMINARY LANDSCAPE PASEO ENLARGEMENTS
L4	PRELIMINARY LANDSCAPE PASEO ENLARGEMENTS
L5	PRELIMINARY LANDSCAPE DETAILS
L6	PRELIMINARY LANDSCAPE DETAILS
L7	PRELIMINARY LANDSCAPE DETAILS
L8	PRELIMINARY LANDSCAPE PLANT IMAGERY
L9	PRELIMINARY LANDSCAPE LIGHTING PLAN
CS	COVER SHEET
A1	CONTEXT MAP
A2	STREETSCENE EXHIBIT
A3	PERSPECTIVE RENDERINGS
A4	PERSPECTIVE RENDERINGS
A5	PERSPECTIVE RENDERINGS
A6	SHADOW STUDY
A7	SHADOW STUDY
A8	SHADOW STUDY
A9	6-PLEX ELEVATIONS
A10	6-PLEX ELEVATIONS
A11	6-PLEX BUILDING PLANS
A12	6-PLEX BUILDING PLANS & ROOF PLAN
A13	7-PLEX ELEVATIONS
A14	7-PLEX ELEVATIONS
A15	7-PLEX BUILDING PLANS
A16	7-PLEX BUILDING PLANS & ROOF PLAN
A17	LADDER ACCESS SECTIONS
A18	PLAN 1 FLOOR PLAN
A19	PLAN 2 FLOOR PLAN
A20	PLAN 3 FLOOR PLAN
A21	PLAN 4/5 FLOOR PLAN
A22	6-PLEX BUILDING PLANS FAR
A23	7-PLEX BUILDING PLANS FAR
A24	PROPOSED ARCHITECTURAL DETAILS
A25	EXTERIOR COLOR & MATERIALS

DATE: OCTOBER 2023
SCALE: 1" = 60'
DRAWN BY: CT/KMR
DESIGNED BY: KMR
CHECKED BY: CWG

REVISION

NO

MACKAY & SOMPS

REGISTERED PROFESSIONAL ENGINEERS - CIVIL
5142S FRANKLIN DR. PLEASANTON, CA 94588
(925)225-0690

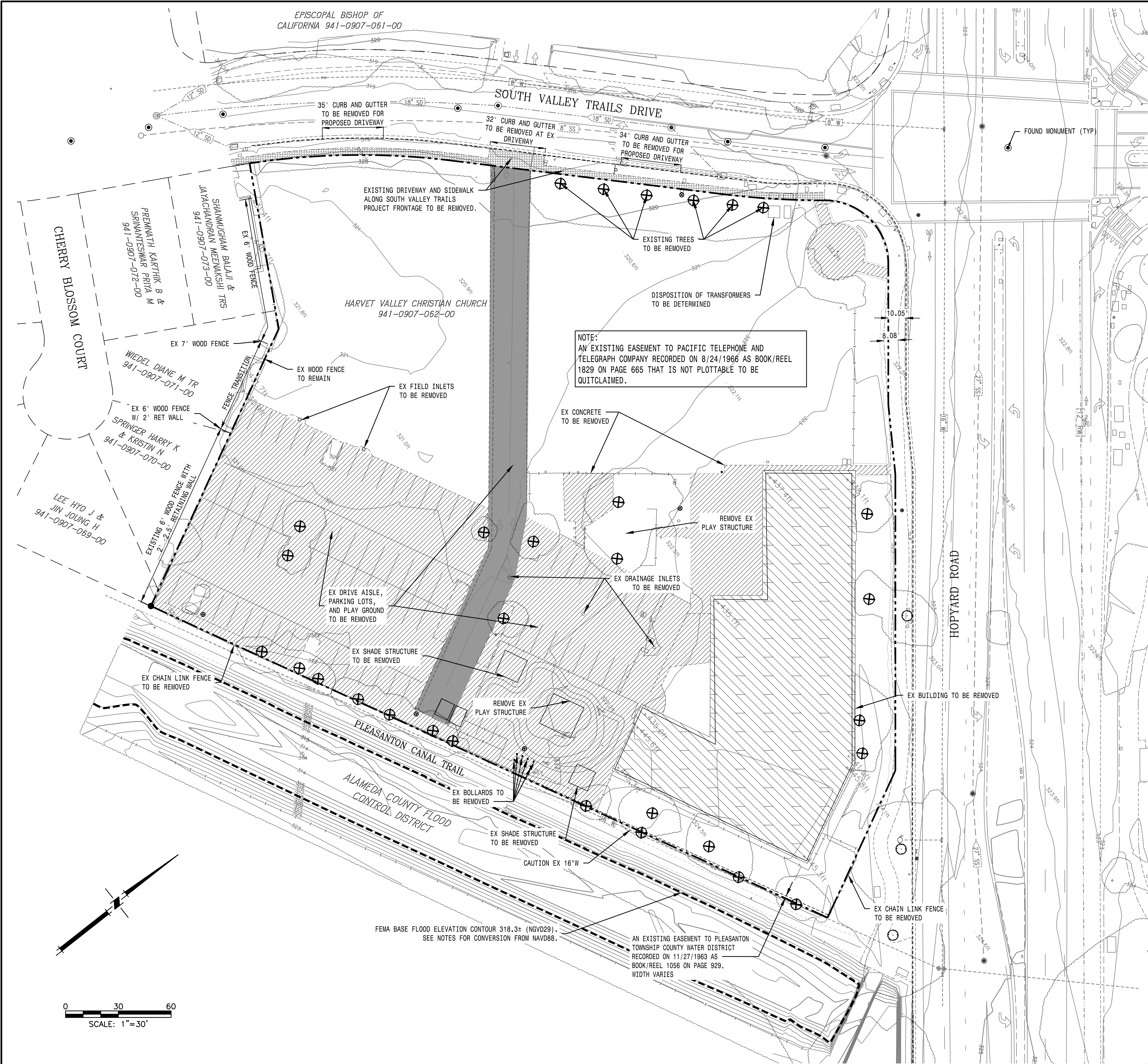
CALIFORNIA

3200 HOPYARD ROAD
TENTATIVE TRACT MAP NO. 8672
COVER SHEET

CITY OF PLEASANTON

PROJECT NO.
29137.000

SHT
C1
OF 8



- NOTES:
1. AERIAL PHOTO TAKEN SEPTEMBER 26, 2022.
 2. ALL ONSITE UTILITIES, UNDERGROUND AND SURFACE IMPROVEMENTS, BUILDINGS, AND TREES, EXCEPT AS NOTED ON THIS PLAN, WILL BE REMOVED WITH PROPOSED SUBDIVISION.
 3. THE SITE DOES NOT HAVE ANY SLOPES GREATER THAN 10%.
 4. EXISTING IMPERVIOUS AREA = 59,349 SF.
 5. CONVERSION FROM FEMA FIRM NAVD88 TO NGVD 29:
NAVD88 - 2.7 = NGVD 29

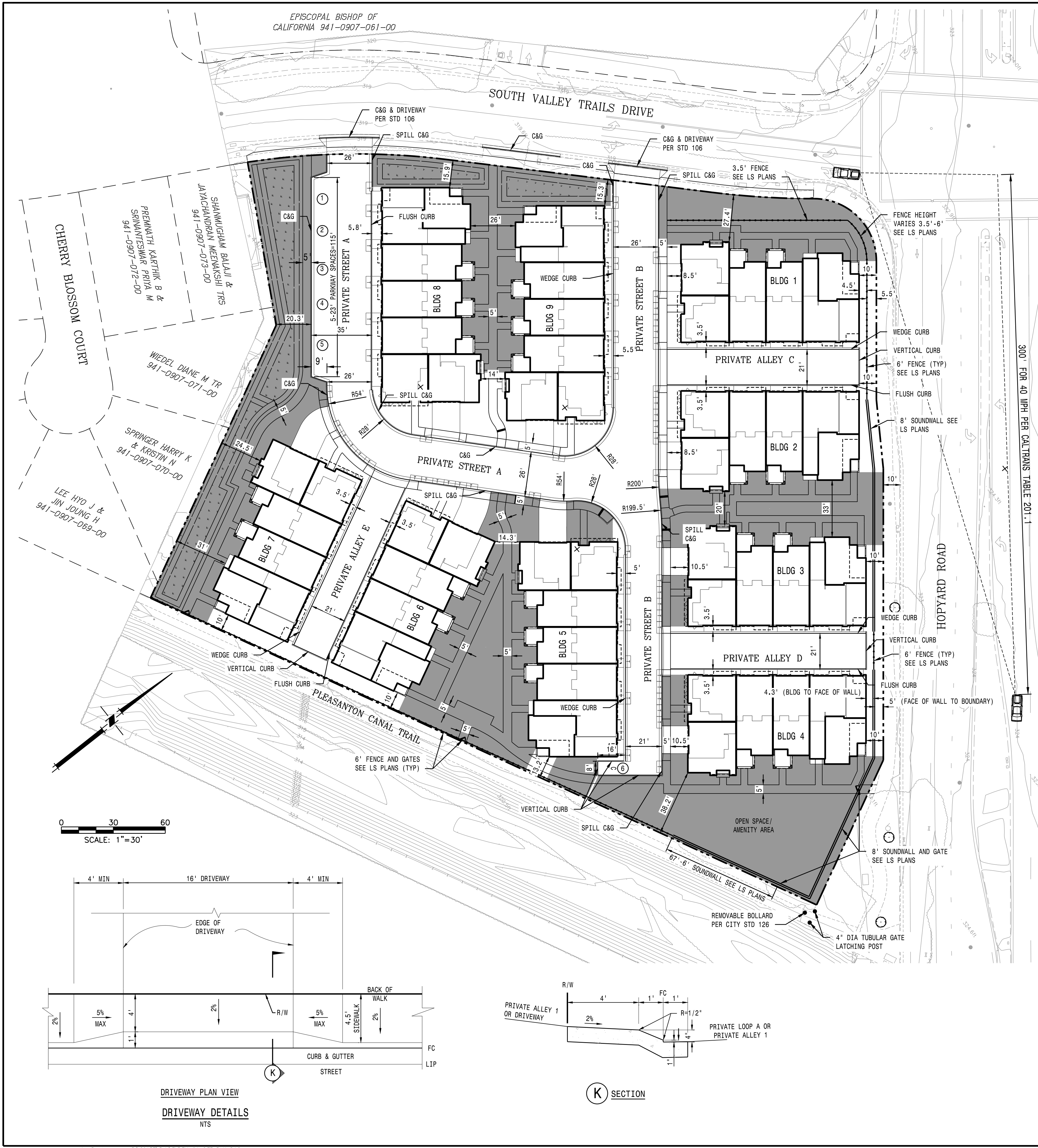
- LEGEND:
- EXISTING PROPERTY BOUNDARY
 - ⊗ EXISTING TREE TO BE REMOVED
 - ⊙ EXISTING TREE TO BE PRESERVED IF POSSIBLE
 - - - FEMA BASE FLOOD ELEVATION CONTOUR (421)
 - [Hatched Box] EXISTING BUILDING
 - [Solid Grey Box] EXISTING STREET
 - [Grid Box] EXISTING OFFSITE SIDEWALK
 - [Diagonal Line Box] EXISTING ONSITE SIDEWALK, WALKWAY, AND PARKWAY AREAS

DATE: OCTOBER 2023		SCALE: 1" = 30'		DRAWN BY: CT/KMR		DESIGNED BY: KMR		CHECKED BY: CWG		REVISION		DATE	
Mackay & Somp's												CALIFORNIA	
3200 HOPYARD ROAD TENTATIVE TRACT MAP NO. 8672 EXISTING CONDITIONS AND DEMOLITION PLAN												PROJECT NO. 29137.000	
CITY OF PLEASANTON												SHT C2 OF 8	



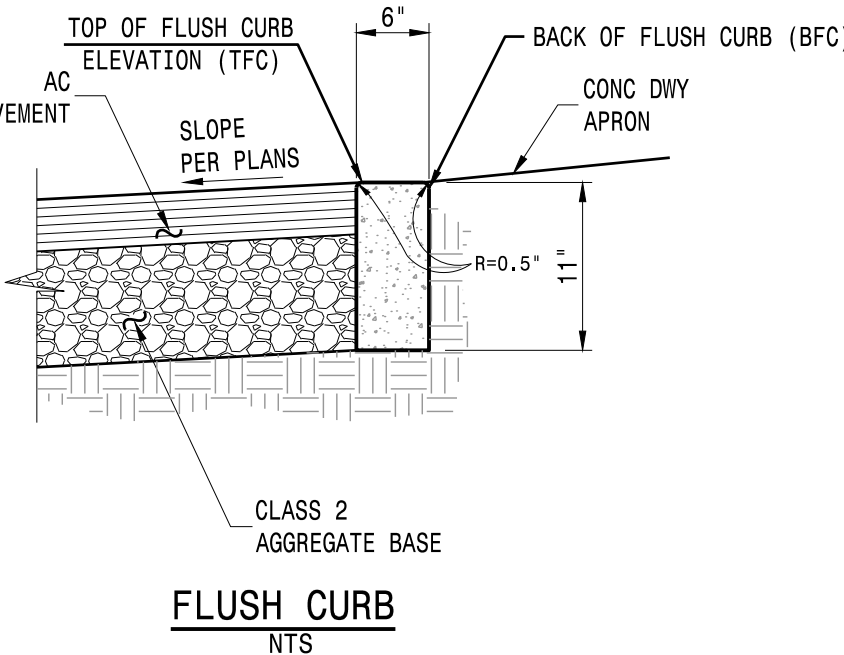
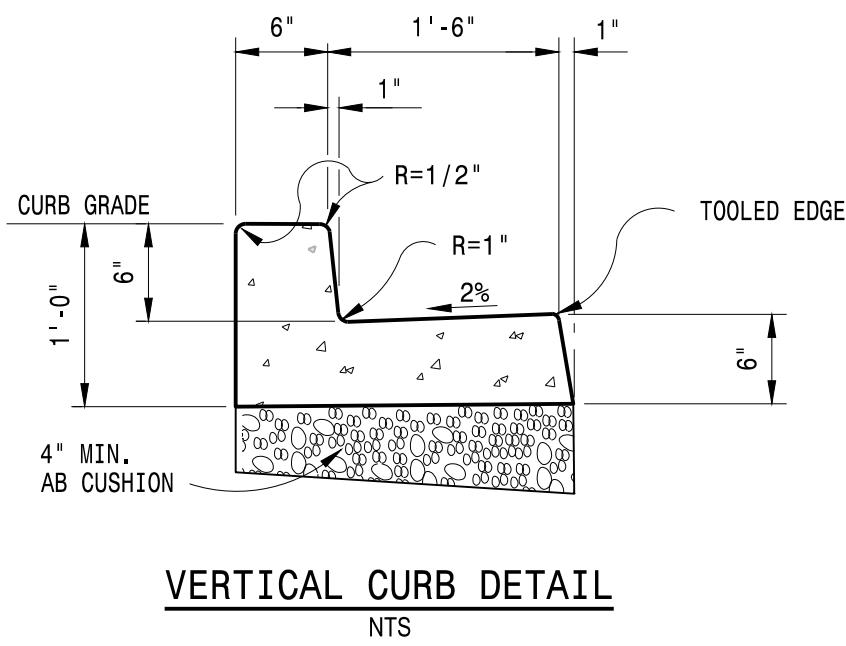
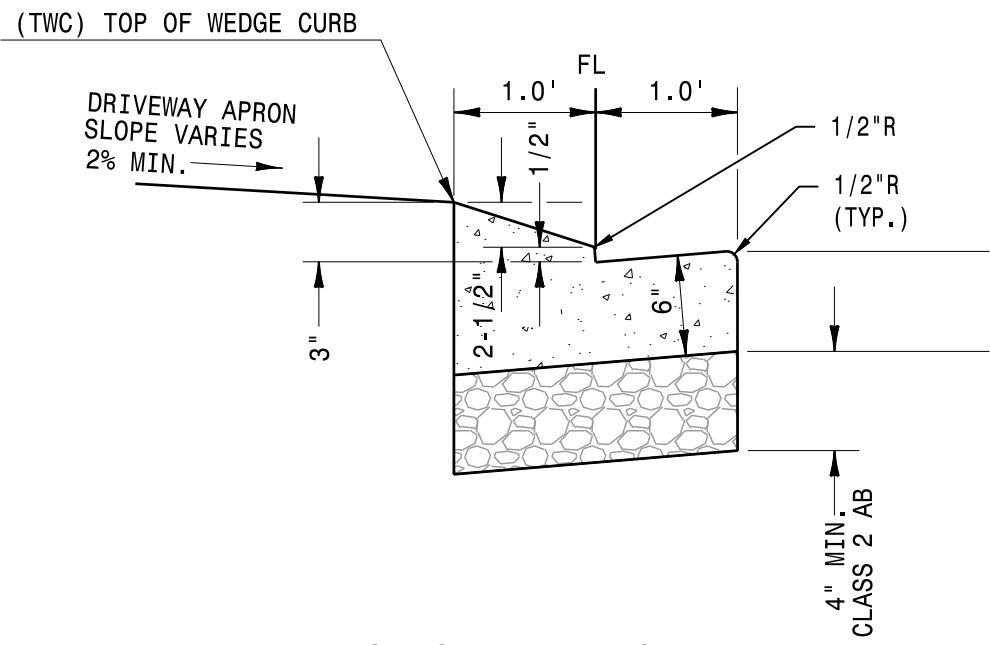
LEGEND	
	SUBDIVISION BOUNDARY
	EXISTING LOT LINES
	PROPOSED EASEMENT
	EXISTING EASEMENT
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PRIVATE ACCESS EASEMENT
PSE	PUBLIC SERVICE EASEMENT

[illegible]



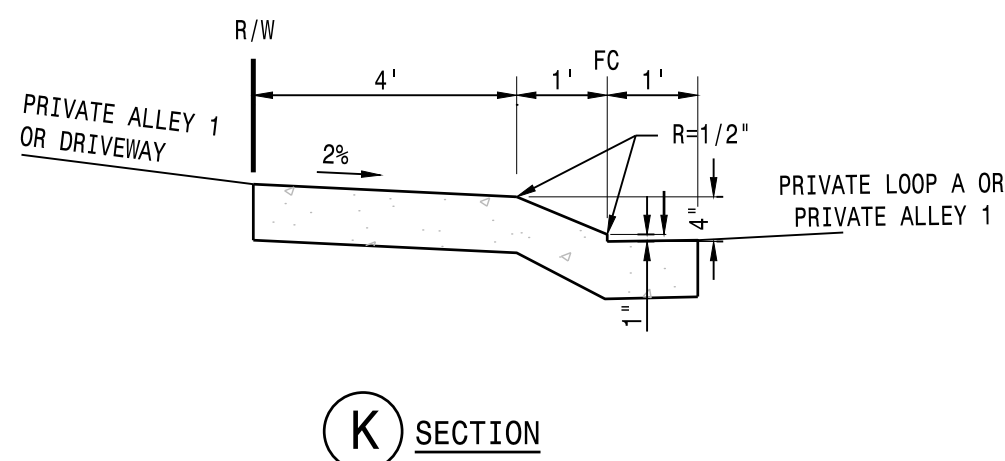
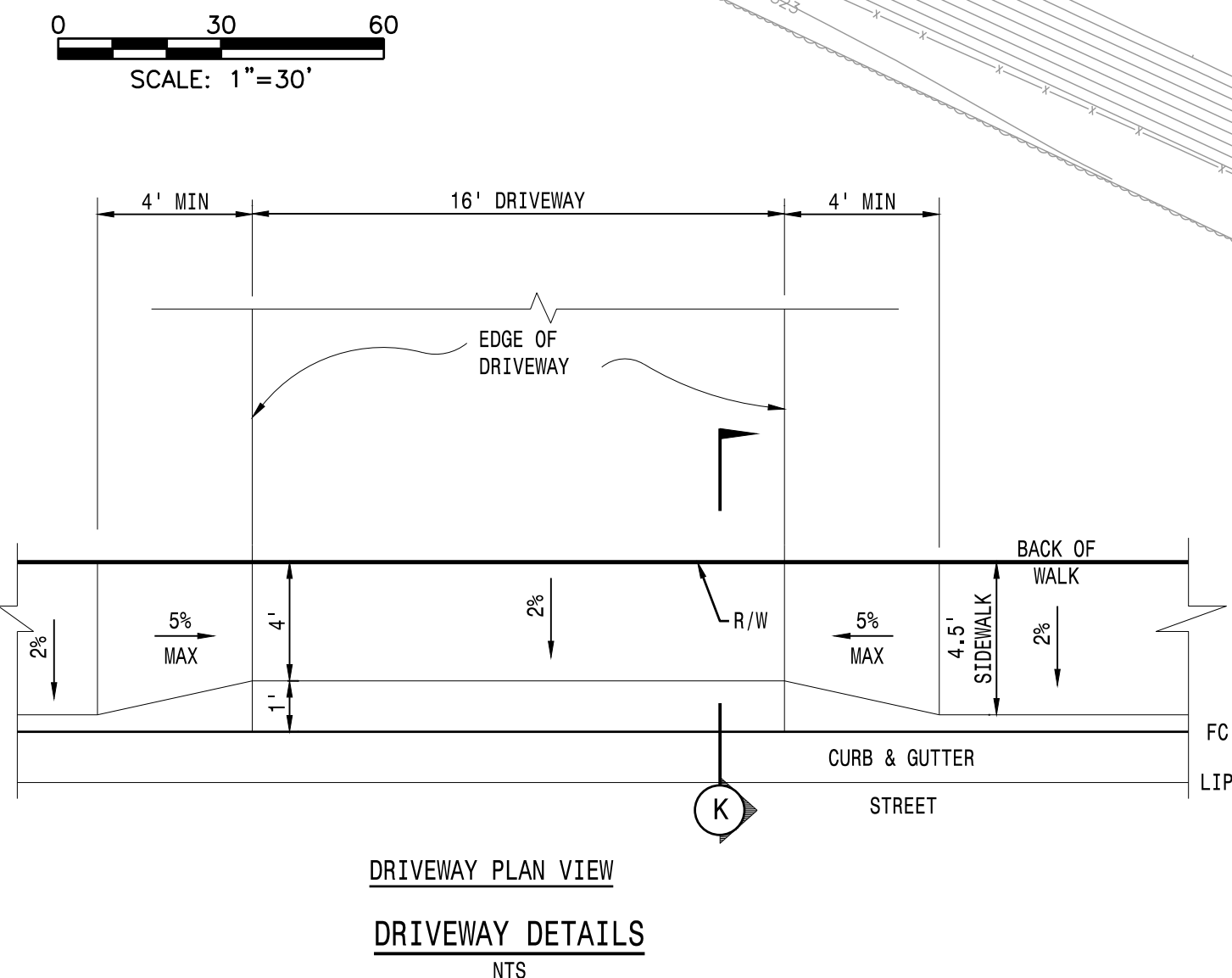
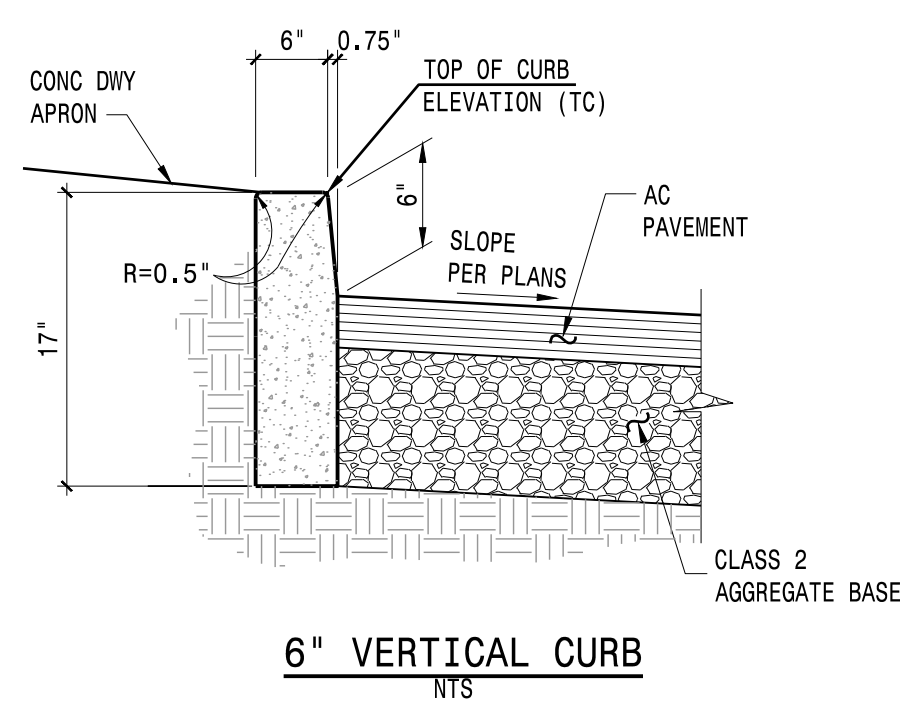
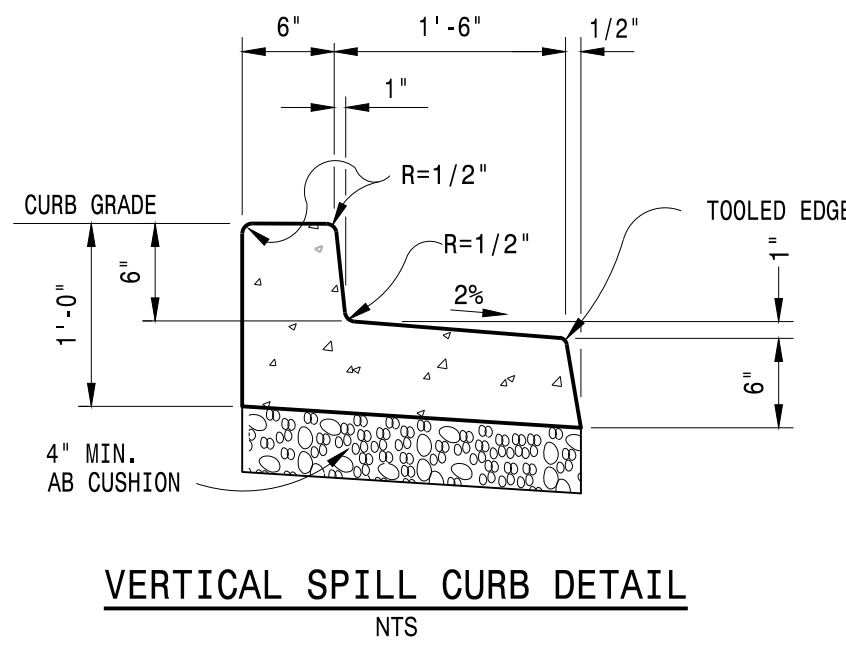
LOT COVERAGE TABLE			
LOT /BUILDING NUMBER	LOT AREA (SF)	BUILDING FOOTPRINT AREA (SF)	PERCENT COVERAGE (%)
1	7,997	5,281	66.0
2	7,244	5,281	72.9
3	7,235	5,281	73.0
4	7,636	5,281	69.2
5	9,340	6,332	67.8
6	7,998	6,332	79.2
7	8,227	6,332	77.0
8	9,052	5,281	58.3
9	8,941	5,281	59.1

- LEGEND**
- T TRASH CONTAINER LOCATIONS
 - GROUP OPEN SPACE AREA
 - C COMPACT PARKING SPACE
 - PARKING SPACE IN PRIVATE DRIVEWAY, 8'x15'
 - PARKING SPACE NUMBER
 - EXISTING TREE TO REMAIN (SEE DEMOLITION PLAN FOR TREES TO BE REMOVED)



- NOTES:**
- EXISTING/PROPOSED ZONING: RM-15
 - APN: 941-0907-062-00
 - ACREAGE: 2.99 ACRES (130,304 SF)
 - PROPOSED IMPERVIOUS SURFACE: 93,324 SF = 71.6%
 - PROPOSED PERVIOUS SURFACE: 36,996 SF = 28.4%
 - PROPOSED PARKING AREA: 1,290 SF (DOES NOT INCLUDE DRIVEWAY SPACES)
 - PROPOSED IMPERVIOUS W/ OUT PARKING AREA: 91,944 SF = 70.6%
 - GUEST PARKING:
 - REQUIRED: 0 SPACES
 - PROVIDED: 5 STANDARD SPACES, 1 COMPACT SPACES, 6 TOTAL SPACES
 - BICYCLE PARKING:

	SHORT TERM	LONG TERM
REQUIRED:	19	19
PROVIDED:	20	57
 - PRIVATE OPEN SPACE:
 - TOTAL REQUIRED: 17,100 SF
 - PROVIDED:
 - 6 PLEX: 6 X (538)* = 3,228 SF
 - 7 PLEX: 3 X (650)* = 1,950 SF
 - 5,178 SF
 - 2 X 5,178 SF = 10,356 SF (PRIVATE)
 - 38,648 SF (GROUP)
 - *PRIVATE OPEN SPACE SHOWN ON SHEET A11



DATE: OCTOBER 2023
SCALE: 1" = 30'
DRAWN BY: CT/KMR
DESIGNED BY: KMR
CHECKED BY: CWG

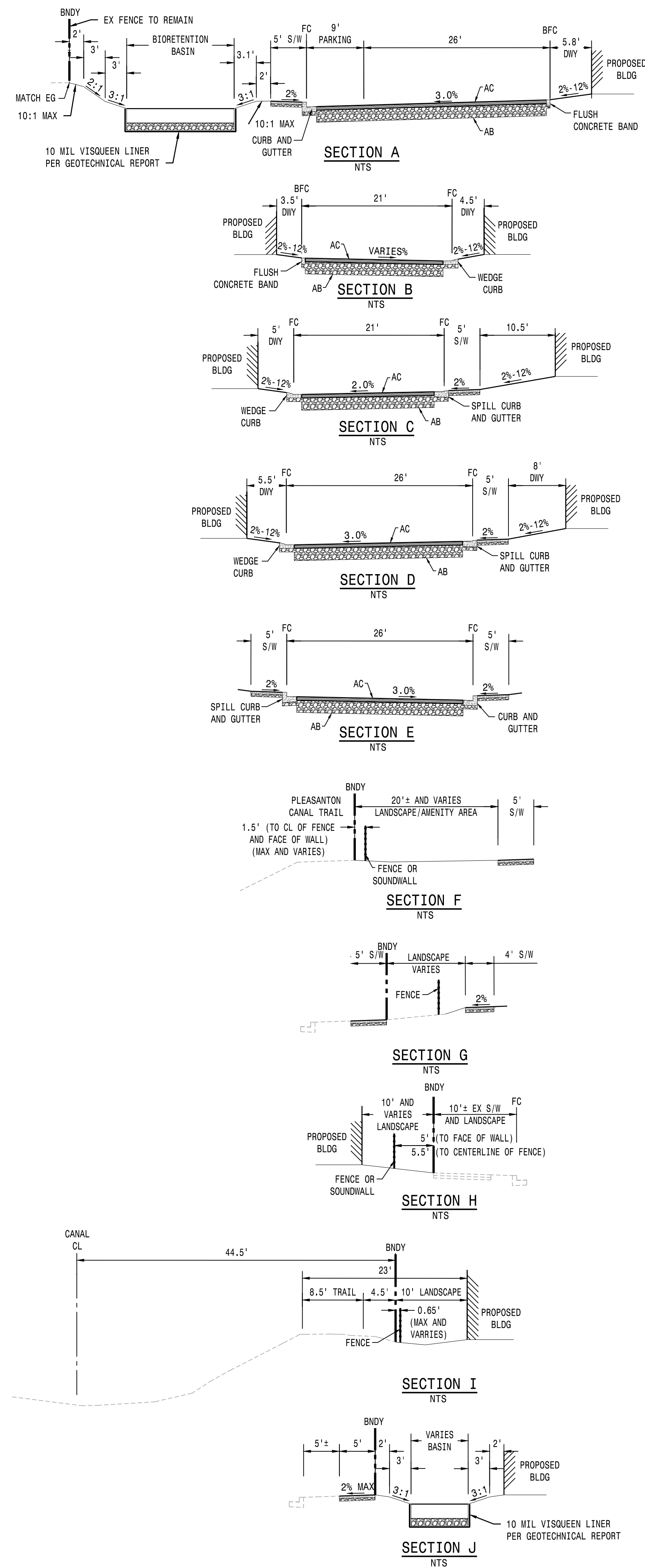
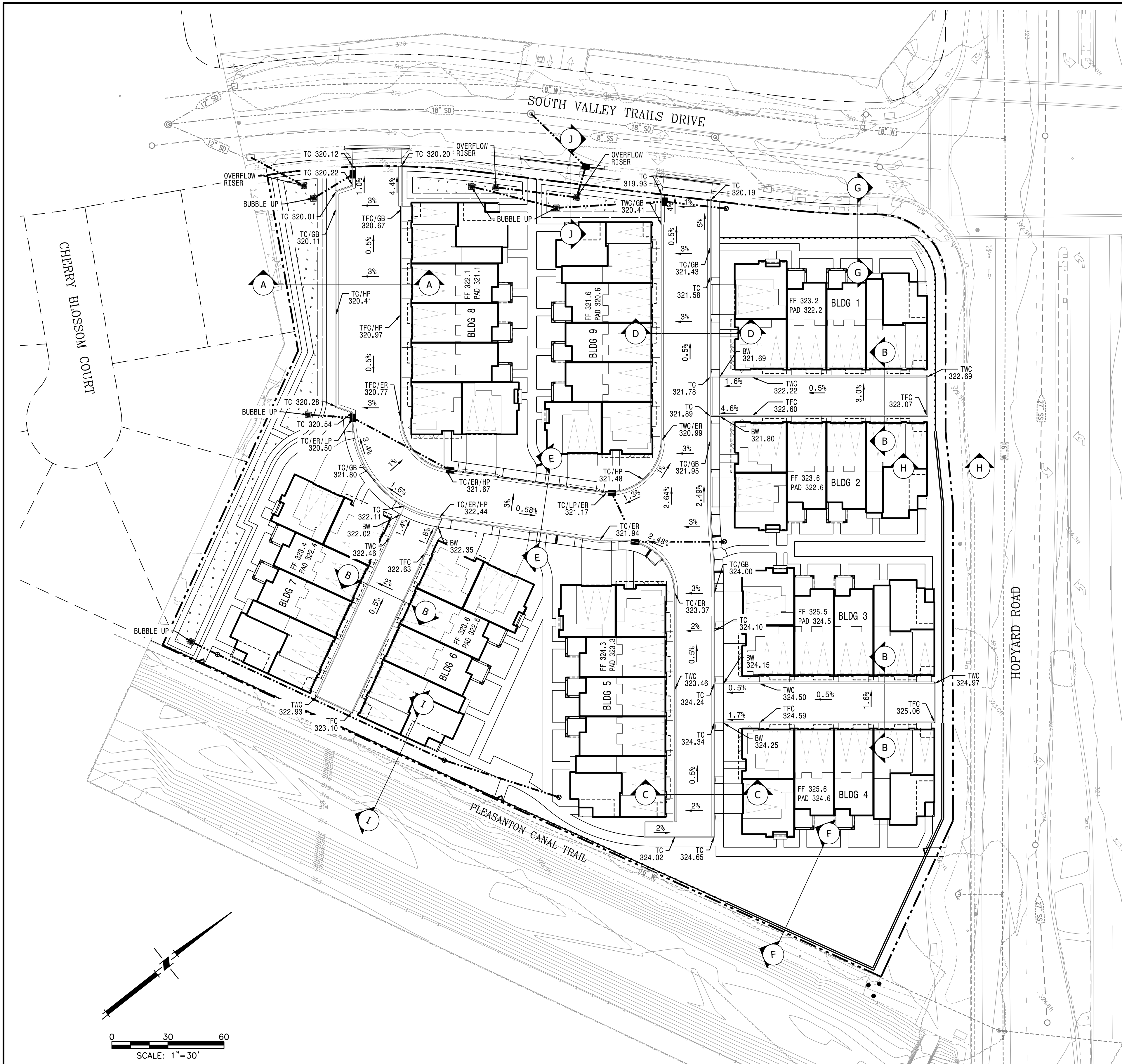
Mackay & Somp's
REGISTERED PROFESSIONAL SURVEYORS
51425 FRANKLIN DR. PLEASANTON, CA 94568
(925)225-0693

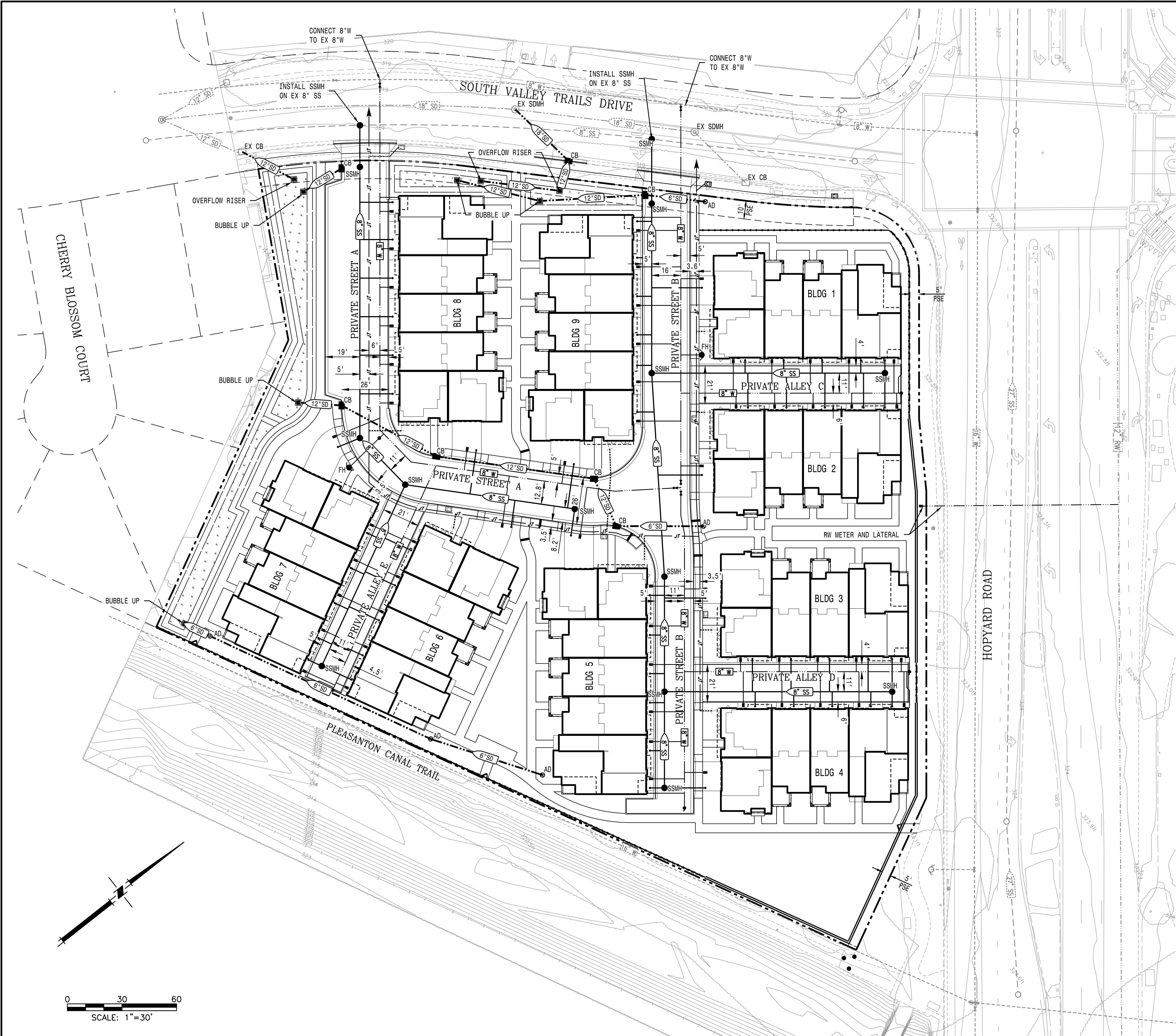
CITY OF PLEASANTON

3200 HOPYARD ROAD
TENTATIVE TRACT MAP NO. 8672
PRELIMINARY SITE PLAN

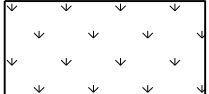
PROJECT NO.
29137.000

SHT
C4
OF 8





LEGEND



WATER QUALITY FEATURE

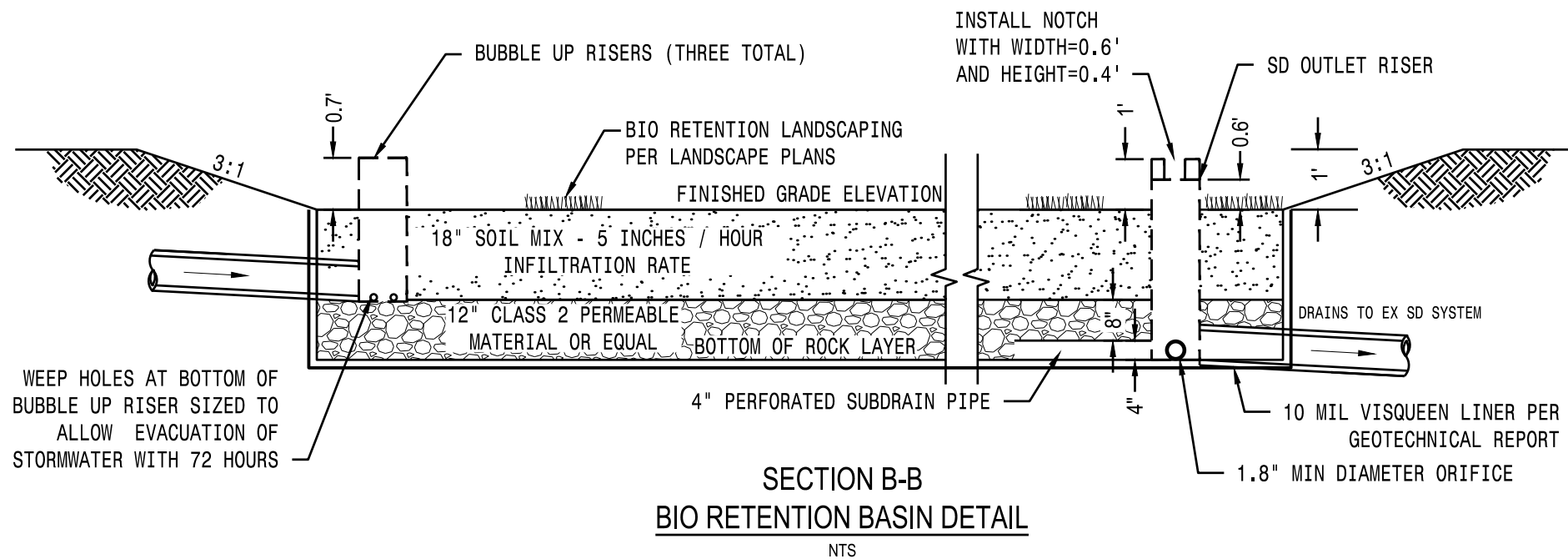
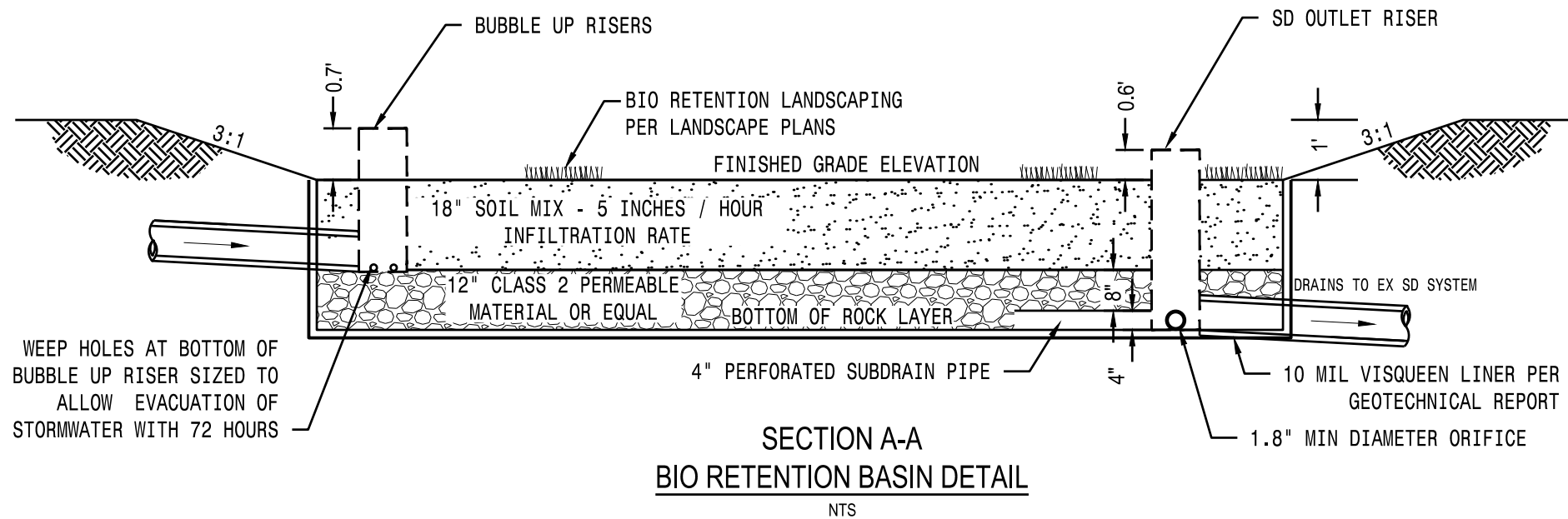
EXISTING PROPERTY BOUNDARY

PROJECT NO. 29137.000	SHT C6 OF 8	CITY OF PLEASANTON	3200 HOPYARD ROAD TENTATIVE TRACT MAP NO. 8672 PRELIMINARY UTILITY PLAN	CALIFORNIA	MACKAY & SOMPS REGISTERED PROFESSIONAL ENGINEERS 51425 FRANKLIN DR., PLEASANTON, CA 94588 (925)225-0690	DATE: OCTOBER 2023 SCALE: 1" = 30' DRAWN BY: CT/KMR DESIGNED BY: KMR CHECKED BY: CWG	NO.	REVISION	DATE



LEGEND

	BIORETENTION AREA =	2,776 SF
	SELF TREATING PERVIOUS AREA =	5,508 SF
	IMPERVIOUS AREAS	
	BUILDINGS	50,683 SF
	STREETS	25,984 SF
	WALKWAYS	10,933 SF
	DRIVEWAYS	5,193 SF
	BOCCE BALL AREA	2,251 SF
	TOTAL	95,044 SF
	PERVIOUS AREAS =	26,991 SF
	TOTAL SITE AREA =	130,304 SF



DRAINAGE MANAGEMENT SUMMARY

Mean Annual Precipitation ⁽¹⁾ (in)												19.5
Adjusted Unit Basin Storage Volume (in)												0.71
Rainfall Intensity (in/hr)												0.2
Rain Event Duration ⁽³⁾ (hr)												3.56
Drainage Management Area ID	Total Drainage Area (sqft)	Impervious Area ⁽²⁾ (sqft)	Interceptor Tree Reduction ⁽³⁾ (sqft)	Pervious Area ⁽⁴⁾ (sqft)	Effective Impervious Area ⁽⁵⁾ (sqft)	Required Capture Volume ⁽⁷⁾ (cuft)	Treatment Area per 4% Approximate Sizing Factor ⁽⁸⁾ (sqft)	Minimum Treatment Area at Max 12" ponding depth ⁽¹⁰⁾ (sqft)	Provided Treatment Area ⁽¹¹⁾ (sqft)	Ponding Depth ⁽¹²⁾ (in)	Type of Treatment Measure	
1	40,949	31,666	0	9,283	32,594	1,934	1,304	779	926	7.26	Bioretention Area	
2	81,086	63,378	0	17,708	65,149	3,865	2,606	1,557	1,850	7.27	Bioretention Area	
TOTALS		122,035	95,044	26,991					2,776			

- Notes:
- ⁽¹⁾ Mean Annual Precipitation (MAP) determined using the map of Alameda County provided as Attachment 6 of the October 2016 Alameda County Hydrology and Hydraulics Manual.
- ⁽²⁾ Impervious Surfaces includes all impervious surfaces (Roof Areas, Paving, Sidewalks, etc).
- ⁽³⁾ Per Section 4.5, the impervious area can be reduced for each existing tree that is preserved and each new evergreen or deciduous tree planted that meets the requirements of section 4.5.1 of the May 2016 C.3 Stormwater Technical Guidance document.
- ⁽⁴⁾ Pervious surfaces (Landscaping, properly designed pervious paving)
- ⁽⁵⁾ Effective impervious area includes the total Impervious Surfaces - Interceptor Tree credit $-(0.1) \times \text{Pervious Surfaces}$
- ⁽⁶⁾ For MAP > 16.4 inches the Oakland Airport Gauge is utilized (MAP = 18.35, Unit Basin Storage Volume = 0.67). For MAP < 16.4 inches the San Jose Airport Gauge is utilized (MAP = 14.4, Unit Basin Storage Volume = 0.56).
- ⁽⁷⁾ Required Capture Volume is equal to the Adjusted Unit Basin Storage Volume x the Impervious Area.
- ⁽⁸⁾ Rain Event Duration assumes an intensity of 0.2 in/hr, the Adjusted Unit Basin Volume is divided by the intensity.
- ⁽⁹⁾ Calculated Basin Area using a flow based calculation only, no ponding. (4% method)
- ⁽¹⁰⁾ The May 2016 Stormwater Technical Guidance document recommends ponding depths between 6 and 12 inches within a Bioretention Facility or Flow Thru Planter.
- ⁽¹¹⁾ The Treatment Area provided on the site design. For dimensions of rectangular and irregular shaped treatment areas, refer to the Fine Grading sheets of the Improvement Plans.
- ⁽¹²⁾ The depth of ponding the provided Treatment Area will have in the design event

DATE: OCTOBER 2023
SCALE: 1" = 30'
DRAWN BY: CT/KMR
DESIGNED BY: KMR
CHECKED BY: CWG

Mackay & Somp's
ENGINEERS, ARCHITECTS, PLANNERS
51425 FRANKLIN DR., PLEASANTON, CA 94588
(925) 225-0693

CALIFORNIA

3200 HOPYARD ROAD
TENTATIVE TRACT MAP NO. 8672
STORMWATER QUALITY CONTROL PLAN

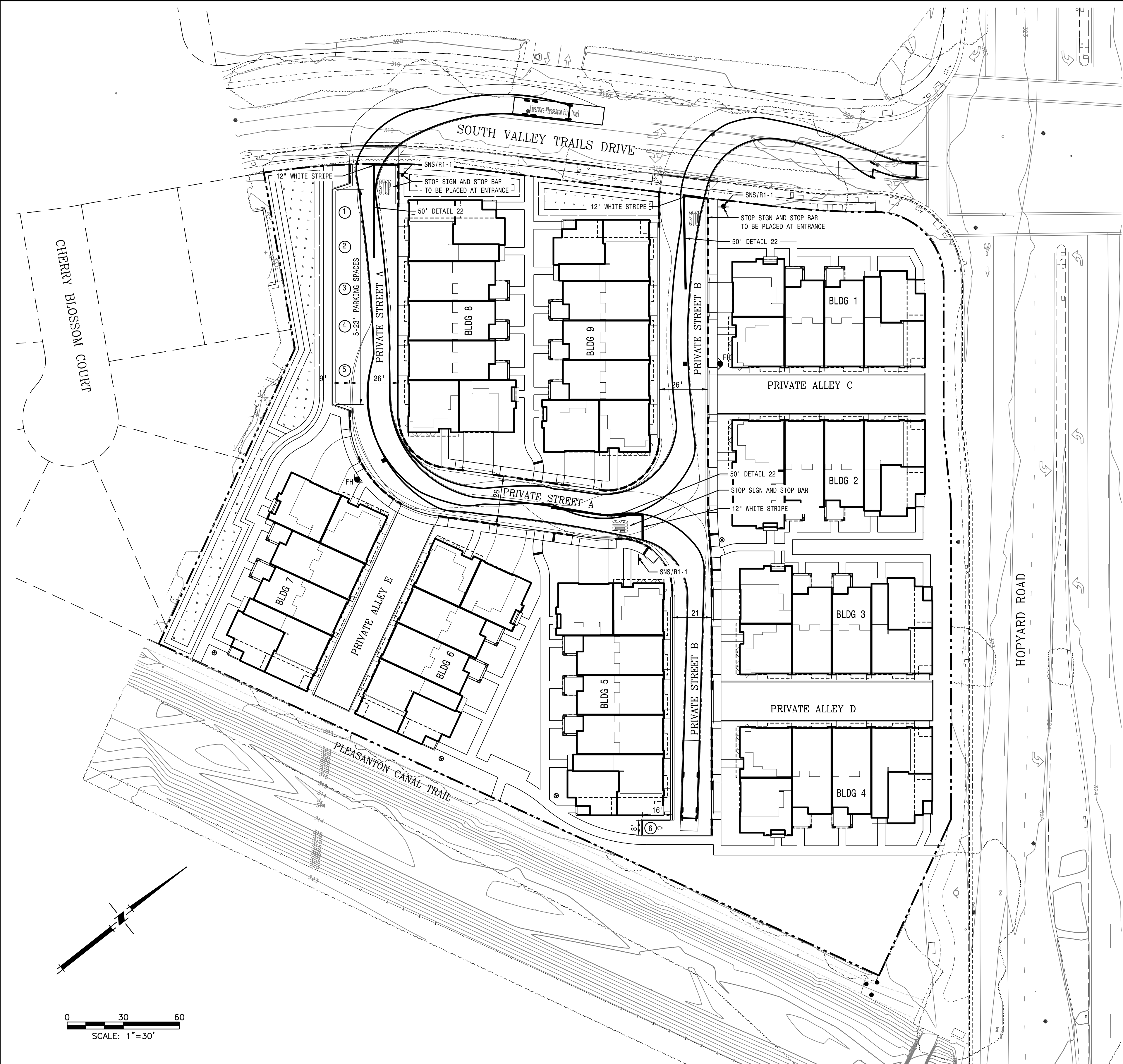
CITY OF PLEASANTON

PROJECT NO.
29137.000

SHT
C7
OF 8

REVISION
NO

DATE

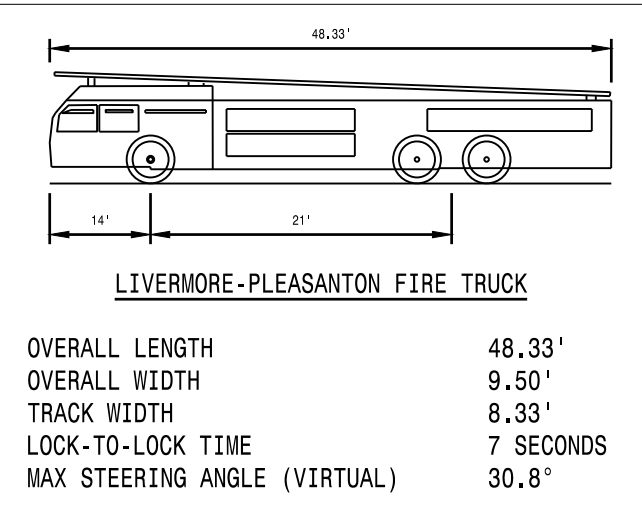


NOTES:

1. ROADWAY SURFACE = ASPHALT CONCRETE
2. ROADWAY CROSS SLOPES ARE 3% MAXIMUM
3. ROADWAY LONGITUDINAL SLOPES ARE 3.4% MAXIMUM EXCEPT AT PROJECT ENTRANCE DRIVEWAYS WHERE THEY ARE 7% MAXIMUM
4. LOWEST ROOF EAVE HEIGHT = 29'-8" AS SHOWN IN ARCHITECTURE PLANS.

LEGEND:

- INSTALL NEW SIGN AND POST PER NOTED DESIGNATION
- STREET NAME SIGN
- INSTALL NEW STRIPING PER NOTED DESIGNATIONS
- RED CURB (FIRE LANE NO PARKING)
- BLUE REFLECTIVE MARKER AT FIRE HYDRANT
- STOP SIGN
- PER CALTRANS A24D
- COMPACT PARKING SPACE
- PARKING SPACE IN PRIVATE DRIVEWAY, 8'x16'
- PARKING SPACE NUMBER

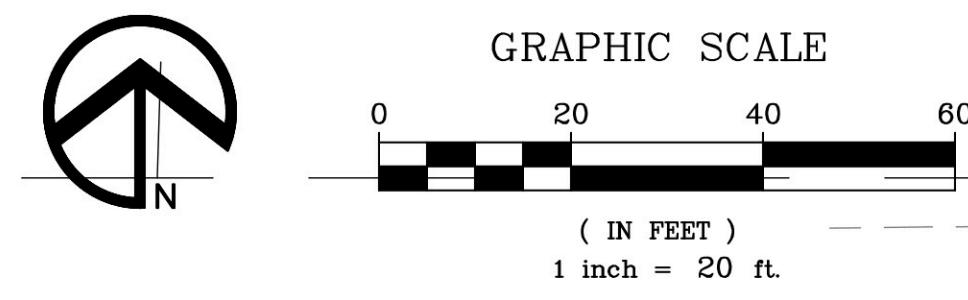


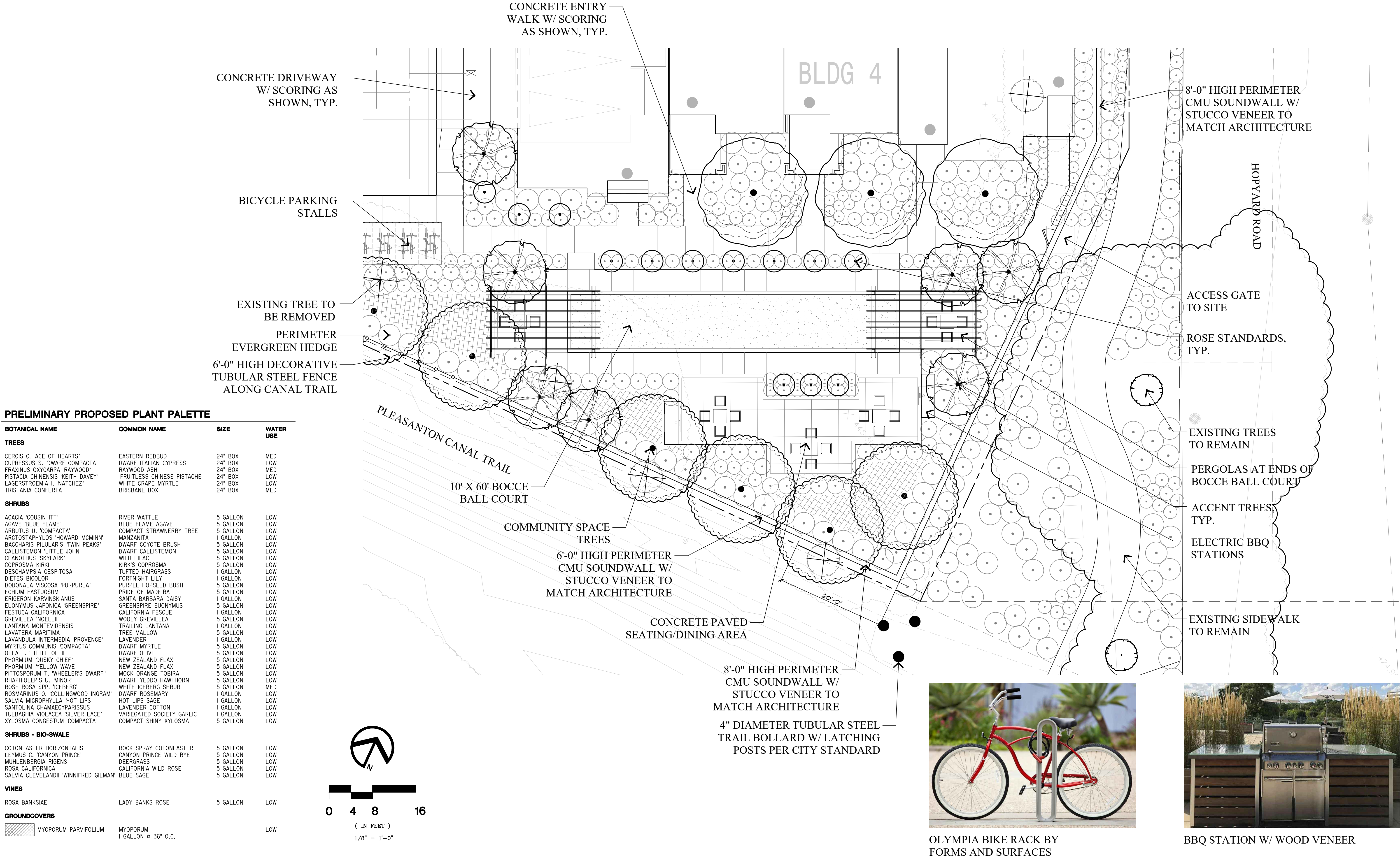
DATE: OCTOBER 2023	SCALE: 1" = 30'	DRAWN BY: CT/KMR	DESIGNED BY: KMR	CHECKED BY: CWG	NO.	REVISION	DATE
Mackay & Somp's					CALIFORNIA		
3200 HOPYARD ROAD TENTATIVE TRACT MAP NO. 8672 FIRE ACCESS, SIGNING AND STRIPING PLAN					CITY OF PLEASANTON		
PROJECT NO. 29137.000					SHT C8 OF 8		



PROPOSED TREE LEGEND				
BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	
EXISTING TREES TO REMAIN				
EXISTING TREES TO BE REMOVED				
TREES				
CERCIS C. ACE OF HEARTS---	EASTERN REDBUD	24" BOX	MED	
CUPRESSUS S. DWARF COMPACTA---	DWARF ITALIAN CYPRESS	24" BOX	LOW	
FRAXINUS OXYCARPA RAYWOOD---	RAYWOOD ASH	24" BOX	MED	
PISTACIA CHINENSIS KEITH DAVEY-	FRUITLESS CHINESE PISTACHE	24" BOX	LOW	
LAGERSTROEMIA L. WATCHEZ---	WHITE GRAPE MYRTLE	24" BOX	LOW	
TRISTANIA CONFERTA	BRISBANE BOX	24" BOX	MED	
TRISTANIOPSIS LAURINA	WATER GUM	24" BOX	MED	
BIO RETENTION AREA SHRUB PALETTE				
BOTANICAL NAME	COMMON NAME	SIZE	WATER USE	
SHRUBS - BIO-RETENTION				
COTONEASTER HORIZONTALIS	ROCK SPRAY COTONEASTER	5 GALLON	LOW	
LEYMUS C. 'CANYON PRINCE'	CANYON PRINCE WILD RYE	5 GALLON	LOW	
MUHLENBERGIA RIGENS	DEERGRASS	5 GALLON	LOW	
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	5 GALLON	LOW	
SALVIA CLEVELANDII 'WINNIFRED GILMAN'	BLUE SAGE	5 GALLON	LOW	

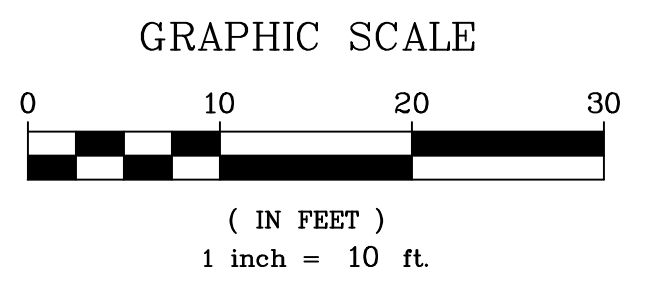
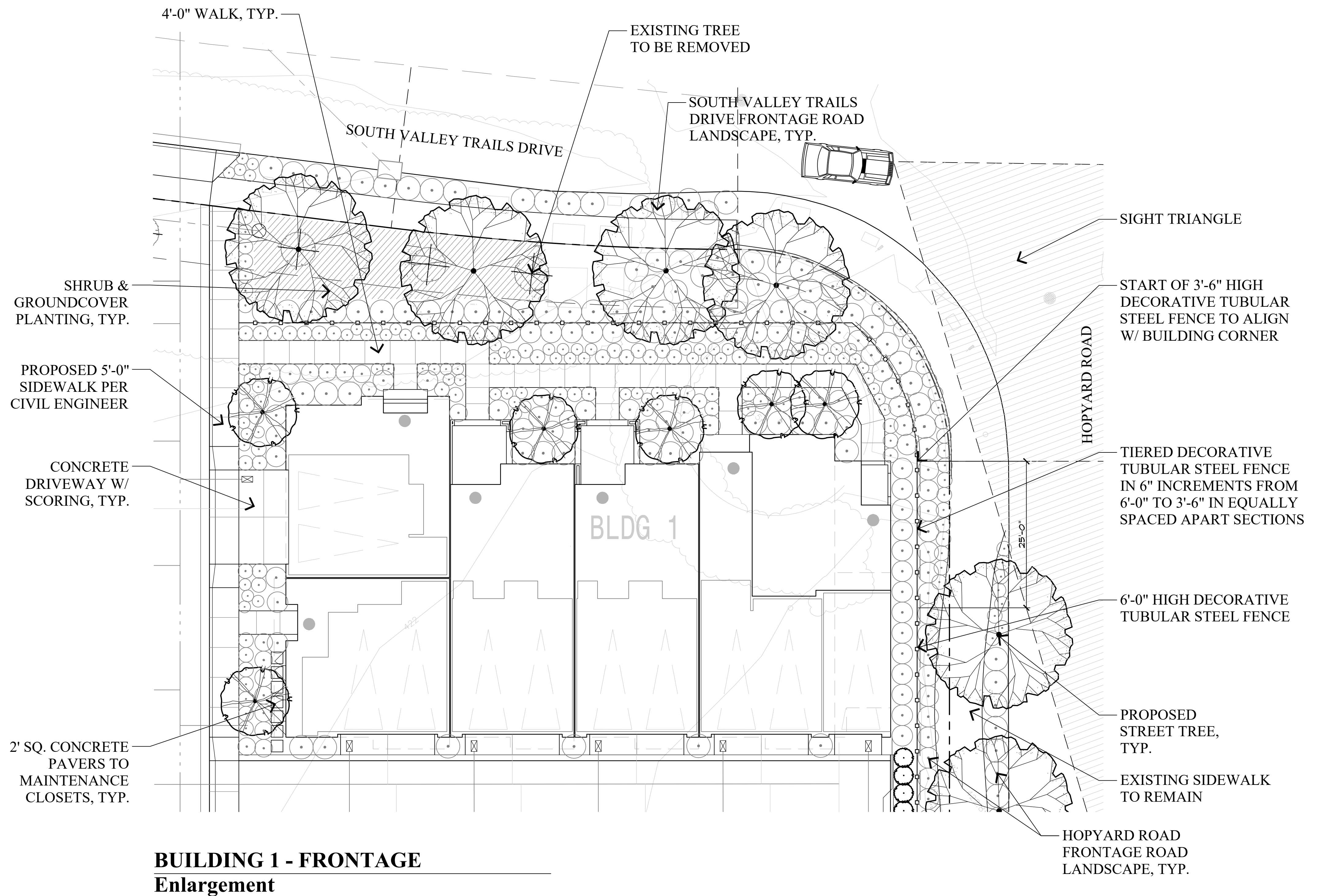
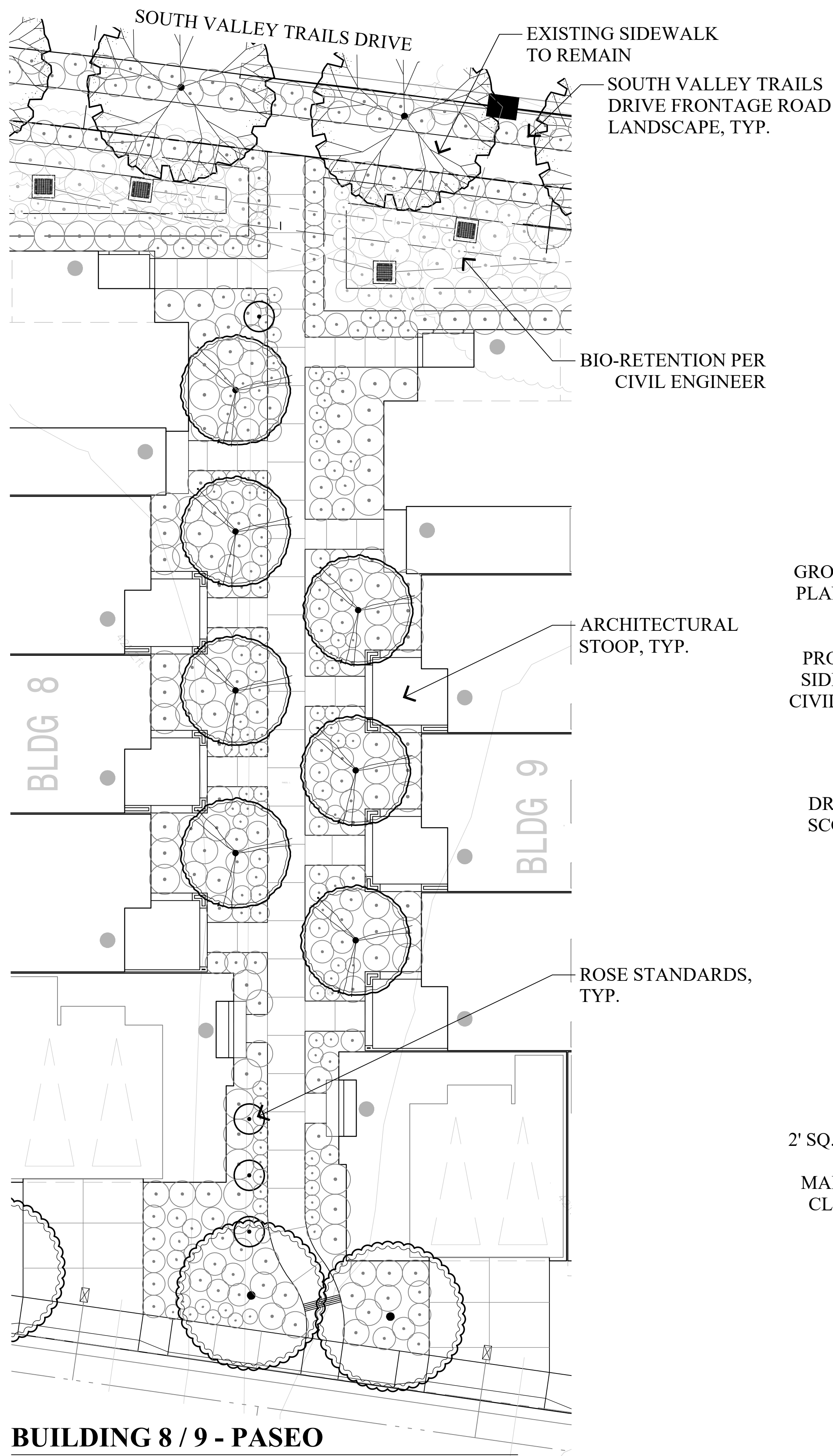
- GENERAL NOTES**
1. ALL TREES SHALL BE PLANTED AND STAKED PER CITY STANDARDS.
 2. TREES BE PLANTED WITHIN 3' OF HARDSCAPE ELEMENTS, SHALL HAVE A LINEAR ROOT BARRIER INSTALLED ADJACENT TO THE HARDSCAPE ELEMENT AT TIME OF TREE PLANTING.
 3. LANDSCAPE AND IRRIGATION SHALL COMPLY WITH CITY'S CURRENT WATER-EFFICIENT LANDSCAPE ORDINANCE.
 4. ALL PLANTING AREAS SHALL BE AUTOMATICALLY IRRIGATED PER CITY STANDARDS. USING LOW-FLOW SPRAY, BUBBLERS OR DRIP METHODS.
 5. ALL PLANTING AREAS SHALL BE MULCHED TO A MINIMUM DEPTH OF 3".
 6. PLAN PROPOSES 10 BIKE RACKS FOR A TOTAL OF 20 TEMPORARY BICYCLE PARKING STALLS.
 7. AT SIGHT VISION TRIANGLES NO SOLID FENCE, WALL, HEDGE, OR OTHER OBSTRUCTION SHALL EXCEED 30 INCHES AND NO OPEN FENCE SHALL EXCEED 42 INCHES.





PRELIMINARY PROPOSED PLANT PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
TREES			
CERCIS C. 'ACE OF HEARTS'	EASTERN REDBUD	24" BOX	MED
CUPRESSUS S. 'DWARF COMPACTA'	DWARF ITALIAN CYPRESS	24" BOX	LOW
FRAXINUS OXYCARPA 'RAYWOOD'	RAYWOOD ASH	24" BOX	MED
PISTACIA CHINENSIS 'KEITH DAVEY'	FRUITLESS CHINESE PISTACHE	24" BOX	LOW
LAGERSTROEMIA L. 'NATCHEZ'	WHITE CRAPE MYRTLE	24" BOX	LOW
TRISTANIA CONFERTA	BRISBANE BOX	24" BOX	MED
SHRUBS			
ACACIA 'COUSIN ITT'	RIVER WATTLE	5 GALLON	LOW
AGAVE 'BLUE FLAME'	BLUE FLAME AGAVE	5 GALLON	LOW
ARBUTUS U. 'COMPACTA'	COMPACT STRAWBERRY TREE	5 GALLON	LOW
ARCTOSTAPHYLOS 'HOWARD MCMINN'	MANZANITA	1 GALLON	LOW
BACCHARIS PILULARIS 'TWIN PEAKS'	DWARF COYOTE BRUSH	5 GALLON	LOW
CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GALLON	LOW
CEANOTHUS 'SKYLARK'	WILD LILAC	5 GALLON	LOW
COPROSMA KIRKII	KIRK'S COPROSMA	5 GALLON	LOW
DESCHAMPSIA CESPITOSA	TUFTED HAIRGRASS	1 GALLON	LOW
DIETES BICOLOR	FORTNIGHT LILY	1 GALLON	LOW
DODONAEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	5 GALLON	LOW
ECHIUM FASTUOSUM	PRIDE OF MADEIRA	5 GALLON	LOW
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GALLON	LOW
EUONYMUS JAPONICA 'GREENSPIRE'	GREENSPIRE EUONYMUS	5 GALLON	LOW
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GALLON	LOW
GREVILLEA 'NOELLI'	WOOLY GREVILLEA	5 GALLON	LOW
LANTANA MONTEVIDENSIS	TRAILING LANTANA	1 GALLON	LOW
LAVATERA MARITIMA	TREE MALLOW	5 GALLON	LOW
LAVANDULA INTERMEDIA 'PROVENCE'	LAVENDER	1 GALLON	LOW
MYRTUS COMMUNIS 'COMPACTA'	DWARF MYRTLE	5 GALLON	LOW
OLEA E. 'LITTLE OLLIE'	DWARF OLIVE	5 GALLON	LOW
PHORMIUM 'DUSKY CHIEF'	NEW ZEALAND FLAX	5 GALLON	LOW
PHORMIUM 'YELLOW WAVE'	NEW ZEALAND FLAX	5 GALLON	LOW
PITTOSPORUM T. 'WHEELER'S DWARF'	MOCK ORANGE TOBIRA	5 GALLON	LOW
RHAPHIOLEPIS U. 'MINOR'	DWARF YEDDO HAWTHORN	5 GALLON	LOW
ROSE ROSA SPP. 'ICEBERG'	WHITE ICEBERG SHRUB	5 GALLON	MED
ROSMARINUS O. 'COLLINGWOOD INGRAM'	DWARF ROSEMARY	1 GALLON	LOW
SALVIA MICROPHYLLA 'HOT LIPS'	HOT LIPS SAGE	1 GALLON	LOW
SANTOLINA CHAMAECYPARISSUS	LAVENDER COTTON	1 GALLON	LOW
TULBAGHIA VIOLACEA 'SILVER LACE'	VARIEGATED SOCIETY GARLIC	1 GALLON	LOW
XYLOSMA CONGESTUM 'COMPACTA'	COMPACT SHINY XYLOSMA	5 GALLON	LOW
SHRUBS - BIO-SWALE			
COTONEASTER HORIZONTALIS	ROCK SPRAY COTONEASTER	5 GALLON	LOW
LEYMUS C. 'CANYON PRINCE'	CANYON PRINCE WILD RYE	5 GALLON	LOW
MUHLBERGIA RIGENS	DEERGRASS	5 GALLON	LOW
ROSA CALIFORNICA	CALIFORNIA WILD ROSE	5 GALLON	LOW
SALVIA CLEVELANDII 'WINNIFRED GILMAN'	BLUE SAGE	5 GALLON	LOW
VINES			
ROSA BANKSIAE	LADY BANKS ROSE	5 GALLON	LOW
GROUNDCOVERS			
MYOPORUM PARVIFOLIUM	MYOPORUM	1 GALLON @ 36" O.C.	LOW



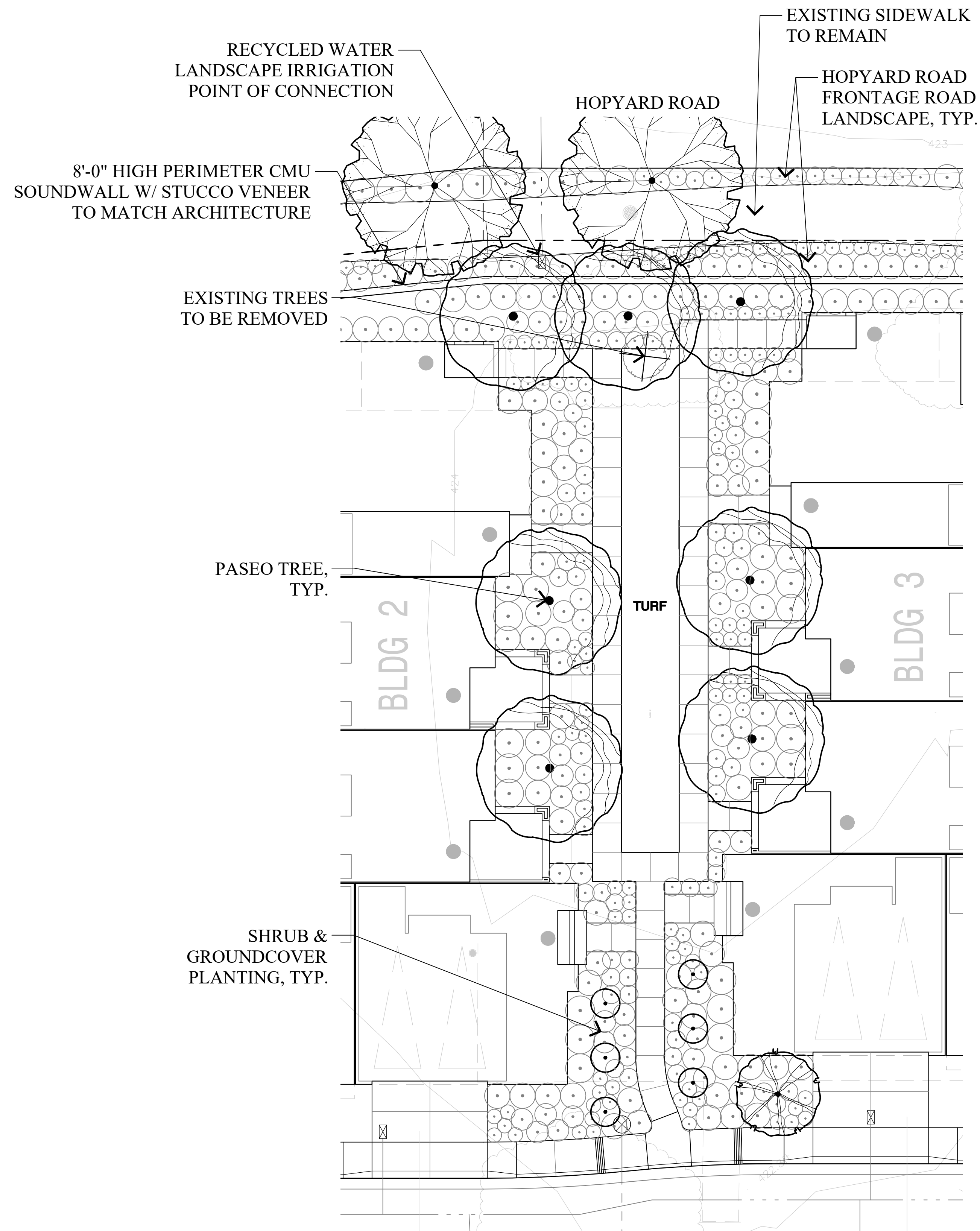
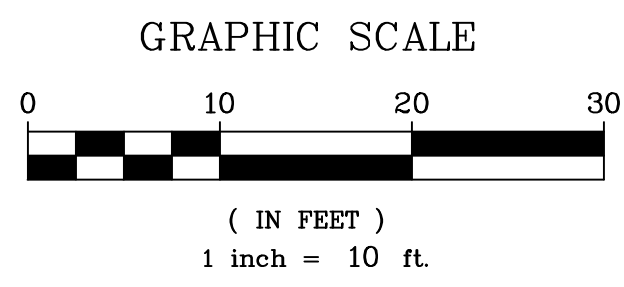
LANDSCAPE ARCHITECTURE
LAND PLANNING
1615 BONANZA STREET
SUITE 314
WALNUT CREEK, CA 94596
TEL: 925.938.7377
www.ripleydesign.com

CATALYST DEVELOPMENT PARTNERS
675 HARTZ AVE, STE 301
DANVILLE, CA 94526
TEL: 925-383-9045
JULY 10, 2023

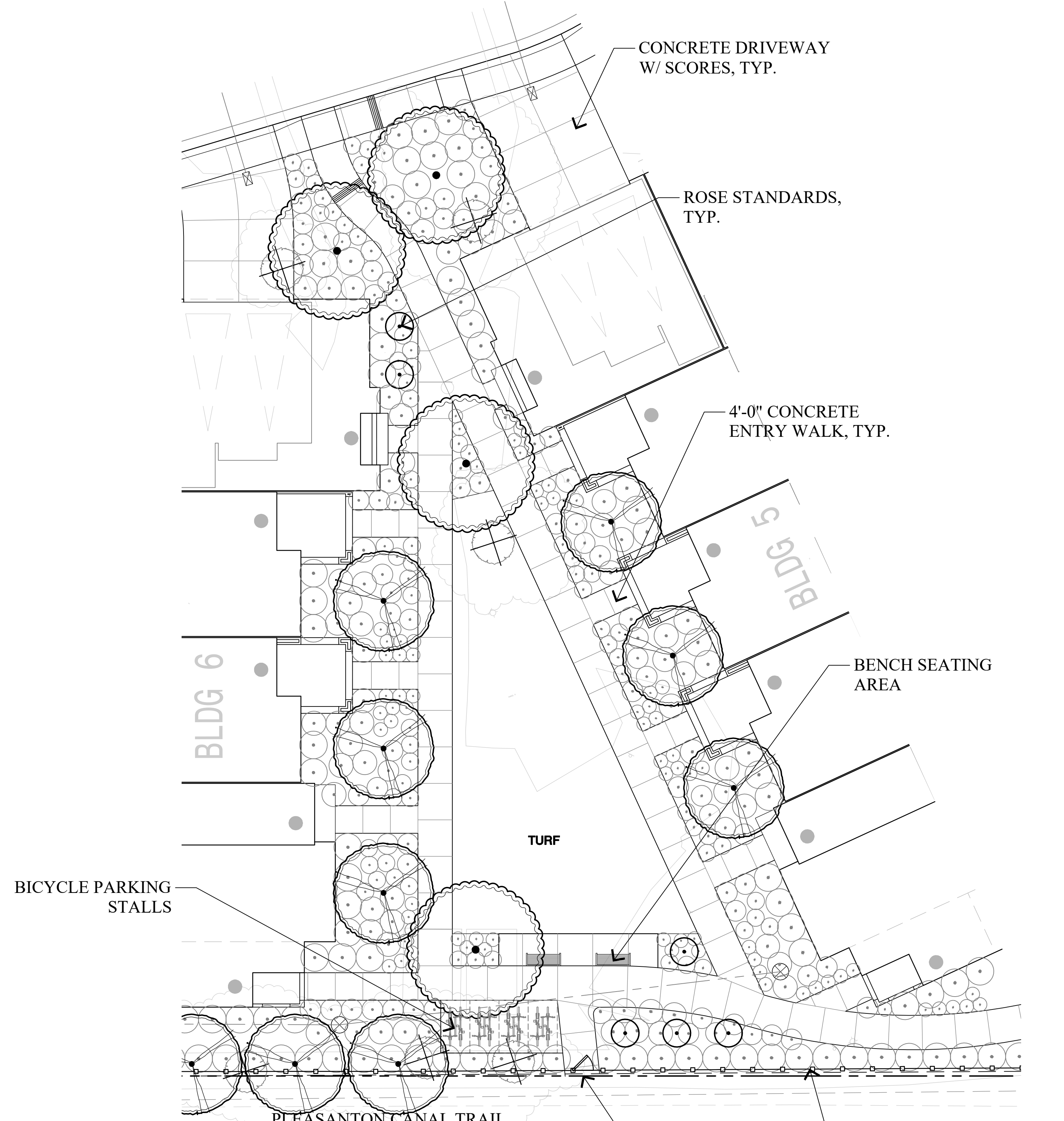
3200 HOPYARD RD
Pleasanton, CA

Preliminary Landscape
Paseo Enlargements

L3



BUILDING 2 / 3 - PASEO
Enlargement



BUILDING 5 / 6 - PASEO
Enlargement



LANDSCAPE ARCHITECTURE
LAND PLANNING
1615 BONANZA STREET
SUITE 314
WALNUT CREEK, CA 94596
TEL: 925.938.7377
www.ripleydesign.com

CATALYST DEVELOPMENT PARTNERS
675 HARTZ AVE, STE 301
DANVILLE, CA 94526
TEL: 925-383-9045
JULY 10, 2023

3200 HOPYARD RD
Pleasanton, CA

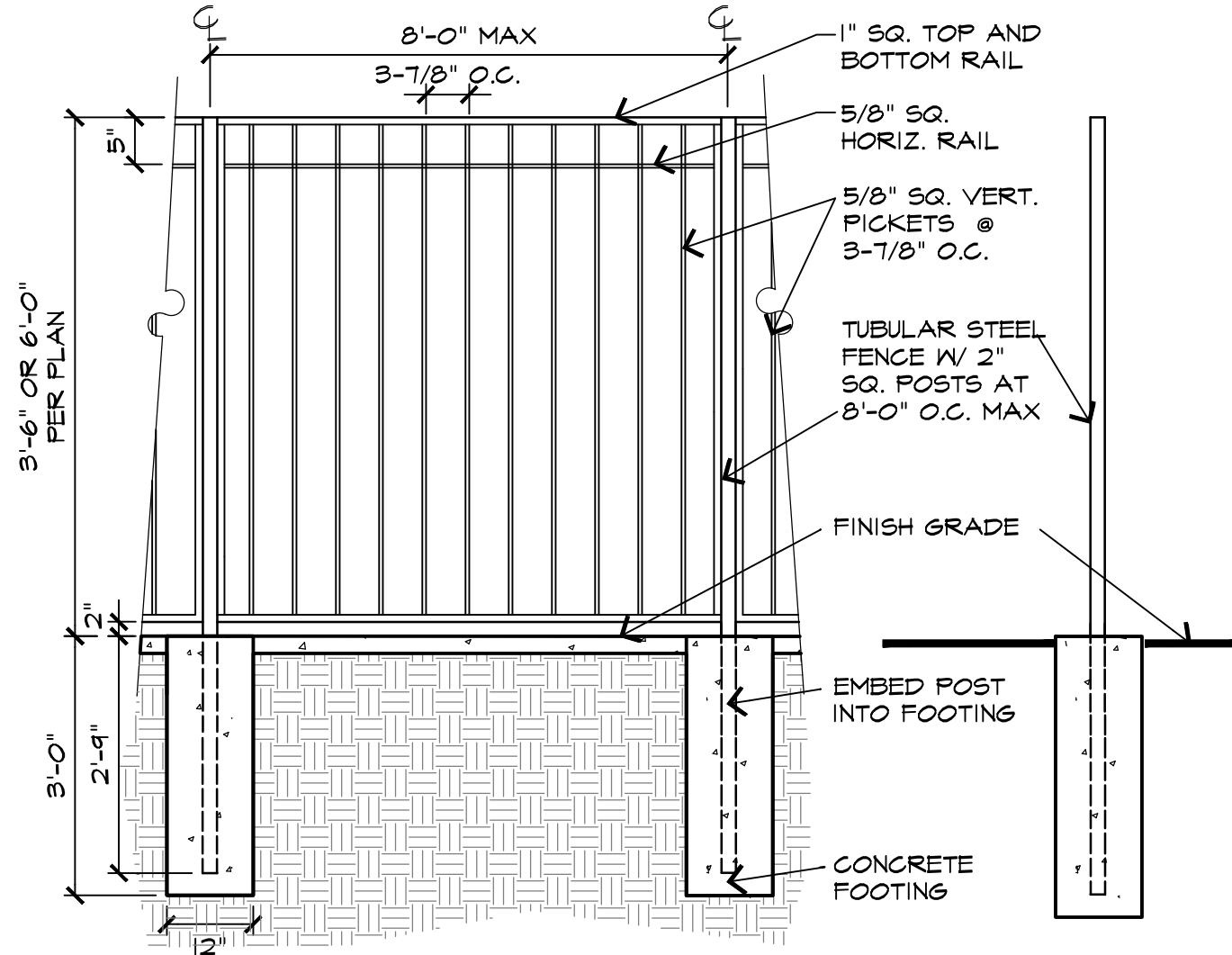
Preliminary Landscape
Paseo Enlargements

L4

NOTE: FENCE TO BE ECHELON MAJESTIC 3-RAIL BY AMERISTAR OR EQUIVALENT. COLOR - BLACK. AVAILABLE AT WWW.AMERISTARFENCE.COM TEL:888-333-3422

NOTE: WHEN POST IS 4' FROM GAS LINE, ADD PVC GROUNDING SLEEVE TO FOOTING

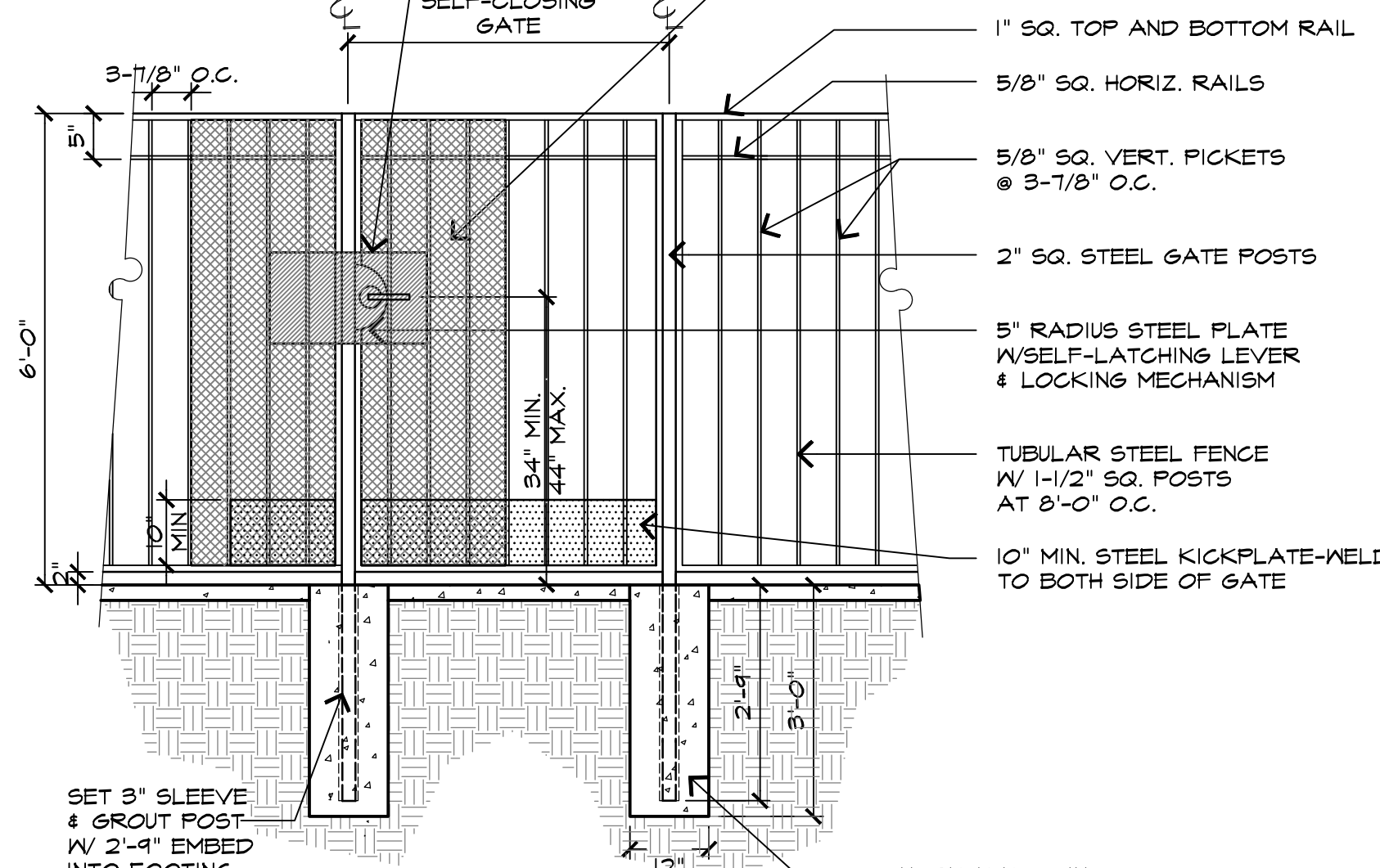
NOTE: ALL CONNECTIONS TO BE WELDED. FILLET WELD/SMOOTH GRIND ALL JOINTS. ALL METAL TO BE .160" THICK.



A

TUBULAR STEEL FENCE

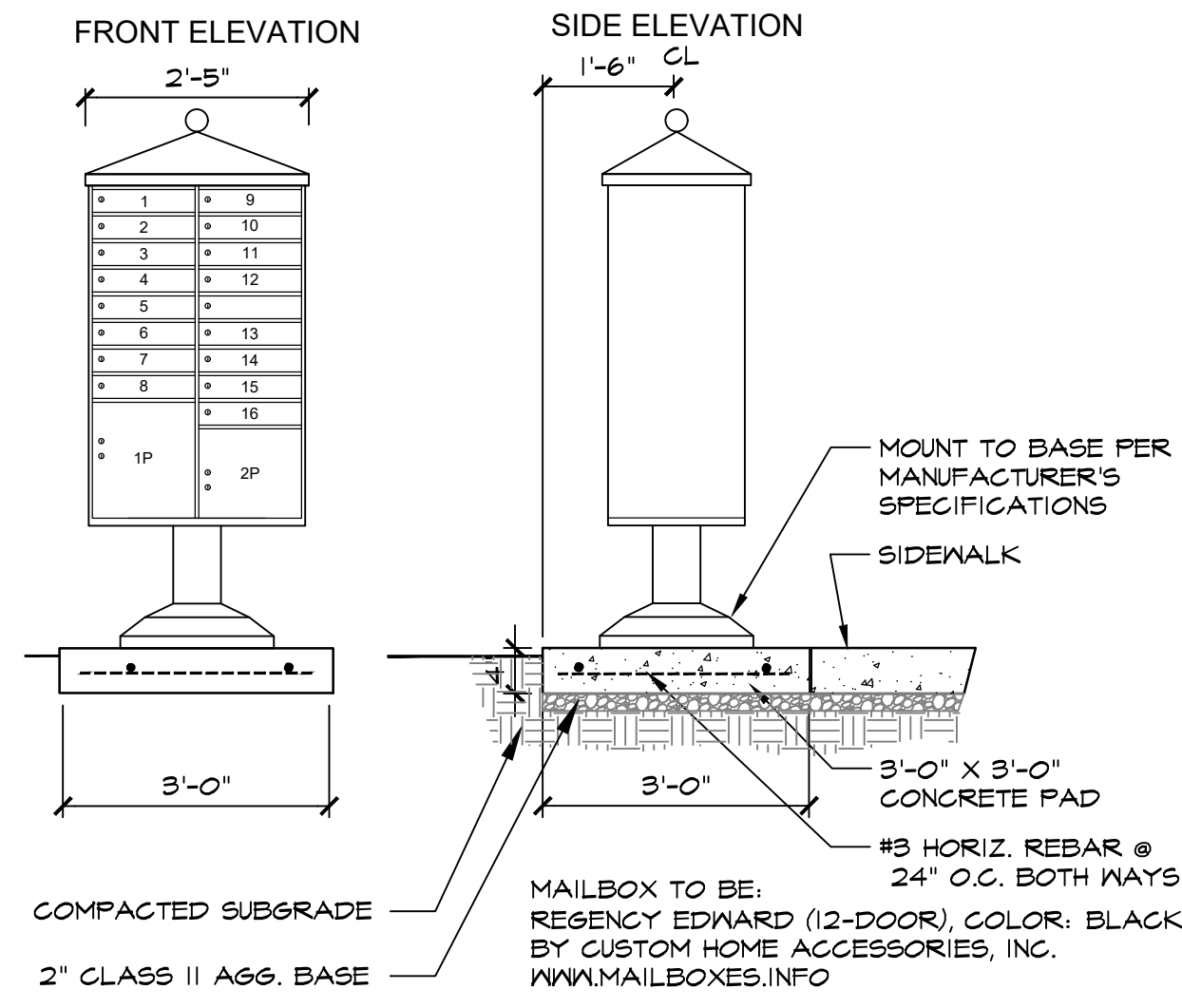
SCALE : 1/2"=1'-0"
024 - Final



B

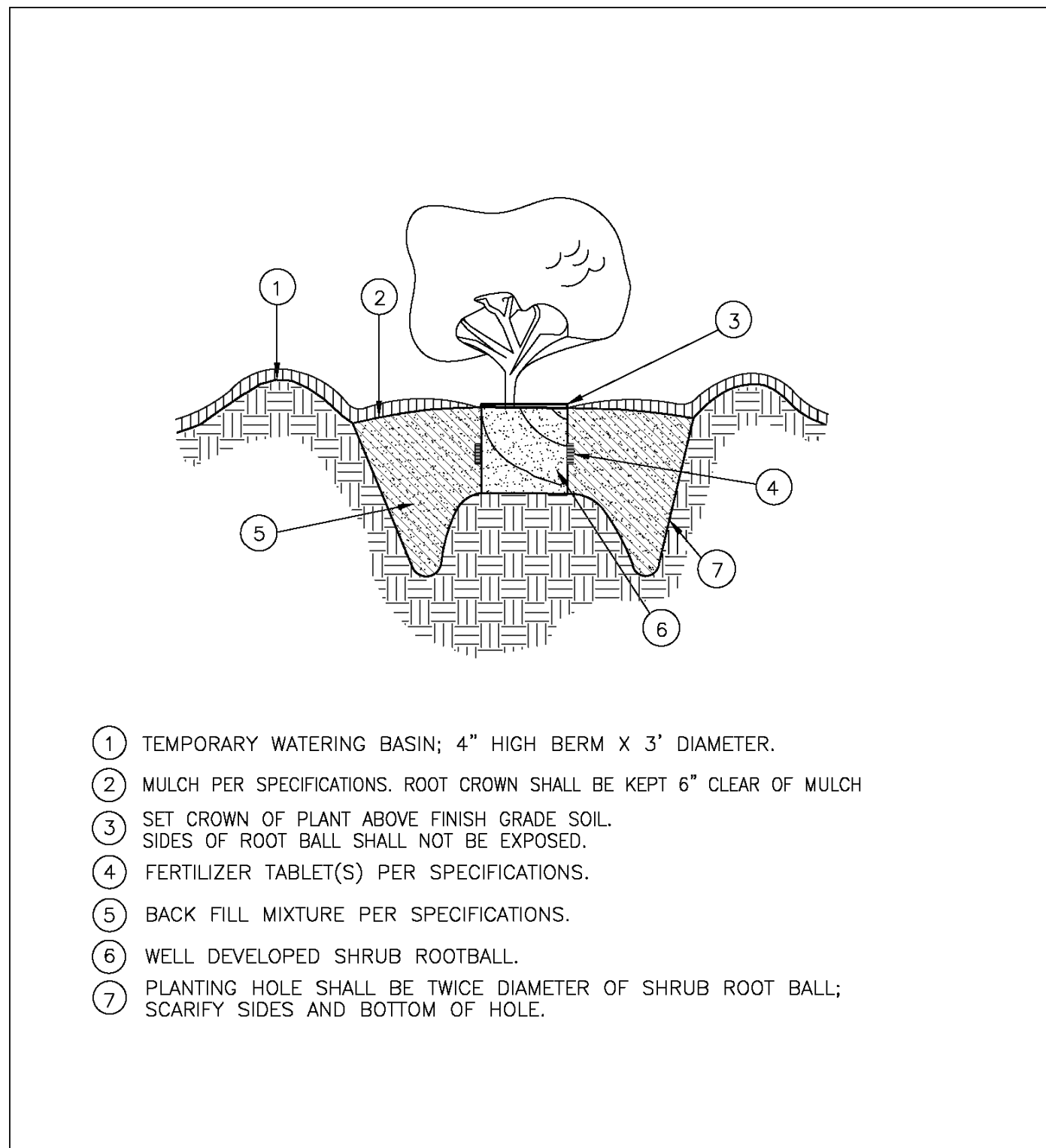
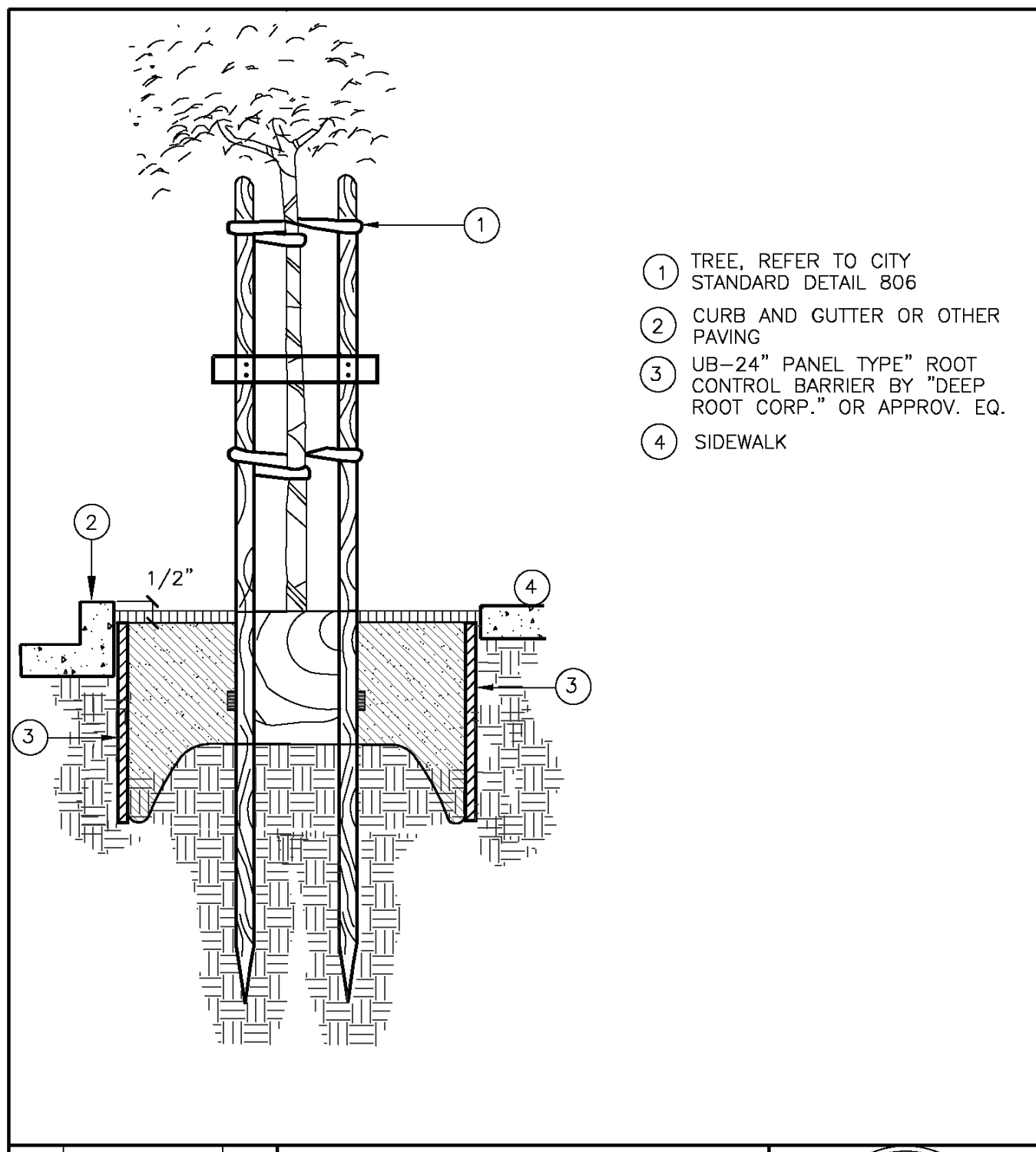
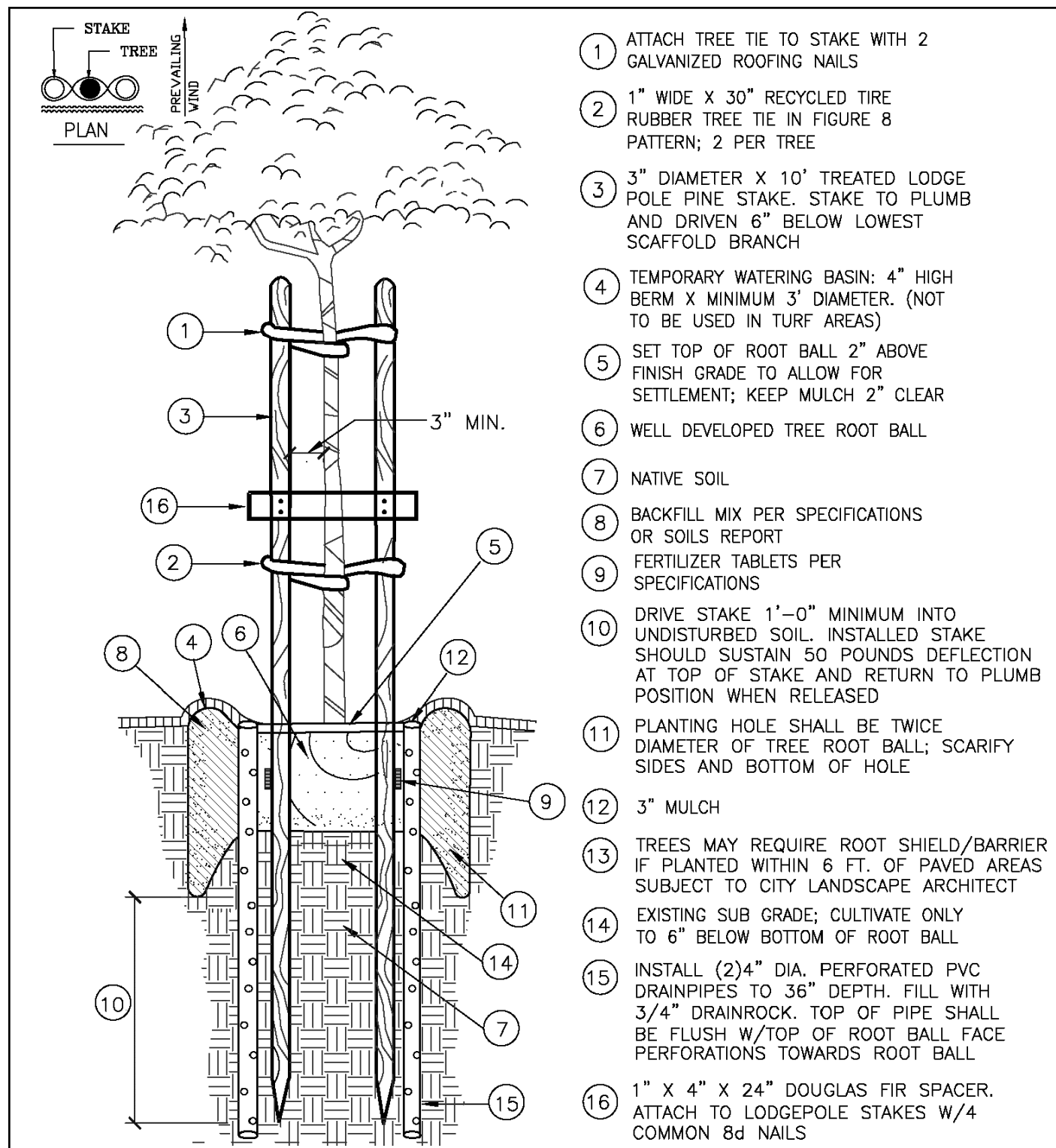
TUBULAR STEEL GATE

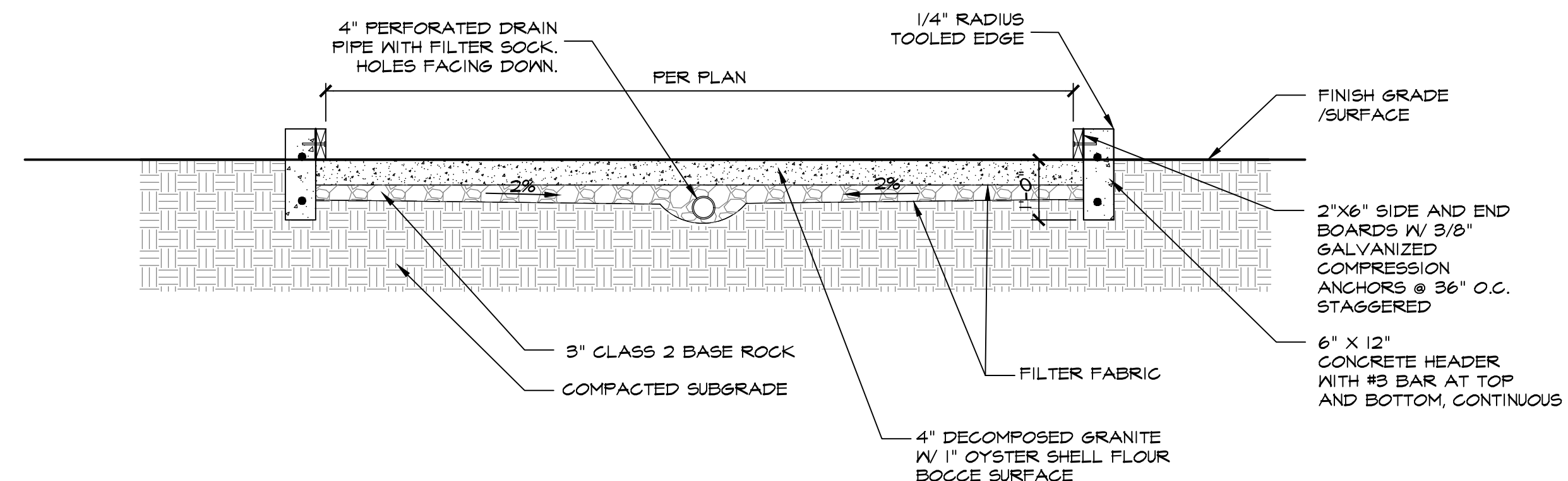
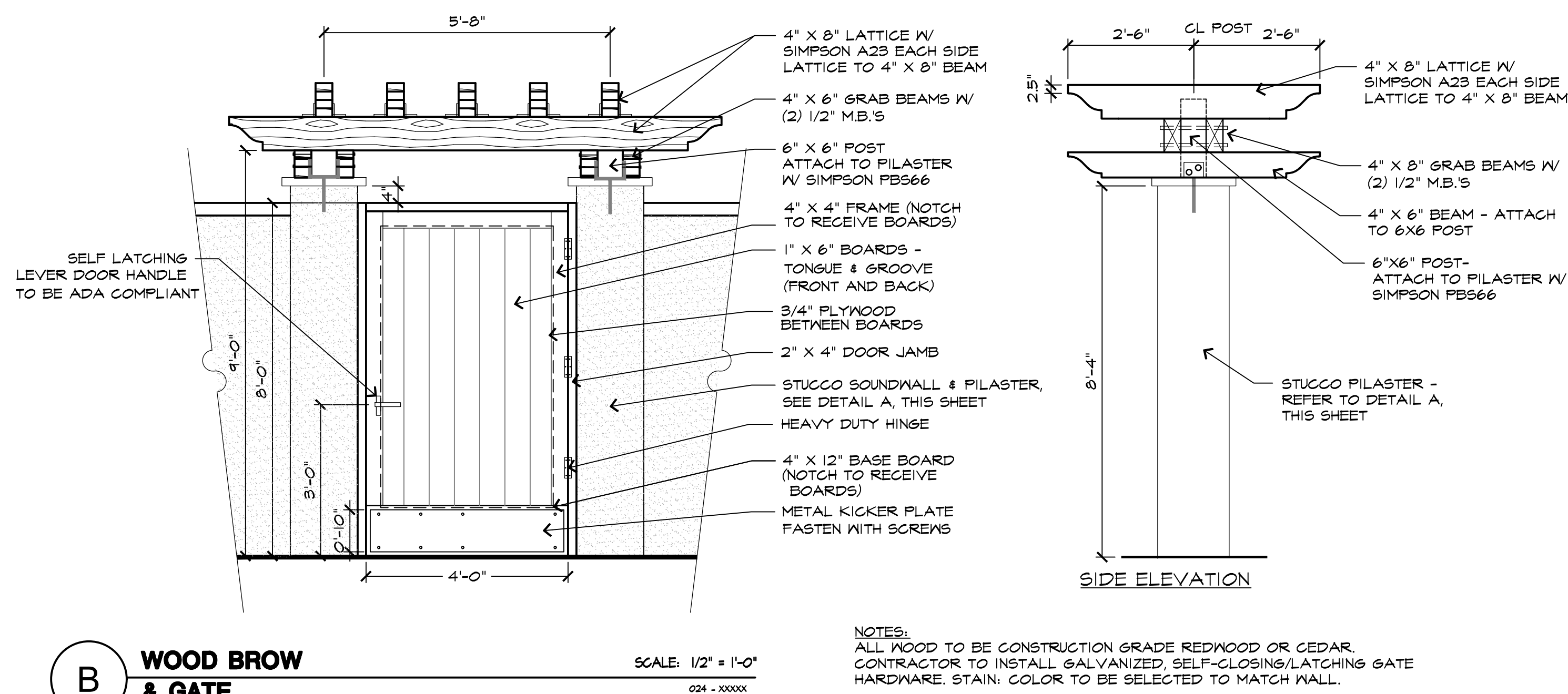
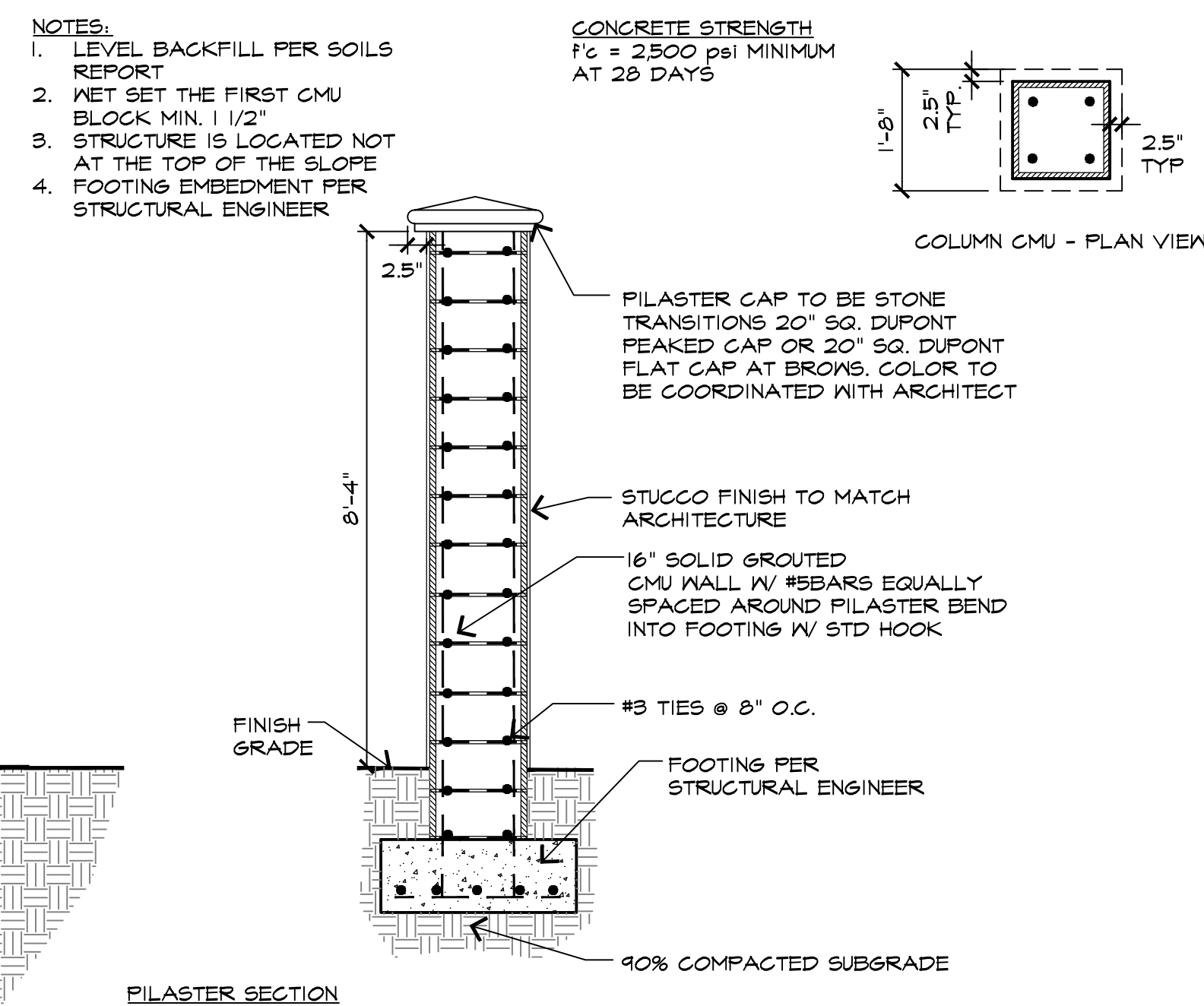
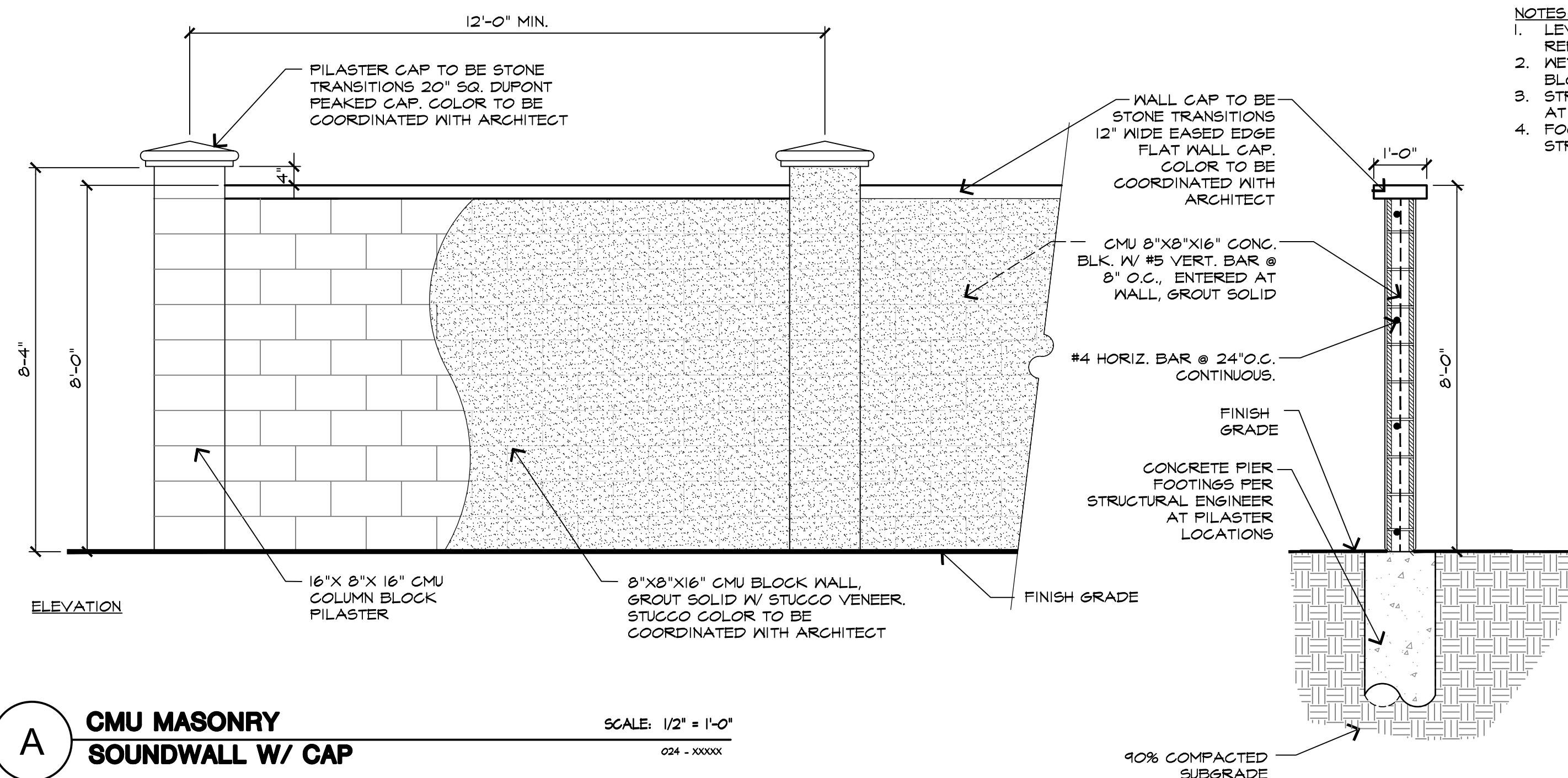
SCALE : 1/2"=1'-0"
024 - Final

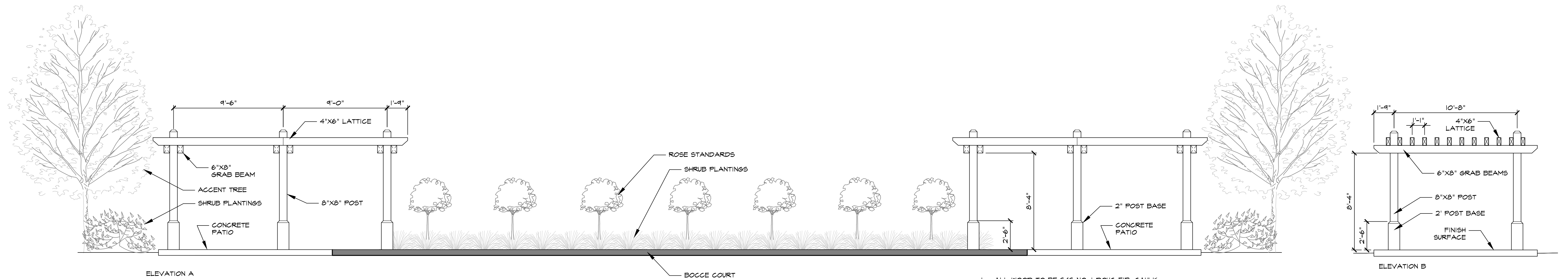


C

COMMUNITY MAILBOXES







A WOOD OVERHEAD AT BOCCE SCALE: 1/4" = 1'-0"

1. ALL WOOD TO BE S4S NO. 1 DOUG FIR, CAULK ALL SEAMS AND SAND. POSTS TO BE PTDF#1. ALL WOOD TO RECEIVE (1) COAT PRIMER (2) COATS OF FLAT ENAMEL. ALL HARDWARE TO BE GALVANIZED.
2. COLOR TO BE COORDINATED WITH ARCHITECT.

SHRUBS



ACACIA COGNATA 'COUSIN IT'
COUSIN IT ACACIA



AGAVE 'BLUE FLAME'
BLUE FLAME AGAVE



ARBUTUS U. 'COMPACTA'
COMPACT STRAWNERRY TREE



BACCHARIS PILULARIS 'TWIN PEAKS'
DWARF COYOTE BRUSH



CHONDROPETALUM TECTORUM
SMALL CAPE RUSH



CEANOTHUS 'SKYLARK'
WILD LILAC



COPROSMA KIRKII
KIRK'S COPROSMA



DESCHAMPSIA CESPITOSA
TUFTED HAIRGRASS



DIETES BICOLOR
FORTNIGHT LILY



DODONAEA VISCOSA 'PURPUREA'
PURPLE HOPSEED BUSH



ECHIUM FASTUOSUM
PRIDE OF MADEIRA



ERIGERON KARVINSKIANUS
SANTA BARBARA DAISY



EUONYMUS JAPONICA 'GREENSPIRE'
GREENSPIRE EUONYMUS



FESTUCA CALIFORNICA
CALIFORNIA FESCUE



GREVILLEA 'NOELLII'
WOOLY GREVILLEA



LANTANA MONTEVIDENSIS
TRAILING LANTANA



LAVATERA MARITIMA
TREE MALLOW



LAVANDULA INTERMEDIA
PROVENCE' LAVENDER



MYRTUS COMMUNIS 'COMPACTA'
DWARF MYRTLE



OLEA E. 'LITTLE OLLIE'
DWARF OLIVE



PHORMIUM 'DUSKY CHIEF'
NEW ZEALAND FLAX



PHORMIUM 'YELLOW WAVE'
NEW ZEALAND FLAX



PITTOSPORUM T. 'WHEELER'S DWARF'
MOCK ORANGE TOBIRA



RHAMPHOLEPIS U. 'MINOR'
DWARF YEDDO HAWTHORN



ROSA 'ICEBERG' STANDARD
ICEBERG ROSE



ROSMARINUS O. 'COLLINGWOOD INGRAM'
DWARF ROSEMARY



SALVIA MICROPHYLLA 'HOT LIPS'
HOT LIPS SAGE



SANTOLINA CHAMAECYPARISSUS
LAVENDER COTTON



TULBAGHIA VIOLACEA 'SILVER LACE'
VARIEGATED SOCIETY GARLIC



COTONEASTER HORIZONTALIS
ROCK COTONEASTER



LEYMUS C. 'CANYON PRINCE'
CANYON PRINCE WILD RYE



XYLOSMA CONGESTUM 'COMPACTA'
COMPACT SHINY XYLOSMA



MUHLENBERGIA RIGENS
DEERGRASS



ROSA CALIFORNICA
CALIFORNIA WILD ROSE



SALVIA 'CLEVELANDII' 'WINNIFRED
GILMAN' BLUE SAGE

C.3 - SHRUBS

TREES



CERCIS C. 'ACE OF HEARTS'
EASTERN REDBUD



FRAXINUS OXYCARPA 'RAYWOOD'
RAYWOOD ASH



PISTACIA CHINENSIS 'KEITH DAVEY'
FRUITLESS CHINESE PISTACHE



LAGERSTROEMIA L. 'NATCHEZ'
WHITE CRAPE MYRTLE



TRISTANIOPSIS LAURINA
WATER GUM



TRISTANIA CONFERTA
BRISBANE BOX

VINES



ROSA BANKSAE
LADY BANKS' ROSE

GROUNDCOVERS



MYOPORUM PARVIFOLIUM
MYOPORUM



LANDSCAPE ARCHITECTURE
LAND PLANNING
1615 BONANZA STREET
SUITE 314
WALNUT CREEK, CA 94596
TEL: 925.938.7377
www.ripleydesign.com

CATALYST DEVELOPMENT PARTNERS
675 HARTZ AVE, STE 201
DANVILLE, CA 94526
TEL:925-383-9045
JULY 10, 2023

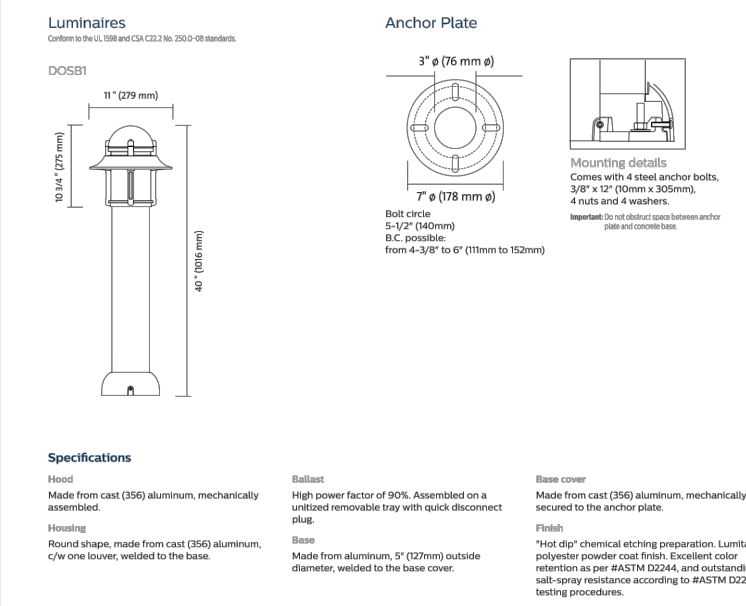
3200 HOPYARD RD
Pleasanton, CA

Preliminary Landscape
Plant Imagery

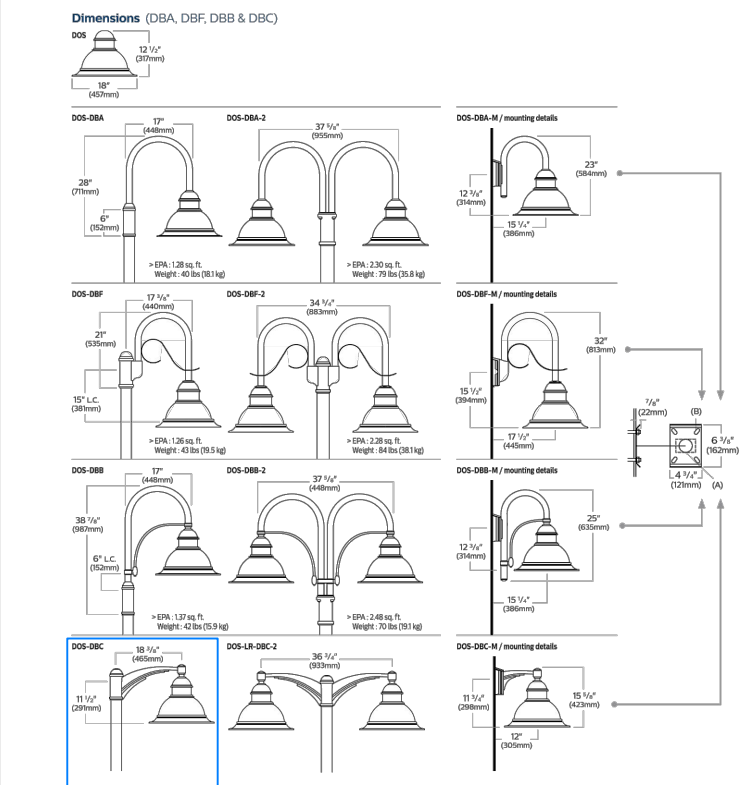


Light Legend			
Project: 3200 HOPYARD RD - PLEASANTON			
Symbol	Qty	Label	Description
	26	A	LUMEC - DOMUS SMALL BOLLARD - DOSB1
	17	B	LUMEC - DOMUS SMALL PENDANT - DOS-DBC - 14' POLE
	30	C	LUMEC - DOMUS SMALL PENDANT - DOS-DBC - 14' POLE

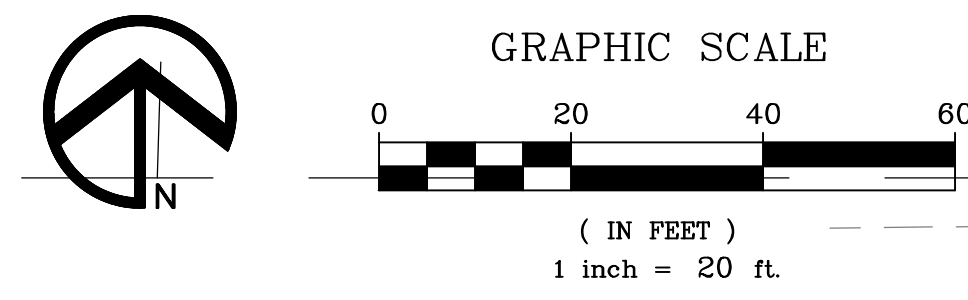
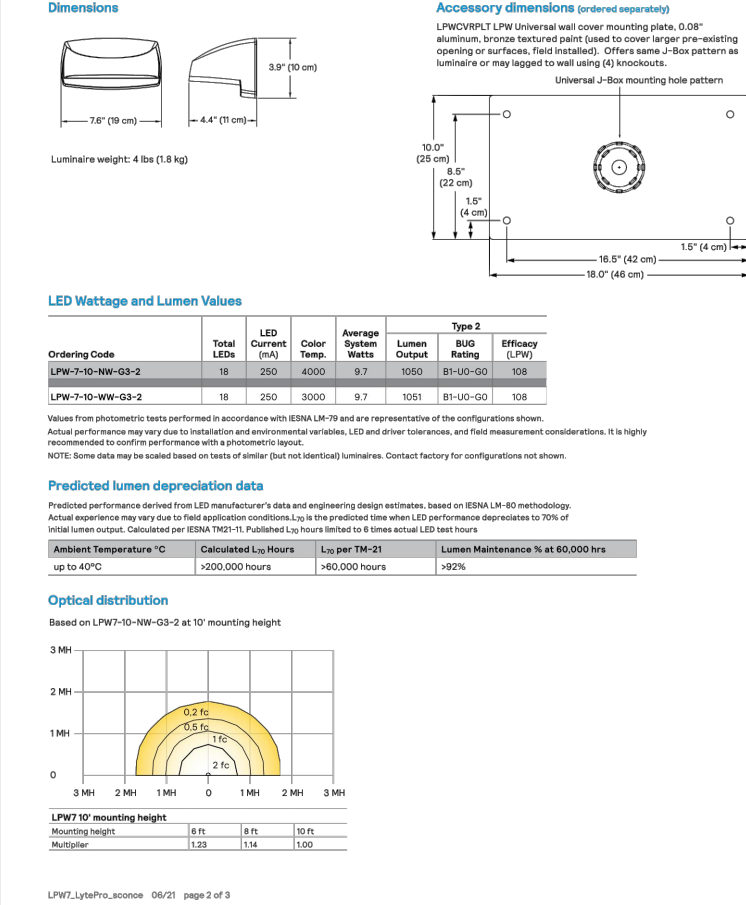
DOSB1 DOS Series
Bollard



DOS Domus Small
Urban Luminaire



LPW7 LytePro
LED small wall sconce





Corner at Hopyard



Vicinity Map

3200 HOPYARD ROAD

CITY OF PLEASANTON, CALIFORNIA 94588

June 14, 2023

Cover Sheet.....	CS	Shadow Study.....	A6	7-Plex - Exterior Elevations.....	A13	Plan 3 Floor Plans.....	A20
Architecture		Shadow Study.....	A7	7-Plex - Exterior Elevations.....	A14	Plan 4 / Plan 5 Floor Plans.....	A21
Context Map.....	A1	Shadow Study.....	A8	7-Plex - Building Plans.....	A15	6-Plex Building Plans FAR.....	A22
Streetscene Exhibit.....	A2	6-Plex - Exterior Elevations.....	A9	7-Plex - Building Plans & Roof Plan.....	A16	7-Plex Building Plans FAR.....	A23
Perspective Renderings.....	A3	6-Plex - Exterior Elevations.....	A10	Ladder Access Sections.....	A17	Architectural Details.....	A24
Perspective Renderings.....	A4	6-Plex - Building Plans.....	A11	Plan 1 Floor Plans.....	A18	Exterior Color & Materials.....	A25
Perspective Renderings.....	A5	6-Plex - Building Plans & Roof Plan.....	A12	Plan 2 Floor Plans.....	A19		

Project Team:



Owner:
Harvest Valley Christian Church
3200 Hopyard Road
Pleasanton, CA 94588



Applicant:
Catalyst Development Partners
675 Hartz Avenue, Suite #301
Danville, CA 94526
Contact: Bruce Myers
925.579.1100



Architect:
WHA Architects
5000 Executive Parkway, Suite 375
San Ramon, CA 94582
Contact: Adam Gardner
925.463.1700



Civil Engineer:
MacKay & Somps Civil Engineers Inc.
5142B Franklin Dr, Suite B
Pleasanton, CA 94588
Contact: Kim Reed
925.225.0690



Landscape Architect:
Ripley Design Group
1615 Bonanza Street, Suite 314
Walnut Creek, CA 94596
Contact: Annika Carpenter
925.938.7377



CONTEXT MAP

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA



Pleasanton Canal Trail

BUILDING 4
6 Plex | Left Elevation

BUILDING 5
7 Plex | Rear Elevation
(beyond)

BUILDING 3
6 Plex | Left Elevation

Pedestrian Access

BUILDING 2
6 Plex | Left Elevation

BUILDING 9
7 Plex | Rear Elevation
(beyond)

BUILDING 1
6 Plex | Left Elevation

A. HOPYARD ROAD STREETSCENE



Hopyard Road

BUILDING 1
6 Plex | Front Elevation

Street B

BUILDING 9
7 Plex | Left Elevation

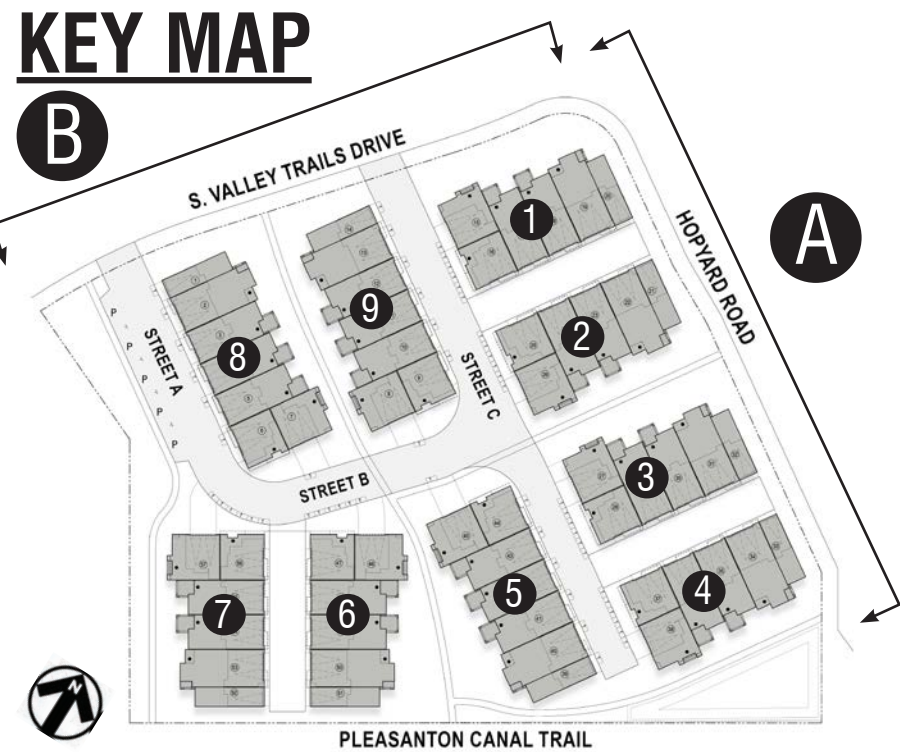
Pedestrian Access

BUILDING 8
7 Plex | Right Elevation

Street A

BUILDING 7
6 Plex | Right Elevation
(beyond)

B. SOUTH VALLEY TRAILS DRIVE STREETSCENE



STREETSCENE EXHIBIT

3200 HOPYARD ROAD
PLEASANTON, CALIFORNIA

NOTE: See landscape sheets for exact planting and fence specifications and locations.



KEY MAP



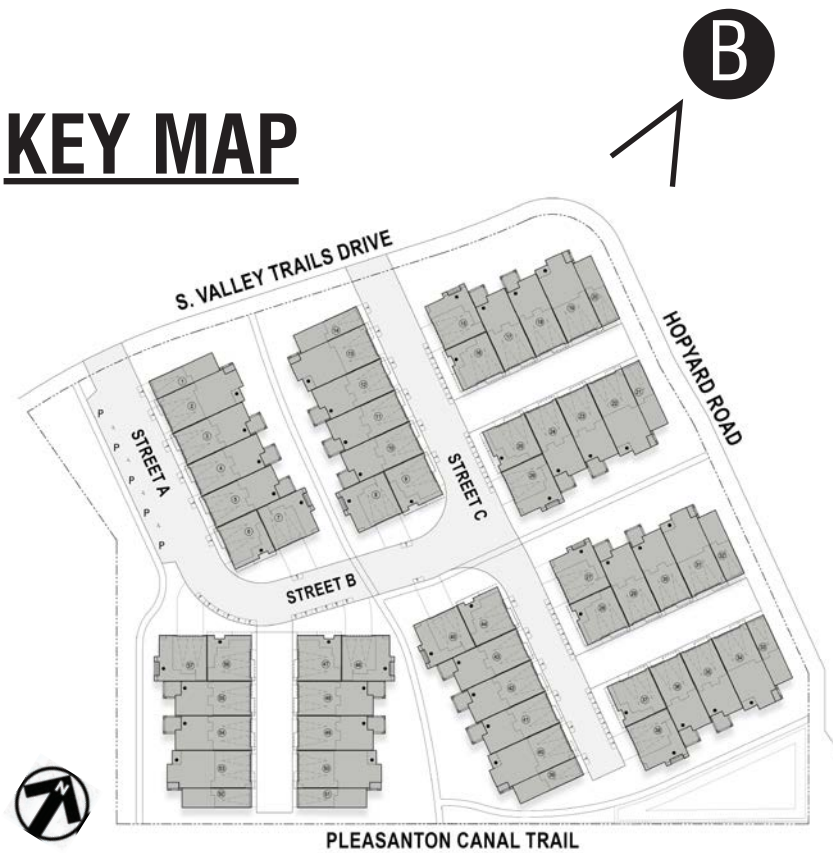
PERSPECTIVE RENDERINGS

3200 HOPYARD ROAD
PLEASANTON, CALIFORNIA

CATALYST
DEVELOPMENT PARTNERS

A3
NTS

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



PERSPECTIVE RENDERINGS

3200 HOPYARD ROAD
PLEASANTON, CALIFORNIA

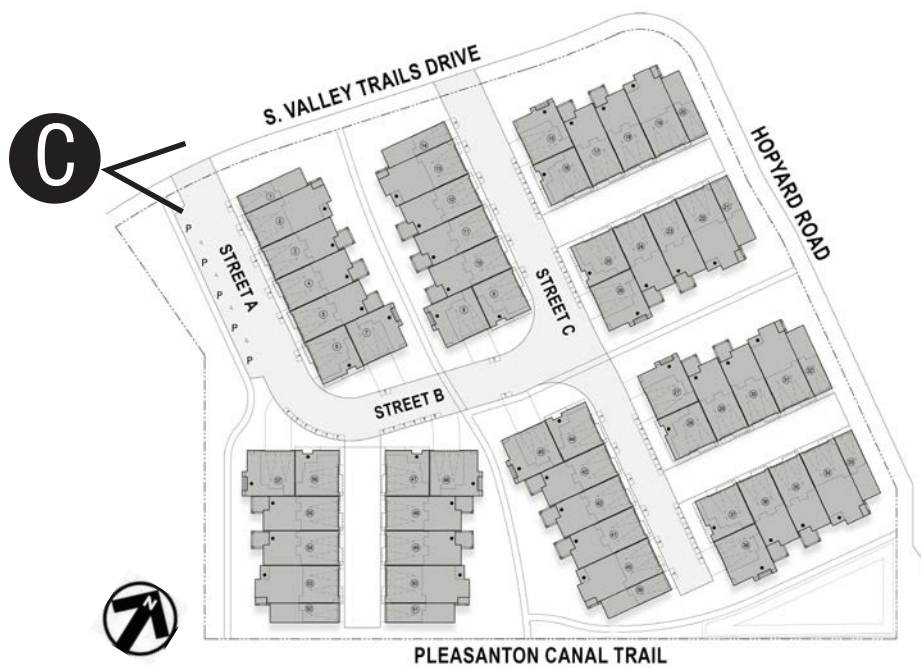
CATALYST
DEVELOPMENT PARTNERS

A4
NTS

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



KEY MAP



PERSPECTIVE RENDERINGS

3200 HOPYARD ROAD
PLEASANTON, CALIFORNIA

CATALYST
DEVELOPMENT PARTNERS

A5
NTS

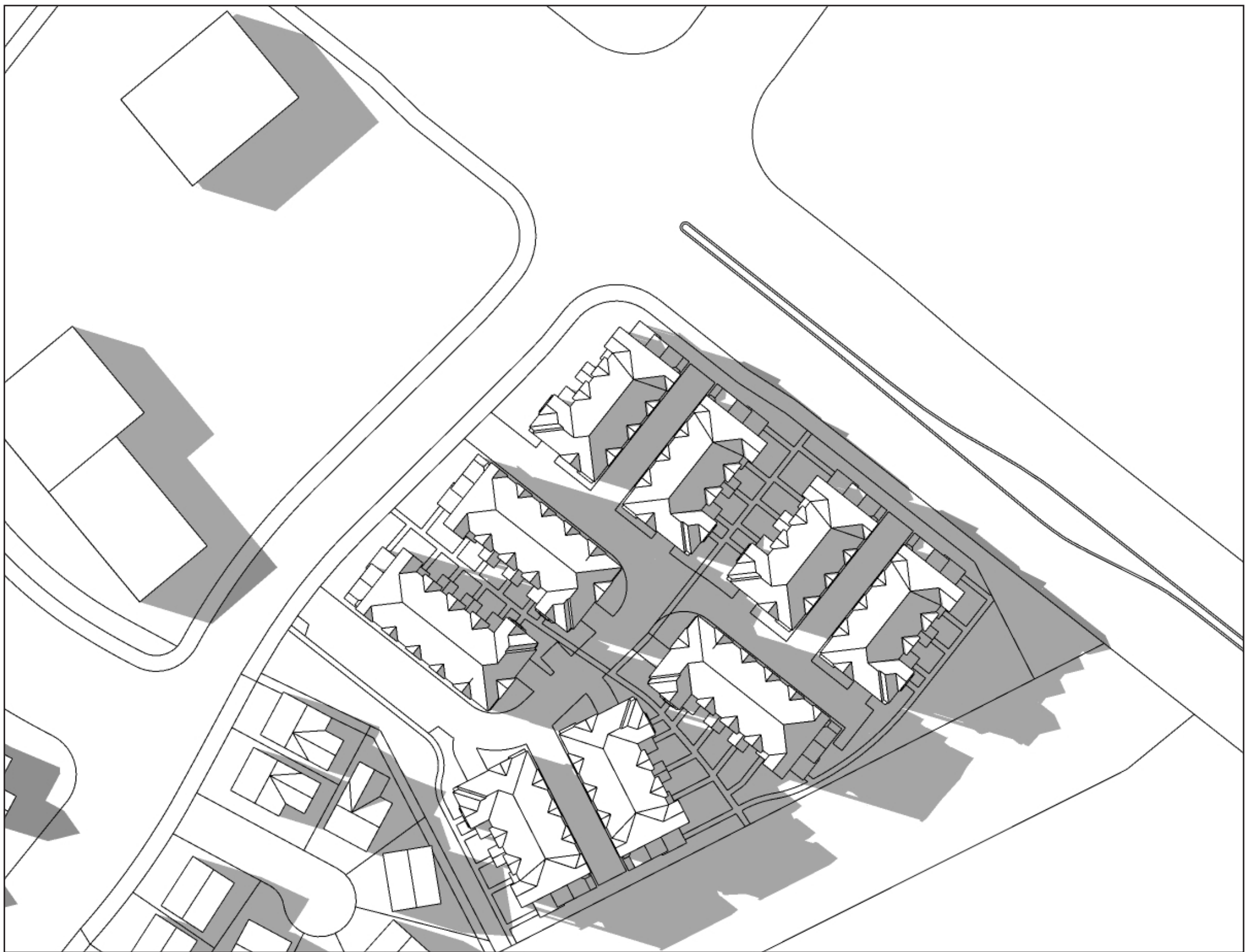
ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



7 AM



12 PM



6 PM

SHADOW STUDY

JUNE 21

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA





8 AM



12 PM



5 PM





9 AM



12 PM



4 PM





Perspective Rendering Front Elevation



Perspective Rendering Right Elevation



Note: Artist's Conception; Colors, Materials and Application May Vary.

Front Elevation

Right Elevation

KEY MAP



EXTERIOR MATERIALS

- | | | |
|---|----------------|---|
| 1 | Roof: | Concrete Flat Tile Roof |
| 2 | Fascia: | Wood Fascia With Rafter Tails at Select Locations |
| 3 | Gable: | Prefabricated Pipes |
| 4 | Exterior: | Stucco |
| 5 | Windows: | Insulated Vinyl Windows |
| 6 | Entry Door: | Fiberglass Entry Door |
| 7 | Railing: | Metal Railing |
| 8 | Garage Door: | Metal Roll-Up Garage Door |
| 9 | Light Fixture: | Outdoor Wall Sconce, see Sheet A22 |

NOTE:
Height of a structure shall be measured vertically from the average elevation of the natural grade or finished grade, whichever is lower, of the ground covered by the structure to the mean height between eaves and ridges for a hip, gable, or gambrel roof. (Pleasanton Municipal Code, Zoning 18.84.140)

6-PLEX ELEVATIONS

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA



Perspective Rendering Rear Elevation



Perspective Rendering Left Elevation



Rear Elevation

Left Elevation

KEY MAP



EXTERIOR MATERIALS

- | | | |
|---|----------------|---|
| 1 | Roof: | Concrete Flat Tile Roof |
| 2 | Fascia: | Wood Fascia With Rafter Tails at Select Locations |
| 3 | Gable: | Prefabricated Pipes |
| 4 | Exterior: | Stucco |
| 5 | Windows: | Insulated Vinyl Windows |
| 6 | Entry Door: | Fiberglass Entry Door |
| 7 | Railing: | Metal Railing |
| 8 | Garage Door: | Metal Roll-Up Garage Door |
| 9 | Light Fixture: | Outdoor Wall Sconce, see Sheet A22 |

NOTE:
Height of a structure shall be measured vertically from the average elevation of the natural grade or finished grade, whichever is lower, of the ground covered by the structure to the mean height between eaves and ridges for a hip, gable, or gambrel roof. (Pleasanton Municipal Code, Zoning 18.84.140)

6-PLEX ELEVATIONS

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA

PLAN AREA (NET)

Type	SF (Net)	Gar.	Porch	Deck (PUOS)
Plan 1	1,492	515	22	96
Plan 2	1,654	482	30	103
Plan 3	2,134	486	A-109/B-112	A-109/B-112
Plan 4*	2,395	480	-	118
Plan 5*	532	269	40	-

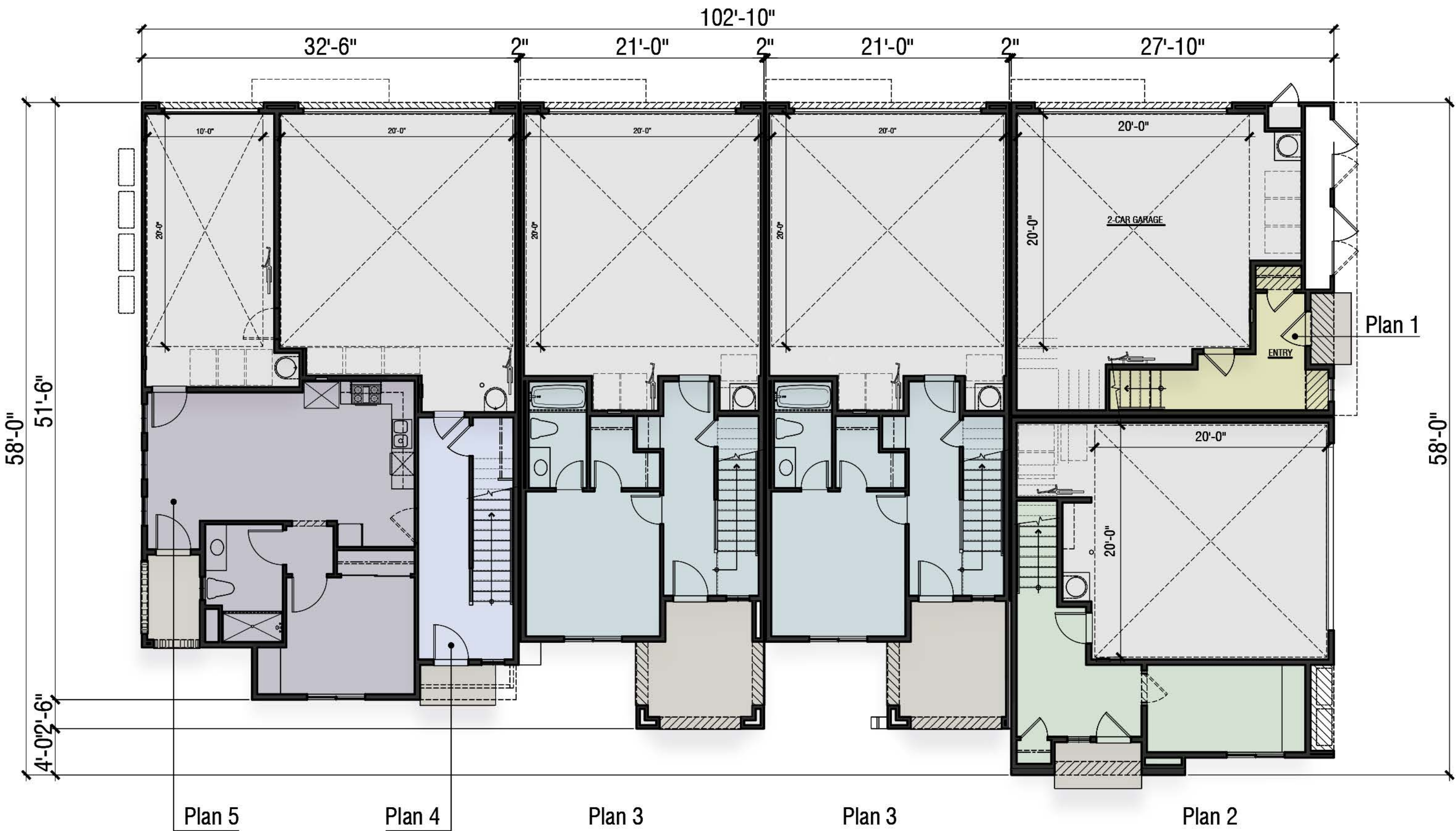
NOTE:

'NET' areas are taken from interior face of exterior walls, excluding garages, porches, decks, and stair at third floor level for client purpose.

(* See unit plan sheet A3.4 - Duet layout)



Second Floor



First Floor

6-PLEX BUILDING PLANS

PLAN KEY

- Plan 1
- Plan 2
- Plan 3
- Plan 4
- Plan 5
- Garage
- Patio/Deck

KEY MAP



PROJECT INFORMATION

Building Classification:

Building Occupancy Group:

R2 / U

Building Construction Type:

VB

Fire Sprinkler:

NFPA 13

Building Stories:

3

Type of Building:

2 (6-Plex & 7-Plex)

No. of Building:

9 (6-Plex (6) & 7-Plex (3))

PLAN SUMMARY

Type	Unit Mix	Bd/Ba Count
Plan 1	9	3 bd/ 2.5 ba
Plan 2	9	3 bd/ 2.5 ba
Plan 3	21	4 bd/ den/ 3.5 ba
Plan 4	9	4 bd/ 3.5 ba
Plan 5	9	1 bd/ 1 ba

Type	SF (Gross) ¹	Deck (PUOS)
Plan 1	1,691	96
Plan 2	1,849	103
Plan 3	2,378	A-109/B-112
Plan 4*	2,631	118
Plan 5*	565	-

(* See unit plan sheet A21 - Duet layout)

BUILDING AREA (Gross)¹

6-PLEX		7-PLEX	
1st Floor	2,048 SF	1st Floor	2,470 SF
2nd Floor	4,722 SF	2nd Floor	5,698 SF
3rd Floor	4,729 SF	3rd Floor	5,705 SF
TOTAL	11,499 SF	TOTAL	13,873 SF
PUOS	538 SF	PUOS	650 SF

FLOOR AREA RATIO

Floor Area per Building (SF) x (Qty)

6-Plex: 11,499 SF x 6 = 68,994 SF

7-Plex: 13,873 SF x 3 = 41,619 SF

TOTAL: 110,613 SF

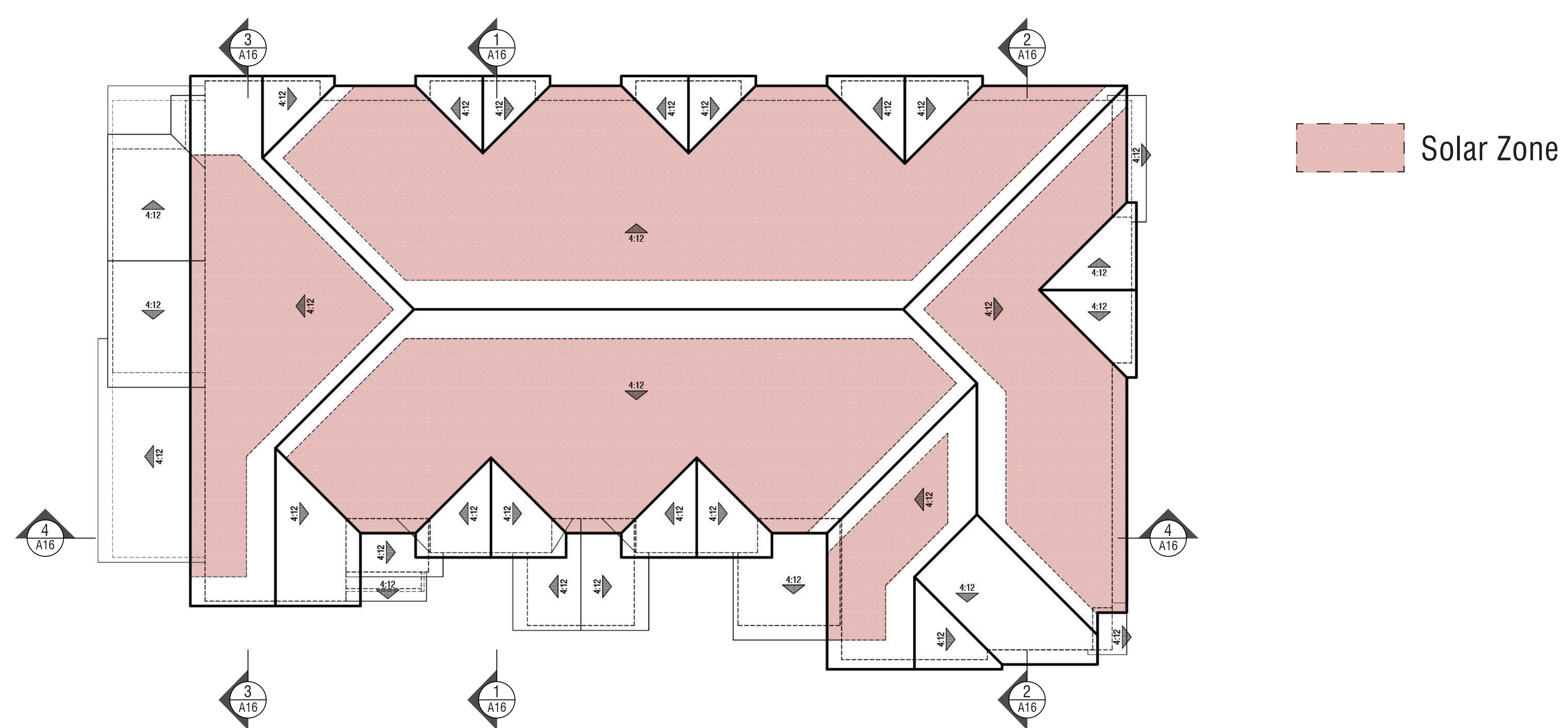
FAR %: 110,613 SF / 130,304 SF site = 85%

(See sheet A22 and A23 for areas included in FAR calculation.)

NOTES:

1. "Gross floor area" means the sum of the gross horizontal area of the several floors of a building on the same site excluding: space used for off-street parking; decks, porches, and exterior balconies, if not enclosed on more than three sides. (Pleasanton Municipal Code, Zoning 18.08.195)

2. "Private usable open space" at ground level shall have minimum area of 150 square feet and a rectangle inscribed within with no dimension less than 10ft. The minimum area of above ground-level shall be 50 square feet minimum and a rectangle inscribed within it shall have no dimension less than five feet. Private usable open space shall be adjacent to, and not more than four feet above or below the floor level served. (Pleasanton Municipal Code, Zoning 18.84.170)



Roof Plan



Third Floor

6-PLEX BUILDING PLANS

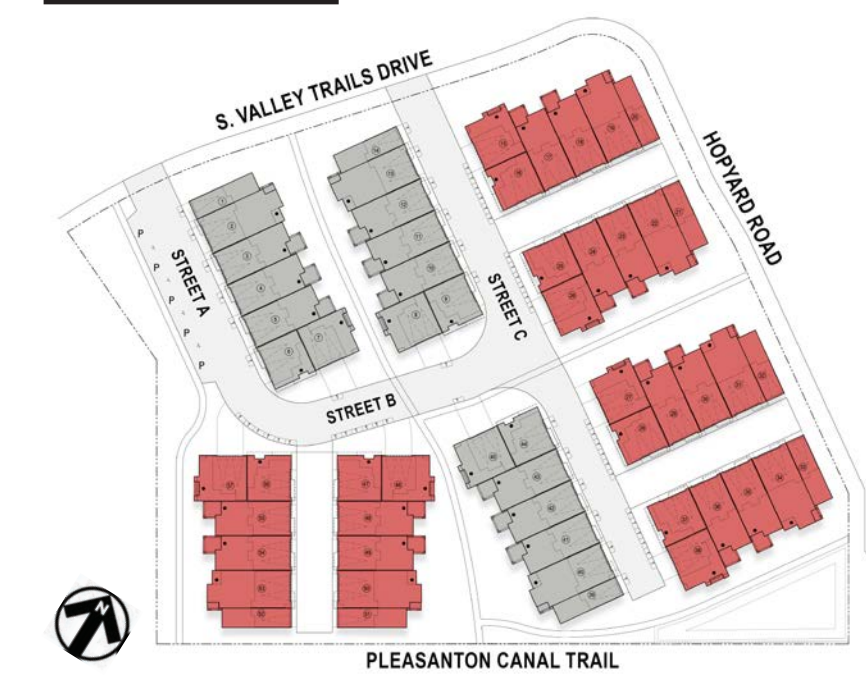
3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA

PLAN KEY

- Plan 1
- Plan 2
- Plan 3
- Plan 4
- Plan 5
- Garage
- Patio/Deck

KEY MAP





Perspective Rendering Front Elevation



Perspective Rendering Right Elevation



Note: Artist's Conception; Colors, Materials and Application May Vary.

Front Elevation

Right Elevation

KEY MAP



EXTERIOR MATERIALS

- | | | |
|---|----------------|---|
| 1 | Roof: | Concrete Flat Tile Roof |
| 2 | Fascia: | Wood Fascia With Rafter Tails at Select Locations |
| 3 | Gable: | Prefabricated Pipes |
| 4 | Exterior: | Stucco |
| 5 | Windows: | Insulated Vinyl Windows |
| 6 | Entry Door: | Fiberglass Entry Door |
| 7 | Railing: | Metal Railing |
| 8 | Garage Door: | Metal Roll-Up Garage Door |
| 9 | Light Fixture: | Outdoor Wall Sconce, see Sheet A22 |

NOTE:
Height of a structure shall be measured vertically from the average elevation of the natural grade or finished grade, whichever is lower, of the ground covered by the structure to the mean height between eaves and ridges for a hip, gable, or gambrel roof. (Pleasanton Municipal Code, Zoning 18.84.140)

7-PLEX ELEVATIONS

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA



Perspective Rendering Rear Elevation



Perspective Rendering Left Elevation



Note: Artist's Conception; Colors, Materials and Application May Vary.

Rear Elevation

Left Elevation

KEY MAP



EXTERIOR MATERIALS

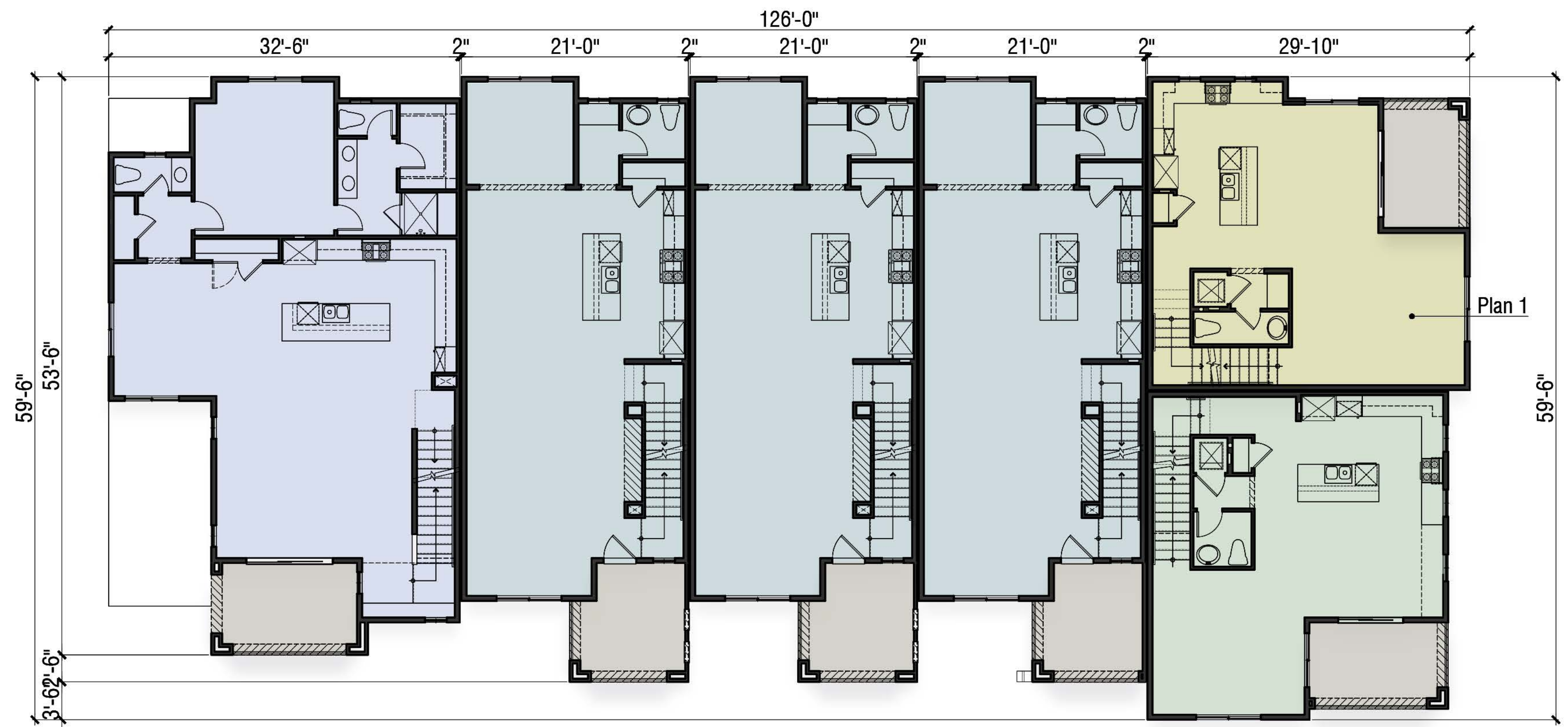
- | | | |
|---|----------------|---|
| 1 | Roof: | Concrete Flat Tile Roof |
| 2 | Fascia: | Wood Fascia With Rafter Tails at Select Locations |
| 3 | Gable: | Prefabricated Pipes |
| 4 | Exterior: | Stucco |
| 5 | Windows: | Insulated Vinyl Windows |
| 6 | Entry Door: | Fiberglass Entry Door |
| 7 | Railing: | Metal Railing |
| 8 | Garage Door: | Metal Roll-Up Garage Door |
| 9 | Light Fixture: | Outdoor Wall Sconce, see Sheet A22 |

NOTE:
Height of a structure shall be measured vertically from the average elevation of the natural grade or finished grade, whichever is lower, of the ground covered by the structure to the mean height between eaves and ridges for a hip, gable, or gambrel roof. (Pleasanton Municipal Code, Zoning 18.84.140)

7-PLEX ELEVATIONS

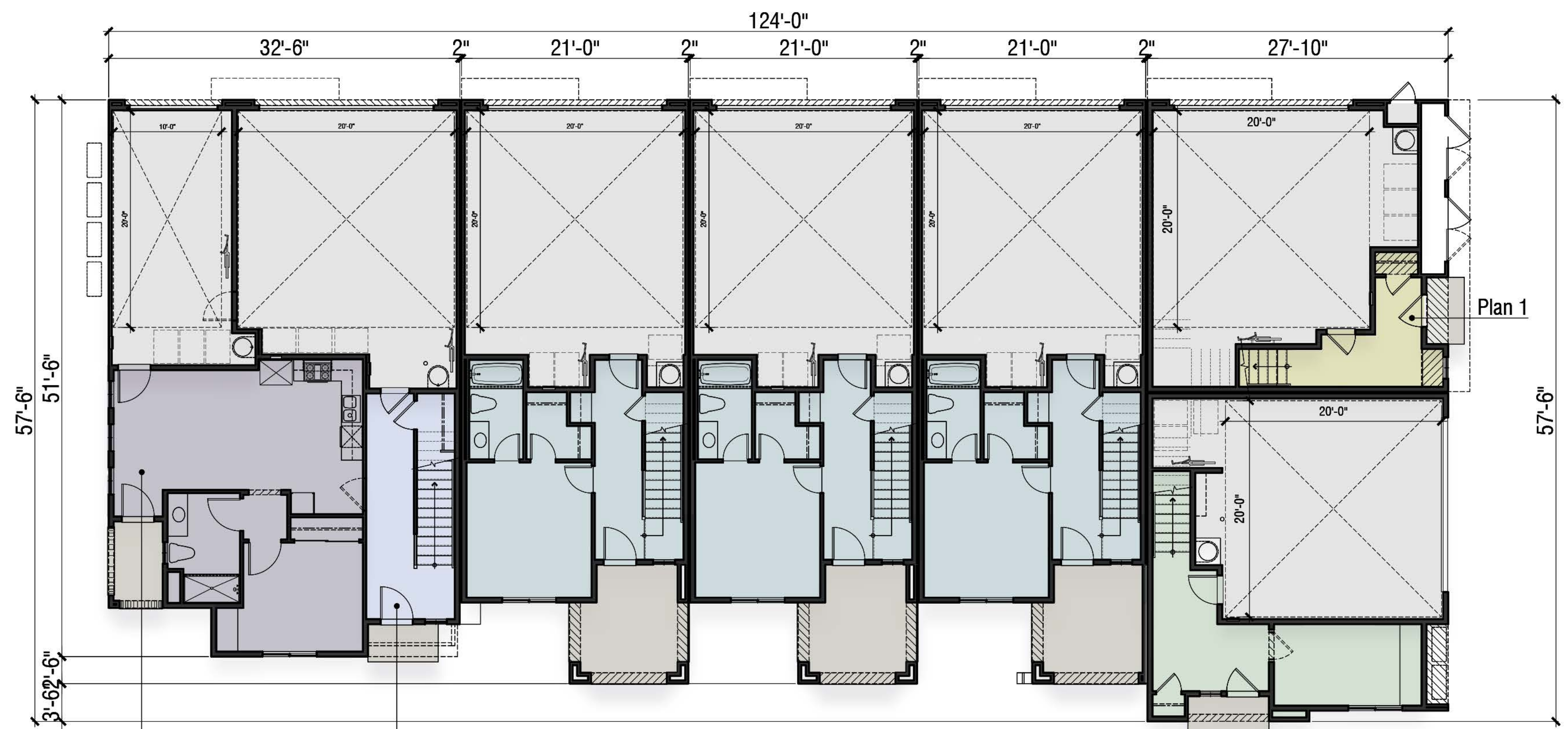
3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA



Plan 4 Plan 3 Plan 3 Plan 3 Plan 2

Second Floor



Plan 5 Plan 4 Plan 3 Plan 3 Plan 3 Plan 2

First Floor

7-PLEX BUILDING PLANS

3200 HOPYARD ROAD

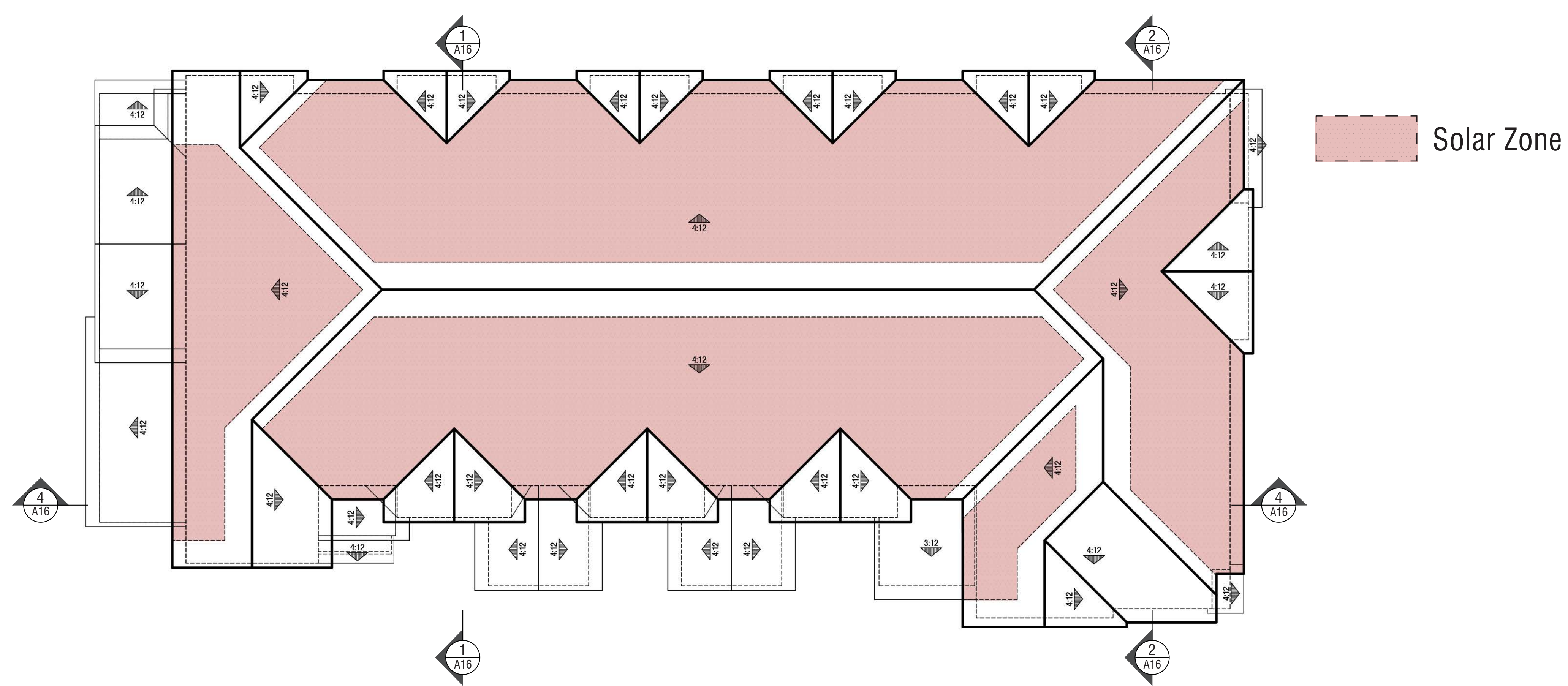
PLEASANTON, CALIFORNIA

PLAN KEY

- Plan 1
- Plan 2
- Plan 3
- Plan 4
- Plan 5
- Garage
- Patio/Deck

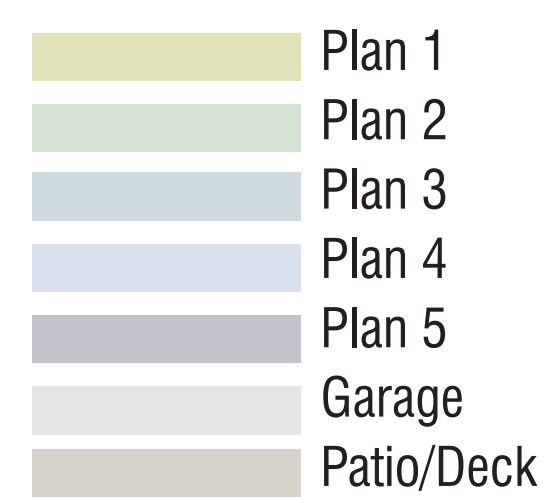
KEY MAP



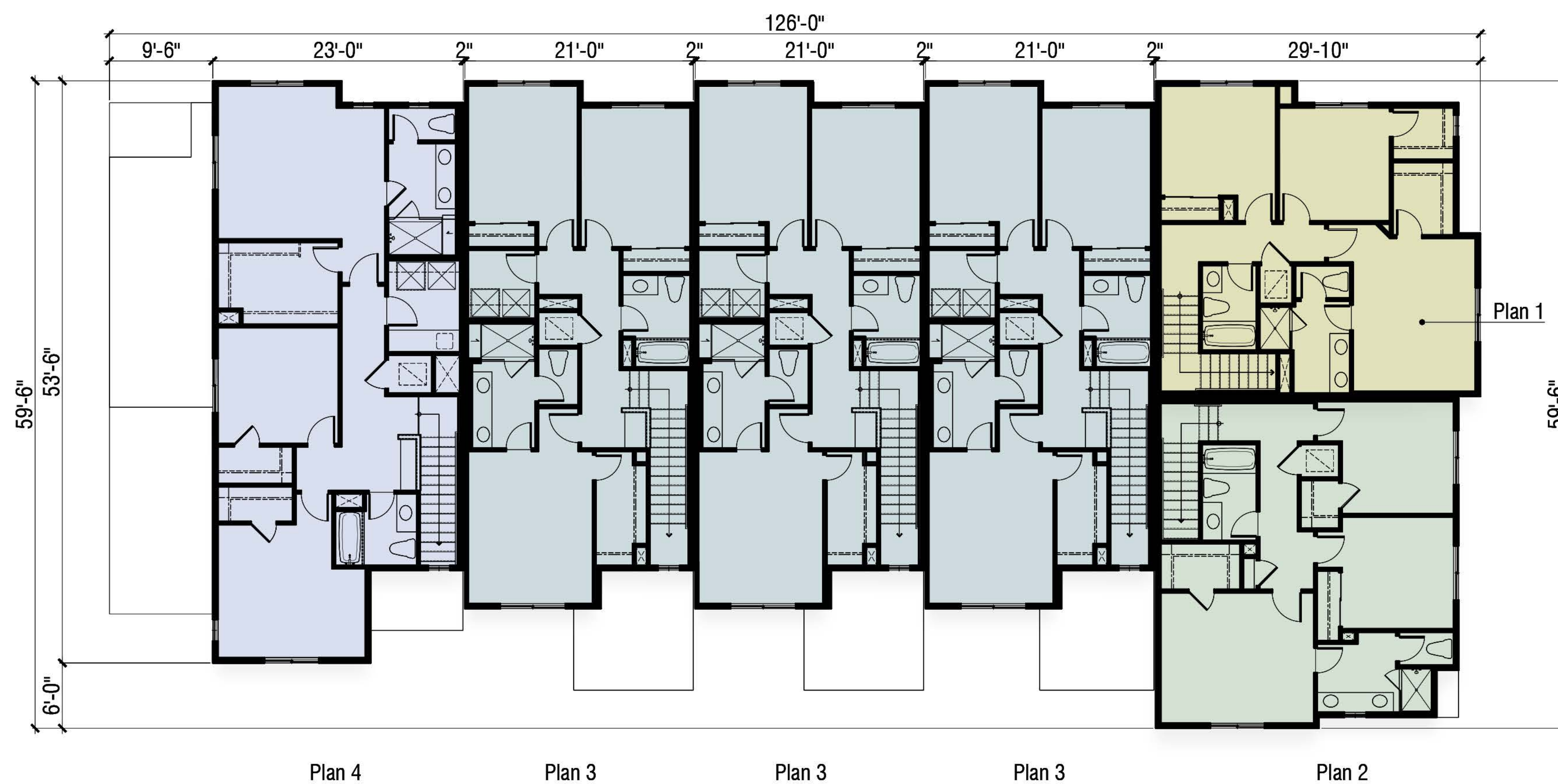


Roof Plan

PLAN KEY



KEY MAP

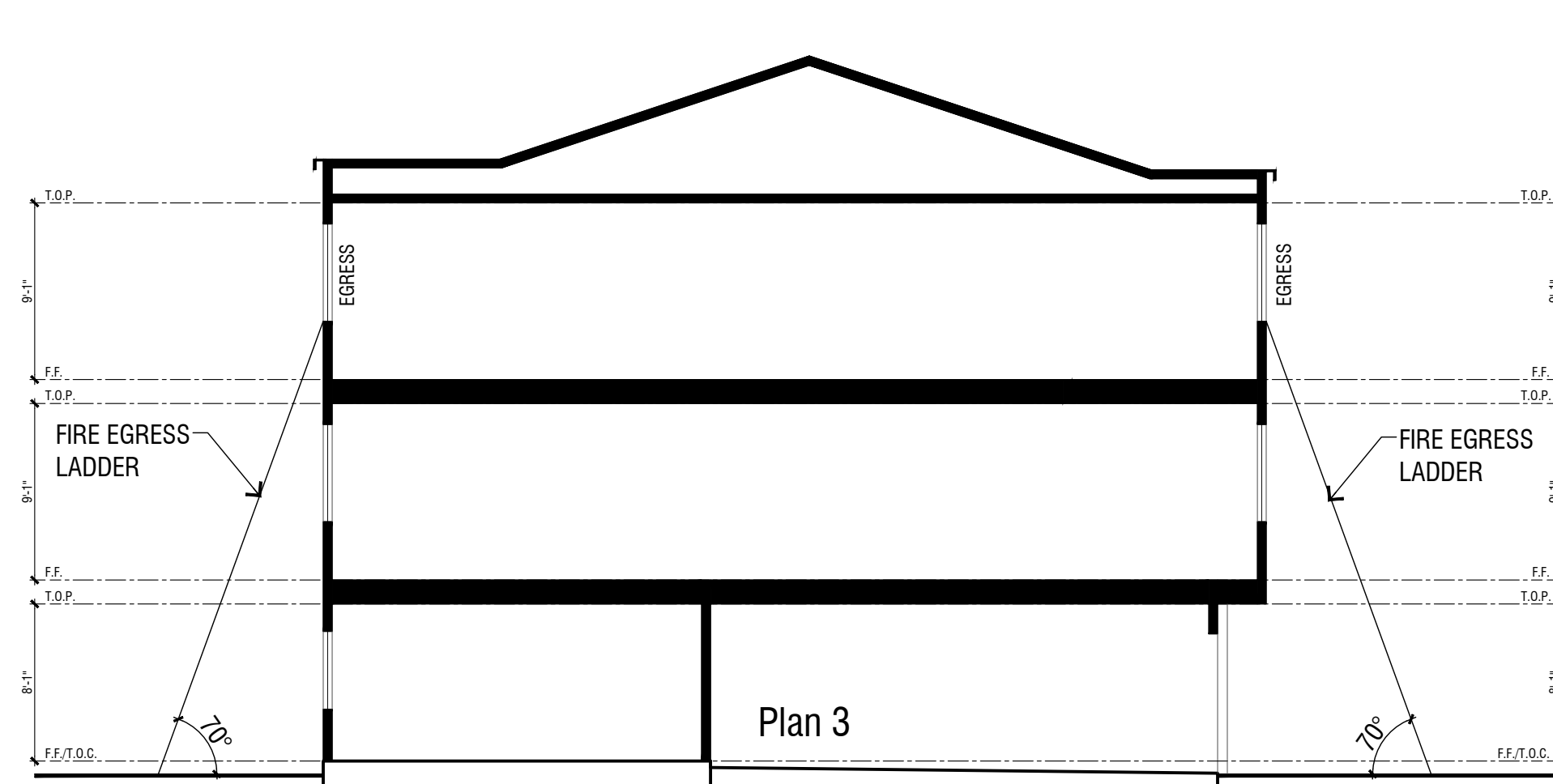


Third Floor

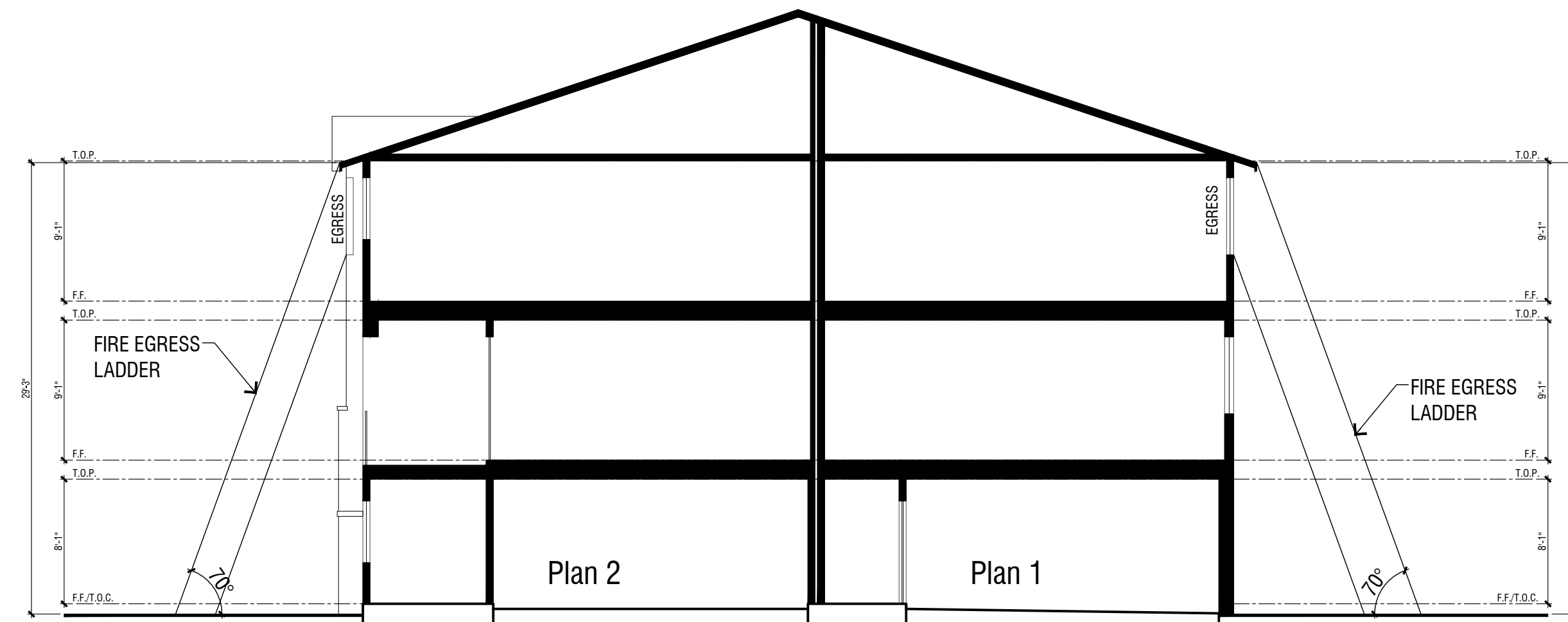
7-PLEX BUILDING PLANS

3200 HOPYARD ROAD

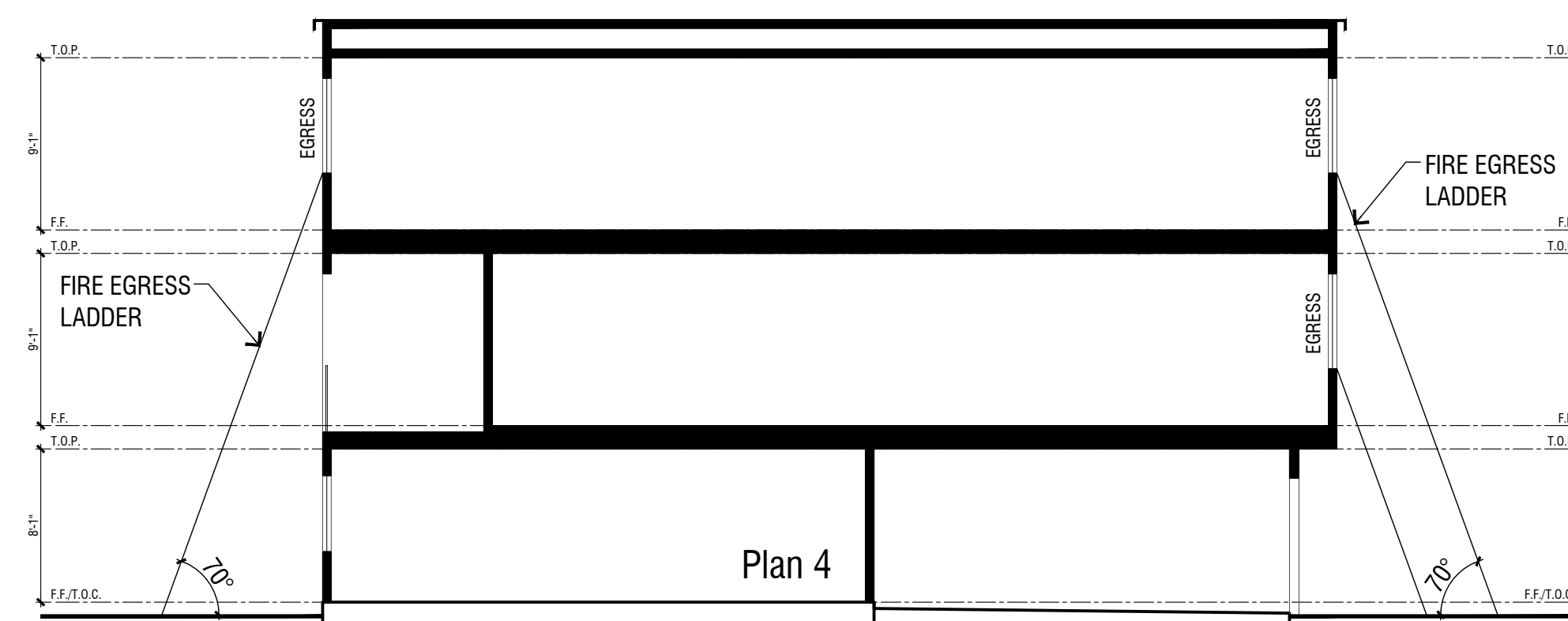
PLEASANTON, CALIFORNIA



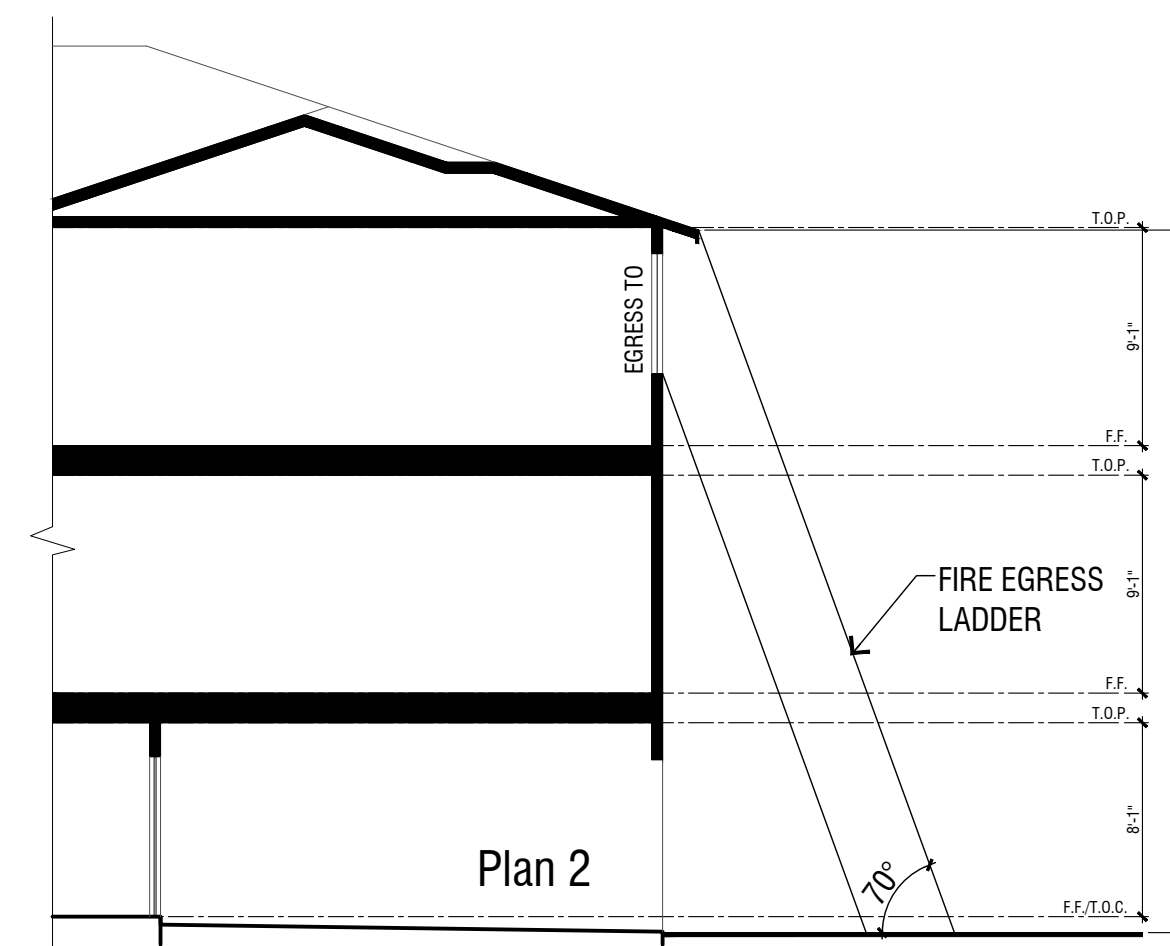
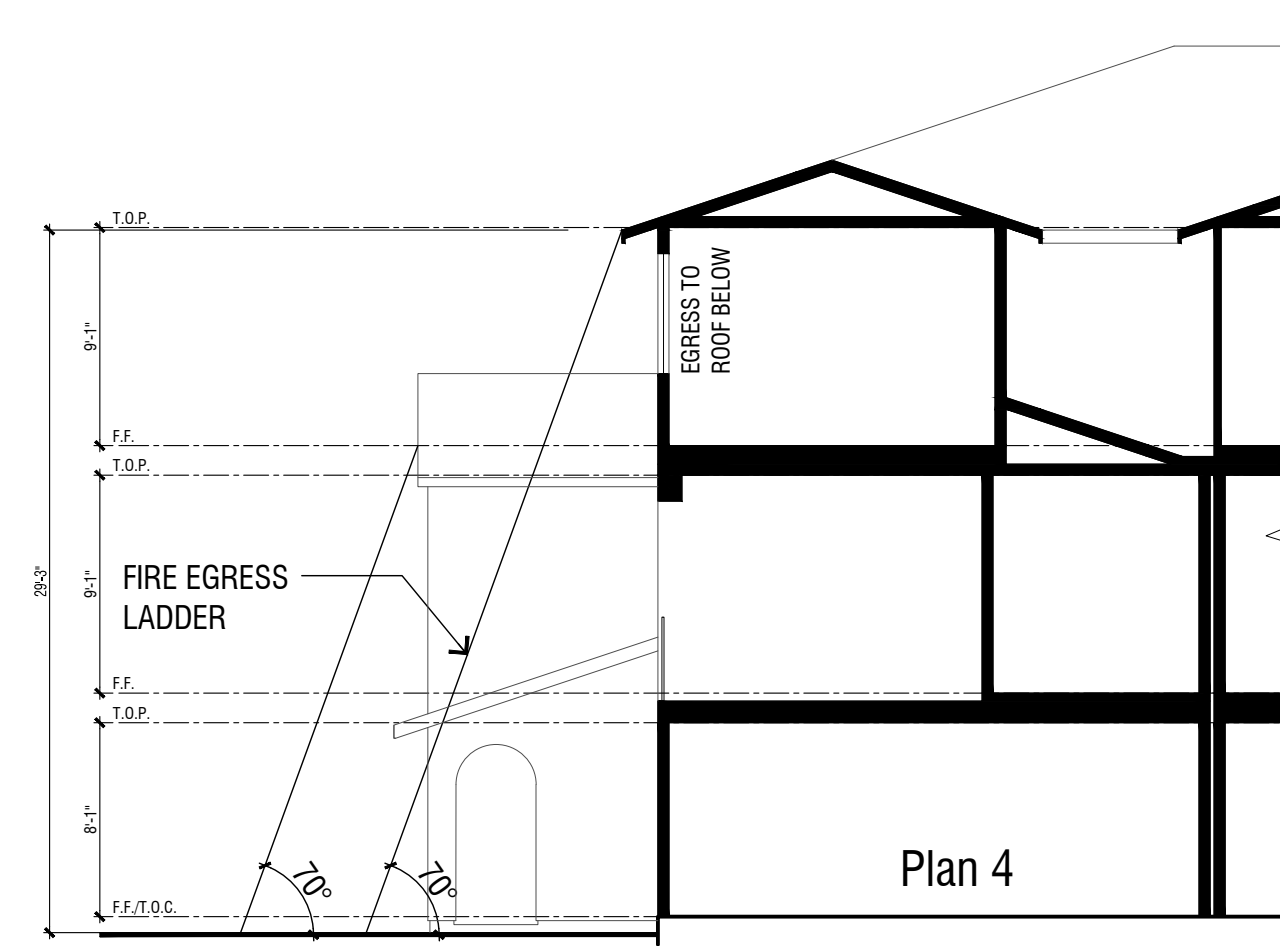
Section 1



Section 2



Section 3



Section 4

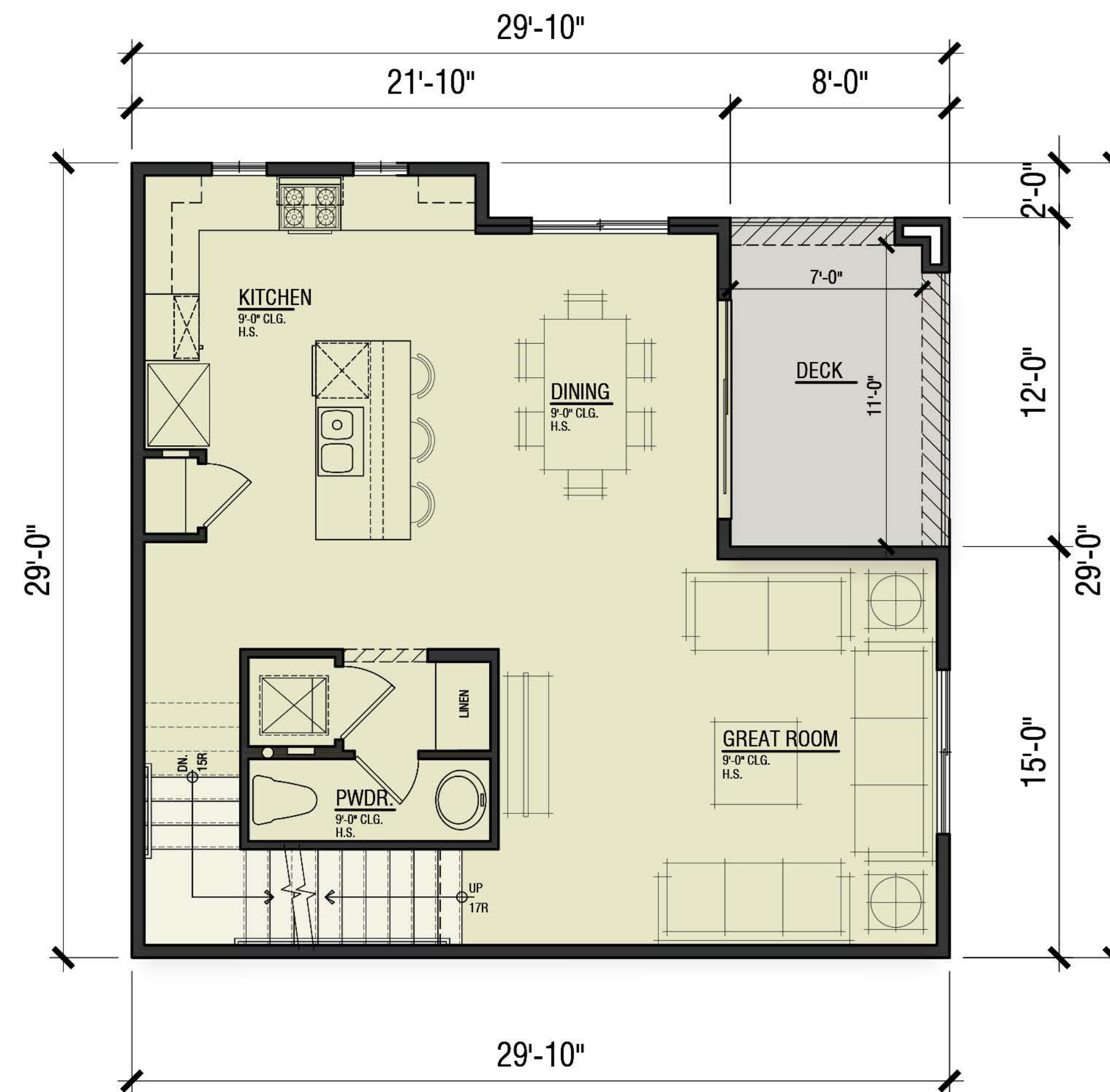
LADDER ACCESS SECTIONS

3200 HOPYARD ROAD

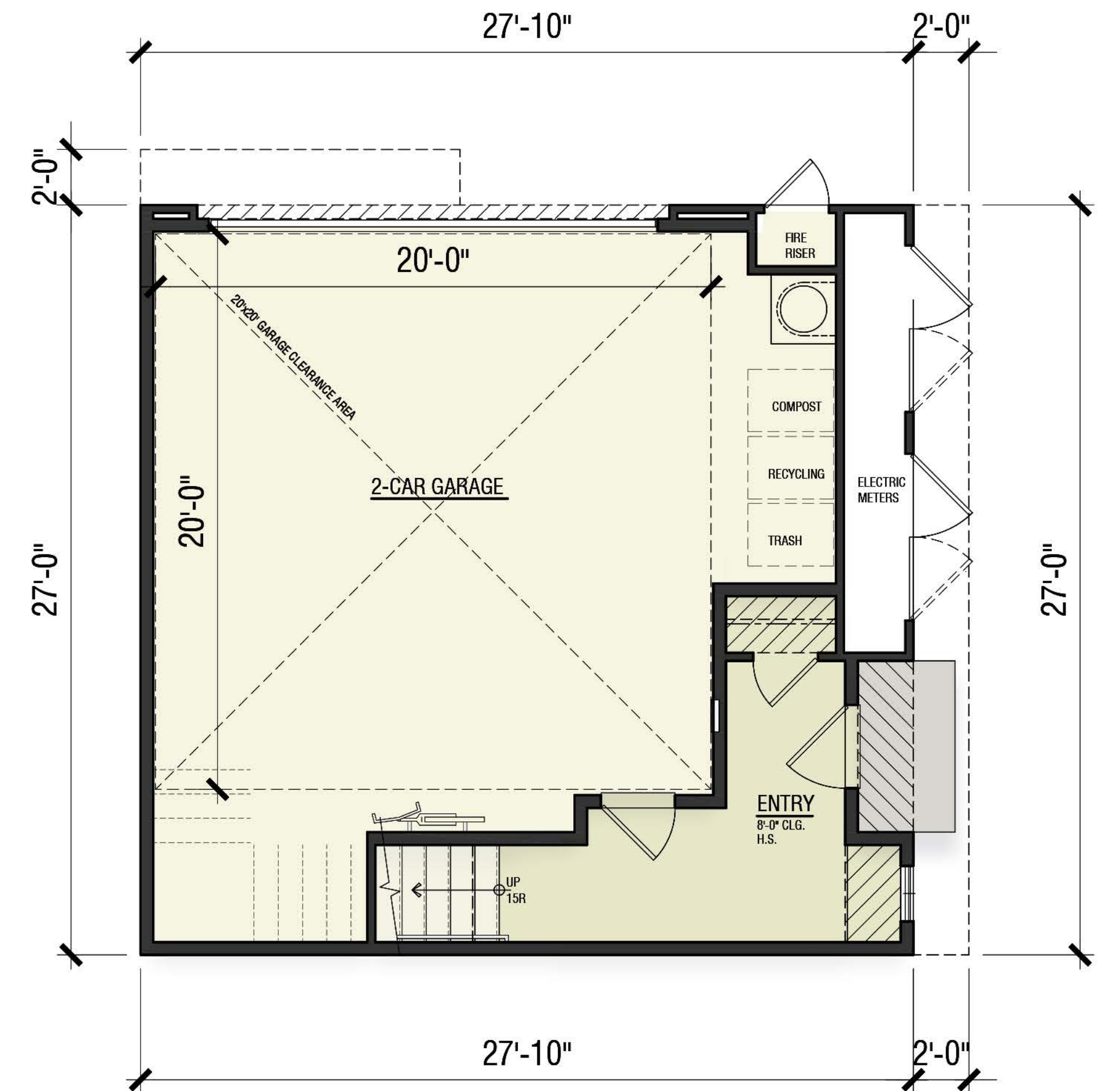
PLEASANTON, CALIFORNIA



Third Floor
(Net 695 sf)
(GROSS 812 sf)



Second Floor
(Net 675 sf)
(GROSS 740 sf)
(PUOS - Deck 96 sf)



First Floor
(Net 122 sf)
(Net Garage 515 sf / Porch 22 sf)
(GROSS 139 sf)

KEY MAP



PLAN 1

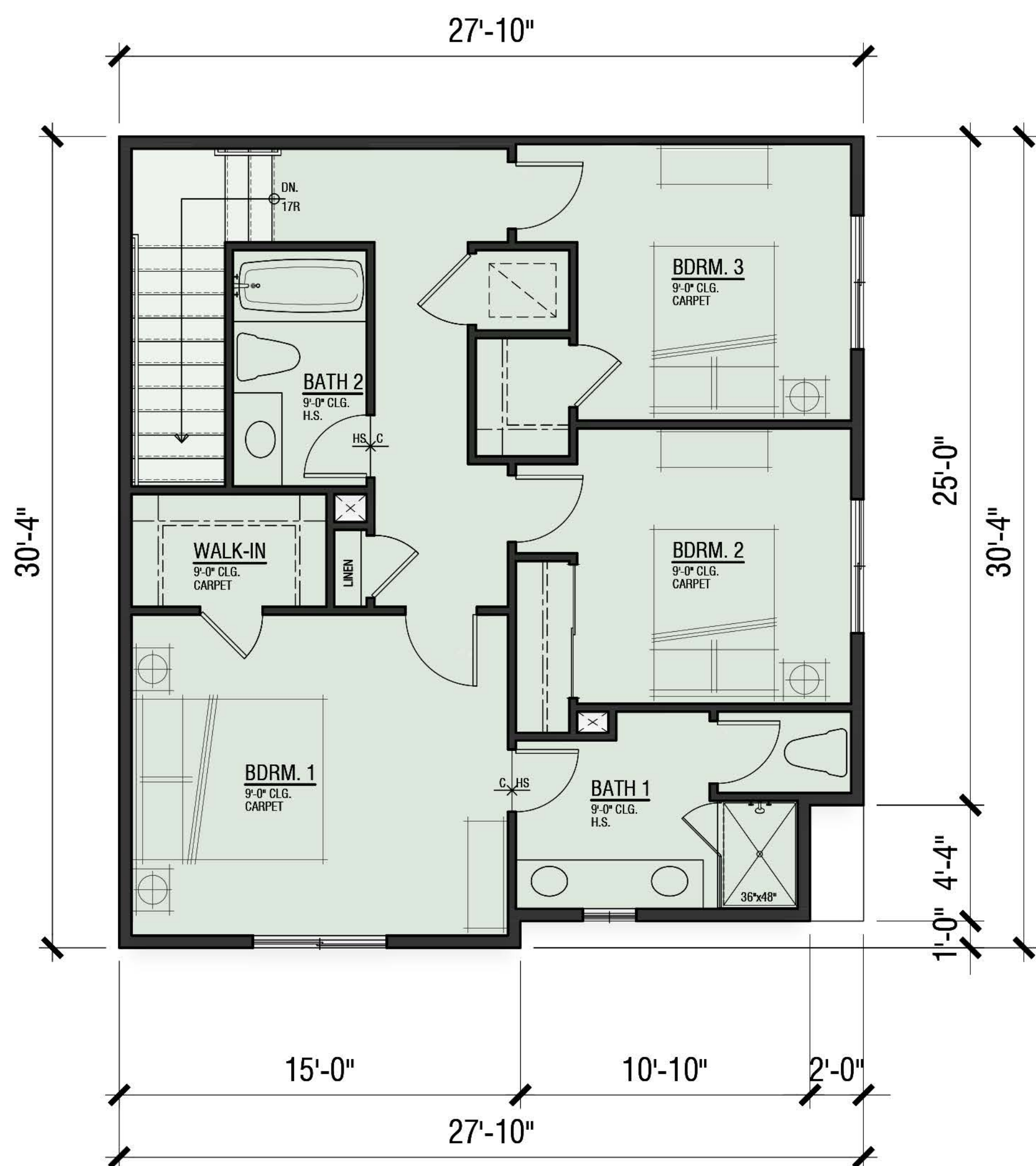
1,492 SF (Net)
3 Bdrm | 2.5 Bath | 2-Car Garage
(GROSS FLOOR AREA) 1,691 SF

3200 HOPYARD ROAD

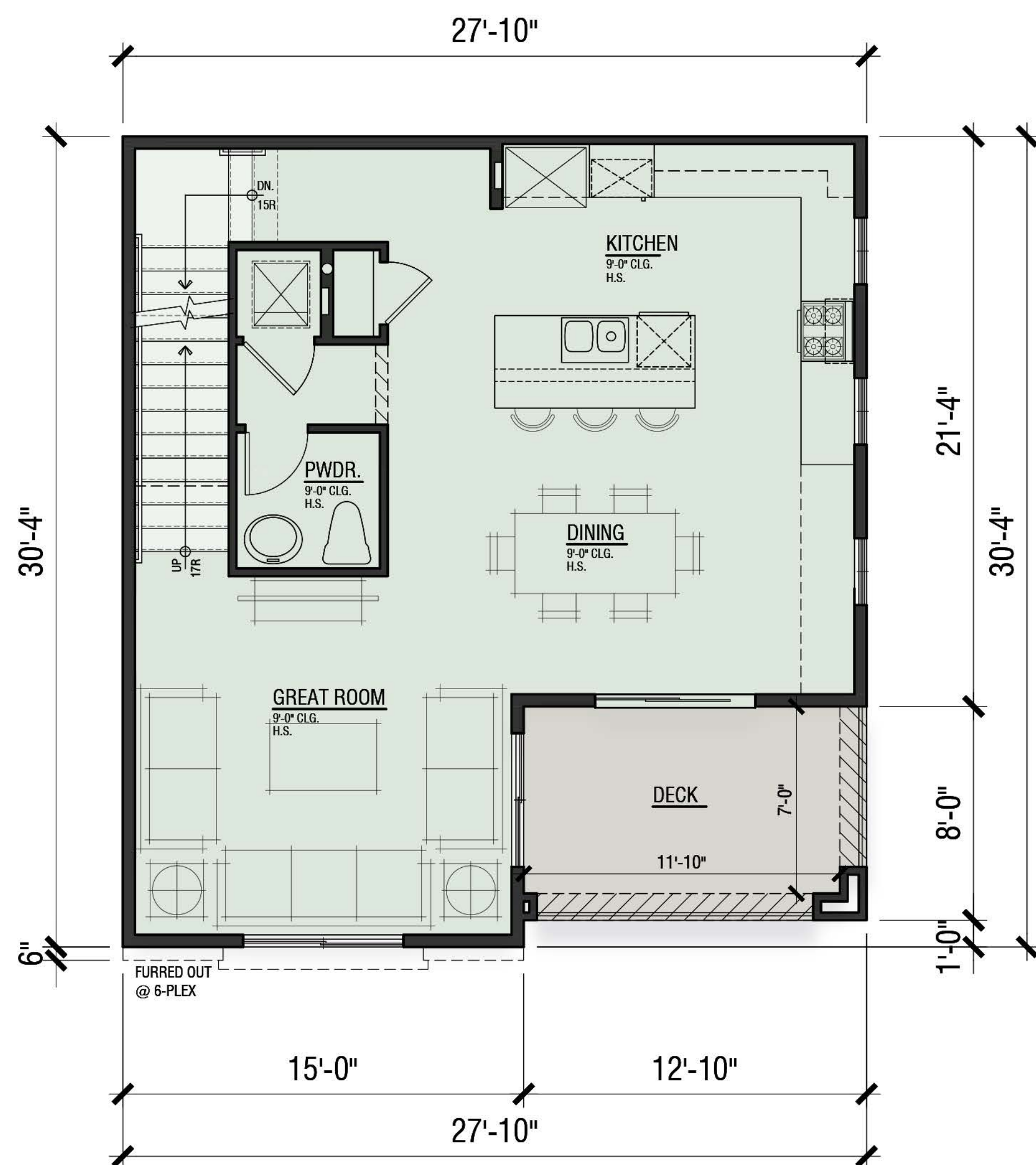
PLEASANTON, CALIFORNIA

NOTES:

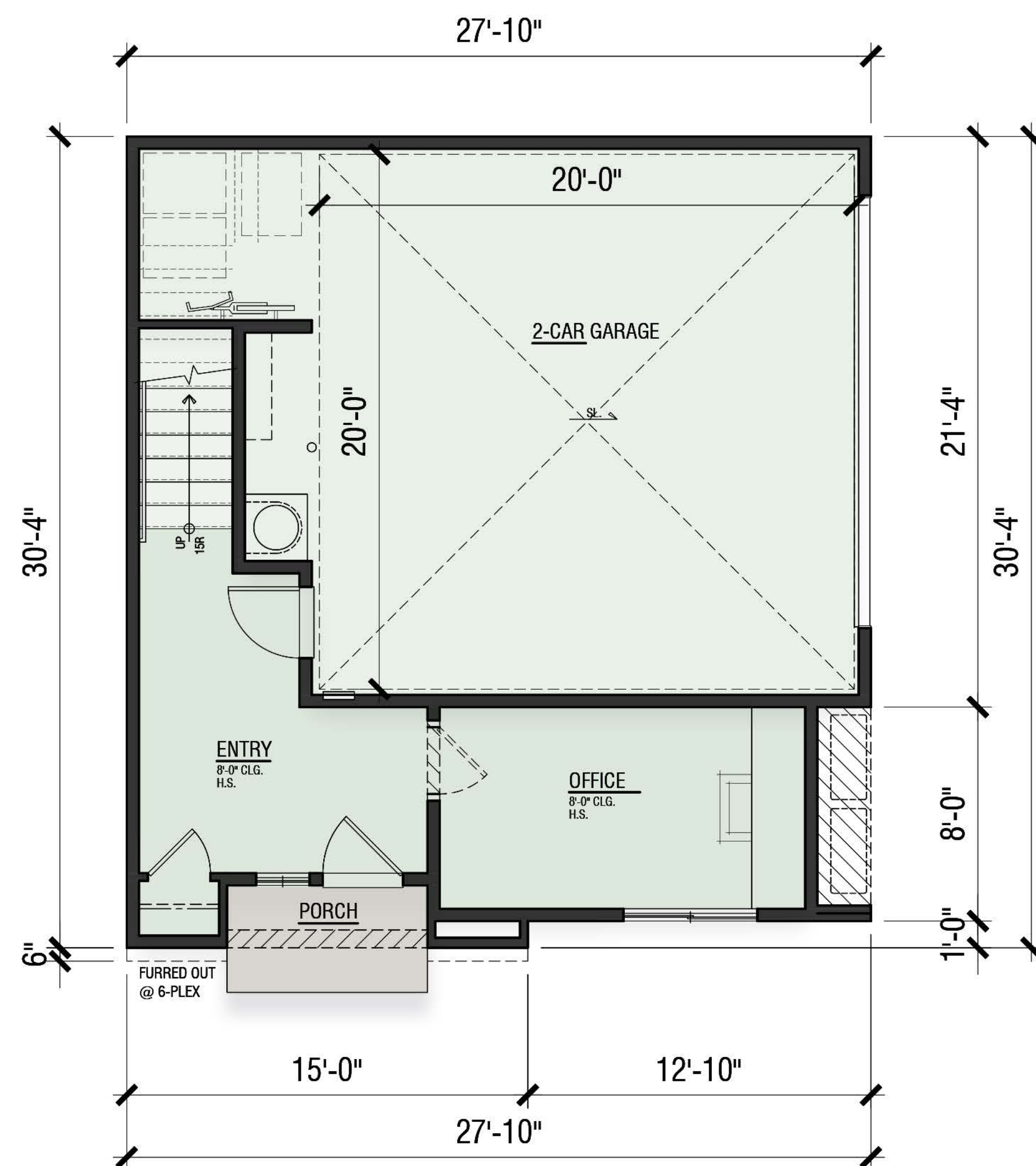
1. "NET" areas of are taken from the interior face of exterior walls, excluding garages, porches, decks, and stair at third floor level for client purpose.
2. "Gross floor area" means the sum of the gross horizontal area of the several floors of a building on the same site excluding: space used for off-street parking; decks, porches, and exterior balconies, if not enclosed on more than three sides. (Pleasanton Municipal Code, Zoning 18.08.195)
3. All 'Decks' on the second floor with a minimum of 50 square feet and that have no dimension less than five feet qualify for PUOS per Pleasanton Municipal Code, Zoning 18.84.170)



Third Floor
(Net 717 sf)
(GROSS 826 sf)



Second Floor
(Net 673 sf)
(GROSS 732 sf)
(PUOS - Deck 103 sf)



First Floor
(Net 256 sf)
(Net Garage 482 sf / Porch 30 sf)
(GROSS 291 sf)

KEY MAP



PLAN 2

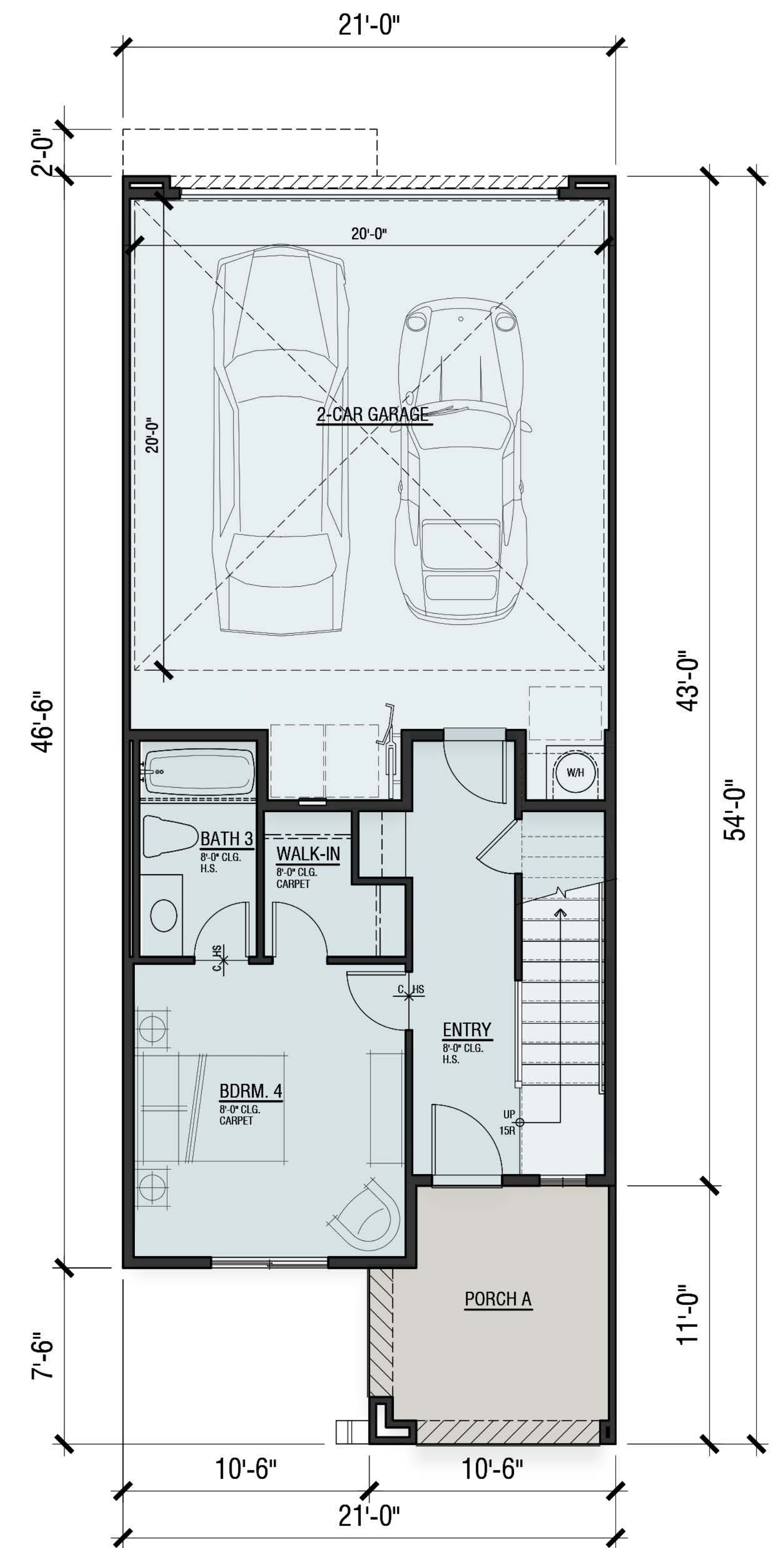
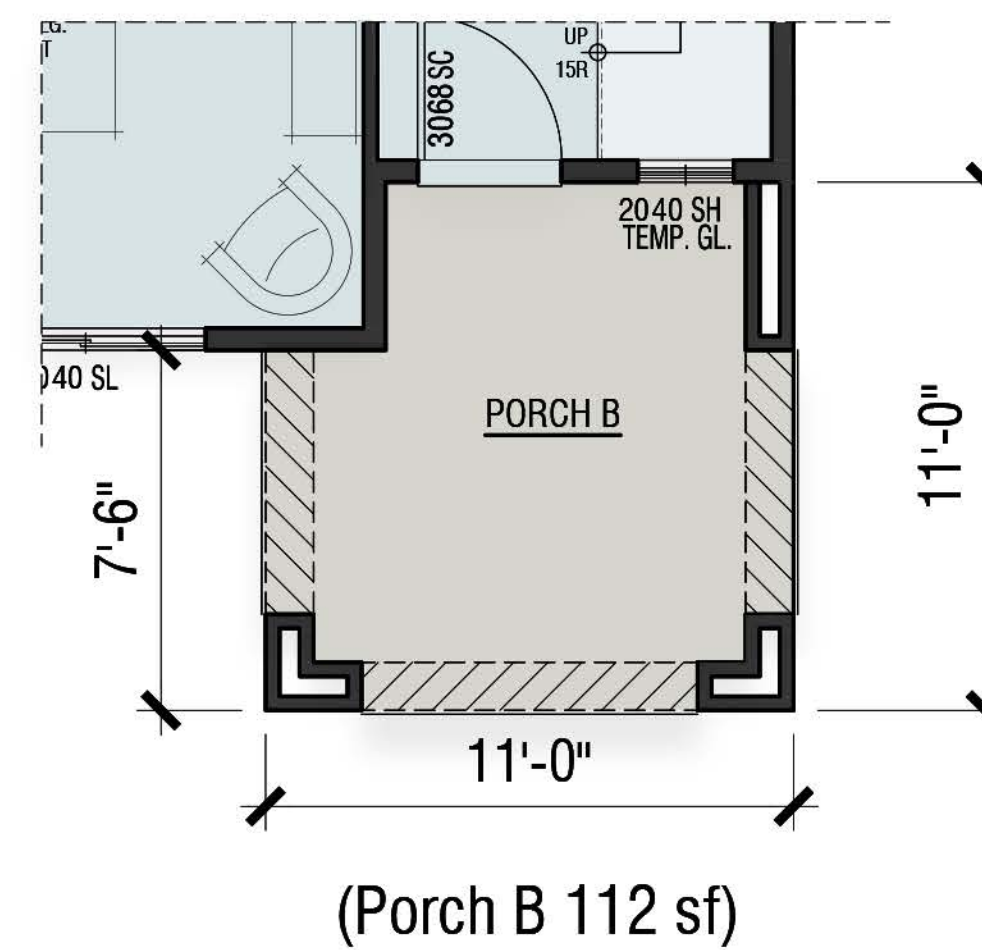
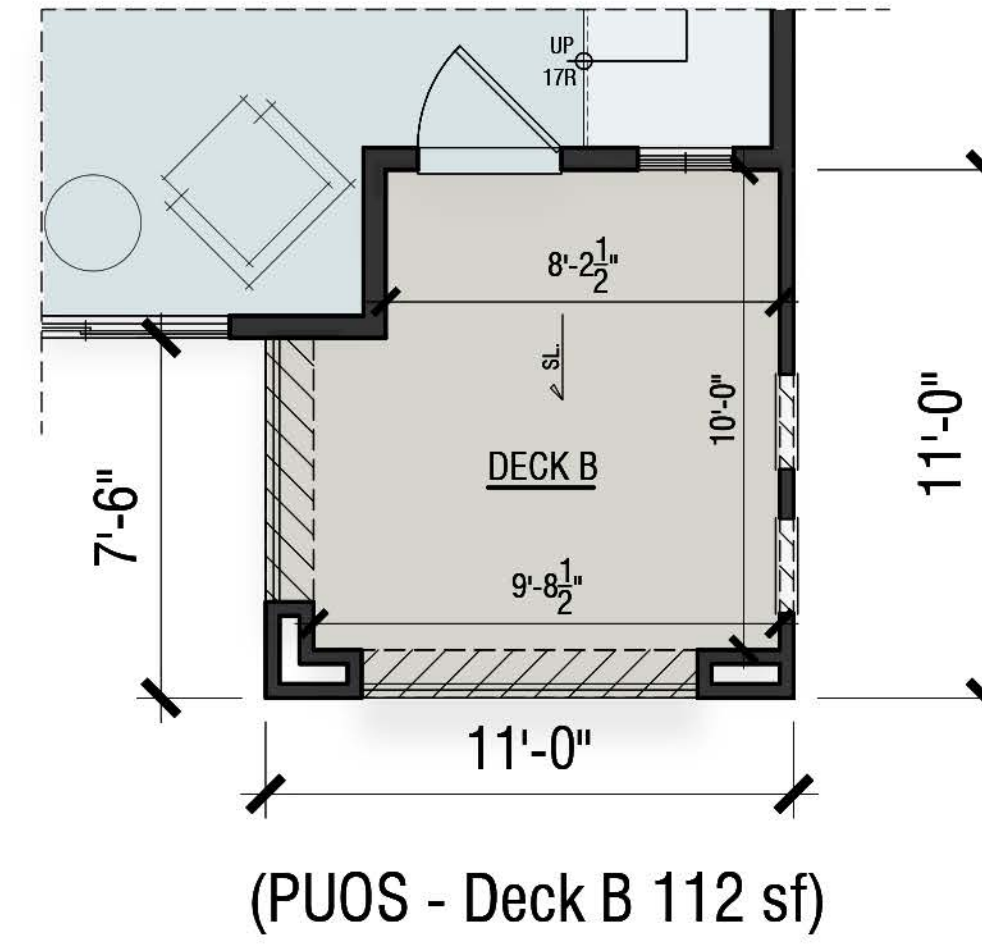
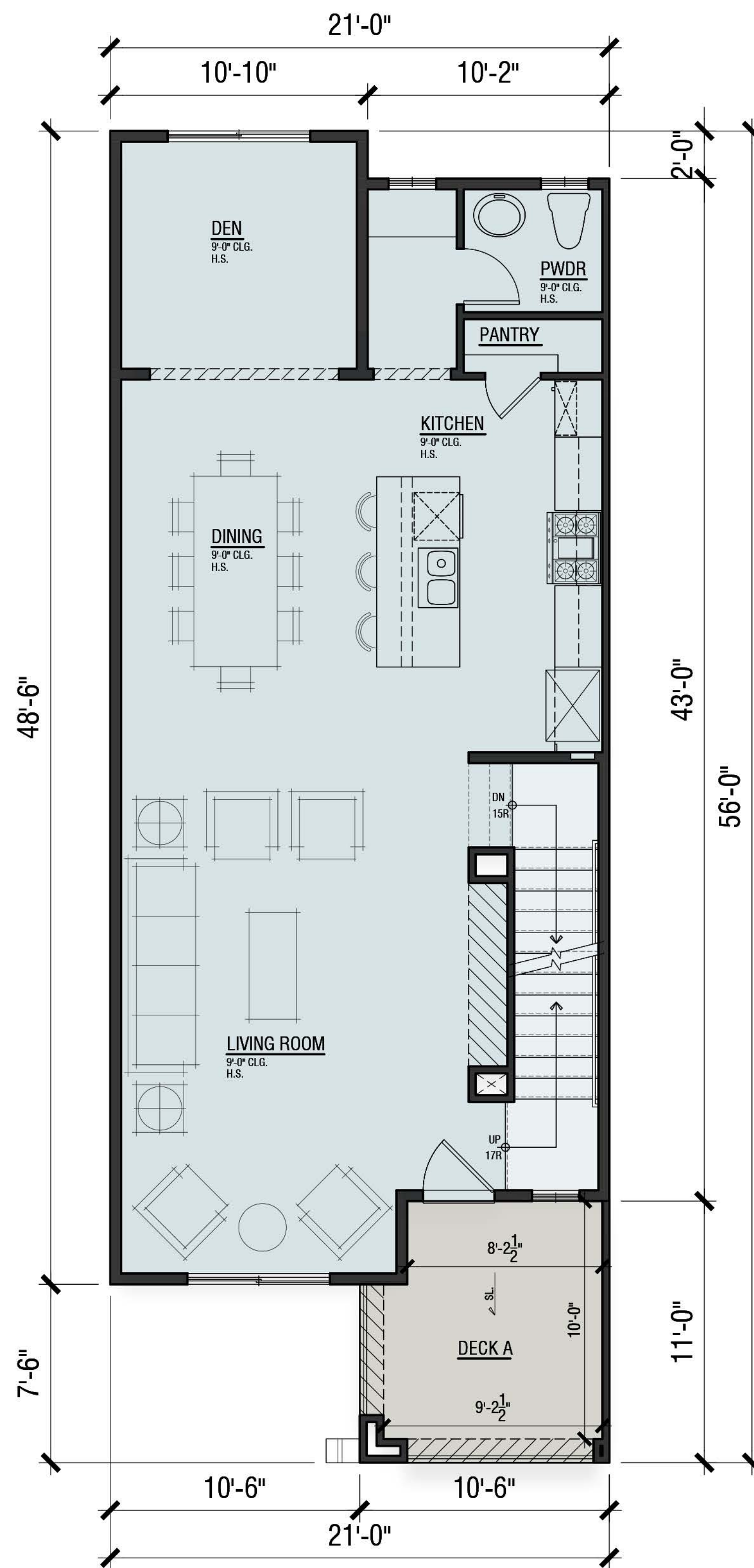
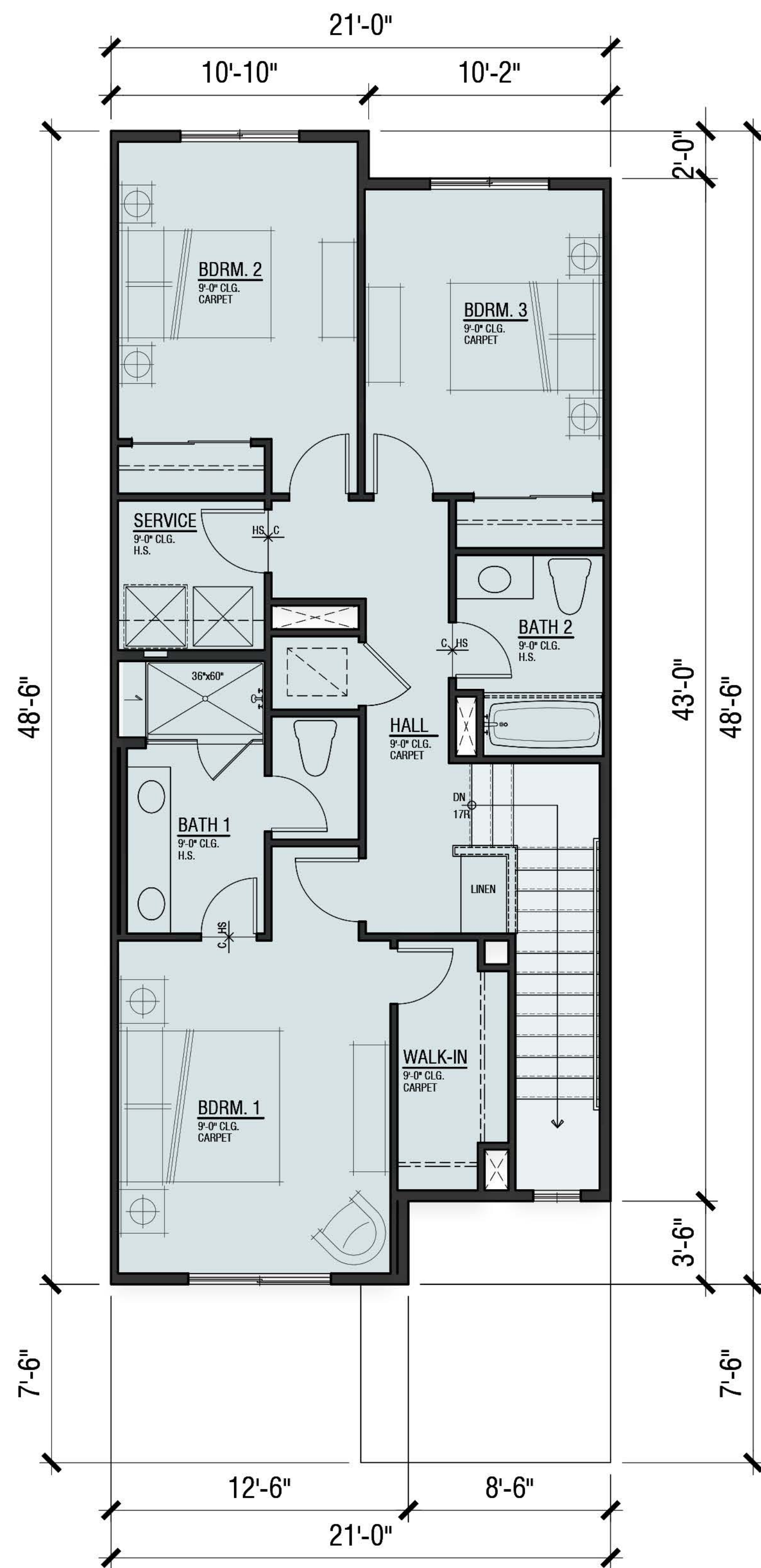
1,654 SF (Net)
3 Bdrm | 2.5 Bath | Office | 2-Car Garage
(GROSS FLOOR AREA) 1,849 SF

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA

NOTES:

1. "NET" areas of are taken from the interior face of exterior walls, excluding garages, porches, decks, and stair at third floor level for client purpose.
2. "Gross floor area" means the sum of the gross horizontal area of the several floors of a building on the same site excluding: space used for off-street parking; decks, porches, and exterior balconies, if not enclosed on more than three sides. (Pleasanton Municipal Code, Zoning 18.08.195)
3. All 'Decks' on the second floor with a minimum of 50 square feet and that have no dimension less than five feet qualify for PUOS per Pleasanton Municipal Code, Zoning 18.84.170)



KEY MAP



PLAN 3

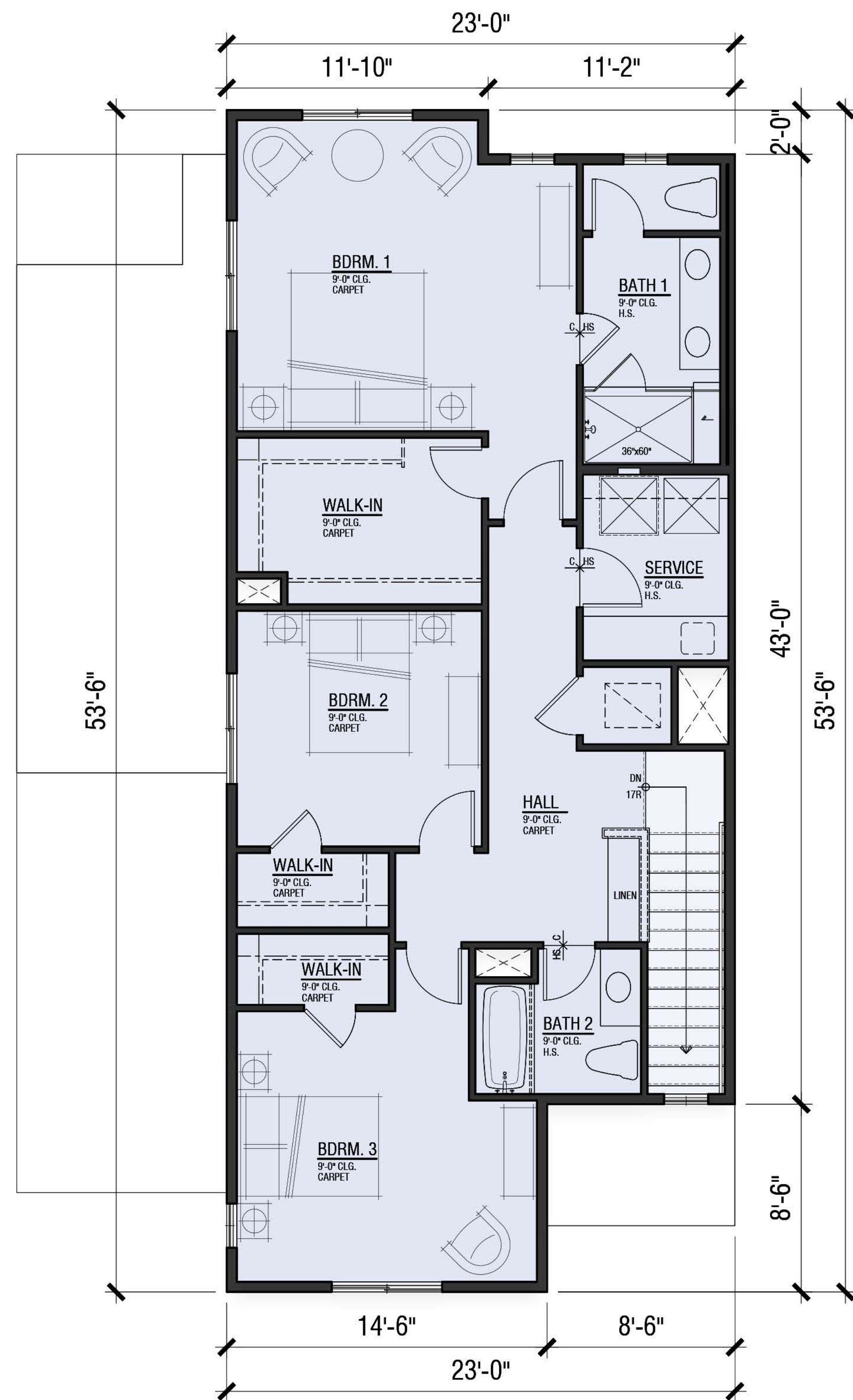
2,134 SF (Net)
4 Bdrm | 3.5 Bath | Den | 2-Car Garage
(GROSS FLOOR AREA) 2,378 SF

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA

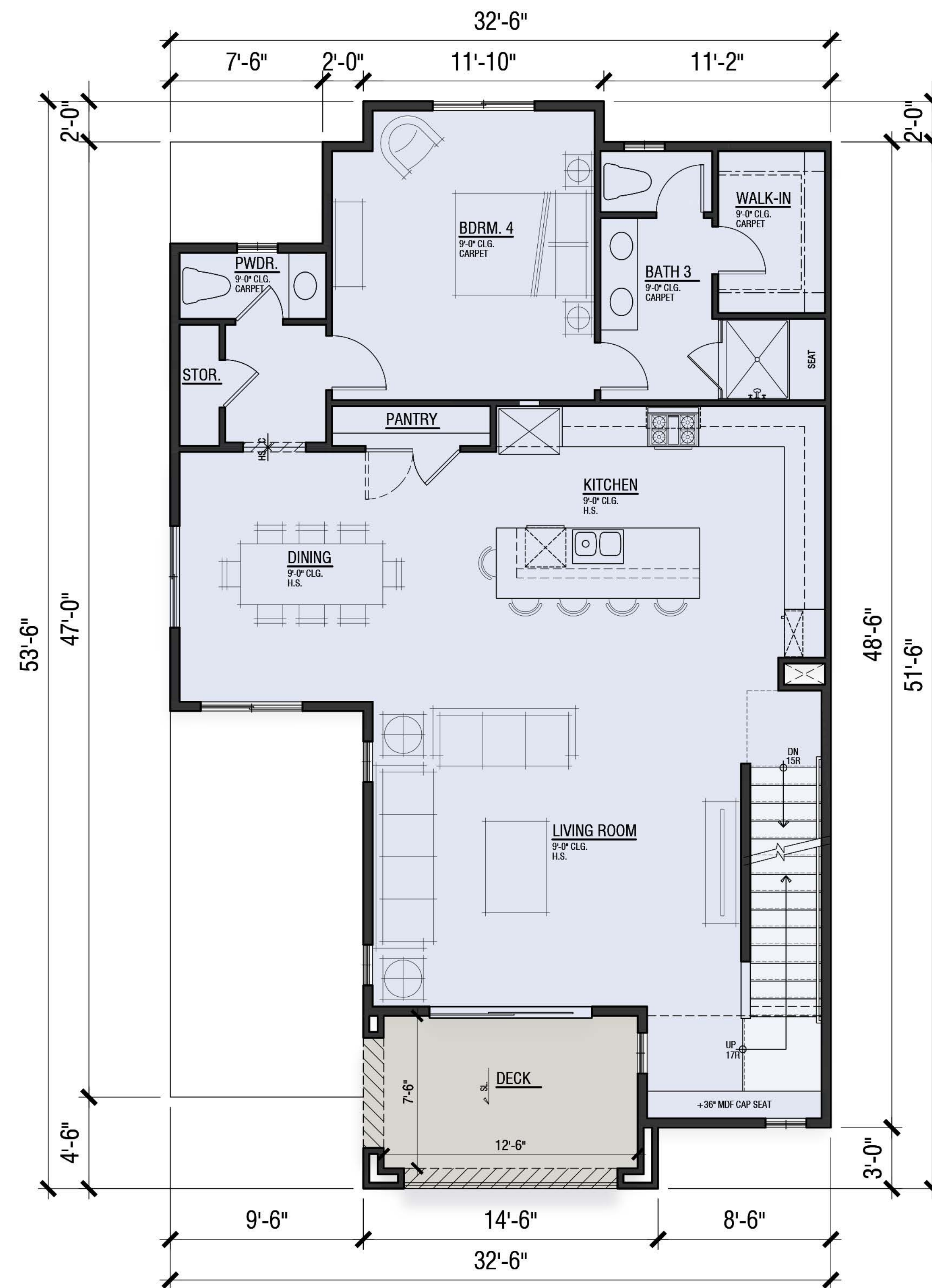
NOTES:

1. "NET" areas of are taken from the interior face of exterior walls, excluding garages, porches, decks, and stair at third floor level for client purpose.
2. "Gross floor area" means the sum of the gross horizontal area of the several floors of a building on the same site excluding: space used for off-street parking; decks, porches, and exterior balconies, if not enclosed on more than three sides. (Pleasanton Municipal Code, Zoning 18.08.195)
3. All 'Decks' on the second floor with a minimum of 50 square feet and that have no dimension less than five feet qualify for PUOS per Pleasanton Municipal Code, Zoning 18.84.170)



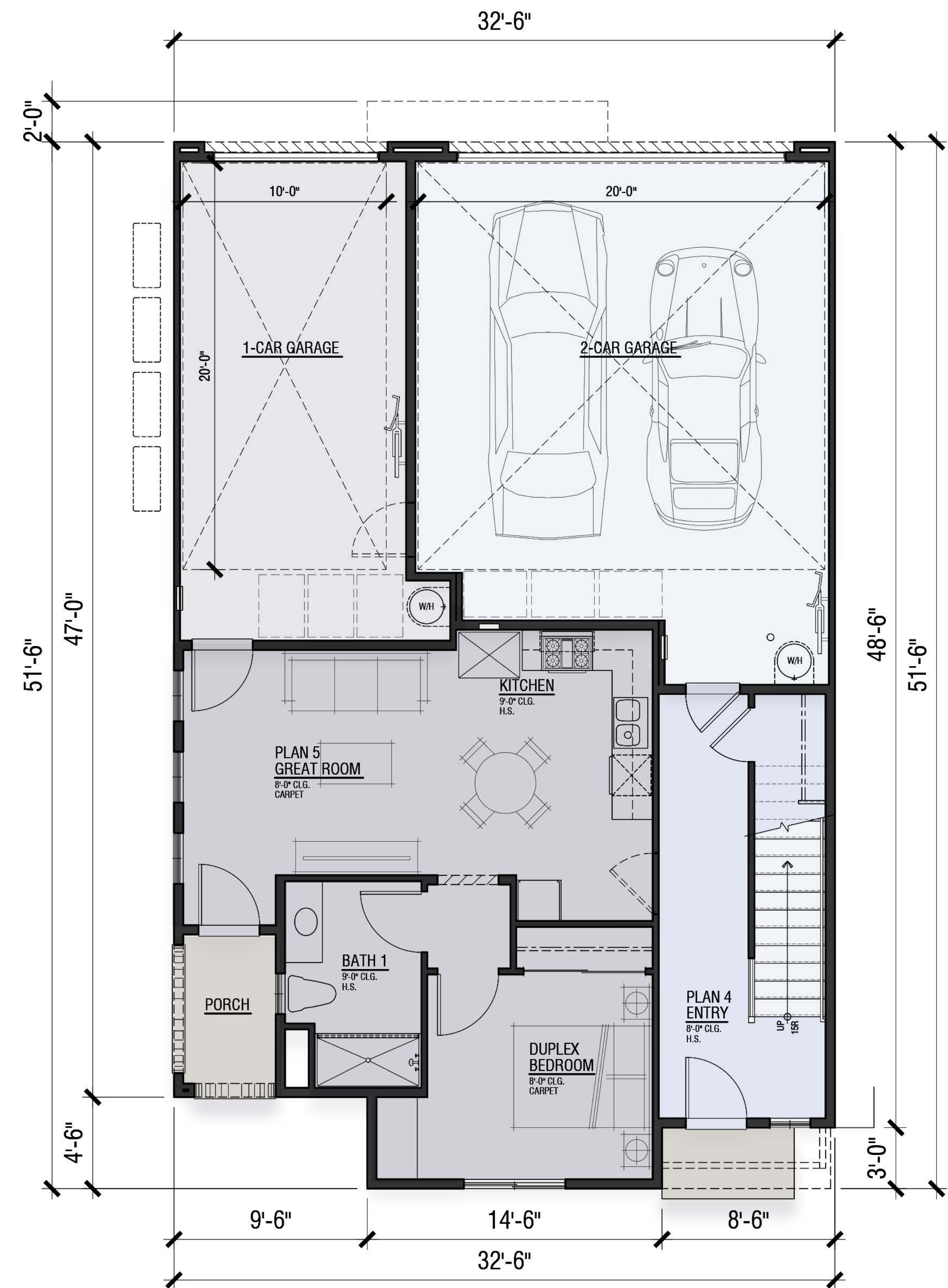
Third Floor

(Plan 4 Net 1009 sf)
(GROSS Plan 4 - 1140 sf)



Second Floor

(Plan 4 Net 1214 sf)
(GROSS Plan 4 - 1297 sf)
(PUOS - Plan 4 Deck 118 sf)



First Floor

(Plan 4 Net 172 sf / Plan 5 Net 530 sf / Plan 5 Porch 40 sf)
(Plan 4 Net Garage 480 sf / Plan 5 Net Garage 269 sf)
(GROSS Plan 4 - 194 sf / Plan 5 - 565 sf)

KEY MAP

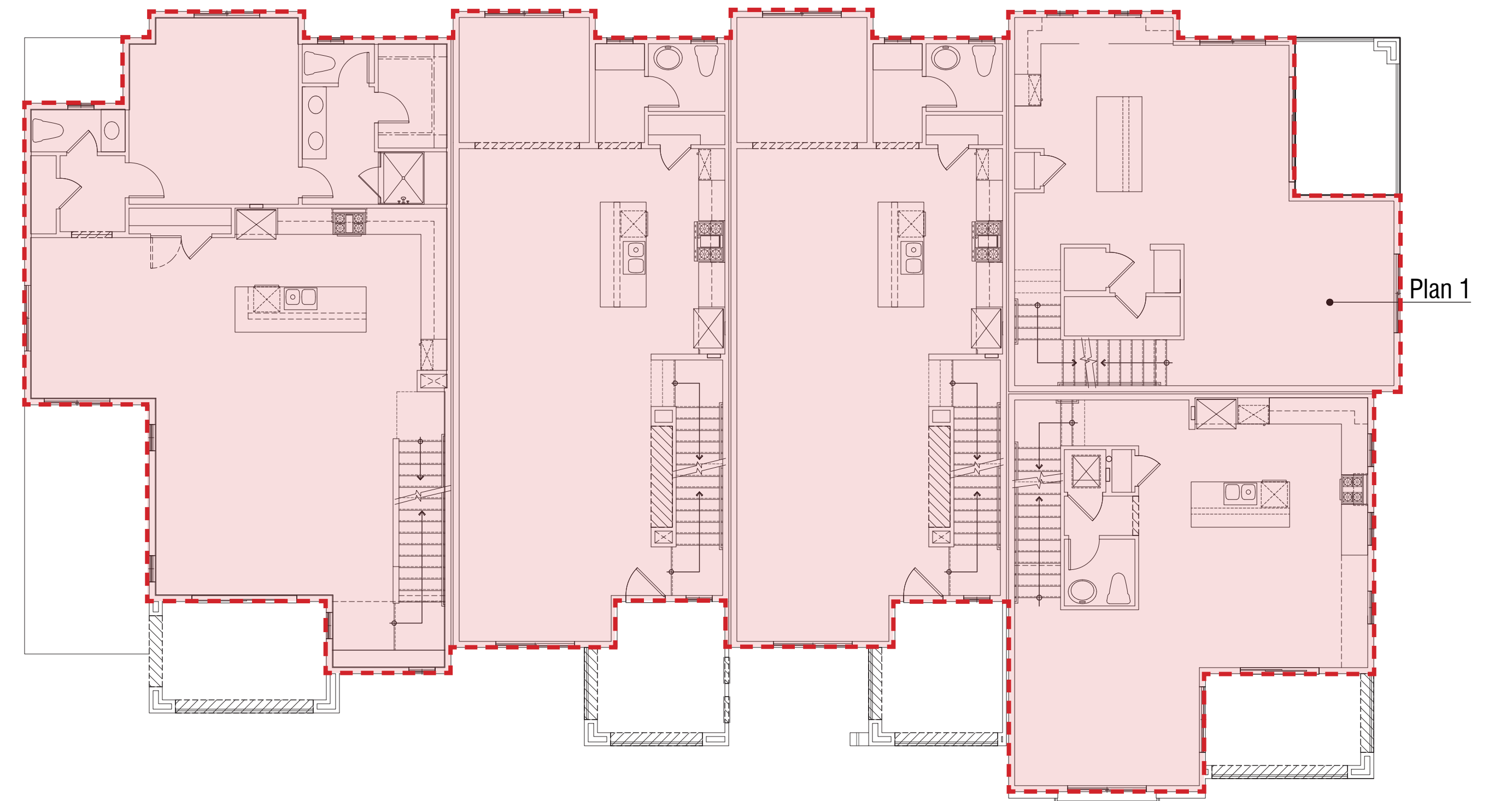


PLAN 4 / PLAN 5

Plan 4 - 2,395 SF (Net) | Plan 5 - 532 SF (Net)
Plan 4 - 4 Bdrm | 3.5 Bath | 2-Car Garage
Plan 5 - 1 Bdrm | 1 Bath | 1-Car Garage
(GROSS FLOOR AREA) Plan 4 - 2,631 SF | Plan 5 - 565 SF

NOTES:

1. 'NET' areas of are taken from the interior face of exterior walls, excluding garages, porches, decks, and stair at third floor level for client purpose.
2. "Gross floor area" means the sum of the gross horizontal area of the several floors of a building on the same site excluding: space used for off-street parking; decks, porches, and exterior balconies, if not enclosed on more than three sides. (Pleasanton Municipal Code, Zoning 18.08.195)
3. All 'Decks' on the second floor with a minimum of 50 square feet and that have no dimension less than five feet qualify for PUOS per Pleasanton Municipal Code, Zoning 18.84.170)



Plan 4

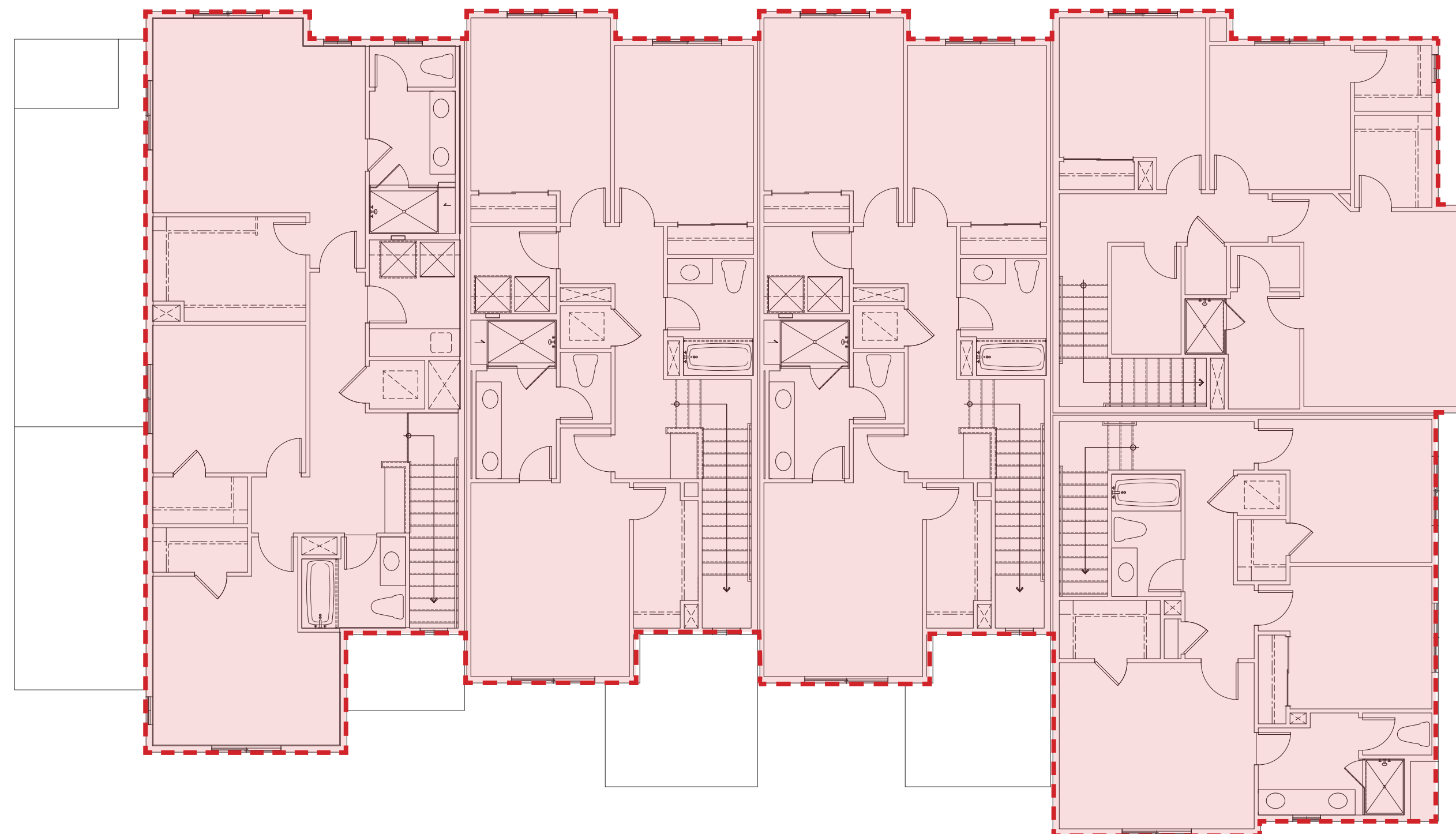
Plan 3

Plan 3

Plan 2

Plan 1

Second Floor



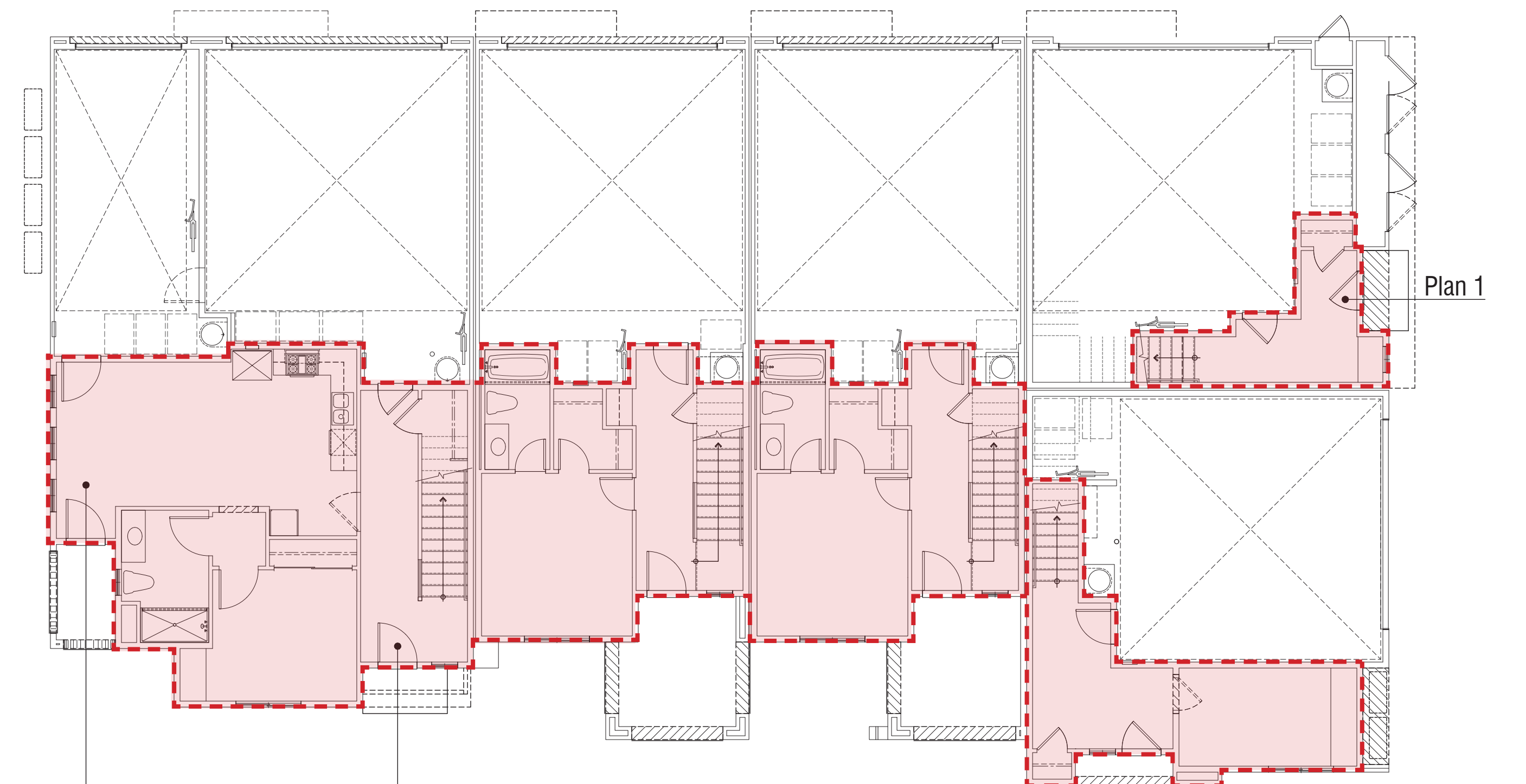
Plan 4

Plan 3

Plan 3

Plan 2

Third Floor



Plan 5

Plan 4

Plan 3

Plan 3

Plan 2

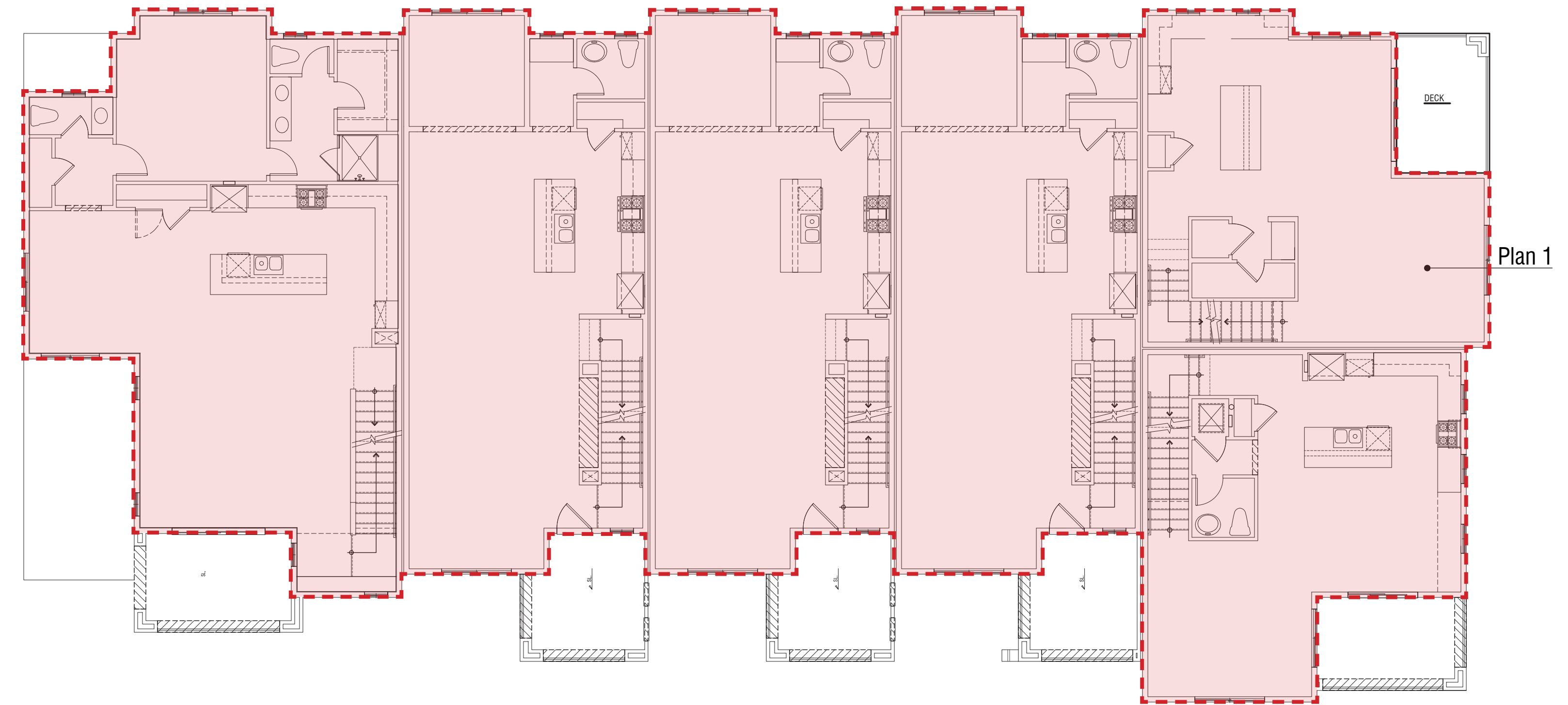
Plan 1

First Floor

6-PLEX BUILDING PLANS - FAR CALCULATION

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA



Plan 4

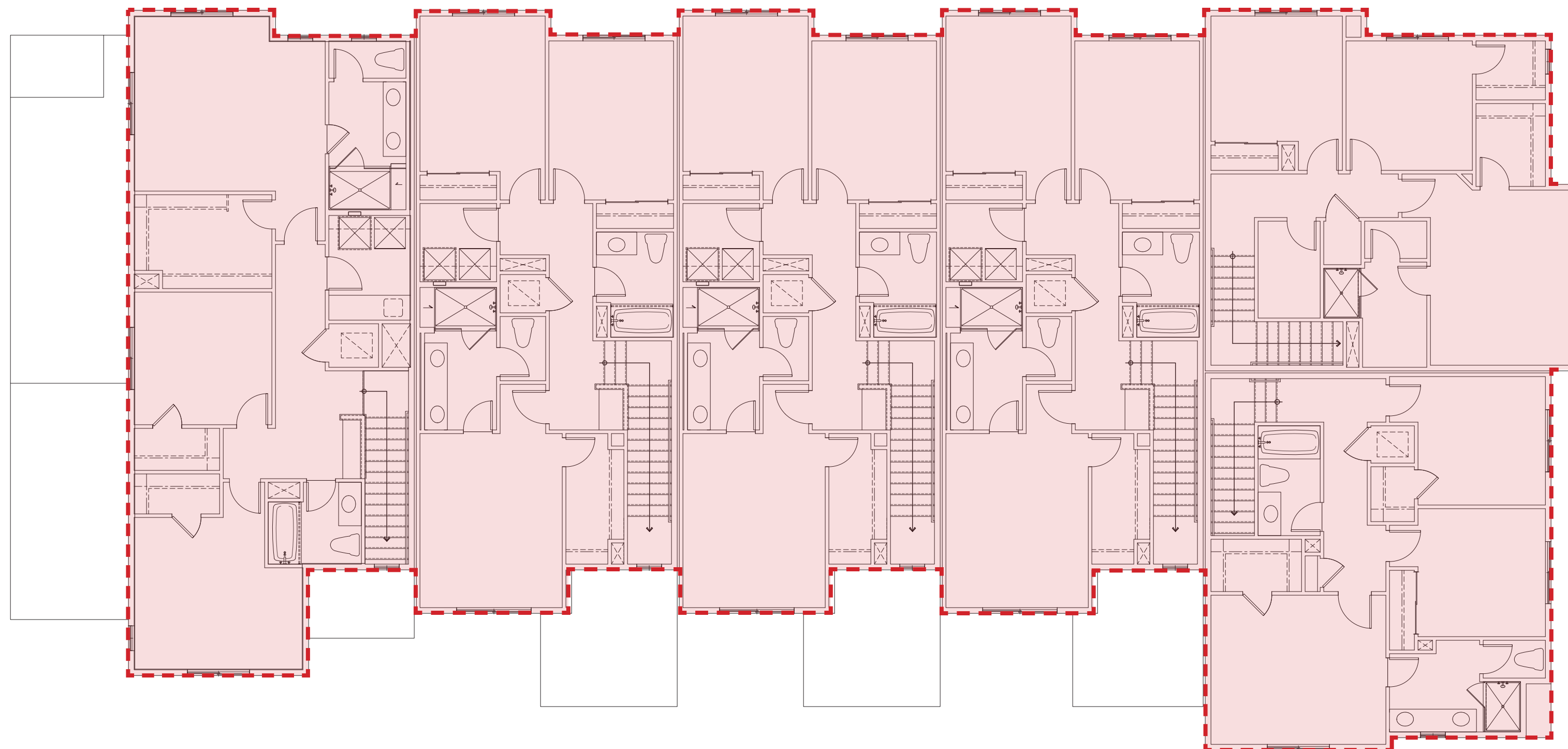
Plan 3

Plan 3

Plan 3

Plan 2

Second Floor



Plan 4

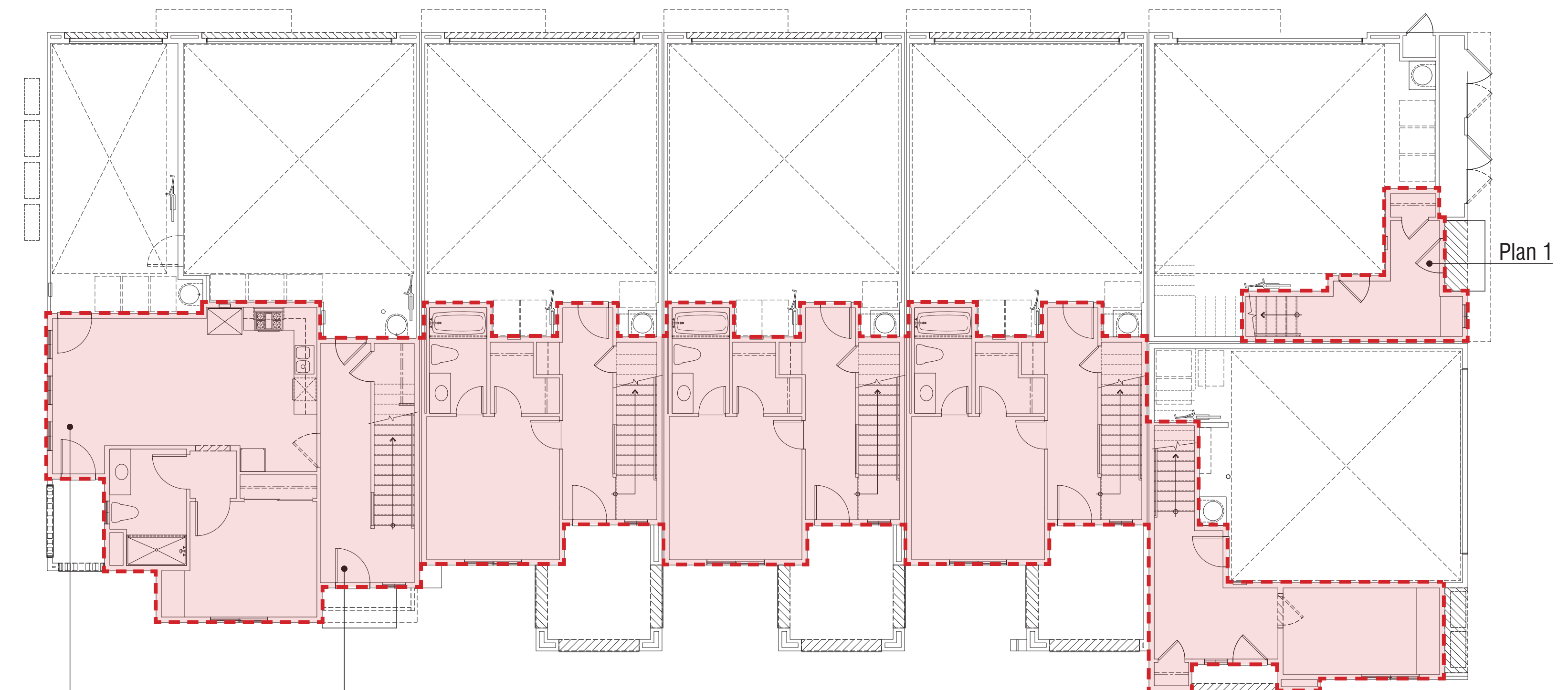
Plan 3

Plan 3

Plan 3

Plan 2

Third Floor



Plan 5

Plan 4

Plan 3

Plan 3

Plan 3

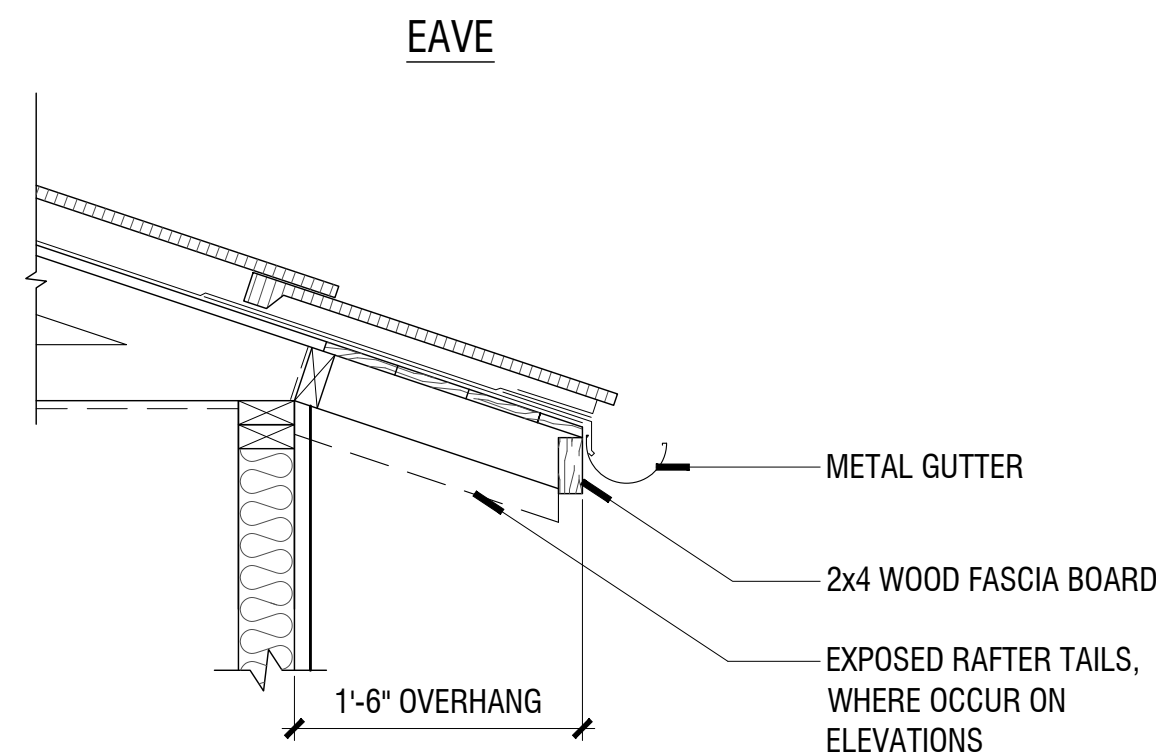
Plan 2

First Floor

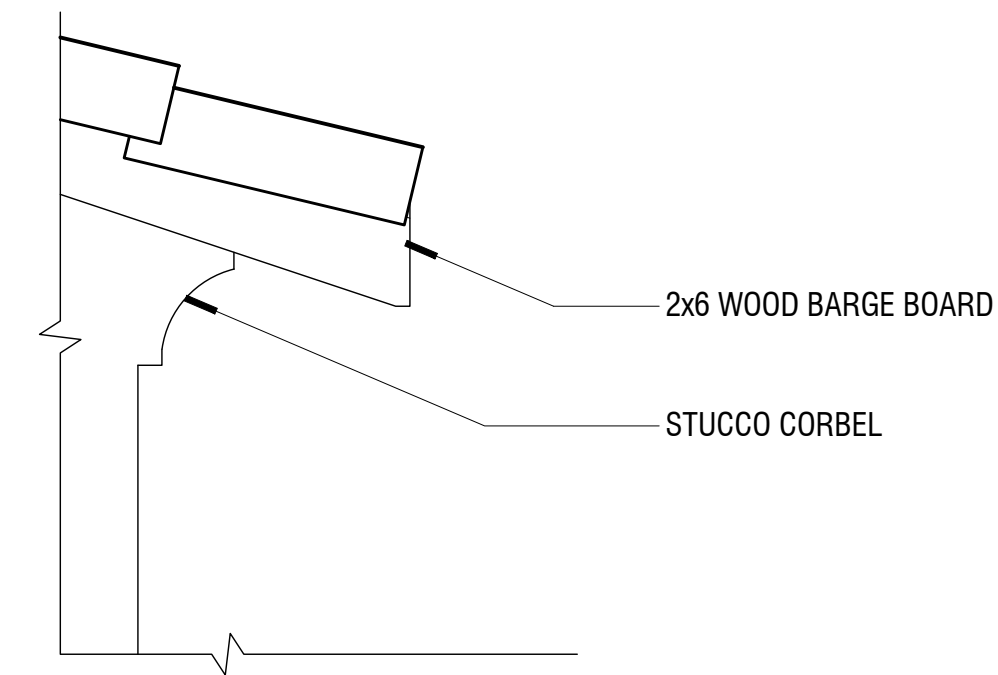
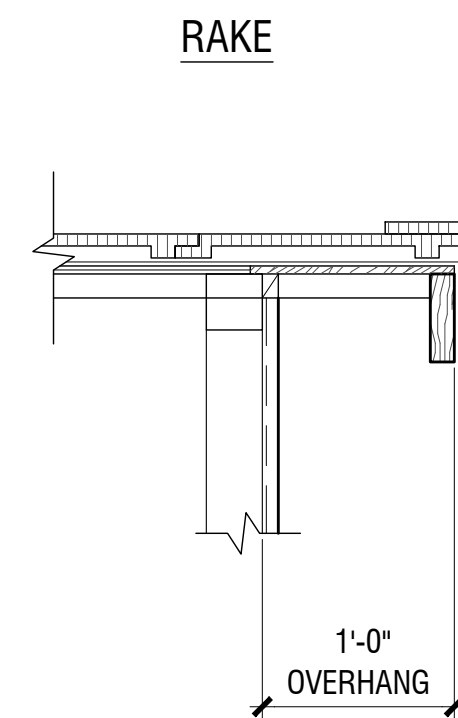
7-PLEX BUILDING PLANS - FAR CALCULATION

3200 HOPYARD ROAD

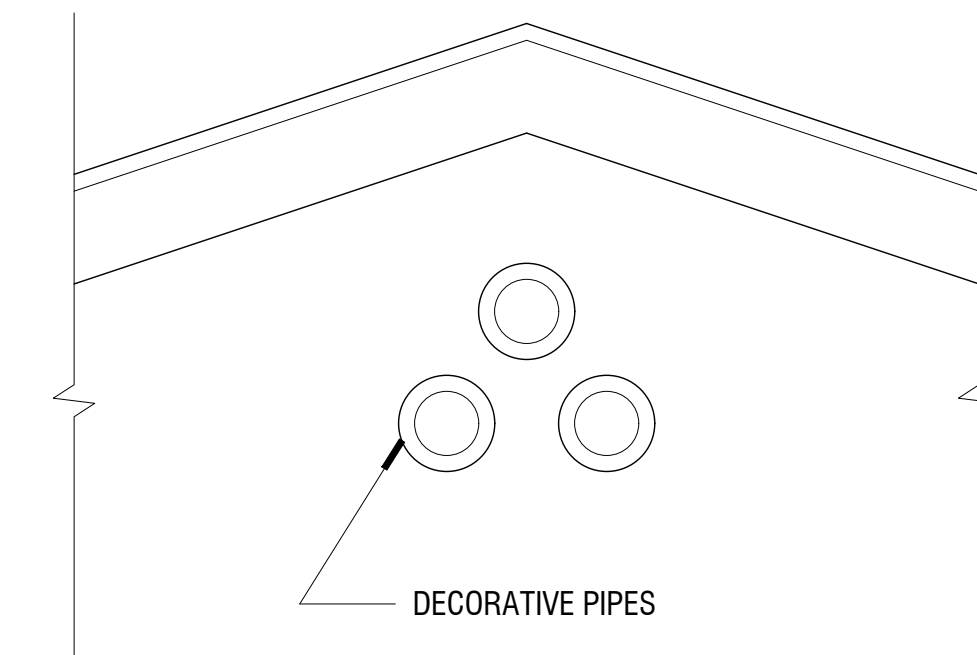
PLEASANTON, CALIFORNIA



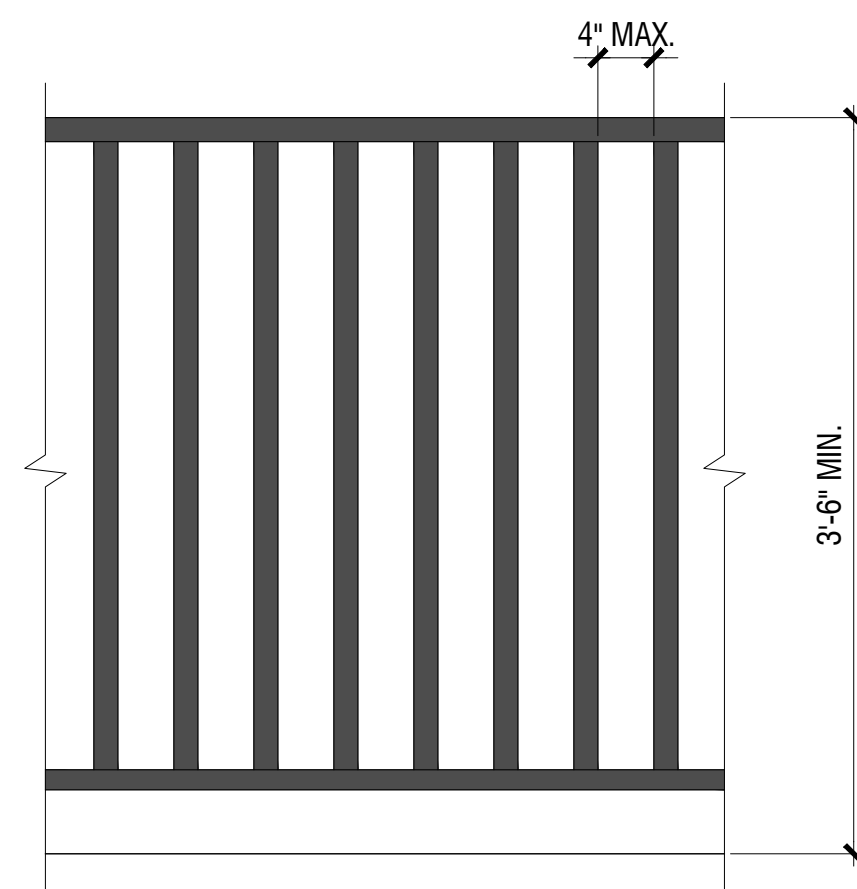
CONCRETE FLAT-TILE ROOFING



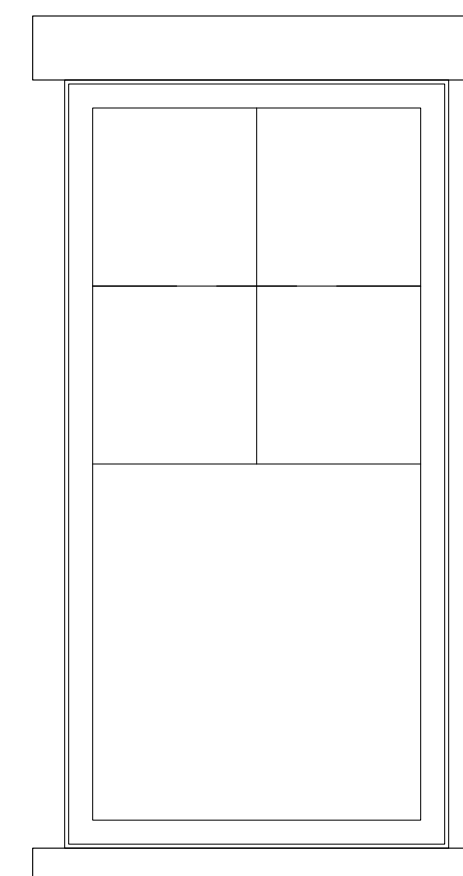
BARGE BOARD AND FOAM CORBEL @ GABLE



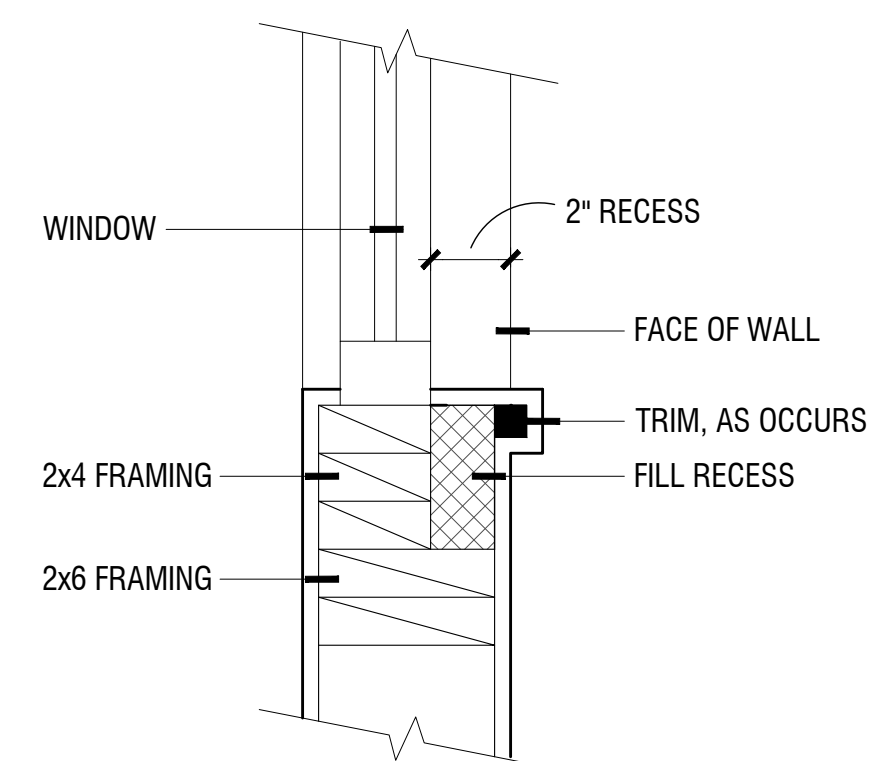
DECORATIVE GABLE PIPE



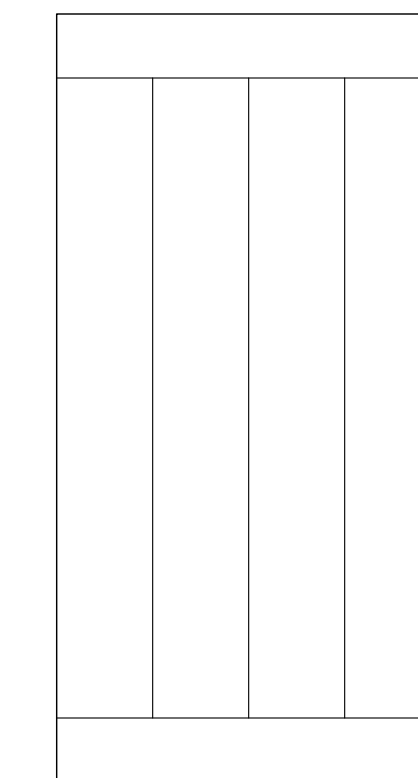
METAL RAILING



WINDOW/DOOR TRIM



ALL WINDOWS ARE RECESSED 2" FROM FACE OF WALL (SLIDER, SINGLE HUNG, FIXED)



HIGH DENSITY COMPOSITE SHUTTER (SMOOTH FINISH)

PROPOSED ARCHITECTURAL DETAILS

3200 HOPYARD ROAD

PLEASANTON, CALIFORNIA

A24

Digital Color Board

Written Color Scheme

ROOFING

FASCIA

STUCCO

GARAGE DOORS

TRIM

SHUTTERS

UNIT DOORS

3200 HOPYARD ROAD

Pleasanton, California
CATALYST DEVELOPMENT
January 26, 2023 | 2022302

SCHEME 1

6-Plex and 7-Plex Elevations

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO

For exact color refer to manufacturers' actual samples.
© 2023 WILLIAM HEZMALHALCH ARCHITECTS, INC. DBA WHA

ARCHITECTS . PLANNERS . DESIGNERS
WHA.
ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO

3200 HOPYARD ROAD

Pleasanton, California
CATALYST DEVELOPMENT
January 26, 2023 | 2022302

Exterior Color & Materials

SCHEME 1 OF 1

6-PLEX AND 7-PLEX ELEVATIONS

Material	Color	Manufacturer
Roofing: Concrete Slate Tile	SMB 8403 Santa Barbara Blend Ref: .22 Emi: .92 A.SRI: 21 CRRC: 0918-0056	Eagle
Metal Bird Stop @ 'S' Tile <i>(factory finish)</i>	Terra Cotta	Eagle
Vinyl Windows <i>(factory finish)</i>	Espresso	Milgard or similar
Gutters & Downspouts <i>(factory finish)</i>	Match Adjacent Color	Sherwin Williams
Stucco & Stucco Trim	SW 7005 Pure White	Sherwin Williams
Trim Color <i>(applied to):</i> Barge Boards Corbels Eaves Fascia Garage Doors Metal Railing Prefabricated Pipes Pot Shelves Rafter Tails Secodnary Doors Shutters Trim Unit Doors	SW 7675 Sealskin	Sherwin Williams
Garage Door Weatherstrip <i>(factory finish)</i>	Match Garage Door Color	TBD

NOTE: Notify WHA if any variation occurs between these schemes and the construction documents prior to purchase.
Contact Corie Rath (925) 463-1700.

© 2023 WILLIAM HEZMALHALCH ARCHITECTS, INC. DBA WHA.

Lighting Fixture



Progress Lighting
*Cylinder 2 Light Outdoor Wall Sconce
with Metal Cylinder Shade*
Model: P5675-20
Material: Antique Bronze
(4 1/2" D x 14" H x 5 " W)

**EXHIBIT C
CEQA Guidelines Section 15183 Consistency Checklist**

Due to the document file size, Exhibit C is only available electronically. To view or download the document, please visit [https://www.cityofpleasantonca.gov/assets/our-government/community-development/exhibit-c-ceqa-guidelines%20section-15183-consistency-checklist.pdf? t=1708557850](https://www.cityofpleasantonca.gov/assets/our-government/community-development/exhibit-c-ceqa-guidelines%20section-15183-consistency-checklist.pdf?t=1708557850)

**EXHIBIT D**

Cox, Castle & Nicholson LLP
50 California Street, Suite 3200
San Francisco, California 94111-4710
P: 415.262.5100 F: 415.262.5199

Linda C. Klein
415.262.5130
lklein@coxcastle.com

File No. 102657

RECEIVED

09.05.23

P23-0177, P23-0178

**CITY OF PLEASANTON
PLANNING DIVISION****EXHIBIT B**

August 29, 2023

VIA E-MAIL

Ms. Melinda Denis
Planning and Permit Center Manager
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

**Re: Supplemental Density Bonus Law Request for the 3200 Hopyard Road
Project**

Dear Ms. Denis:

On behalf of our client, Catalyst Development Partners (“CDP”), we are submitting this supplemental State Density Bonus Law (“SDBL”) request that makes minor modifications to the SDBL request dated May 9, 2023, for CDP’s proposed housing development project consisting of 57 residential units (48 condo units and 9 rental units) (the “Project”) at 3200 Hopyard Road (the “Property”) in the City of Pleasanton (the “City”).

This letter clarifies and supplements the specific waiver and concession requests made for the Project, as well as reduced vehicular parking ratios for the Project.

1. Incentives and Concessions

The Project requests one incentive, which is a decrease in the allowable lot size. The Project would subdivide the Property so that each townhome building (not each unit within the townhome building) sits on its own parcel.¹ The subdivided parcels would not meet the minimum lot size, as the lots would be as small as 7,235 square feet. Subdividing the Property results in cost savings to provide for affordable housing. Subdividing the Property allows for phased filings with the California Department of Real Estate (“DRE”), which reduces the time homeowner dues must be paid on unsold units. In addition, subdividing the Property allows phased construction of the common area parcels, which reduces the interest paid on bonds and maintenance carrying costs.

¹ The townhome units within a townhome building would be condominiums.

2. Waivers

CDP requests the following waivers from City development standards.

a. Site Area Per Dwelling Unit

CDP requests a waiver to the minimum site area per dwelling unit of 1,500 square feet, and, where parking is provided in the same structure it serves, 1,200 square feet (Mun. Code, § 18.36.060). The Project would include units with site areas equal to approximately 565 square feet, which is less than required. (The project also includes units with 1,691 square feet of site area but these units provide parking in the same structure it serves.) Accordingly, the Project requests a waiver of the minimum site area per dwelling unit requirement to allow it to fit the units allowed by the Property's density. Without this waiver, the Project would need to provide more site area to each unit, reducing the number of units that would fit on the site.

b. Minimum Lot Width

CDP requests a waiver to the minimum lot width of 80 feet to allow lot width as small as 61 feet. This waiver supports and is derivative of the requested incentive. In addition, absent this waiver, the Project could not fit as many lots as proposed within the Property, which would result in fewer condominiums than proposed.

c. Minimum Lot Depth

CDP requests a waiver to the minimum lot depth of 125 feet to allow depths as shallow as 107 feet. This waiver supports and is derivative of the requested incentive. In addition, absent this waiver, the Project could not fit as many lots as proposed within the Property, which would result in fewer condominiums than proposed.

d. Floor Area Ratio ("FAR")

CDP requests a waiver to the 50 percent limit on FAR to allow an FAR of approximately 85 percent. This waiver is necessary to allow the Project to fit onto the Property as designed and at the density allowed under local code and the SDBL. Absent this waiver, the Project would have to remove units and would not achieve the density allowed on the Property.

e. Height

CDP requests a waiver to the 30-foot height limit to allow buildings that are 34 feet high. This waiver is necessary to allow the Project to fit onto the Property as designed and at the density allowed under local code and the SDBL. Specifically, increasing the height limit allows

space for modern heating/ventilation/air conditioning (“HVAC”) systems, provides the floor to ceiling heights demanded by the market, and allows for peaked roofs.

f. Minimum Yards

CDP requests waivers to allow for minimum yards around the Property as follows: (i) 10 feet along Hopyard Road; (ii) 15 feet along South Valley Trails Drive; (iii) 10 feet along the Pleasanton Canal Trail; and (iv) 25 feet along the side of the Property adjacent to single-family homes located on Cherry Blossom Court.² These waivers are necessary to allow the Project to fit on the Property as designed and at the density allowed under local code and the SDBL. Without this waiver, the Project could not fit all the units proposed with the required circulation and group open space.

g. Private Open Space

CDP requests a waiver to the requirement to provide private usable open space located at ground level with a minimum area of 150 square feet, with no dimension less than 10 feet. (Mun. Code, § 18.84.170(C).) While the Project provides private open space, there is insufficient space on the Property to provide the required ground level private open space without reducing units.

h. Public Service Easement

CDP requests a waiver to the requirement in City Municipal Code section 19.36.110, which states, “Public service easements, not less than 10 feet in width, shall be provided within the subdivision where required for public utility purposes. Modification of the easement width requirement may be made only when approved by both the planning commission and public utility concerned.”

CDP requests that the public service easement width along the Property frontage with Hopyard be reduced from 10 feet to five feet, which prevents the required sound wall from being located on a public service easement. (Contrary to the comments received from the Engineering Department on June 16, 2023, with this waiver, the sound wall would not be in a public service easement.) We understand that ten feet is not required to accommodate or serve the recycled water meter, which is the only utility anticipated along Hopyard Road. (The other utilities would be located within a ten-foot public service easement on South Valley Trails Drive.) In addition,

² For purposes of these requests, CDP has calculated minimum yards around the perimeter of the Property as a whole, as opposed to each individual building proposed on the site. CDP reserves the right to further amend or supplement these requests to the extent the City wants yards calculated differently.

there is existing space (approximately 15 feet) behind the curb within the City right-of-way along Hopyard Road that can accommodate utilities now or in the future.

Absent the waiver, the sound wall would need to move towards the units, resulting in insufficient room on the Property to fit the end units closest to that wall. Accordingly, the waiver is needed to allow the Project to achieve the permitted density.

3. Parking

The SDBL provides that, upon the request of a developer, a city shall not require a parking ratio (inclusive of parking for disabled persons and guests) that exceeds one parking space per studio or one-bedroom unit. (Gov. Code, § 65915(p)(1).) Parking may be provided through, among other things, tandem parking or uncovered parking. (Gov. Code, § 65915, subd. (p)(5).)

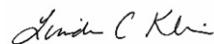
Here, the Project would comply with the City requirement for at least two parking spaces per each of the 48 condominium units. For the nine rental units, all of which are one-bedroom units, CDP requests the parking ratio available under the SDBL to provide one parking spot for each of the nine rental units (inclusive of parking for disabled persons and guests). In addition to the above resident parking, the Project also would include 6 guest parking spots.

* * *

Please do not hesitate to contact me if you have questions about CDP's SDBL requests or the Housing Law information we provided in our earlier letters.

We look forward to continuing to work with the City to bring much needed housing, including affordable housing, to the area.

Sincerely,



Linda C. Klein

From: AJ Jahadakbar <[REDACTED]>
Sent: Tuesday, February 20, 2024 7:13 PM
To: dmora@cityofpleasantonca.gov
Subject: Concerns Regarding 3200 Hopyard Project (File Numbers: P23-0177, P23-0178)

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Mr. Mora,

My name is AJ Jahadakbar, and I am a homeowner on S Valley Trails Dr in Pleasanton. I am writing to express my serious concerns regarding the proposed project at 3200 Hopyard Road. As a resident whose property directly borders the project site, I am worried about the potential negative impacts on our home and neighborhood.

My primary concerns include:

- **Loss of Privacy and View:** The construction of multi-story apartments so close to our property would severely compromise our current privacy in our backyard and potentially obstruct views.
- **Change in Neighborhood Character:** Our neighborhood consists solely of single-family homes. The introduction of a large multi-family development will fundamentally alter the feel of our community.
- **Increased Traffic and Congestion:** The additional 57 units could significantly increase traffic on our street, impacting livability.

I understand the need for housing in our community, but I urge the planning commission to carefully consider the specific impacts this project would have on the existing residents of S Valley Trails Dr.

I would greatly appreciate the following information:

- **Detailed Project Plans:** Please provide detailed plans and 3D renderings clearly showing the project's scale, proximity to our homes, and any potential visual obstructions.
- **Mitigation Measures:** Are there any design revisions or other measures planned to address privacy, view, and traffic concerns for existing residents?
- **Public Hearing Schedule:** When will the public hearings for this project be held? I would like to attend and voice my concerns directly.

I am currently informing my neighbors about this development and plan to organize with them to address our shared concerns. We are prepared to take further action to ensure this project does not negatively impact our neighborhood.

Thank you for your time and consideration.

Sincerely,

AJ Jahadakbar
[REDACTED] Valley Trails Dr, Pleasanton

[REDACTED]

From: BRIAN D MORIN <[REDACTED]>
Sent: Wednesday, February 21, 2024 8:51 AM
To: dmora@cityofpleasantonca.gov; bmyers@catdevpartners.com
Cc: Connie@ConnieCoxHomes.com
Subject: Concerns Regarding Hacienda Park Development Proposal

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Diego Mora and Bruce Myers,

I am writing to express my deep concerns and those shared by many residents in our community regarding the proposed development of the Harvest Valley Church property for the construction of 57 condominiums, as part of the Hacienda Park Development project.

One of the foremost concerns pertains to the strain this development may place on our already overcrowded and underfunded Donlon Elementary school. The addition of 57 condominiums could exacerbate the existing issues, potentially compromising the quality of education for our children. It is essential that the impact on local schools be thoroughly assessed and addressed before moving forward with the proposed project.

Moreover, there is a growing worry that the construction of this condominium complex will be a blight on our single-family neighborhood, adversely affecting the existing character and charm that drew residents here in the first place. This concern extends to the potential decline in property values for existing homeowners, as the proposed development does not align with the established character of our residential neighborhood. Preserving the unique charm of our community should be a priority to maintain property values and overall resident satisfaction.

The traffic issues in our neighborhood have already become a significant problem, exacerbated by the recent development that began a few years ago. We have witnessed a substantial increase in traffic, with speeding becoming a common occurrence. Unfortunately, these concerns have not been adequately addressed by the city. Adding 57 more units to the proposed development will likely worsen traffic congestion and safety concerns in the area. I urge you to thoroughly assess and implement solutions to address the existing traffic issues before approving any additional developments.

I kindly request that the Planning Commission and City Council consider these concerns seriously and engage in a comprehensive evaluation of the potential consequences of the Hacienda Park Development on our community. It is imperative to conduct a thorough environmental impact assessment, address the strain on our local school, and carefully consider the impact on property values and neighborhood character.

I appreciate your attention to these pressing matters and your dedication to the well-being of our community. Please keep us informed of any public hearings or community forums related to this matter, as we are eager to participate in the decision-making process.

Thank you for your time and consideration.

Sincerely,

Brian D. Morin
Breana Morin

Valley Trails Dr
Mobile:

[REDACTED]

From: Marta Seda <[REDACTED]>
Sent: Sunday, February 18, 2024 2:00 PM
To: dmora@cityofpleasantonca.gov; bmyers@catdevpartners.com
Cc: Connie Cox
Subject: Harvest Valley Church application to build 58 units at their site

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello,

I am a resident of the Valley Trails neighborhood ([REDACTED] Valley Trails Drive). Recently, I saw a notice that Harvest Valley Church was planning on converting their property into a 58 high density condo site. When I looked at the picture provided outside Harvest Valley, I noticed that the conceptual picture shows 3 story high units with no visitors parking. The homes next to this proposed site are either 1-story or 2-story and have lots. There is also a tiny buffer space in the proposal.

I understand Harvey Valley has the right to sell and use the property for something else. However as a neighbor that will live next to them, I have concerns about the negative impacts it will have on the neighborhood that I live in.

My concerns:

a) Parking: Today the 2 churches directly across Harvest Valley (Chabad of Tri-Valley and St Clairs) have a small parking lots. With the elimination of Harvest Valley, those attending services in either church will overflow into the neighborhood. Neighbors will no longer be able to park their cars in front of their own homes. Neighbors closer to the next development may end up parking in front of my home (I use the front of my home for overflow guest parking). Not a good thing if this is what ends up happening.

b) The conceptual picture of development shows lack of visitor parking. Again, families that have multiple cars will be unable to park on their premises and will overflow into the neighborhood. Neighbors will no longer be able to park their cars in front of their own homes. Not a good thing if this is what ends up happening.

c) The proposed development has a very small green area. You will need an area for families with pets for dogs to relieve themselves as well as an area for kids to play in. What has been drawn in the proposed development lacks a public bathroom as well.

That means if no such provision is added, that there will be more car and foot traffic on South and North Valley for families trying to find playgrounds for children and walking dogs. If you are not going to offer any backyards to these homes, it will likely cause those families to want to use either the Sports park OR our green area in Valley Trails as they will have playground AND public bathroom facilities.

d) Visual unappeal: The proposed building shows the front of Hopyard and Valley Trails not having a buffer green area. People driving into Valley Trails will be greeted by "large cement buildings" (dwarfing the smaller adjacent Valley Trail home). That is visually unappealing. More green areas are needed to keep this new structure in line with surrounding parks and neighborhood. Green spaces improve air quality, reduce noise and help cool temperatures. The new buildings seem to lack accomodations for green technology (don't see any planning in the proposal for solar for these units).

e) Bus stop for kids: The proposed structure lacks a turn in area for the school bus to pick up kids. That may present a safety issue with kids trying to get on or get off the bus to walk into the proposed new buildings.

f) Noise increase: 57 units is potentially 100+ more individuals living in the area. We live in a quiet neighborhood (I like to keep it this way). It will be visually unappealing to anyone wanting to sell future properties in Valley trails as the first thing they will see when they drive South Valley Trails is a huge monstrous 3 story structure spread across 9 buildings in a small area. It will be unappealing those entering the Valley Trail neighborhood as well as to the local churches next door (and may create an incentive for those remaining churches to leave Valley Trails).

g) unclear the separation between the buildings: It is unclear from the picture the space between buildings. It should be separate enough so that a firetruck or ambulance can fit there (not be single lane). The drawing give the impression that it may be single lane between buildings. That would make it difficult for firetrucks to turn around in that neighborhood.

I am opposed to the present proposed structure. It will cause problems to surrounding neighbors. Please consider reducing the height of the buildings to no more than 2 stories, having each unit support 2 car garages, increase green area, a school bus area for pickup and drop off (to address safety). 57 units is too large of a development for the small lot that it lies in.

Sincerely,
Marta Seda

██████ Valley Trails Drive, Pleasanton CA 94588

[REDACTED]

From: Frank Lynn <[REDACTED]>
Sent: Tuesday, February 20, 2024 11:31 AM
To: bmyers@catdevpartners.com; dmora@cityofpleasantonca.gov; kbrown@cityofpleasantonca.gov; varkin@cityofpleasantonca.gov; jbalch@cityofpleasantonca.gov; jnibert@cityofpleasantonca.gov; jtesta@cityofpleasantonca.gov
Cc: Connie
Subject: Objection to planned development on 3200 Hopyard

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I object to the planned high-density development being planned for 3200 Hopyard.

Being there is one single arterial road (the horseshoe of North Valley Trails to South Valley Trails), a development of this magnitude as planned at this location will be detrimental to traffic as well as public safety. Many children walk or ride bicycles to Ken Mercer sports part across the street to participate in youth soccer and baseball activities. Putting that many vehicles against pedestrians will likely result in accidents and fatalities involving children. Many people already drive dangerously in this area and increased police presence (for which Pleasanton doesn't seem to currently have budget) has often been requested in previous years. Additionally, the expected traffic snarls at school and work commute times could hinder the state-mandated timely contractual arrival of emergency services to the north side of the Valley Trails housing development.

Additionally, a development of this magnitude will have a further negative impact on Donlon elementary school which is already the most impacted (e.g., overcrowded) in Pleasanton. The sheer number of these units will mean that Donlon will have to continue to add portables and serve way more students than it was originally intended. And/or school boundaries will have to be re-done causing hardship for parents as it will means students will have to travel to school sites further away than the ones closest to their homes and will negatively impact families with children who are potentially split between districts.

This planned development is a bad idea - the land would be better developed for single-family homes - which would fit better with the character of the neighborhood and not have as many detrimental impacts to the current community. .

Best,
Frank Lynn
Valley Trails Resident

3200 Hopyard proposed development

Elizabeth Rajs <[REDACTED]>

Sat 2/17/2024 5:33 PM

To: Diego Mora <DMora@cityofpleasantonca.gov>

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hi Diego,

We are writing to you today in opposition to the planned development of 57 condominium units at the corner of S.Valley Trails and Hopyard. The size and scale of this proposal is completely out of character for our single-family community of Valley Trails.

We have lived in Valley Trails for nearly 30 years and greatly appreciate the neighborhood community of single-family homes. With only two ways out of our U-shaped community for hundreds of residents, the amount of traffic that would be generated at that intersection alone would be overwhelming. Many people in Valley Trails, ourselves included, frequently walk, run and bike through that intersection into the Sports Park. We believe a thorough traffic study at that intersection will show it is already at peak load several times a day, and worse when soccer practices and games are in full swing in the Sports Park.

Please deny this proposal and require the developer to reconsider the scope and size of that project to be more in line with our existing neighborhood.

Sincerely,

Elizabeth and Ralph Rajs

[REDACTED] Kings Canyon Court

3200 Hopyard

Kristin <[REDACTED]>

Fri 2/16/2024 3:24 PM

To: Diego Mora <DMora@cityofpleasantonca.gov>

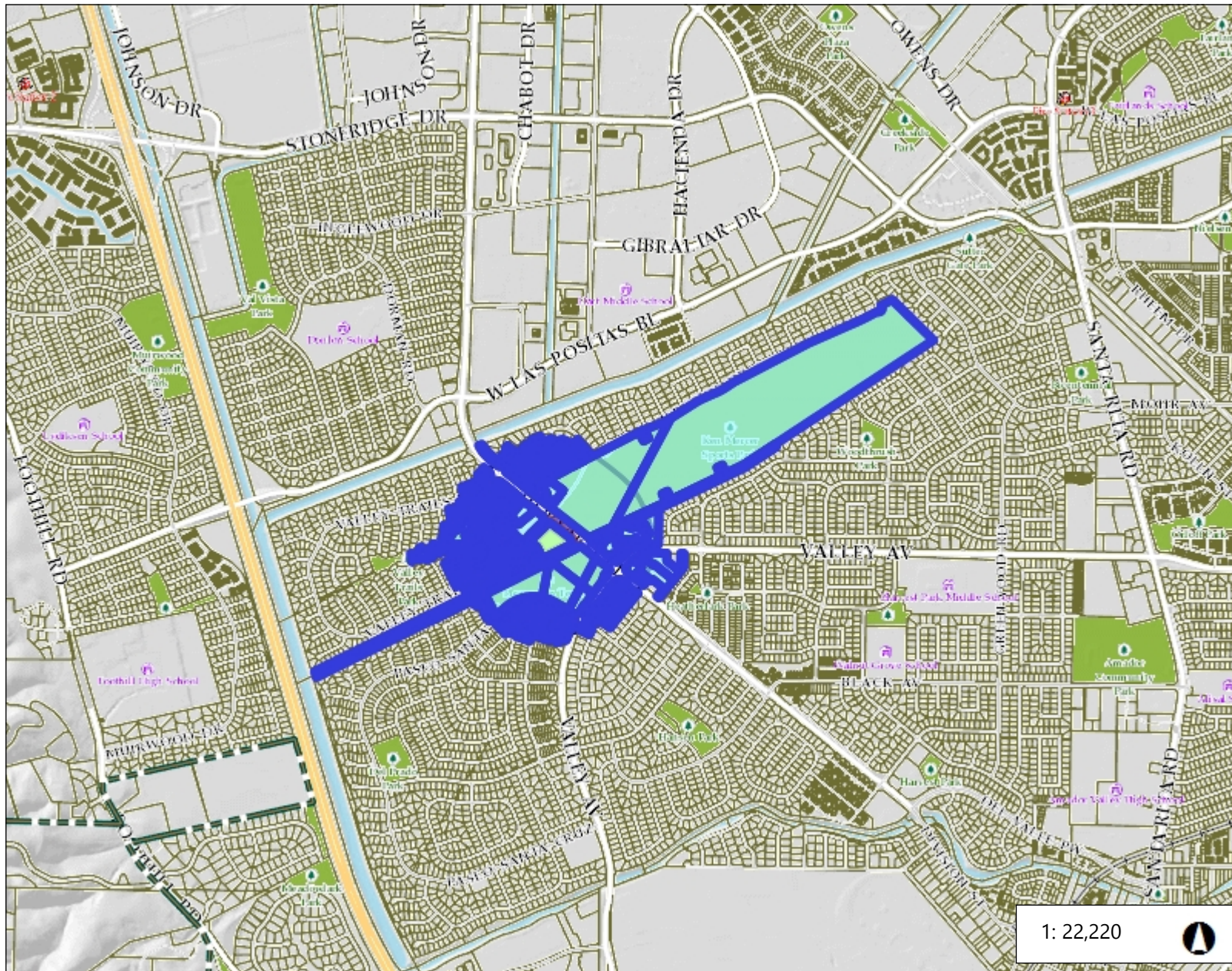
Cc: H. Keo Springer <[REDACTED]>

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Good afternoon,

I wanted to find out the status of this application and whether there are any hearings set on the matter. This project will be in my backyard. I work from home and will be greatly impacted by the construction. This project will also, likely, impact my home's value negatively. I am opposed to it moving forward. I would like to have the opportunity to voice my concerns.

Kristin Springer



Legend

- Fire Station
- School
- Park
- Parcels

1: 22,220



3,703.4 0 1,851.69 3,703.4 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US
© Latitude Geographics Group Ltd.

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

Notes

Date Distributed: **3/6/2024**

From: Connie M <[REDACTED]>
Sent: Wednesday, March 6, 2024 3:03 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: High Density Housing on Valley Trail

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Diego,

I was not able to attend the meeting in person last week but was able to watch it on live stream.

I live in the South Valley Trail neighborhood and is very upset by how this development has unfolded. It seems no one knew about it till two weeks before the meeting. Someone mentioned that this started in 2021 and notices were sent out but no one in the entire neighborhood seems to have received any notices. Most found out through word of mouth or neighborhood email.

This is a single-family home neighborhood; we take pride in our community. The three-story high-density housing will be out of place and an eyesore. Also, the traffic congestion that'll cause since both exit from the 57-unit condo development feed into the narrow one lane South Valley Trail Street.

I have concern with the traffic study. It doesn't seem to take into consideration when/if there's a major emergency like a large fire, earthquake, or a large fire cause by the earthquake and everyone tries to get out at the same time. The only people that'll be able to get out are the people in the condos, and everyone else would be trapped. If this were to happen, it'll be a lot of fingers pointing but lives would have been lost.

I hope you can reconsider this project.

Sincerely,

Connie

From: Parisa Ourmazdi [REDACTED] >
Sent: Wednesday, March 6, 2024 11:03 AM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Concerns about new development hopyard road

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello,

I am one of the residents who has lived in valley trails neighborhood of Pleasanton for 20+ years. The new development on hopyard and S Valley trails will have a huge impact on our daily lives. The traffic and safety issues for us and more importantly our children will be jeopardized. We lived in this neighborhood for over 20 years and we always felt safe and in peace. Bringing 57 extra households to this neighborhood would be a total inconsideration and disrespectful to this community. Would you like someone do that to your family? The profit made by making others miserable is not blessed. I hope you reconsider this decision.

Regards,

Sent from Gmail Mobile

Subject: Urgent Request for Reconsideration – Hopyard Development (P

Date Distributed: 3/5/2024

Dear Mayor Brown, City Council Members, the city manager and Diego Mora,

As a deeply concerned homeowner directly adjacent to the Hopyard development site, I implore you to reconsider the Planning Commission's approval. This project, as currently designed, is fundamentally incompatible with our neighborhood and threatens our property values, safety, and quality of life. Key areas of justified opposition include the project's disregard for community character, severe traffic and safety hazards, and an inadequate review process.

I strongly urge you to reconsider the Planning Commission's approval and protect our established single-family neighborhood. Had I known about this project when purchasing my home just five months ago, I would never have considered it an option. This disruptive development is fundamentally incompatible with our community and raises serious concerns for public safety and quality of life that were not adequately addressed in the city's review process and threatens our property values, quality of life, and safety:

- **Disregard for Neighborhood Character:** The project's scale and density violently clash with the established character of our single-family homes. The Planning Commission's resolution itself acknowledges the importance of "consistency with neighborhood character," yet offers no justification for how this project achieves that.
- **Severe Traffic Impacts & Emergency Access:** Valley Trails Drive already experiences noticeable traffic. Adding at least 127 daily vehicle trips, combined with the inadequate parking, will limit emergency vehicle access. We demand evidence that the traffic study and site design comply with fire safety regulations for response times, turning radius, and street widths. Moreover, basing the traffic study on data from 2020, during the height of the pandemic, significantly underestimates the true increase in traffic this development would create. Updated traffic analysis during typical conditions is essential.
- **Insufficient Environmental Review:** The reliance on a CEQA analysis from the broader General Plan is not sufficient. The specific impacts of this project's density, design, and significant tree removal warrant a more focused environmental study, examining potential consequences for noise, air quality, and reduced tree canopy within our neighborhood. Notably, the project would eliminate 27 trees, including six protected Heritage Trees, undermining the environmental health of our community.
- **Property Devaluation:** Real estate experts agree that such an incompatible development significantly lowers the value of neighboring homes. Our property values are a cornerstone of our financial stability and should be protected.
- **Excessive Waivers, Inadequate Setbacks, and Construction Hazards:** The developer's reliance on 11 waivers further demonstrates the project's incompatibility. Disregarding setbacks severely jeopardizes neighbors' privacy, sunlight, and quality of life throughout the construction phase due to noise and dust.
- **Grave Public Safety Concerns:** The project's dense design, limited parking, and narrow streets raise serious questions about fire safety. The proximity of buildings could facilitate the spread of fire, while undersized garages and street congestion will hinder the access of firetrucks and other emergency vehicles. We demand a thorough review of these factors by the Fire Department to ensure the safety of residents, both within the development and in the neighboring homes.

- **Direct and Severe Impact on My Home:** This project casts a literal shadow over my property, **jeopardizing my ability to install solar panels** and transition to clean energy, which conflicts with California's goals. The shadow study demonstrates that the development will significantly reduce the sunlight reaching my home, particularly in the mornings. Additionally, being so close to the development will significantly diminish my backyard privacy and **expose my home to the overlook of multiple units**. My wife and I purchased our home just five months ago, unaware of this looming project, and its approval would substantially devalue our property. I was never directly notified of this proposal, as should be required, further demonstrating the disregard for residents during this process.
- **Misleading Information and Biased Review:** The applicant's documents contain demonstrably **misleading information**. For instance, the perspective render on sheet A5 alters the key map to depict a building similar to the proposed development instead of the existing single-family homes. Additionally, the rendering on sheet A4 omits the red curb 'no parking' zones along the building, creating a false sense of ample parking space. These manipulated visuals, along with the city's review containing **patently false statements** about the project's compatibility with our neighborhood, hinder a fair assessment of the impacts. For example, the review claims the development "completely aligns with the character of the neighborhood," a statement **demonstrably false to any observer**. Furthermore, the reviewer injects **subjective opinions** on aesthetics which, they themselves state, should not be a basis for approval. This bias calls into question the entire review process.
- **Lack of Enough Public Input:** The volume of documentation provided, along with the short review timeline, made it nearly impossible for working residents to thoroughly analyze this complex project. In addition to this, many neighbors, including myself, **never received a notice about this project**.

We are aware that SB330 limits the city's ability to fully assess subjective issues. However, the Planning Commission's own resolution highlights objective standards such as neighborhood character and traffic impacts. We demand evidence demonstrating how this project satisfies those requirements that remain within the city's power to consider. We believe the city has a duty to uphold its own codes and prioritize resident safety within the framework of state law.

Mayor Brown, Council Members, the city planner, and the city manager, the residents of our neighborhood deserve a development plan that respects our homes and our established quality of life. I urge you to reconsider this proposal and engage in a meaningful dialogue with the community to find a solution that genuinely benefits Pleasanton. We welcome well-planned development, but this project is not the answer.

Thank you for your attention to this critical matter. I, and many other residents, stand ready to provide further evidence or answer any questions.

P.S. For visual evidence of the concerns raised in this letter, please refer to the attached photos.

Sincerely,

AJ Jahadakbar,

Valley Trails DR Pleasanton CA

ATTACHMENT

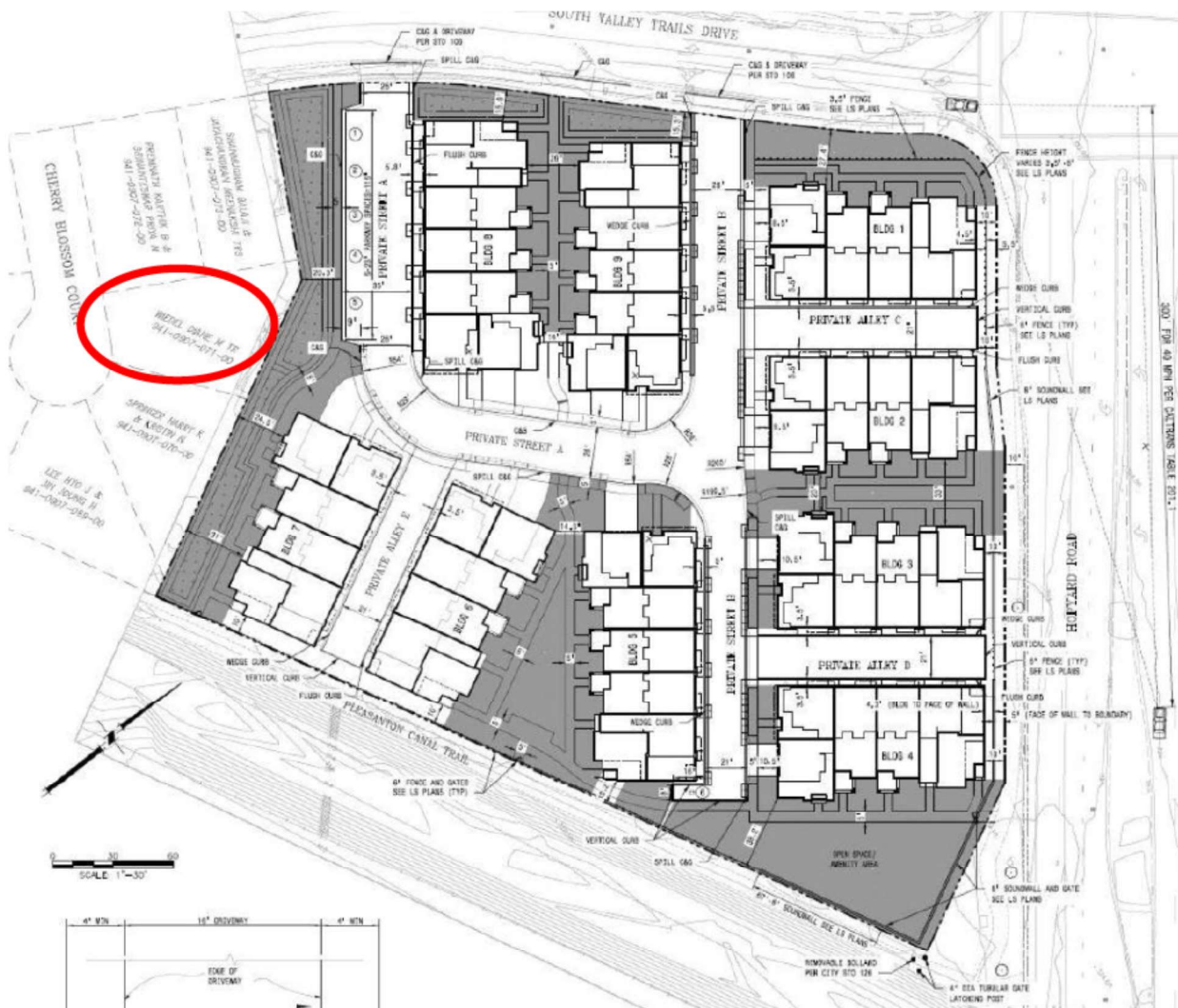


Figure 1 Our house location bordering with the project's lot.

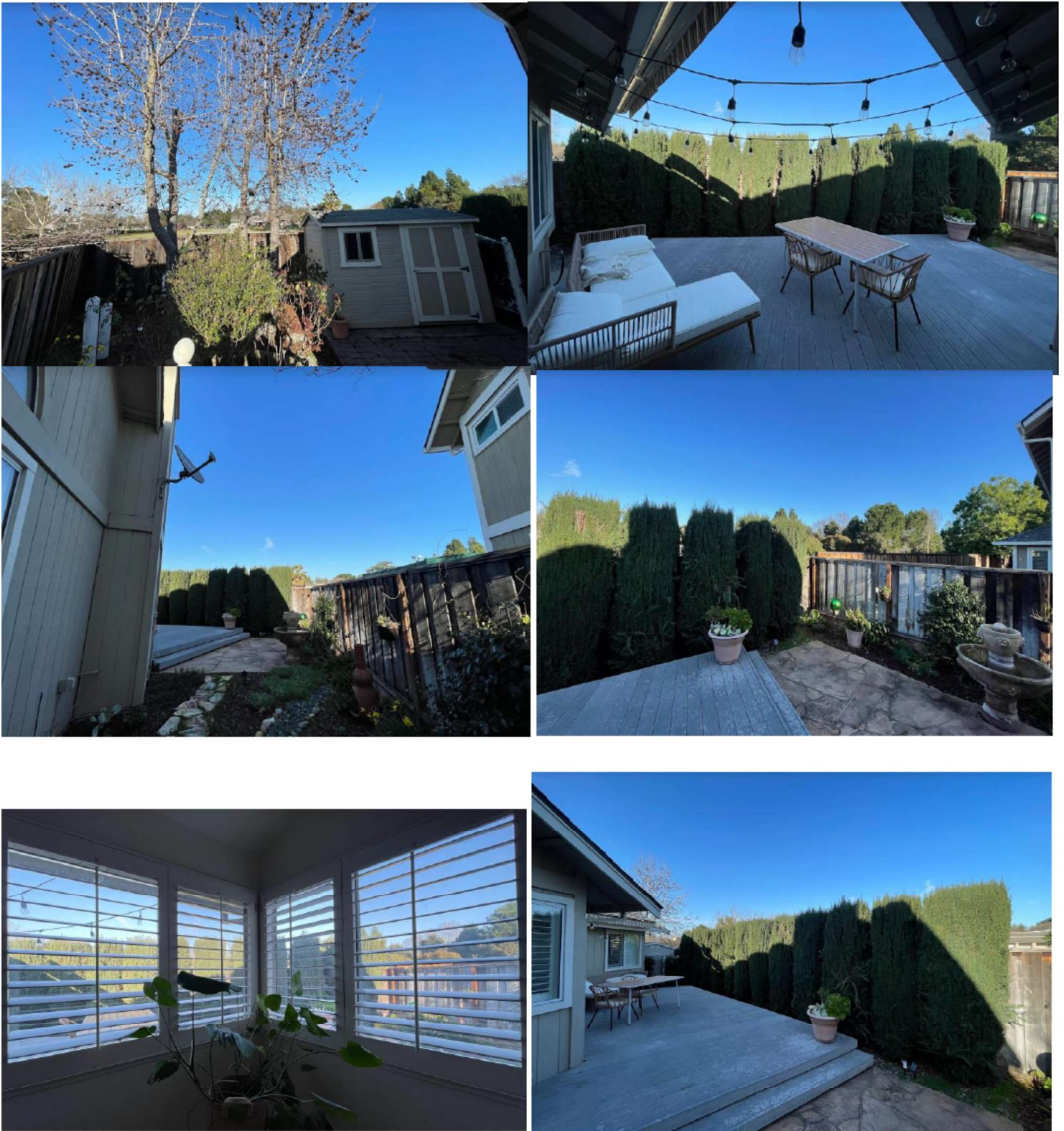


Figure 2 The current skyline and view of our house that will be significantly obstructed by these buildings



7 AM

Figure 3 Our house and our neighbor's house, significantly affected based on the Shadow Study JUNE 21



8 AM

Figure 4 Our house and our neighbor's house significantly affected based on Shadow study September/March 21



Figure 5 3D renders not matching the traffic laws and requirements



Figure 6 Major parking issues with the project: Hopyard is a main street and has no-parking policy, because of the intersection ~200ft of Valley trails is no-parking, there is a BUS STOP at a potential parking space for the lot, adding the private street close to the intersection impose major accident risks

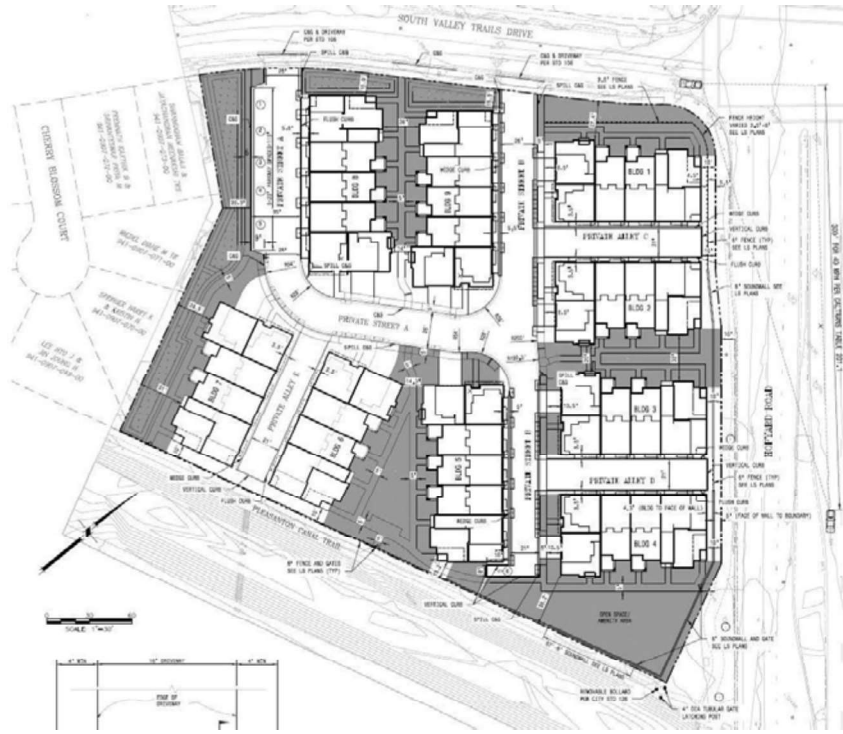


Figure 7 Only 6 guest parking with no handicap parking for 57 units (48 units are 1700, 1800, and 2300, abd 2600 sq.ft)

Based on **2020** traffic counts collected by the City, TJKM concluded that project-generated traffic would result in an increase of less than one percent in utilization of Hopyard Road. Thus, the proposed project would not substantially affect traffic operations on the City's roadway network.

The Transportation Assessment measured the traffic conditions at four study intersections during the typical weekday AM and PM peak hours. For the purpose of analyzing LOS, the two proposed site entrances were conservatively consolidated into one single access point. The study intersections, as shown in Figure 9, are as follows:

- Hopyard Road/Valley Avenue;
- Hopyard Road/South Valley Trails Drive;
- Hopyard Road/North Valley Trails Drive;
- Hopyard Road/West Los Positas Boulevard; and
- South Valley Trails Drive/Site Entrances.

Figure 8 page 86/2050 from exhibit C. traffic data is from the peak of Covid pandemic. Traffic analysis must be updated based on 2024 data, during school time, in the middle of a working week

CONCLUSION

The project is consistent with the density and land uses allowed for and zoned at this site, and with the exception of one incentive and 11 waivers for which have been requested pursuant to SDBL, would be consistent with all prescribed objective site development standards of the RM-1,500 District and other applicable City standards. The project provides 57 housing units, including nine affordable housing units, which assists the City in meeting its housing goals.

Although not a basis for approval or denial of the project, staff finds the building design and overall landscaping, open space to be attractive and the architectural style, finish colors, and materials will complement the surrounding development and generally conform to the Design Review requirements.

Primary Author: Diego Mora, Associate Planner, 925-931-5618 or dmora@cityofpleasantonca.gov.

Reviewed/Approved By:

Eric Luchini, Senior Planner

Melinda Denis, Planning and Permit Center Manager/Deputy Director of Community Development

Larissa Seto, Assistant City Attorney

Ellen Clark, Director of Community Development Department

P23-0177 & Tract 8672, 3200 Hopyard Road
Planning Commission

12 of 12

Figure 9 Page 12/12 of the staff review. The reviewer injects subjective opinions on aesthetics which, they themselves state, should not be a basis for approval.

Special Interest Areas

- Program 8.1: Enforce the provisions of the City's Zoning Ordinance and related planning ordinances to maintain the character of existing residential neighborhoods.

ALTERNATIVES

As outlined in the above analysis, staff believes the project, as proposed and conditioned, would be compatible with the other uses in the vicinity and not create adverse impacts, and recommends the Planning Commission approve the project. However, alternatives to the proposal that could be considered by the Planning Commission include:

1. Deny the project; or
2. Approve the proposal with modifications to the site layout, building designs, uses, etc.

PUBLIC NOTICE / PUBLIC COMMENT

Notice of the application was sent to the surrounding property owners and tenants within a 1,000-foot radius of the site. The applicant also posted an on-site project notification sign pursuant to the City's on-site project notification policy. At the time this report was published,

Figure 10 Sections from the review that potentially based on false data



KEY MAP

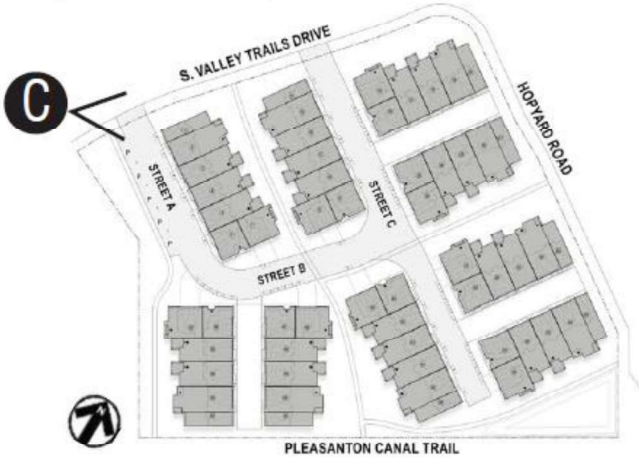


Figure 11 3D renders that do not match with the reality- on the right side of the 3D image based on the key map the old houses must be visible, however, a different view is shown in the 3D render



Figure 12 tight private alleys that prevent access of the emergency vehicles

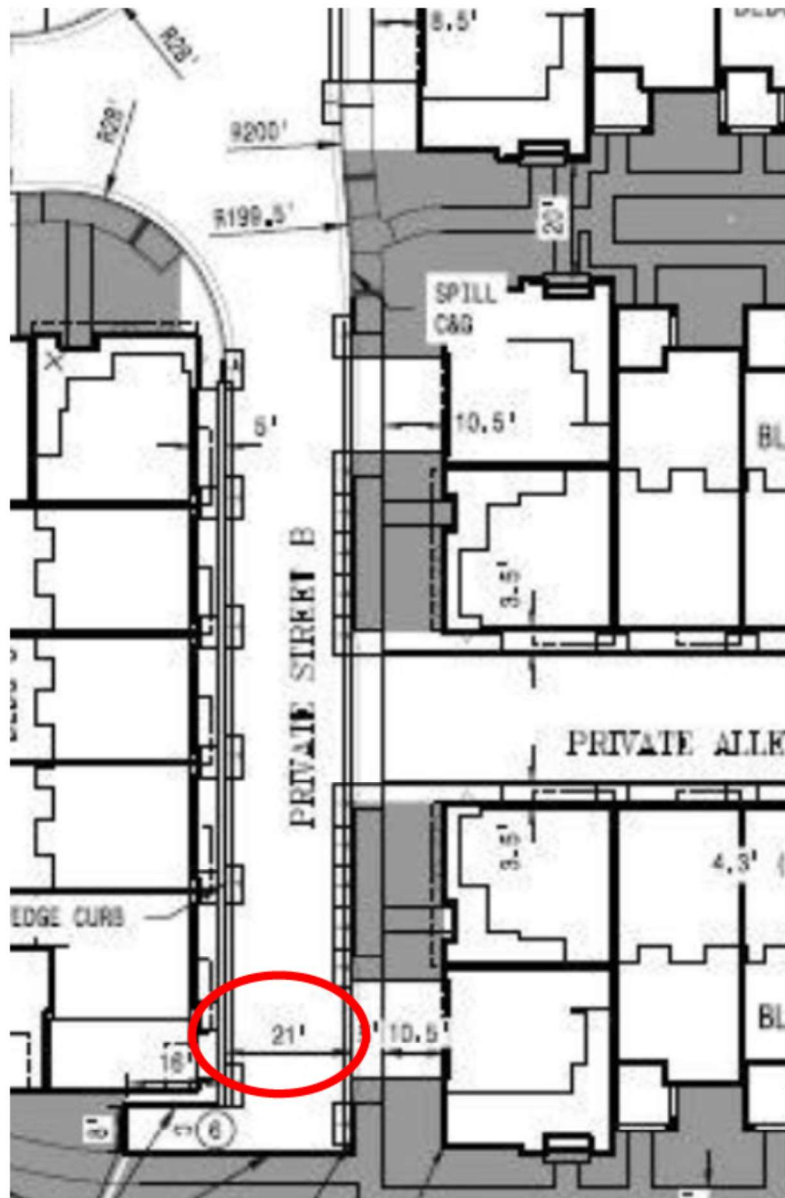


Figure 13 Another tight private alley that prevent access of the emergency vehicles

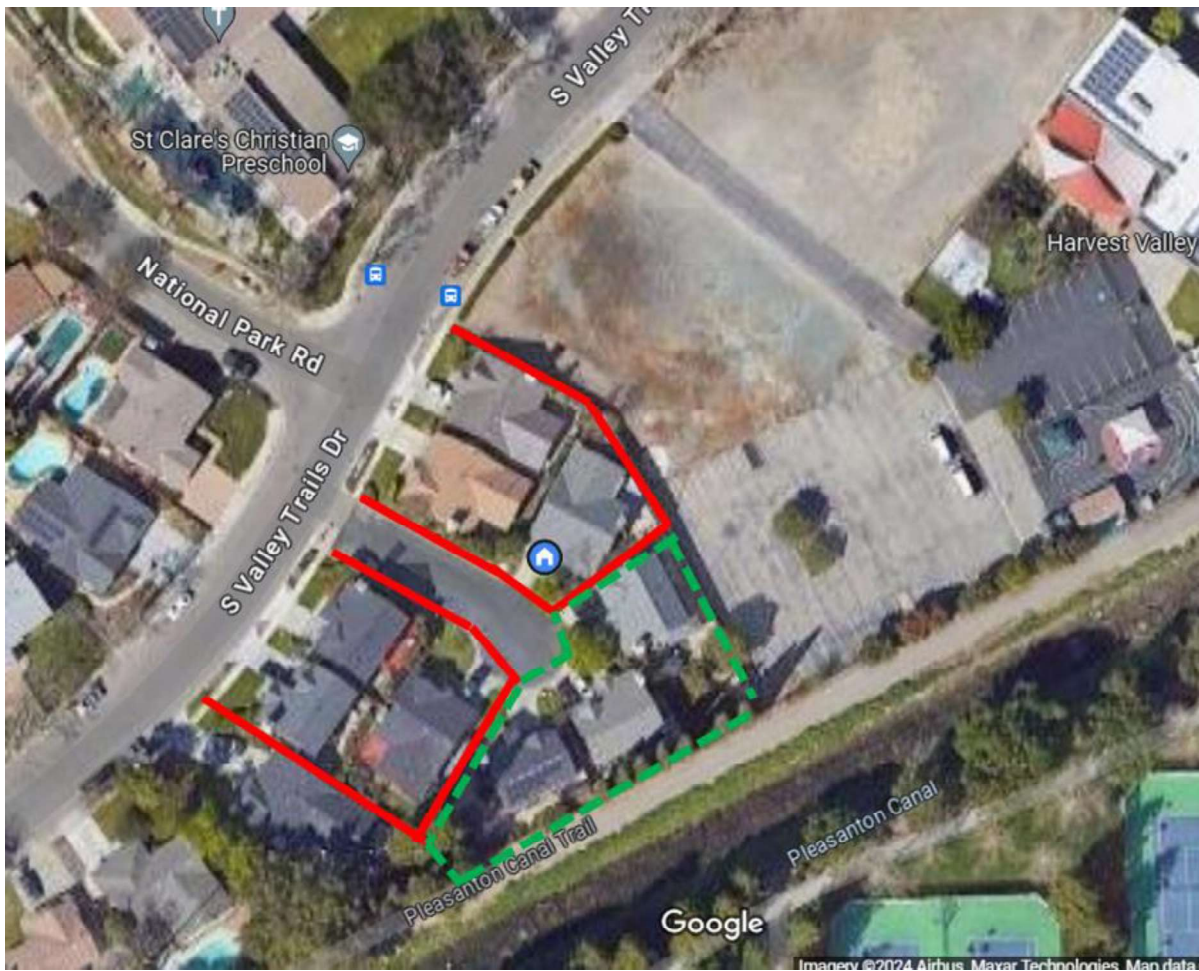


Figure 14 respecting the neighborhood and older houses in the neighborhood with making 1-story houses compatible with the neighborhood. Only the houses within the dashed-green lines are two-story houses, which will not block the view for neighbors and the neighborhood.

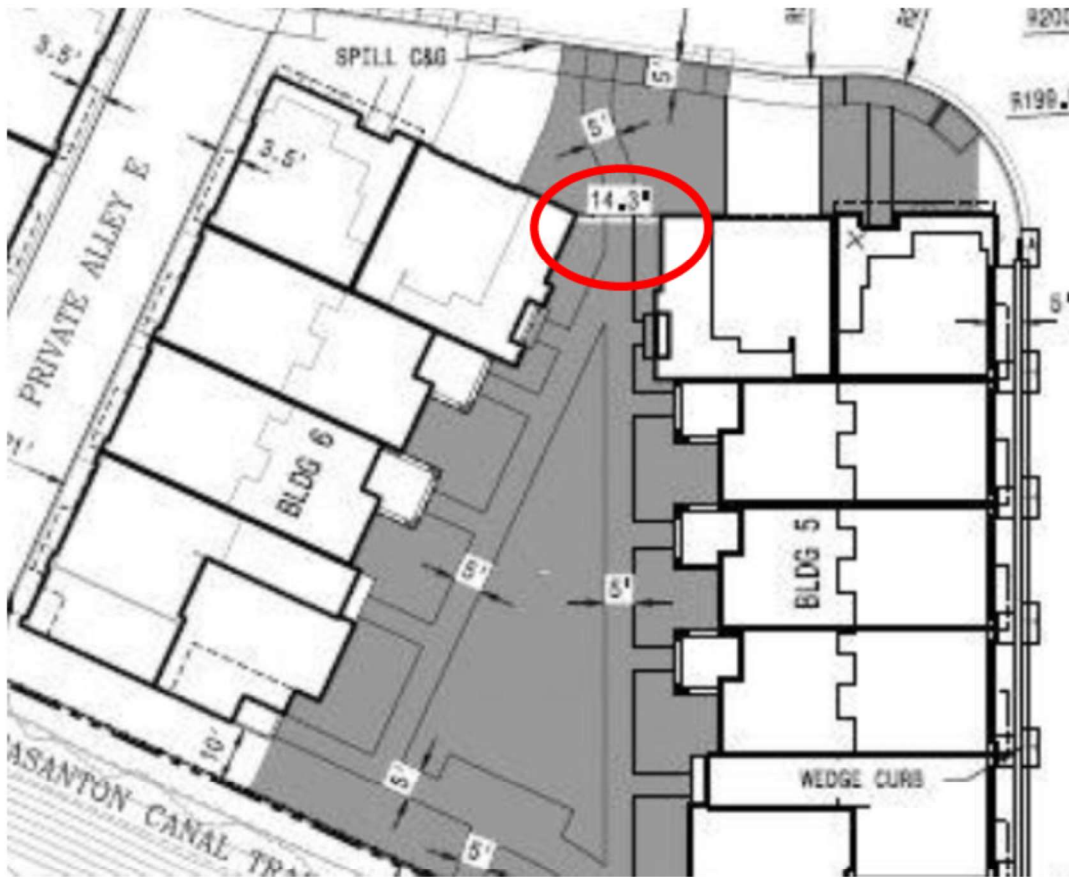


Figure 15 extremely closed buildings that eliminates residences' privacy and facilitates

City of Pleasanton Planning Commission

Matter of: P23-0177

Please allow the following to be entered into the record as my presented comments on February 29, 2024.

Thank you and best regards,

Ed Broome

██████ Hawaii Ct

Pleasanton, CA. 94588

████████████████████

Thank you for the opportunity to speak in opposition of this project. I want to make it clear I am in no way opposed to the future development of this site. However, this project as proposed, is simply not compliant.

The following excerpts from the Staff Report are simply inaccurate:

"...would be consistent with all prescribed objective site development standards of the RM-1,500 District and other applicable City standards." and

"...will complement the surrounding development and generally conform to the Design Review requirements"

"...the applicant cites that the objective development standards hinder the project that is within the allowed density."

Are not all these items in place for a purpose. Are not the Objective Design Development Standards, exactly that...OBJECTIVE and neutral?

We find serious and non-compliant and non-conforming issues with the proposed project:

Conformance with Site Development Standards:

Inclusionary Zoning Ordinance (IZO) and Affordable Housing

- The spirit of the IZO is to intersperse these units so that they are not singled out or easily identified. That is not achieved in this project.
- The current design of the buildings, where the affordable units are placed has the unfortunate result in **creating a segregated development**. This is a serious concern.
- The units don't appear to be a part of the main building and seem to be an afterthought.
- Additionally, the smaller size and location both literally and figuratively result in a "less than" stigma for those occupants.
- Does this Committee and this City want to endorse a segregated project?

ANALYSIS

General Plan Conformance

Special Interest Areas

- Program 8.1: Enforce the provisions of the City's Zoning Ordinance and related planning ordinances to maintain the character of existing residential neighborhoods.
 - This project clearly does not fall in line with that policy.

Vesting Tentative Map & Waiver Requests

Of the (11) waiver requests, (8) have significant negative impacts:

- Minimum Lot Width (24% REDUCTION)
- Minimum Lot Depth (14% REDUCTION)
- Floor Area Ratio (70% INCREASE)
- Maximum Height of Main Structure (13% INCREASE)
- Front Setback (25% REDUCTION)
- Street Side Setback (37.5% REDUCTION)
- Rear Setback (66% REDUCTION)
- Public Service Easement (50% REDUCTION)

- The project would provide on-site vehicular access from two new (one lane in each direction) private streets (Private Street 'A' and 'B'), off South Valley Trails Drive and three Private Alleys. However:
 - The width of Private St. B narrows to 21' near at the beginning of the dead end. However, there must be a minimum of 26' of unobstructed width where occupied floors exceed 30' in height. minimum width.
 - Per the Objective Design Standards for Housing sites for Multifamily Development it states: "A maximum of 20 percent or one, whichever is greater, of the total number of Internal Street and Alley segments shall be allowed to terminate in a dead end or turn around. The project as proposed shows three dead end Alleys and one dead-end internal Street

TRAFFIC

The TJKM study notes the City of Pleasanton the average daily traffic along Hopyard Rd in the vicinity of the project was approximately 38,750 vehicles per day. We feel this study is flawed and inaccurate for the following reasons:

- Study was conducted in 2020. In mid-March of 2020, the COVID travel restrictions were put into place and continued beyond the calendar year. The counts are underrepresented.
- Study is based on both driveways being bi-directional. They are now one-way.
- Does not consider effect on surface streets within Valley Trails
- Does not consider the existing traffic load within Valley Trails – assumes a zero baseline.
- Does not consider traffic effects from the single and only entrance/exit from Ken Mercer Park.
- The study does not consider congestion and gridlock at both the Hopyard/North Valley Trails, Hopyard/South Valley Trails, and Hopyard/Valley Ave.
- Current design prevents any left turn (Eastbound) from the project on to South Valley Trails.
- Study states that 5-6 queued cars will be all it takes to effect in-bound or out-bound travel at

LANDSCAPING

In view that dozens of mature trees will be removed and the mass of the project, it would be a better practice to plant 36" box trees vs. 24" box trees. 24" box trees will take a minimum of 10 years to match the size of the existing trees.

CMU stucco wall along Hopyard does not match any other sound wall the entire length of Hopyard. Wall materials, color and vine features should be required.

CONCLUSION

In conclusion, the project as presented fails to meet or comply with all of the items raised, and also fails to adequately meet six out of the nine criteria as required by Section 18.20.030 of the Pleasanton Municipal Code:

1. Preservation of the natural beauty of the city and the project site's relationship to it.
2. Appropriate relationship of the proposed building to its site, including transition with streetscape, public views of the buildings, and scale of buildings within its site and adjoining buildings.
3. Appropriate relationship of the proposed building and its site to adjoining areas, including compatibility of architectural styles, harmony in adjoining buildings, attractive landscape transitions, and consistency with neighborhood character.
4. Preservation of views enjoyed by residents, workers within the city, and passersby through the community.
5. Landscaping designed to enhance architectural features, strengthen vistas, provide shade and conform to established streetscape.
6. Architectural style, as a function of its quality of design and relationship to its surroundings; the relationship of building components to one another/the building's colors and materials; and the design attention given to mechanical equipment or other utility hardware on roof, ground, or buildings.

This project is simply not in conformance with established regulations and I strongly recommend its rejection.

Email From: Ron Gehring

March 5, 2024

**Email To: Diego Mora dmora@cityofpleasantonca.gov
Karla Brown kbrown@cityofpleasantonca.gov
Julie Testa jtesta@cityofpleasantonca.gov**

Re: High Density Development at Hopyard and Valley Trails

I am concerned about the proposed High-Density Development Project featuring a 3-story building going up on the corner of Hopyard and Valley Trails Drive.

I envision more traffic, more noise, less privacy and potential impact on property values.

I oppose this project because it harms our neighborhood character (not the least of which is removal of 27 trees including 6 Heritage Trees).

It makes our streets too busy, increases traffic dangers and strains our local park. It offers inadequate parking and heavily relies on unavailable off-street parking.

This tract of land was not meant for high density dwellings. This project had to apply for an excessive number of Incentives/Waivers which lower current city code requirements including:

**Minimum Lot Area
Minimum Lot Width
Minimum Lot Depth
Floor Area Ratio
Max Hight of Main Structure
Front Setback
Minimum Site Area Per Dwelling Unit
Rear Setback
Private Open Space Per Unit
Public Service Easement
Parking**

I have lived at my current address since 1979 and I would like a development plan that genuinely respects our neighborhood. I do not believe that this project provides that respect.

Sincerely



**Ron Gehring
[REDACTED] Valley Trails Drive
Pleasanton, CA 94588**

From: Monica Tong [REDACTED]
Sent: Wednesday, February 28, 2024 6:30 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>; [REDACTED] >;
kbrown@cityofpleasanton.gov <kbrown@cityofpleasanton.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>
Subject: High Density Development on Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I'm concerned about the height of this project. I feel it doesn't have the look of the present residential communities like Valley Trails and Parkside. I would prefer seeing single family homes or townhomes that are only 2 story homes to keep the cohesive look of this area. I'm not interested in Pleasanton looking like areas in the South Bay, which looks like poor zoning. If this isn't feasible, then fewer units need to be built for a less dense look.

Landscaping should be all drought-tolerant plants with California native trees.

Thank you,
Monica Tong

From: Kathy Pinard [REDACTED]
Sent: Tuesday, March 5, 2024 3:23 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: High Density Housing Plan

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I am writing regarding the planned high density housing on the lot of Harvest Valley Church. I strongly oppose this plan. There are a number of issues that make this a poor decision. There are significant traffic concerns on Hopyard, an already busy street, not to mention the lack of parking. There are only two entrances in and out of Valley Trails which poses a major safety concern. Finally, high density housing is not compatible with the neighborhood. Pleasanton has done a better job of growing in a sustainable way that enhances the city than nearby communities, such as Dublin. Compatibility, safety and livability are key to Pleasanton's success. This plan is not consistent with that approach.

Kathy Pinard

From: prashanth manoharan [REDACTED]
Sent: Monday, March 4, 2024 12:06 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: We oppose High density development on Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Good day!

This email is to officially register my opposition to the proposed High Density Development on Hopyard/ Valley Trails.

I oppose the project because it harms the character of our neighborhood, makes the streets too busy, increases traffic dangers, strains our local park, offers inadequate parking, heavily relies on unavailable off-street parking and requires excessive waivers to be compatible with our city code requirements. I want a development plan that genuinely respects our neighborhood and does not alter the character of the neighborhood.

Sincerely,
Prashanth Manoharan
Mansi Parekh
Residents of Valley Trails

From: Bryan Lin [REDACTED]
Sent: Monday, March 4, 2024 11:42 AM
To: Diego Mora <DMora@cityofpleasantonca.gov> [REDACTED]; Karla Brown <kbrown@cityofpleasantonca.gov>; Valerie Arkin <varkin@cityofpleasantonca.gov>; Jack Balch <jbalch@cityofpleasantonca.gov>; Jeff Nibert <jnibert@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>
Subject: Please stop high density project on Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Please stop the 57 condo units high density project on Hopyard Harvest valley church. I oppose this project because it harms our neighborhood characters, make our street busy, increases traffic dangers, strains our local park, offers already inadequate parking space, heavily relies on unavailable off-street parking,, and requires excessive waivers to be compatible with our city code requirements. Especially already heavy street parking space, it will increase the tension of Valley residents who fighting street parking space. I want a development plan that genuinely respects our neighborhood.

Best Regards,

Yeongkuo Lin

[REDACTED] Big Bend Ct

Pleasanton CA 94588

From: Kristin S [REDACTED]
Sent: Sunday, March 3, 2024 7:47 AM
To: Diego Mora <DMora@cityofpleasantonca.gov>; Bruce Myers [REDACTED] >
Cc: AJ Jahadakbar [REDACTED]
Subject: 3200 Hopyard Road

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Good morning,

I look forward to meeting with Bruce regarding the property at 3200 Hopyard Road. To this point, I have been focused on the impact to my property. I look forward to hearing Brue's ideas on how to minimize the impact on my use and enjoyment of my property, especially as it relates to the ability from the 2nd and 3rd story windows to look into my son's bedroom. I understand he has some ideas. (Thank you!)

I have had some additional time to digest what is being proposed and the impact it will have on the neighborhood. This morning, while I was out with my dog, I snapped some pictures from the street so you can better understand at least one of the concerns I share with the Valley Trails residents regarding the impact street parking will have on the neighborhood in the vicinity of the proposed project. Has anyone considered the safety issues that will be raised coming in and out of the St. Clare's parking lot, 3200 Hopyard Rd. parking lot, National Park Drive, and my court? Specifically, I would like to know if the City or Mr. Myers has looked at the safety issues, can you point me to a document where I can read the analysis?.

One major point I want to highlight is that the corner of National Park Drive and S. Valley Trails lacks any traffic control measures (i.e. stop signs) or cross-walks. Increasing foot traffic around this area without taking safety measures is extremely dangerous. Did the traffic survey address this issue?

From these pictures you can observe the following:

Images 8607 and 8608: These are the views coming out of my court from the end of the driveway. 8607 looks back into S. Valley Trails Drive. 8608 looks towards the proposed project. As you go back into S. Valley Trails Drive, there is a curvature that already provides a blind spot that is difficult to manage when cars are travelling from the back of S. Valley Trails Drive towards Hopyard Road. Look at Picture 8607 and imagine what that will be like if cars are parked there. Looking towards the proposed development, Increasing street parking will make it difficult to see cars travelling from Hopyard Road towards the back of S. Valley Trails Drive. This will add additional safety issues to the residents on my court and those travelling by car or foot on S. Valley Trails.

Images 8606, 8609, and 8610: Picture 8606 is taken from my court looking at the corner of National Park Drive and S. Valley Trails Drive. As you can see, there are no crosswalks or traffic signs regulating traffic. Picture 8610 looks from the corner of National Park Drive towards the back of S. Valley Trails Drive (where there is the curvature that creates a blind stop). As you can see with the large truck that is parked there, this area is already a safety hazard that should be addressed by the City. Can you imagine if more

cars are parked here? Is anything proposed to fix this intersection? Picture 8609 is taken from National Park Drive towards Hopyard Road and S. Valley Trails Drive. Imagine the safety issues that will occur with no traffic signs or cross walks and additional cars added to the street. Now, picture the safety issues in light of the lack of signage and fact that there are safety issues from both the Hopyard direction and back of S. Valley Trails Drive. Already for us court residents it is very dangerous trying to access our court from National Park Drive.

Images 8611 and 8613 are from the driveway at 3200 Hopyard Road. 8611 is taken from the driveway before you cross the sidewalk. 8613 is from the driveway but crosses the crosswalk. As you can see, the smaller bushes create safety issues for cars and pedestrians in the area. In order to get any view onto S. Valley Trails Drive, you have to cross the sidewalk which creates safety concerns for pedestrians. This hazard will be increased with taller trees that block the view and an increase in foot traffic. Also, remember, the people who will be crossing from the St. Clare's side and National Park Drive will be doing so without any traffic signals or cross-walks.

I am not opposed to the church selling their property and something else going into the lot. However, this needs to be a well thought-out project that balances the interests of all parties and does not create safety issues for residents in our neighborhood or those who access the daycare and religious services at St. Clares and the religious center that shares their parking lot (I apologize as I don't know the name of it.) I look forward to hearing how this is being addressed by the city and builder. I welcome key decision-makers to come to S. Valley Trails Drive and try to cross at National Park Drive to my court. Maybe we can set up a scenario with the other residents to park cars there and stage cars to traverse up and down S. Valley Trails and the key decision-makers can try to cross by foot and vehicle without any traffic signs or cross-walks. One game of Frogger might give you guys a different perspective.

Sincerely,
Kristin Springer





From: Paulina Spurs [REDACTED] >

Sent: Monday, March 4, 2024 9:01 AM

To: [REDACTED] Diego Mora <DMora@cityofpleasantonca.gov>

Subject: Re: Application to build on Valley Trails Dr/ Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Sirs,

I urge you not to allow for this complex to be built right in front of and on the same street as Valley Trails Homeowners. First of all it's an odd fit. Nothing around this area of homes like it. We do not need the extra traffic coming in and out of our street. Also, we have been here for over 50 years and now you are this 114 unit apartments for low income also. Wow. I seriously would reconsider as we like our streets quiet and safe. We are ready for a battle if needed.

Thank you,
Paula Spurrier

From: Jack Balch <jbaldch@cityofpleasantonca.gov>
Sent: Monday, March 4, 2024 8:56 AM
To: Karthik Balaji [REDACTED]
Cc: Connie [REDACTED]; Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Re: Opposition to Proposed High-Density Housing Development in Valley Trails

Karthik –

I appreciate your patience; I didn't realize it but your email to us went into my junk mail folder, and I only checked it this morning. I'm including Diego so that I make sure he receives your comments (this time from me below) and incorporates them into the record and consideration for the Planning Commission.

As to your email, I've received now more than several emails related to this project and wanted to let you know that I understand and share your concerns with the impacts of new housing developments. I, too, wish to maintain the great quality of life that we have here in Pleasanton. Connie and I have spoken about this project more than a few times.

In short, you've likely heard, this project is following state law and obtaining some variances due to its building some affordable housing units. I've mentioned to a few others who have reached out that there are typically two paths that can be followed: one whereby they follow a checklist of our Pleasanton Objective Design Standards (ODS) – in this case an older SB330 set, or two, whereby they would need some variances from that checklist and thereby some additional discretion by the City could be applied. As you may have seen, City Staff report on the project has been published and is [available here](#). City Staff asserts that the applicant has followed the ODS, which is intended to be subjective in nature. I noted the Planning Commission hearing outlined many of the issues as you've likely noted. They've continued the matter until 03/13 so that they can learn more about the traffic impacts and issues there.

As you may know, state law has become much stricter on the discretion we can apply – one could speculate as to why, but typically local opposition to any housing has been cited by state officials. As you may know Pleasanton has had its own history with housing limits and lost the lawsuit in 2010 that cost the City millions in legal fees and other impacts. In the recent housing element, I advocated for evaluating the East Side as a manner to have Pleasanton accommodate the Regional Housing Needs Assessment (RHNA), which is a planning tool to say how much additional housing through zoning the city must plan for. In short, my thought is that the city can grow out (called sprawl), or it can grow up (called density). The East Side represented a path outward, and I strongly believe it would have allowed us to reduce the densification of existing neighborhoods that we're facing now. Though the City Council voted 3-2 against evaluating the East Side, I do continue to advocate for diverse housing types, such as ADUs, duplexes, and triplexes, which are typically smaller, more affordable, and I believe can integrate more sensitively into our community fabric, thereby not burdening one area of our city (these are sometimes called the 'Missing Middle'). While this site wasn't a new housing site in that element, it is part of the overall 'where we put housing' conversation.

Pleasanton is facing a pressing housing affordability crisis. As I continue to serve longer, I hear more and more the challenges unaffordable housing represents to our community – from our non-profits seeking employees, our hospital staff, to our own police, firefighters and teachers not being able to afford to live in or near our community. The challenge is finding the right balance that honors our city's character and preferences of our residents.

I recognize this email may be delivering a bit of undesired news, but I value transparency and wanted to provide accurate information to you.

I'm happy to set up a time to speak with you further if you'd like.

Thank you again,

Jack Balch
Councilmember

jbaldh@cityofpleasantonca.gov

From: Karthik Balaji [REDACTED]
Date: Wednesday, February 28, 2024 at 1:39 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>, [REDACTED]
[REDACTED], Karla Brown <kbrown@cityofpleasantonca.gov>, Valerie Arkin
<varkin@cityofpleasantonca.gov>, Jack Balch <jbaldh@cityofpleasantonca.gov>, Jeff Nibert
<jnibert@cityofpleasantonca.gov>, Julie Testa <jtesta@cityofpleasantonca.gov>
Cc: Parisa Bayati [REDACTED]
[REDACTED]
Subject: Opposition to Proposed High-Density Housing Development in Valley Trails

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Builder & Pleasanton City Council,

I hope this message finds you well. **I am writing to express my deep concerns regarding the proposed construction of new high-density homes in our beautiful Valley Trails neighborhood.** As someone deeply invested in the well-being and character of our community, I feel compelled to share my reservations about this project.

Firstly, the concerns regarding parking, including the impact on Chabot's parking situation, escalating traffic, and the unfavorable first impression created by the current design are not to be understated. These issues, if not adequately addressed, have the potential to compromise the essence of our neighborhood and the quality of life we hold dear.

As a resident of Valley Trails, I oppose this project for several reasons:

Harm to Neighborhood Character: The proposed development threatens the unique character of our community and could lead to a significant departure from the charm that defines Valley Trails.

Increased Traffic Dangers: The density of the project may result in increased traffic dangers, making our streets less safe for residents and pedestrians.

Strain on Local Park: The higher population density could strain our local park, impacting its accessibility and enjoyment for current residents.

Inadequate Parking: The proposed plan appears to offer inadequate parking solutions, which could exacerbate existing parking challenges and inconvenience residents. Relying on off-street parking that is not readily available could further complicate the parking situation and impact the functionality of the neighborhood.

Overlooking Issues: I am worried about potential privacy infringements as the new high-rise may have windows and balconies that directly overlook my property, impacting the intimate nature of my living space. The prospect of a tall building next door threatens to compromise the visual privacy within my home and outdoor spaces, causing a significant impact on my daily life.

Increased Noise Levels: The construction process and subsequent human activity in the high-rise could introduce unwanted noise, disrupting the peaceful environment I currently enjoy at home.

Overlooking Issues: High-rise apartments may have windows and balconies that directly overlook your property, compromising your privacy and creating a feeling of intrusion into your personal space.

Loss of Visual Privacy: Tall buildings can lead to an increased sense of exposure, making it challenging to maintain a sense of visual privacy within your home and outdoor spaces.

In opposing this project, I am advocating for a development plan that genuinely respects the character and values of our neighborhood. I believe we can work together to create a vision that enhances the beauty of Valley Trails, making it a showplace that is inviting from Hopyard Road.

Here are some ideas to consider:

Green Spaces and Landscaping: Incorporate ample green spaces and landscaping to enhance the aesthetic appeal of the development and maintain a sense of natural beauty.

Architectural Design: Ensure that the architectural design complements the existing structures in Valley Trails, creating a cohesive and visually pleasing environment.

Traffic Management: Implement effective traffic management solutions to minimize congestion and enhance safety on our streets.

Community Engagement: Foster open communication with the community to gather insights and ideas, ensuring that the development aligns with the desires of Valley Trails residents.

I kindly request your consideration of these concerns and ideas as you evaluate the proposed project. I believe that, through thoughtful collaboration, we can arrive at a solution that preserves the unique character of Valley Trails while meeting the needs of all stakeholders.

Thank you for your attention to this matter. I am open to further discussion and collaboration to find a solution that benefits our community.

Sincerely,
Karthik Premnath
Secretary

Cherry Blossom Association


From: Bernard Phelan [REDACTED]
Sent: Saturday, March 2, 2024 1:50 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Re: Oppose new development

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I understand there is a follow up meeting. I would like to know, with so many people who don't want this, why would the commission consider approval? This only benefits the developers pockets-while the immediate residents pay the price. There could not be a worse location for something like this. Please do not allow this company the opportunity to ruin our city. Thank you.

On Wed, Feb 28, 2024 at 1:03 PM Diego Mora <DMora@cityofpleasantonca.gov> wrote:

Good Afternoon,

Thank you for your email. Your comments are received and will be added to the report.

Best,

Diego Mora

Associate Planner, Community Development Department

925-931-5618

dmora@cityofpleasantonca.gov

City of Pleasanton | P.O. Box 520, Pleasanton, CA 94566



From: Bernard Phelan [REDACTED]
Sent: Wednesday, February 28, 2024 1:00 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Cc: Connie Cox [REDACTED]
Subject: Oppose new development

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Please find attached a letter opposing the proposed housing development on Hopyard and Valley Trails.

Thank you.

From: Anand Deshpande [REDACTED]
Sent: Saturday, March 2, 2024 11:44 AM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Re: Proposed Hacienda Park Development

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Mr Mora

Thank you for including my comments in the planning commission meeting of Feb 28th, 2024.

As it was very evident the developer has not considered following points

- 1) Concerns of the neighbors abt their privacy
- 2) Concerns of the neighbors abt overflow parking needs for the residents and guests of the residents
- 3) I did not see any parking for disabled visitors at the site which can impact available parking for the residents and guests.
- 4) Impact to schools. On the night of 28th as we were discussing the housing, school teachers were debating with School board to ensure student-teacher ratio is well managed. This demand is directly contradicting what planning commission is working on.

I am not sure I understand intent of SB330 which requires developers to build residential communities very close to Public Transport, Parks, Shopping, schools etc. Is the state expecting that the residents of these communities should not own a car? If this intent is very clear then it will make it easy to say this community can only sell to people who should not have cars.

I also noticed one thing in the planning commission guidelines. Certain communities in Pleasanton are prone to foundation issues. Valley Trails is known for that. In this case the developer should build the foundation only with Piers which reach bedrock so that the houses do not face this issue in future. I think we all as city and community should ensure all the new construction in Pleasanton should be solid and help current and future residents.

I as resident of Valley Trails strongly oppose this new construction at the corner which will create gridlocks during any emergency.

Thank you
Anand Deshpande
Valley Trails Resident
On Friday, February 23, 2024 at 08:45:03 AM PST, Diego Mora <dmora@cityofpleasantonca.gov> wrote:

Good Morning,

Thank you for your email. Your comment will be added into the record.

Best,

Diego Mora

Associate Planner, Community Development Department

925-931-5618

dmora@cityofpleasantonca.gov

City of Pleasanton | P.O. Box 520, Pleasanton, CA 94566



From: Anand Deshpande [REDACTED]
Sent: Thursday, February 22, 2024 7:00 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>; [REDACTED]
Subject: Proposed Hacienda Park Development

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Mr Mora, Mr Myers

I, resident of Valley Trails neighborhood, saw boards of new development at the intersection of Hopyard and South Valley Trails.

I am concerned about this development as I can see its impact on traffic around South Valley Trails and in our community. The streets in our neighborhood are already crowded with the introduction of recently added 36 new homes. The added traffic will also introduce concerns around public safety as the walkways around this neighborhood are used by kids and community members for going to school or going to neighborhood parks.

This new proposed plan will also impact neighborhood in its vibe which we all currently enjoy. Its a small community of all single family homes and having such a condo/multi-story construction just at the entrance will disturb that.

I kindly request you to reconsider the proposal.

Thank you
Anand Deshpande
Concerned Valley Trails resident

From: Raeann He [REDACTED]
Sent: Thursday, February 29, 2024 10:46 AM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Cc: [REDACTED]
Subject: Building plan at 3200 Hopyard Road

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Good morning, Mr. Myers & Mr. Mora,

I am one of the residents at South Valley Trails Drive. My name is Raeann. My neighbors and my family are very concerned about the building plan at 3200 Hopyard Road.

The reasons are:

First, We moved to Pleasanton because of good schools and a safe community and that's the reason we would like to pay a lot of property taxes each year and income tax to Pleasanton. Donlon Elementary School is already having many more students than any other elementary schools at Pleasanton. When we moved here, the rating of the school was 8 out of 10, and now it is 5 out of 10. With more condo apartments coming to this community, I expect a more crowded and less rating school and less safe community.

Second, when we drive home from work, we wouldn't want to see bikes, towels, etc on apartments' decks. When we invite guests, we do not want to give our guests a terrible impression that this is a crowded and unsafe environment. When we sell our property, we hope to at least match our buying price.

Third, The traffic on South Valley trails and hopyard dr. in the morning is bad already. With 57 more condos, I am not sure how we could get through on rash school mornings.

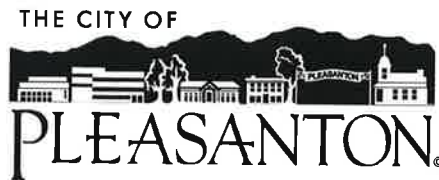
It's not that as Pleasanton residents, we do not want to contribute and cooperate with the city plan. We hope this plan could be revised to beautiful single homes that could benefit future residents, present residents, and the city.

Thank you for taking your time. Thank you for your consideration.

Have a great day,
Raeann

SUPPLEMENTAL MATERIAL
Provided to the Planning Commission
After Distribution of Packet

Date Distributed: 2/27/24



MEMORANDUM

Date: February 27, 2024
To: Chair and Members of the Planning Commission
From: Ellen Clark, Director of Community Development 
Re: February 28, 2024 – Item 4

After publishing the February 28, 2024 Agenda Packet, the applicant contacted staff to suggest some additional revisions/refinements to the draft Conditions of Approval (Agenda Item 4).

Suggested revisions included editorial revision to the project materials to revise the dated year of the Land Title Survey from 2023 to 2022, and number sequence correction after draft Condition of Approval 79. It was also suggested that Condition of Approval 81 Sanitary Sewer be removed because the report was completed and found no network deficiencies. To assist in the Planning Commission's review of these suggested changes, staff has incorporated them into a revised redline/strikeout draft (Attachment 1).

Staff agrees that these revisions would help to clarify the draft conditions of approval and would not alter the overall project scope.

Attachment 1 Draft Conditions of Approval, revised redline

EXHIBIT A
DRAFT CONDITIONS OF APPROVAL

P23-0177, Tract 8672

3200 Hopyard Road

February 28, 2024

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

This approval is granted for a Design Review (P23-0177) and Vesting Tentative Map 8672 approval pursuant to SB 330 to: 1) demolish an existing church and daycare facility; 2) construct a housing development consisting of 57 units comprised of 48 three-story townhome-style condominiums ranging in size from approximately 1,691 to 2,738 square feet, nine apartment units, and related site improvements; and 3) Vesting Tentative Map located on Assessor Parcel No(s). 941-0907-062 at 3200 Hopyard Road. Development shall be substantially as shown on the project materials listed below:

- a. Project plans, Exhibit B, Vesting Tentative Tract Map 8672 by MacKay & Somps, Architectural Plans by WHA Architects, and Landscape plans by Ripley Design, dated "Received" on September 5, 2023, and kept on file in the Planning Division of the Community Development Department.
- b. ALTA/NSPS Land Title Survey by MacKay & Somps, dated September 16, 2023 2022, and kept on file in the Planning Division of the Community Development Department.
- c. Lighting Plan - Photometric Analysis by Associated Lighting Representatives, dated October 6, 2023, and kept on file in the Planning Division of the Community Development Department.
- d. Arborist Report prepared by Buena Vista Tree Service for Catalyst Development Partners LLC, dated May 2023, and kept on file in the Planning Division of the Community Development Department.
- e. Traffic Technical Memorandum prepared by TJKM Transportation Consultants for Catalyst Development Partners LLC, dated January 2, 2024, and kept on file in the Planning Division of the Community Development Department.
- f. Geotechnical Investigation Report by Cornerstone Earth Group for Catalyst Development Partners LLC, dated September 27, 2022 (revised August 30, 2023) (Project No. 1380-1-1), and kept on file in the Planning Division of the Community Development Department.

- g. Phase I Environmental Site Assessment (ESA) by Cornerstone Earth Group for Catalyst Development Partners LLC, dated September 8, 2022, and kept on file in the Planning Division of the Community Development Department.
- h. Air Quality Technical report by Ascent Environmental for Catalyst Development Partners LLC, dated August 23, 2023, and kept on file in the Planning Division of the Community Development Department.
- i. Environmental Noise Study by Coffman Engineers for Catalyst Development Partners LLC, dated September 1, 2023, and kept on file in the Planning Division of the Community Development Department.
- j. Biological Resources Analysis Memorandum by Monk & Associates Environmental Consultants for Catalyst Development Partners LLC, dated July 20, 2023, and kept on file in the Planning Division of the Community Development Department.
- k. Hydrology Analysis Technical Memorandum prepared by Akel Engineering Group, Inc. dated September 2023, and kept on file in the Planning Division of the Community Development Department.
- l. LEED v4 Neighborhood Development Plan Project Checklist prepared by Mason Wodhams Architectural Corporation for Catalyst Development Partners LLC, dated April 18, 2023, and kept on file in the Planning Division of the Community Development Department.

The project materials listed above are collectively the "Approved Plans".

THIS APPROVAL IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. APPROVAL AND REVISIONS: The proposed development shall be in substantial conformance with the "Approved Plans", except as modified by the following conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance with the approved exhibits. Planning Division approval is required before any changes are implemented in site design, grading, architectural design, building colors or materials, green building measures, landscape material, etc.
- 2. EXPIRATION – The design review approval shall lapse and shall be void 2 years following the effective date of approval of both the design review and vesting tentative map, unless: (1) a final map is approved before the vesting tentative map expires, and then the term of development rights shall be as set forth in Section 19.22.070 of the PMC; (2) prior to expiration a building permit is issued and construction is commenced and diligently pursued to completion; (3) the applicant has filed a request for: (a) design review approval extension pursuant to the provisions of Section 18.12.030 of the PMC, or (b) a vesting tentative map extension per Section 19.22.070.D.2, of the PMC. The vesting tentative map shall expire as provided in Section 19.22.070 of the PMC.
- 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 final map and 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. **BUILDING MATERIALS AND COLORS:** The building materials and colors in the Approved Plans shall be stated on the building permit plans.
7. **PAVING MATERIALS:** The color, material, design, and product specifications for the paving materials used on-site shall be in conformance with the Approved Plans and included with the building permit submittal. Any proposed modifications to the final paving design details shall be subject to review and approval by the Planning Division prior to issuance of building permits.
8. **WINDOWS:** Manufacturer type, design, material, and installation details for all windows within the project shall be specified for each unit/building in conformance with the Approved Plans in the building permit submittal. Any proposed modifications shall be subject to review and approval by the Planning Division prior to issuance of building permits.
9. **FENCE/WALL:** All fencing and walls shall be shown on the construction plans with the building permit submittal. The design and location must be approved by the Planning Division and comply with all setback requirements.
10. **LIGHTING PLAN:** The applicant shall submit a lighting plan with the building permit submittal in conformance with the Approved Plan. The plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. Any proposed modifications shall be subject to review and approval by the Planning Division prior to issuance of building permits.
11. **BUILDING SURVEY:** The applicant shall submit a building survey and/or record of survey and a site development plan in accordance with the provisions of Chapter 18.68 of the PMC. These plans shall be approved by the Chief Building Official prior to building permit issuance. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.
12. **PAD AND SETBACK CERTIFICATION:** The applicant shall submit a pad elevation certification prepared by a California licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development certifying the pad elevations and building

locations (setbacks) are conforming to the approved plans, prior to receiving a foundation inspection for the structures.

13. **BUILDING HEIGHT CERTIFICATION:** The applicant shall submit a building height certification prepared by a California licensed land surveyor or civil engineer to the Director of Community Development before the first framing or structural inspection by the Building and Safety Division. The height of the structures shall be surveyed and verified as being in conformance to the approved building heights as shown on Exhibit B or as otherwise conditioned.
14. **FINAL INSPECTION:** Final inspection of each building by the Planning Division is required prior to that building's occupancy.
15. **TRANSFORMERS:** New electrical transformers shall be placed underground, or aboveground and screened from view to the satisfaction of the Director of Community Development. Details of the new electrical transformers, and any screening architecturally compatible with the building, shall be included in the building permit submittal and shall be subject to the review and approval of the Director of Engineering/City Engineer and Director of Community Development prior to building permit issuance.
16. **MECHANICAL EQUIPMENT – SCREENING:** The applicant shall effectively screen from view all ducts, meters, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or on the roof, with materials architecturally compatible with the building in conformance with the Approved Plan and Objective Design Standards. Screening details shall be shown on the plans submitted for building permit. All required screening shall be installed prior to final occupancy.
17. **RECYCLING AND COMPOSTING PROGRAMS:** The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs and Pleasanton Municipal Code Chapter 9.23 Organics Reduction and Recycling.

Green Building and Sustainability Measures

18. **ALL-ELECTRIC:** This project is to have no new gas infrastructure installed. This shall be reflected in the plans submitted for Building Permits.
19. **Climate Action Plan 2.0 Compliance:** Prior to building permit issuance, a GHG Emission Compliance Checklist shall be provided to the Planning Division for review and approval by the Director of Community Development. The measures shall be shown on the building permit plans submitted to the Building and Safety Division. The Checklist shall include notation indicating the sheet(s) the measure can be found. Prior to building permit final, all of the measures indicated on the approved checklist shall be inspected and approved by the City of Pleasanton.

Construction Practices and Noticing

20. **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.

21. **CONSTRUCTION PARKING:** Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard subject to receipt of a temporary conditional use permit (per PMC 18.116.010.E).
22. **CONSTRUCTION TRAILERS:** A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
23. **CONSTRUCTION AND PARKING MANAGEMENT PLAN:** The applicant shall prepare a construction and parking management plan to address impacts and parking demands during the construction phase of the project. The construction and parking management plan shall be subject to review and approval by the City Traffic Engineer and Director of Community Development prior to issuance of a demolition permit, or the first building permit, whichever comes first. The following items shall be incorporated into the construction and parking management plan:
 - a. Show truck route for construction and delivery trucks that does not include neighborhood residential streets, unless approved by the City Traffic Engineer;
 - b. Show construction vehicles and equipment parking area, materials storage, temporary fencing, construction trailer location, and construction contractors/workers parking area.
 - c. Sidewalk closure or narrowing is not allowed during on-site construction activities without prior approval by the City.
24. **PORTABLE TOILETS:** Portable toilets used during construction shall be kept on the project site and as far as possible from existing residences and shall be emptied to prevent odor.
25. **EXCESS SOIL AND SOIL STOCKPILING:** All excess soil from the site shall be off-hauled from the site and disposed of in a lawful manner. No temporary stockpiling of dirt on this site shall occur unless approved with the grading plans or without specific review and approval by the Director of Community Development.
26. **NOTICE OF CONSTRUCTION:** Prior to construction, the applicant shall notify neighbors within 300-feet of the project site of the construction schedule in writing. Such notice shall include contact names and numbers for property owner, agent or contractor.
27. **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.
28. **CULTURAL RESOURCES:** In the event that human remains are discovered during grading and construction of the project, work shall stop immediately. There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Section 5097.98.

These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify the persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains.

Fees

29. 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 SB 330 Preliminary application was submitted, October 14, 2022, subject to applicable existing inflation adjustments.
30. WATER FEES AND WATER METER CONNECTION FEES: The applicant shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters and irrigation meters, if applicable, prior to building permit issuance
31. SEWER FEES: The applicant shall pay the applicable Dublin-San Ramon Services District (DSRSD) and City sewer connection fees prior to building permit issuance.
32. SCHOOLIMPACT FEES – RESIDENTIAL NEW CONSTRUCTION: Applicant shall work with the Pleasanton Unified School District (PUSD) to develop a program to offset this project's long term effect on school facility needs in Pleasanton. This program shall be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities. The method and manner for the provision of these funds and/or facilities shall be approved by the PUSD and in place prior to building permit issuance. Written proof of compliance with this condition shall be provided by applicant to the City, on a form generated by the PUSD, prior to building permit issuance.

Environmental

33. Project shall incorporate sound-rated windows, ventilation systems, noise barriers, etc., necessary to ensure that both indoor and outdoor noise levels at the proposed project comply with the standards established in the Pleasanton General Plan.
34. Project shall implement signage and striping efforts to restrict the proposed eastern driveway along South Valley Trails Drive to exclude left-in movements. **Project Specific Condition**
35. Prior to the issuance of a grading or building permit, the project applicant shall submit an air quality construction plan that includes BAAQMD basic Best Management Practices.
 - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - All vehicle speeds on unpaved roads shall be limited to 15 mph.

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a six- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

Project Specific Condition

Other

36. The Homeowners Association shall include restrictions in the CC&R's on smoking at the site in conformance with Pleasanton Municipal Code Chapter 9.27 Restrictions On Smoking At Condominiums, Townhomes And Buildings With Three Or More Attached Units.

HOUSING DIVISION – 925-931-5007

37. AFFORDABLE HOUSING AGREEMENT: The applicant shall execute a City Council-approved Affordable Housing Agreement which sets forth the methodology for the applicant's compliance with Pleasanton Municipal Code Chapter 17.44 requirements and which agreement shall be recorded prior to or concurrently with the final map. **Project Specific Condition**

BUILDING AND SAFETY DIVISION – 925-931-5300

38. PHASED OCCUPANCY: If building occupancy is proposed to be phased, the applicant shall submit a phasing plan to the Chief Building and Safety Official for review and approval.
39. DIGITAL PLAN SUBMITTAL REQUIREMENT – COMMERCIAL, MULTI-FAMILY RESIDENTIAL AND CONDOMINIUM PROJECTS: The applicant shall submit site plan and building information to the City's Geographic Information Services (GIS) Division in a digital format prior to issuance of the building permit. All changes or revisions to the approved plans during construction which affect the digital submittal, shall be resubmitted for GIS review no later than one month prior to scheduling a final inspection. The updated digital submittal will be checked and approved before the building permit will be finalized and certificate of occupancy granted (if applicable). For phased project, the digital submittal must be approved prior to the first occupancy of any phase. The information will be used for public safety and emergency response planning by the Police and Fire Departments. Refer to the "Digital Plan Submittal Requirements" for necessary data and file formatting requirements.

TRAFFIC ENGINEERING DIVISION – 925-931-5677

40. TRAFFIC CONTROL Plan (TCP): A comprehensive traffic control plan shall be submitted to the City Traffic Engineer for review and approval. Best management practices to minimize traffic

impacts shall be used during construction, including scheduling of major truck trips and deliveries, to avoid peak travel hours. The TCP shall have proper lane closure procedures such as flagger stations, signage, cones, and other warning devices implemented during construction. The TCP shall also include time of day/hours of lane closures and total number of days

41. TRUCK ROUTES: The haul route for all materials to and from the project site shall be reviewed and approved by the City Traffic Engineer prior to building permit issuance and shall include the provision to monitor the street surfaces used for the haul route so that any damage and debris attributable to the haul trucks is identified and corrected at the expense of the applicant.
42. TRAFFIC SIGNAGE AND STRIPING – ON SITE: All on site traffic related signage and striping shall be included in the building permits plans for review and approval by the City Traffic Engineer prior to building permit issuance.
43. TRAFFIC SIGNAGE AND STRIPING – OFF SITE: All off site traffic related signage and striping shall be included in the improvement plans for review and approval by the City Traffic Engineer prior to permit issuance.
44. TRAFFIC IMPACT FEES: The applicant shall pay any traffic impact fees for the development as determined by the City Traffic Engineer. The fee shall be paid prior to building permit issuance.

LANDSCAPE ARCHITECTURE DIVISION – 925-931-5672

Landscaping

45. LANDSCAPING: Detailed landscape and irrigation plans encompassing all planting areas, both on-site and off-site, shall be included in the building permit plans. All plans shall be prepared by a licensed landscape architect and shall provide the species, location, size, quantities, and spacing of all plants. Minimum plant sizes are 1-gallon containers for ground cover, 5-gallon containers for shrubs, and 15-gallon containers for trees. Plant species shall be of a drought-tolerant nature and the irrigation design shall utilize low-volume drip, bubbler, or other water conserving irrigation systems to the maximum extent possible. The drawings shall be subject to the review and approval of the City Landscape Architect prior to building permit issuance.
46. WATER EFFICIENT LANDSCAPE ORDINANCE (WELO): The project shall comply with the City of Pleasanton's Water Efficient Landscape Ordinance (WELO) and Bay Friendly Basics Landscape Checklist. The applicant shall submit a Landscape Documentation Package in PDF format to the Landscape Architecture Division, which shall be subject to review and approval by the City Landscape Architect prior to building permit issuance. The Landscape Documentation Package shall include:
 - a. Project Information;
 - b. Water Efficient Landscape Worksheet;
 - c. Soil management report;
 - d. Landscape design plan;
 - e. Irrigation design plan; and
 - f. Grading design plan.

47. **CERTIFICATE OF COMPLETION:** Upon completion of construction and prior to final inspection by the Building and Safety Division, the applicant's landscape architect shall submit a Certificate of Completion Package in PDF format to the Landscape Architecture Division for review and approval. The Certificate of Completion Package shall include:
- a. Project information sheet;
 - b. Certificate of installation according to the landscape documentation package;
 - c. Irrigation scheduling;
 - d. Schedule of irrigation, landscape and irrigation maintenance;
 - e. Landscape irrigation audit report; and
 - f. Soil management report (if not previously submitted).
48. **LANDSCAPING INSTALLATION:** Prior to building permit final all landscaping shall be installed as shown on the approved building permit set and shall be inspected and approved by the Landscape Architecture Division.
49. **CONCRETE CURBS:** 6-inch vertical concrete curbs, with curb cuts or flush curbs with wheel stops, if determined to be acceptable by the Director of Engineering/City Engineer and Director of Community Development, shall be installed between all paved and landscape areas, in conformance with the City's Standard Specifications and Details.
50. **EROSION CONTROL:** For purposes of erosion control, the applicant shall plant a hydro seed mixture designed by the applicant's landscape architect and approved by the Landscape Architecture Division prior to installation. The erosion control shall be maintained by the applicant until permanent landscaping is in place.
51. **BACKFLOW AND IRRIGATION METER SCREENING:** All backflow prevention devices and above ground irrigation controls shall be located and screened to minimize their visual impacts. These devices with their proposed screening shall be shown on the landscaping and utility plans submitted with the building permit plans or improvement plans and shall be subject to the review and approval of the City Landscape Architect prior to their installation. If above-ground, they shall be painted forest green or an equivalent dark-green color. Screens shall consist of berms, walls, or landscaping satisfactorily integrated into the landscape plan. Landscape screens shall include shrubbery designed by species and planting density to establish a complete screen within 1 year from the date of planting. Weather protection devices, such as measures to protect pipes from freezing, shall require approval by the City Landscape Architect prior to use; at no time shall fabric or other material not designed and/or intended for this purpose be wrapped around or otherwise placed on these devices. **Project Specific Condition**
52. **MAINTENANCE:** The applicant and all future owners of the property shall, at no expense to the City, maintain all the landscaped areas related to the project in a healthful, attractive and reasonably weed-free manner consistent with the approved landscape plan, for the duration of the existence of the project.
53. **SITE LIGHTING:** All site lighting shall be designed for consistency with the International Dark-Sky Association's (IDA) Model Lighting Ordinance. This project site shall be considered to be in an LZ-2 zone for design purposes. Lighting shall be subject to review and approval by the City Landscape Architect prior to building permit issuance. **Project Specific Condition**

54. ROAD FRONTAGE LANDSCAPE: The applicant shall provide planting, including street trees, and irrigation and shall be responsible for maintaining the landscape area along the project frontage on Hopyard Road and South Valley Trails Drive. Improvements shall require approval by the City Landscape Architect.

Trails

55. PLEASANTON CANAL TRAIL: The development shall include an ADA accessible connection to the Pleasanton Canal Trail and shall remove and replace the existing gate for the trail adjacent to Hopyard to provide a new pedestrian friendly gate/access per City of Pleasanton and Zone 7 requirements. **Project Specific Condition**

Trees

56. TREE REPORT: The applicant shall comply with the recommendations of the tree report prepared by Carol Randisi with Buena Vista Tree Service, dated May 2023. No tree trimming or pruning other than that specified in the tree report shall occur. The applicant shall arrange for the Project Arborist to conduct a field inspection prior to building permit issuance to ensure all recommendations have been properly implemented. The Project Arborist shall certify in writing all recommendations have been followed. **Project Specific Condition**

57. TREE REMOVAL MITIGATION: Any trees approved to be removed by the City shall have its full value paid into the City's Urban Forestry Fund. A credit for replanting trees shall be as follows:

- a. \$250 credit for a 15-gallon size replacement tree;
- b. \$500 credit for a 24-inch box size replacement tree; and
- c. \$1,000 credit for a 36-inch box size replacement tree.

Project Specific Condition

58. TREE BOND: Any tree affected by development/construction must be protected per the Municipal Code. The applicant shall post cash, letter of credit, or other security satisfactory to the Director of Engineering/City Engineer, for all Heritage Trees and any other significant tree as deemed by the City Landscape Architect. This bond or security will be for the value of the tree(s), up to a maximum of \$100,000, and shall be held for a minimum of 1 year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. An arborist shall be onsite during any tree work (i.e. root pruning, trimming, setting up tree protection, etc.). The bond or security may be released early with a certification letter by the arborist confirming he/she was present during said tree work and work was performed in accordance with the arborist's recommendations.
59. TREE DISPOSITION PLAN: Provide a tree disposition plan that shows trees to remain, trees to be removed, the value of each tree, the total value of the trees to remain and be protected, and the total value of trees to be removed. The plan shall also include the tree protection recommendations from the arborist report. **Project Specific Condition**
60. ROOT CUTTING: The applicant shall comply with the following tree root cutting requirements:

- a. Roots 1-inch in diameter or larger to be removed shall be cleanly cut with a hand saw. Roots smaller than 1-inch in diameter are not considered to be significant and may be removed by the most efficient means.
 - b. Roots larger than 2-inches in diameter and within 8-feet of the tree trunk shall not be cut or ground unless prior approval has been received from the Landscape Architecture Division.
 - c. Roots of any diameter farther than 8-feet from the tree trunk, which are in conflict with the proposed work may be ground a maximum of one-half of their diameter. Work of this nature shall only be performed using a mechanical stump grinder and only by personnel familiar with its operation.
 - d. Roots up to 6-inches in diameter and farther than 8-feet from the tree trunk may be removed if they are in conflict with the proposed work. Roots that are removed shall be cleanly cut using a hand saw.
61. **ROOT CONTROL BARRIER:** The applicant shall provide root control barriers and 4-inch perforated pipe for all trees located within 8-feet of pavement or other hardscape, determined by the City Landscape Architect. Root barriers shall be located along the edge of the pavement wherever the tree is within 8-feet of pavement or hardscape. Information and details shall be included in the landscape plan submittal for review and approval by the Landscape Architecture Division.
62. **TREE PRUNING:** Pruning shall be conducted by a certified arborist familiar with the International Society of Arboriculture (ISA) pruning guidelines and shall comply with the guidelines established by the ISA, Tree Pruning Guidelines, current edition, to maintain the health of the trees.
63. **TREE PROTECTION FENCING:** Prior to issuance of a grading or building permit, the applicant shall install temporary 6-foot-tall chain-link fencing (or other fence type acceptable to the Landscape Architecture Division) outside of the existing tree drip lines. The location of the tree protection fencing shall be shown on the demolition plans (if applicable), grading, building, and/or landscape plans. The fencing shall remain in place until final landscape inspection by the Landscape Architecture Division. Removal of such fencing prior to approval may result in a "stop work order."
64. **PROJECT PLANS:** The following statements shall be printed on the demolition, grading and landscape plans where applicable to the satisfaction of the City Landscape Architect prior to issuance of building permits:
- a. No existing tree may be trimmed or pruned without prior approval by the City Landscape Architect.
 - b. Utilize best efforts to locate any new utility trenches outside of the existing canopy of the trees to be saved. If this is not feasible, the applicant shall submit a report from a certified arborist acceptable to the City indicating trenching will not be detrimental to the health of the tree.
 - c. Nothing may be stored within the dripline of the tree canopies. This includes equipment, oil, gas, chemicals, harmful materials, fill or storage.
 - d. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
 - e. No sign, wires, or ropes shall be attached to the trees.

- f. No stockpiling/storage of construction materials, fill, etc., shall take place underneath or within 5-feet of the dripline of the existing trees.
- g. No equipment or temporary structures shall be placed within or beneath the dripline of the existing trees.

Failure to comply with these requirements may result in a "stop work order".

FIRE DEPARTMENT – 925-454-2361

The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approval DO NOT include: 1.) Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval; and 2.) Backflow prevention or connections to the public water mains.

- 65. FIRE HAZARDS: The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
- 66. FIRE CODE: All construction shall conform to the requirements of the 2022 Pleasanton Fire Code and local ordinances. All required permits shall be obtained prior to work commencement.
- 67. SITE SAFETY: Site safety during construction shall be in accordance with Fire Code chapter 33.
- 68. FIRE SPRINKLERS: Automatic fire sprinklers shall be installed in all occupancies in accordance with the 2022 Pleasanton Building, Fire and Residential Codes with local amendments and ordinances.
- 69. FIRE PROTECTION FACILITIES: Prior to any construction framing, the applicant shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.
- 70. WATER FLOW AND CONTROL VALVES: All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.
- 71. ELECTRICAL CONDUIT: Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.
- 72. LISTED: All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to a listed Central Station Service in accordance with NFPA 72. Fire Department plan check includes specifications, monitoring, installation, and alarm company certificates. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.

73. **HAZARDOUS MATERIALS:** Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the Livermore-Pleasanton Fire Department prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.
74. **FIRE LANE MARKING:** On-site access ways, turn arounds, and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs at locations approve by the Fire Department. Signs shall be according to State standards and read "No Parking – Fire Lane" and must be shown on the plans. The red curb striping, sign location(s), and sign language shall be included in the building permit submittal for review and approval by the Livermore-Pleasanton Fire Department prior to building permit issuance.

- a. The following schedule for NO PARKING signs shall apply:

<i>Width</i>	<i>Requirements</i>
36 feet or greater	No requirements
Between 28 and 36 feet	Post one side
Between 20 and 28 feet	Post both sides
Less than 20 feet	Not permitted
Cul-de-Sac	Not permitted

75. **EMERGENCY VEHICLE ACCESS ROADS:** Access roads shall have 13 feet, 6 inches unobstructed vertical clearance, 20 feet of unobstructed width (26 feet where occupied building floors exceed 30 feet height), and inside turning radius of 31 feet and outside turning radius of 51 feet. Unobstructed shall mean a clear travel way, excluding parking width, and designed for an emergency vehicle weight of 70,000 pounds under all weather conditions. Unobstructed width shall not include the width of rolled curbs, sidewalks, or non-drivable surfaces. All exterior portions of buildings must be within 200 feet of an access road. Yard and parking area may be able to be located farther than 200 feet from access roads, depending on the specific use.
76. **FIRE VEHICLE TURNAROUNDS:** Where Fire Department vehicle access through or around a site involves changes in direction or curves, inside radius of 45 feet and outside radius of 55 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in cul-de-sacs no less than 96 feet in diameter or hammer-head (tee). Standards and options are available through the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.
77. **PREMISES IDENTIFICATION:** Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12-inch high by 1-inch stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.
78. **RESIDENTIAL – NEW CONSTRUCTION:** The following items shall be provided prior to any construction above the foundation or slab.
- a. Emergency vehicle access shall be provided to the site (tract), including areas where construction is occurring.

- b. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
- c. On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.

79. FINAL INSPECTION: Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be accepted, inspected and tested to applicable City Standards.

ENGINEERING DIVISION - 925-931-5650

Project Specific Conditions of Approval:

- ~~75-~~ 80. WATER NETWORK ANALYSIS. Capacity in the City's potable water network to serve the subject development has been verified by the City's consultant, Akel Engineering Group according to their final Technical Memorandum dated September 2023. The memo discloses expected potable water pressure and flow at various points within the proposed network. This data shall be used to design/size the fire protection systems and domestic services for each building.
- ~~76-~~ 81. ASBESTOS & LEAD. Section 10.6 of the Phase 1 Environmental Site Assessment by Cornerstone Earth Group states, "...Due to the age of the on-Site structures, building materials may contain asbestos..." and Section 10.7 states "...Based on the age of the existing buildings, lead-containing paint may be present..." As such, the applicant shall submit an asbestos and lead survey and follow required abatement as necessary prior to issuance of Building Permit for demolition of the existing building.
- ~~77-~~ 82. POLYCHLORINATED BIPHENYLS (PCBs). Provision C.12.f and .g of the Municipal Regional Stormwater Permit (MRP) that governs stormwater discharges within Alameda County requires PCB-containing building materials to be properly managed during demolition. To determine whether special assessment, removal, and disposal practices are warranted for the subject development, the applicant shall complete and submit a "PCBs Screening Assessment Form" available from the City prior to Building Permit issuance. Completion of form may reveal that sampling and analysis of building materials are required together with reporting to the San Francisco Bay Regional Water Quality Control Board and/or U.S. Environmental Protection Agency. The form requires the applicant to certify compliance with all applicable laws and regulations.
- ~~78-~~ 83. GEOTECHNICAL ISSUES. Referring to the Cornerstone Earth Group Geotechnical Investigation, the following recommendation shall be addressed on the Building Permit plans:
- a. Section 5.1.4 "Soil Corrosion Potential" and Appendix C of the Cornerstone Earth Group Geotechnical Investigation, discuss soil corrosivity. Two recommendations are offered. First, elevated levels of water-soluble chlorides in the soils require use of a concrete mix design appropriate for elevated chloride exposure. Second, on-site soils are considered corrosive for buried metallic structures such as metal utilities, so coating systems and cathodic protection are recommended as well as isolation of these utilities from above grade structures.
 - b. Section 6.6 discusses "Wet Soil Stabilization Guidelines" due to soils that become unstable with high moisture content. Three alternative methods of addressing this issue

are offered including scarification and drying, removal and replacement, and chemical treatment. The plans must include one (or more) of these stabilization methods.

- c. Section 10.4 discusses "Pavement Cutoff" to mitigate surface water penetration into native expansive clay soils which could significantly reduce pavement life. Several alternatives are recommended, all of which must be keyed into pavement subgrade soils at least 4". One or more of these alternatives shall be incorporated into the pavement design.

~~79.~~ **84. POTABLE WATER SERVICE.** The City purchases potable water wholesale from Zone 7 Water Agency. Fees are due to both the City of Pleasanton and Zone 7 for new connections to the City's pipe network. Said fee amounts appear in the City's adopted Master Fee Schedule. For more information about water usage in Pleasanton, refer to Pleasanton Municipal Code Title 14.

This property is currently served by an existing 5/8-inch-diameter water meter (Account #3378-14000-001, Meter #55550473). If this meter will not be utilized as part of the proposed development, the applicant shall contact the City's Utility Billing Division at 925-931-5500 or osd@cityofpleasantonca.gov to initiate the meter removal process. Removal of said meter will be performed by City staff. Any outstanding water consumption charges must be paid in full prior to the meter removal as well as all fees associated with the disconnection. Fee credits will be offered for the removed meter when new water services are requested.

~~80.~~ **85. RECYCLED WATER.** The City operates a recycled water network for landscape irrigation according to Pleasanton Municipal Code Chapter 14.20. The subject property resides within the recycled water use area and must therefore utilize said water for irrigation purposes upon development. The network extends along the Hopyard Road frontage of the property. Connection fees are shown in the City's adopted Master Fee Schedule.

~~81. SANITARY SEWER. The City operates the sanitary sewer pipe network that serves this property. Fees are due to both the City of Pleasanton and Dublin San Ramon Services District upon connection to the pipe network, with credits offered for prior uses. Sewer service in Pleasanton is regulated by Pleasanton Municipal Code Title 15.~~

~~Capacity in the City's sanitary sewer network to serve the development must be verified by running a scenario in the City's network computer model. The computer model is operated by a consultant retained by the City. The consultant will run the scenario and then issue a report with their findings. The applicant shall fund this effort and address any discovered network deficiencies that are directly attributable to the development.~~

Standard Conditions of Approval

~~82.~~ **86. CONDITIONS OF APPROVAL:** These Conditions of Approval shall be depicted on a plan sheet(s) in the submitted plans for construction. (Address this condition prior to plan approval)

~~83.~~ **87. ENGINEERING DIVISION FEES FOR SERVICE:** The Engineering Division assesses fees for services including plan-check, permit issuance, and inspection according to the City's adopted Master Fee Schedule. These fees are separate and distinct from fees assessed by the Community Development Department (including Planning and Building Division fees). The applicant is responsible for payment of all Engineering Division fees prior to services rendered or permit issuance, whichever is first. (Address this condition prior to plan approval)

- 84- 88. DESIGN PER CITY STANDARDS:** All public improvements shall be designed in conformance with the City of Pleasanton Municipal Code and the City's adopted Standard Specifications and Details in effect at the time of issuance of the permit(s). Said standards are available for download at:

<http://www.cityofpleasantonca.gov/gov/depts/engineering/standard.asp>

(Address this condition prior to plan approval)

- 85- 89. CLEAN WATER PROGRAM (HYDROMODIFICATION PROJECTS):** Because the project creates and/or replaces more than 43,560 square feet (1.00 acres) of impervious surface, increases impervious surface over pre-project conditions, and is located in a susceptible area, it is considered a Hydromodification (HM) Project according to Provision C.3.g of the Municipal Regional Stormwater NPDES Permit that regulates stormwater runoff in Alameda County. The Alameda Countywide Clean Water Program developed a C.3 Guidance Manual to assist applicants in addressing these regulations. The Guidance Manual is available for download at:

<https://www.cleanwaterprogram.org/businesses/development.html>

HM projects must include stormwater treatment measures in the site design to cause no increase in the erosion potential of the receiving stream over the pre-project (existing) condition. To demonstrate compliance, the City encourages use of the Bay Area Hydraulic Model (BAHM). The model software can be downloaded at no cost from Clear Creek Solutions. In addition, HM projects must be subject to a Stormwater Treatment Measure Maintenance Agreement between the City and property owner to assure long-term maintenance of the installed measures. The City will provide a template agreement. Once executed, the agreement must be recorded against the property. (Address this condition prior to plan approval)

- 86- 90. GEOTECHNICAL RECOMMENDATIONS:** Recommendations from the project's geotechnical investigation, as prepared by a California-licensed Geotechnical Engineer or Certified Engineering Geologist, shall be incorporated into the design of the improvements and/or explicitly noted on the plans. The author(s) of the geotechnical investigation shall certify on the plans that the design complies with their recommendations. During construction, the applicant must follow all recommendations. (Address this condition prior to plan approval)

- 87- 91. SUBDIVISION MAPS:** The subdivision of land is governed by Pleasanton Municipal Code Title 19, as well as the California Government Code §§66410-66499.85 (Subdivision Map Act). All maps are subject to review and approval by the City Engineer. Recordation of the subdivision map shall be coordinated by the applicant's title company, with one full-sized mylar copy of the recorded map returned to the City.

The following statement shall be included on the cover sheet of the map: "I, Adam Nelkie, P.E., City Engineer of the City of Pleasanton, County of Alameda, State of California, do hereby state that I have examined the herein embodied map entitled "[MAP NAME/NUMBER]" consisting of [NUMBER OF SHEETS] sheets, this statement being on Sheet 1 thereof and that the [PARCEL OR TRACT] map was presented to me as provided by local ordinance. This map conforms with the requirements of the Subdivision Map Act and of any local ordinances applicable at the time of approval of the tentative map, and the subdivision as shown is substantially the same as it

appeared on the tentative map, if any, and any approved alterations thereof. The name of the subdivider is as shown on the statement of owner upon this sheet."

For parcel maps, add the following: "The dedications and/or easements shown as [LIST] upon said map thereon offered for dedication are hereby accepted for the purpose for which offered."

Adam Nelkie, P.E., Registration No. 78830, City Engineer, City of Pleasanton, County of Alameda, State of California [SIGNATURE LINE], [DATE], [SPACE FOR STAMP]" (Address this condition prior to map approval)

~~88.~~ 92. CITY CLERK'S STATEMENT: For final maps, the following statement shall be included on the cover sheet of the map: "I, Jocelyn Kwong, City Clerk and Clerk of the Council of the City of Pleasanton, County of Alameda, State of California, do hereby state that this final map entitled "[MAP NAME/NUMBER]" consisting of [NUMBER OF SHEETS] sheets, this statement being on Sheet [NUMBER] thereof, was presented to said Council of the City of Pleasanton, as provided by law at a regular meeting held on the [DAY] day of [MONTH], [YEAR] and that said Council of the City of Pleasanton did thereupon by motion duly passed and adopted at said meeting, approved said map and accepted on behalf of the public all parcels of land and easements as offered for dedication to the City of Pleasanton for public use in conformity with the terms of the offer of dedication. The names of the subdividers are as shown on the Owner's Statement upon Sheet 1. In witness whereof, I have hereunto set my hand this [DAY] day of [MONTH], [YEAR]. Jocelyn Kwong, City Clerk, City of Pleasanton, Alameda County, State of California [SIGNATURE LINE]". (Address this condition prior to map approval)

~~89.~~ 93. SUBDIVISION IMPROVEMENT AGREEMENT: Public improvements required as part of the subdivision must be either completed to the satisfaction of the City Engineer prior to map approval, or guaranteed by a Subdivision Agreement. The agreement requires the applicant to post financial security in the form of either a cash deposit, letter of credit, or surety bonds in amounts equivalent to the value of the public improvements. If surety bonds are utilized, the form of the bond language shall be consistent with California Government Code §66499.1 for faithful performance and §66499.2 for labor and materials. The amounts of the bonds shall be 100% of the total estimated value of the public improvements consistent with §66499.3. In addition, the City requires a warranty bond (often referred to as a maintenance bond) for 10% of the estimated value. The warranty bond shall be active for one-year following formal acceptance of the improvements. All submitted securities are subject to review and approval by the City Attorney. In addition, final maps and the associated Subdivision Agreement are subject to approval by the City Council. (Address this condition prior to map approval)

~~90.~~ 94. CITY SURVEYOR: The City utilizes the services of an outside consultant to certify the technical accuracy of subdivision maps as City Land Surveyor pursuant to California Government Code §66451.1. In order to provide this service, the consultant will submit a proposal to the City for the estimated cost of the work. The estimate will be presented to the applicant together with the City's administrative markup according to the City's adopted Master Fee Schedule. Review of the subdivision map cannot commence until the applicant has submitted payment to the City for these costs. If the ultimate fee at the conclusion of the work is less than this payment, the applicant will be refunded the difference. If the ultimate fee is more than this payment, then the applicant shall submit payment for the difference before the consultant certifies the map.

The following statement shall be included on the cover sheet of the map: "I, [NAME PROVIDED BY CITY], P.L.S, Acting City Surveyor for the City of Pleasanton, Alameda County,

California, do hereby state that I have examined this map entitled "[MAP NAME/NUMBER]", and I am satisfied that said map is technically correct. [SIGNATURE LINE], [DATE], [SPACE FOR STAMP]" (Address this condition prior to map approval)

~~94.~~ **95. DEDICATIONS TO THE CITY:** Dedications to the City shall conform to the following standards whether dedicated on a subdivision map or by recorded separate instrument:

- a. Right-of-way dedications for roadways or similar access shall be offered irrevocably to the City pursuant to California Government Code Section 7050. Right-of-way is defined in Pleasanton Municipal Code §13.04.010.
- b. Public Service Easements (PSE) shall be granted to the City in accordance with Pleasanton Municipal Code §19.24.190 and 19.36.110. PSEs shall be offered as an easement for public purposes including but not limited to installation, construction, access, and maintenance of all public services facilities above and below the ground surface including poles, wires, conduits, vaults, cabinets, retaining walls, sanitary sewers, storm drains, gas lines, and water lines as well as all those public utilities and appurtenances thereto as subject to regulation under Pleasanton Municipal Code Chapter 13.04. Consistent with California Government Code Section 66439(d)(3), the offer shall include the statement, "The real property described below is dedicated as an easement for public purposes..."

(Address this condition prior to recordation of map or separate instrument title documents granting rights to the City)

~~92.~~ **96. DATUM FOR VERTICAL CONTROL:** Vertical control surveying for all improvements to be constructed shall be based on the North American Vertical Datum of 1988 (NAVD 88). Any benchmarks used that relied on the National Geodetic Vertical Datum of 1929 (NGVD 29) shall be converted to NAVD 88 when presented on plans. The location of the benchmark and source of data must also be disclosed on the plans. (Address this condition prior to plan approval)

~~93.~~ **97. SURVEY MONUMENTS FOR HORIZONTAL CONTROL:** Final maps shall include sufficient durable survey monuments to allow the subdivision to be retraced in conformance with Pleasanton Municipal Code §19.24.220. Setting of monuments shall be in accordance with California Government Code §66495-66498. The surveyor shall give notice to the City Engineer when final monuments have been set, and when payment for said work has been received from the subdivider. (Address this condition prior to acceptance of improvements)

~~94.~~ **98. STORMWATER HYDRAULICS:** The City's storm drainage network has been designed in accordance with the Alameda County Hydrology and Hydraulics Manual published by the Alameda County Flood Control & Water Conservation District. Said manual is available for download at:

<https://acfloodcontrol.org/the-work-we-do/the-work-we-do-hydrology-manual/>

The City is located in Zone 7, and its storm drain pipe network is considered a secondary facility. Any connections to, additions, or upgrades to the City's pipe network shall be designed in accordance with the manual. Calculations submitted for review/approval shall be presented

in a format consistent with the "Calculation Form – District Rational Method" available in the manual. The calculations shall demonstrate adequate freeboard given the design storm event assuming all bioretention areas are overflowing. Said calculations shall be prepared, stamped, and signed by a California-licensed civil engineer. (Address this condition prior to plan approval)

~~95.~~ 99. EMERGENCY OVERLAND STORMWATER FLOW/SUMP PROPERTIES: All properties shall be designed with an emergency overland flow path to direct storm runoff to the nearest public street or open flood control facility in the event on-site pipes become plugged. The flow path shall be lower than the finish floor elevation of all habitable structures. The flow path cannot rely on neighboring properties unless a storm drain easement across the neighbor is obtained. Sump properties must be designed to discharge the 50-year recurrence interval storm event through the pipe network before habitable structures become inundated. (Address this condition prior to plan approval)

~~96.~~ 100. POTABLE WATER SYSTEM DESIGN STANDARDS: All permanent connections to the City's potable water network shall conform to Pleasanton Municipal Code §14.04.050. Any required water pressure and/or flow needed by the applicant beyond that available from the network at the point-of-connection must be provided by the applicant as a private improvement on the customer side of the meter or backflow prevention device. All extensions or upgrades to the potable water network shall be designed to satisfy the following minimum standards:

- a. Minimum number of valves:
 - i. 3 at cross intersections
 - ii. 2 at "T" intersections
 - iii. 500 feet maximum spacing
 - iv. 1 valve at each fire hydrant lateral
 - v. Pressure regulating valve station required between pressure zones
- b. Minimum number of fire hydrants (subject to approval by Livermore-Pleasanton Fire Department (LPFD) Fire Marshal:
 - i. 1 hydrant within 250 feet of any existing or proposed structure
 - ii. 2 hydrants within 500 feet of any commercial, multi-family residential, industrial, or school building
- c. Minimum pipe size: 8-inch diameter
- d. Minimum depth of cover over pipe: 42 inches
- e. Blowoff requirements:
 - i. At all dead ends whether temporary or permanent
 - ii. At all low points in the line
- f. Maximum flow velocity: 10 feet per second (fps)
- g. Minimum fire flows in gallons per minute (gpm):
 - i. 1,500 gpm for 2 hours (rural residential)
 - ii. 2,000 to 2,500 gpm for 2 hours (single family residential)
 - iii. 2,500 gpm for 2 hours (multi-family residential)
 - iv. 2,500 gpm for 2 hours (social/recreation)
 - v. 3,500 gpm for 2 hours (schools/commercial/public/institutional)
 - vi. 4,000 gpm for 4 hours (industrial in the lower pressure zone only)
 - vii. 5,000 gpm for 4 hours (industrial in all other pressure zones)
- h. Minimum pressures:

- i. 40 psi (peak hour demand)
- ii. 20 psi (maximum day demand plus fire flows)

(Address this condition prior to plan approval)

~~97.~~ **101. RECYCLED WATER SYSTEM DESIGN STANDARDS:** All connections to the City's recycled water system shall conform to Pleasanton Municipal Code §14.06.020 et seq. and Chapter 14.20. All new development within the recycled water use area shall use recycled water for landscape irrigation unless granted an exemption from the City Engineer. Tertiary treated recycled water comes from the Dublin San Ramon Services District wastewater treatment plant in conformance with Title 22, Division 4 of the California Code of Regulations. The recycled water is intended for landscape irrigation, and cannot be used in ways that may threaten public health. A map of the current network is available for download at:

<http://admin.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=30934>

~~98.~~ **102. UTILITY ENCLOSURES:** Proposed utility enclosures including vaults, meter boxes, splice boxes, and pedestals shall be installed in the public right-of-way, in a public service easement (PSE), or in a utility company specific easement. The locations for utility enclosures shall be considered in the following order of preference: (1) PSE area behind public sidewalk; (2) parkstrip area between the roadway curb & gutter and the sidewalk; (3) within the public sidewalk set flush to grade; (4) within driveway approach areas set flush to the surface with traffic-rated lids. In no case shall an above-ground pedestal or utility cabinet obstruct sight-line visibility for vehicle drivers at intersections or driveways. Above-ground pedestals or utility cabinets are preferred within the side-yard area of a corner residential lot rather than the front-yard. Deviations from this standard must be approved by the City Engineer. (Address this condition prior to plan approval)

~~99.~~ **103. DRY UTILITIES (ELECTRICITY, CATV, TELECOM):** All dry utilities including electricity, telecommunications, cable television, street lights, alarm systems, etc. required to serve the project shall be installed underground from the point-of-connection at the utility purveyor's network to the service point. Aerial drops from utility poles will not be allowed without prior approval of the City Engineer. (Address this condition prior to plan approval)

~~100.~~ **104. ENCROACHMENT PERMIT:** Any work performed within the City's right-of-way, City easements, or City-owned property shall be subject to an Encroachment Permit as defined in Pleasanton Municipal Code Chapter 13.04. All encroachment permit work is subject to adopted City of Pleasanton Standard Specifications and Details, and shall be performed by properly-licensed contractors as determined by the City Engineer. Said contractors must provide evidence of proper licensure, insurance and City-issued Business License upon application for a permit. (Address this condition prior to permit issuance)

~~101.~~ **105. HAUL ROUTE:** Deliveries to and from the project site shall conform to the Commercial Vehicle Regulations included in Pleasanton Municipal Code Chapter 11.48. Vehicles with gross weights exceeding 3 tons but less than 8 tons are prohibited on any City roadway other than those designated a Commercial Vehicle Route unless a Transportation Permit has first been obtained. Said Commercial Vehicle Routes include First Street, Stanley Boulevard, and Sunol

Boulevard. In addition to weight restrictions, vehicles that exceed 96 inches in width and/or 60 feet in length are also required to obtain a Transportation Permit. For information about Transportation Permits call 925-931-5677. (Address this condition prior to permit issuance)

~~402.~~ **106. CONSTRUCTION GENERAL PERMIT:** This application is subject to a Construction General Permit according to the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002. The general permit is applicable to development sites that disturb one or more acres of land surface. The applicant will be required to register the project with the State Water Board's Stormwater Multi-Application and Report Tracking System (SMARTS) website. A Qualified SWPPP Developer (QSD) and a Qualified SWPPP Practitioner (QSP) must be responsible for permit compliance. The SMARTS system will generate a Waste Dischargers Identification (WDID) number, which must be printed on the grading and/or erosion control plans. (Address this condition prior to permit issuance)

~~403.~~ **107. TEMPORARY TRAFFIC CONTROL:** Work in the public right-of-way or publicly-accessible easement areas require submittal, review, approval, and implementation of a temporary traffic control plan. The plan shall be in writing and subject to review and approval of the City's Traffic Engineer. The plan must conform to the California Manual on Uniform Traffic Control Devices (C MUTCD), with specific emphasis on Part 6 "Temporary Traffic Control". If Flaggers will be utilized, said personnel must be trained in the proper fundamentals of flagging moving traffic before entering the right-of-way. The City may demand to see evidence of said training before allowing said personnel into the right-of-way.

Prior to work within a traffic signal-controlled intersection, the applicant shall request the City place the signal on all-directions flashing red. Temporary STOP (R1-1) signs shall be placed at each approach leg.

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

~~404.~~ **108. HIGH VISIBILITY SAFETY APPAREL:** All workers on foot who are exposed to the hazard of vehicular traffic shall wear warning garments such as vests, jackets, or shirts manufactured in accordance with the requirements of the American National Standards Institute (ANSI)/International Safety Equipment Association (ISEA) 107-2004 Performance Class 2, high visibility safety apparel and headwear, or any updates adopted by Cal OSHA. During hours of darkness, warning garments shall be retroreflective with visibility from a minimum 1,000 feet. (Address this condition during construction)

~~405.~~ **109. EXCAVATION SAFETY:** All excavations must be performed in conformance with California Government Code Section 4216 et seq. No excavation shall occur until proper notice is provided to Underground Service Alert (usanorth811.org) by calling either 811 or 800-642-2444 at least 72-hours prior to the work so buried utilities can be marked. All excavations shall be covered or barricaded to prevent entry when work is inactive. Open excavations in the public right-of-way must be covered by skid-resistant steel plates that are firmly affixed to the surface with leading edges ramped. Excavations 5-feet and deeper require a protective system as defined by Cal-OSHA. If a shoring system or trench boxes will be utilized as the protective

system, said system shall either be manufactured and installed according to manufacturer recommendations, or designed by a registered professional engineer and installed according to approved plans. (Address this condition during construction)

~~406-~~ **110. POLLUTANT REDUCTION IN STORMWATER:** At no time during construction of the project shall pollutants be allowed to enter, clog, or contaminate storm drain pipe networks or open stormwater channels in violation of Pleasanton Municipal Code §9.14.080 et seq. The applicant shall contain all trash and debris for proper disposal to authorized landfills or recyclers. Erosion control features shall be deployed during the rainy season that extends from October 1st to April 15th each year, or any time rain is forecast outside of this period. Best Management Practices (BMPs) shall be strictly followed. Street sweepers must be employed if soil or debris is tracked onto the public roads from vehicles exiting the site. Standard BMPs are available from the California Stormwater Quality Association (CASQA), the United States Environmental Protection Agency (EPA), Caltrans, and others. Notes and/or illustrations shall be added to the plans that describe the BMPs to be utilized during construction. The use of manufactured erosion control woven blankets and straw wattles that utilize plastic monofilament netting is specifically prohibited. (Address this condition during construction)

~~407-~~ **111. SWPPP REPORTING:** Copies of any monitoring and/or sampling reports required by the stormwater pollution prevention plan (SWPPP) and submitted by the Legally Responsible Person (LRP) to the State of California's SMARTS database shall also be submitted to the City of Pleasanton inspector assigned to the project. The LRP shall also submit to the City a copy of the required Annual Report no later than September 1st of each year that construction is active or when erosion control features have been deployed. The report must include a summary of all sampling and analysis performed (Risk Levels 2 and 3 only), a log of all inspections performed including Rain Event Action Plans (REAP), a summary of any required corrective actions taken, and a summary of any violations. (Address this condition during construction)

~~408-~~ **112. DUST CONTROL:** Dust control measures must be employed during all phases of construction to prevent airborne nuisance to neighboring properties. All stockpiles or unused materials that can create dust shall be covered or removed. Exposed soil areas shall be routinely watered until surfacing materials or landscaping is installed. Use of dust palliatives shall conform to Caltrans Standard Specification Section 18. Any damage caused by airborne dust to neighboring properties shall be cleaned with costs paid by the applicant. If the applicant fails the address dust as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (Address this condition during construction)

~~409-~~ **113. PROPERTY NUISANCE:** At no time during construction of the project shall the condition of the property become a nuisance as defined in Pleasanton Municipal Code §9.28.020. The City shall have the right to inspect the property for conditions that violate the code standard. If a nuisance is found, the applicant shall immediately submit a plan of correction. Depending on the severity of the nuisance, the City may suspend all construction work until the condition is corrected. Any of the following conditions shall be considered severe: Leaking chemicals that can cause environmental damage; open excavations or any excavation deeper than 4 feet that lacks proper shoring; unsecured materials that can fall to the ground causing damage or injury; open or exposed utilities that could cause electrical shock or

contamination of sewer, potable water systems, groundwater wells, or storm drainage networks. If the applicant fails to address the nuisance as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (Address this condition during construction)

~~440.~~ **114. NOISE:** Construction noise is regulated under Pleasanton Municipal Code Chapter 9.04. Noise is prohibited outside of the hours of 8:00 am and 8:00 pm daily except Sundays and holidays when noise is prohibited outside the hours of 10:00 am and 6:00 pm. Noise is defined as a level exceeding 83 dBA at a distance of 25 feet or 86 dBA at any point beyond the boundary of the property under construction. If the applicant fails to address the noise as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. Exceptions to these regulations require a special permit granted by the City for circumstances when strict compliance would be impractical or unreasonable, and contingent upon proper noticing to surrounding property owners that includes the dates and times when noise levels will be exceeded and the specific reasons why an exception to the regulation has been granted. (Address this condition during construction)

~~444.~~ **115. DROUGHT RESTRICTIONS:** If the City Council declares a drought during a time when this development is under construction, as described in §9.30.010 et seq. of the Pleasanton Municipal Code, the applicant shall utilize only recycled water under Stage 1 or greater restrictions for all non-potable construction-related water needs. Recycled water is available at designated locations within the City, subject to the applicant's receipt of a temporary hydrant meter from the Operations Service Center located at 3333 Busch Road. The applicant is responsible for all water costs based on current billing rates. (Address this condition during construction)

~~442.~~ **116. GEOTECHNICAL FINAL REPORT:** At the conclusion of construction, the applicant shall submit to the City a final report from the Geotechnical Engineer or Certified Engineering Geologist testifying to the successful completion of all material testing and/or observation work performed. The final report must provide assurance that all recommendations had been strictly followed. The applicant shall bear all costs associated with this condition. (Address this condition prior to acceptance of improvement or issuance of an Occupancy Permit)

~~443.~~ **117. GEOGRAPHIC INFORMATION SYSTEMS:** The City's Geographic Information Systems (GIS) staff publishes digital maps that enable first responders to efficiently navigate to locations where calls for service have been requested. The maps are also shared with agencies and departments that provide other critical services to residents such as mail delivery. To keep these maps current, the City requires as-built plan or map information to be submitted by the applicant in a format that integrates with ArcGIS by ESRI. The "Digital Submittal Requirements" are available for download at the following weblink:

<https://www.cityofpleasantonca.gov/gov/depts/gis.asp>

(Address this condition prior to acceptance of improvement or issuance of an Occupancy Permit)

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

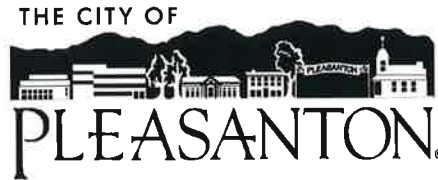
OPERATIONS SERVICES DEPARTMENT – ENVIRONMENTAL SERVICES/UTILITIES DIVISION - 925-931-5500

445. 119. FULL TRASH CAPTURE DEVICES: The applicant shall install trash capture devices at each upstream connection point to the public storm drain system subject to the review and approval of the Director of Engineering/City Engineer. Stormwater treatment controls, proposed in compliance with Provision C.3 of NPDES Permit No. CAS612008, shall also prevent the discharge of trash to the downstream municipal separate storm sewer systems and receiving waters. Discharge points from these treatment control facilities, including overflows, shall be appropriately screened (5 mm mesh screen) or otherwise configured to meet the full trash capture screening specification for storm flows up to the full trash capture 1-year, 1-hour storm hydraulic specification, in compliance with the NPDES Permit No. CAS612008. The applicant shall submit a Stormwater Management Plan as part of the improvement plans prepared by a California licensed civil engineer, which include but is not limited to the type, location, and sizing calculations of the treatment controls that will be installed. Full trash capture devices shall be a part of the "Stormwater Treatment Measures and Maintenance Agreement

END

SUPPLEMENTAL MATERIAL
Provided to the Planning Commission
After Distribution of Packet

Date Distributed: 2/28/24



MEMORANDUM

Date: February 28, 2024

To: Chair and Members of the Planning Commission

From: Melinda Denis, Planning and Permit Center Manager/ Deputy Director of Community Development 

Re: February 28, 2024 – Item 4, Exhibit F

After publishing the February 28, 2024, agenda packet, a member of the public contacted staff after experiencing difficulty locating Exhibit F for Item 4 of the City website. Staff investigated and discovered a technical issue with the bookmarking function in Adobe Acrobat. As a result, there was a discrepancy between printed and digital packets, where Exhibit F may not have been included or bookmarked correctly, respectively. Exhibit F is provided as Attachment 1 to this memo and is included as Supplemental Material for Item 4.

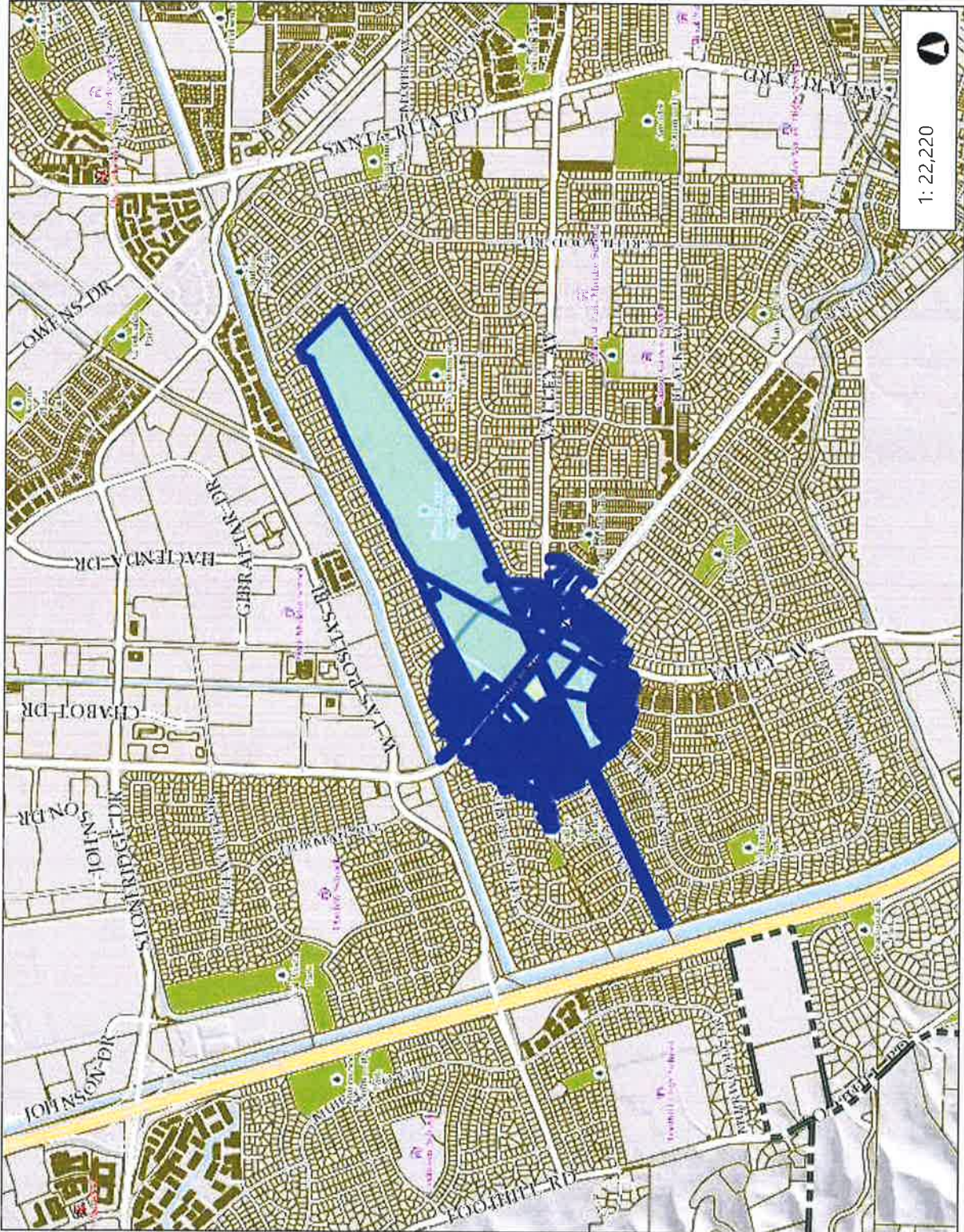
Attachment:

1. Exhibit F – Location and Notification Map



3200 HOPYARD ROAD, TRACT 8672

EXHIBIT F



- Legend
- Fire Station
 - School
 - Park
 - Parcels

1: 22,220

Notes

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

3,703.4 0 1,851.69 3,703.4 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US
© Latitude Geographics Group Ltd.

Diego Mora

From: Anand Deshpande [REDACTED]
Sent: Thursday, February 22, 2024 7:00 PM
To: Diego Mora <DMora@cityofpleasantonca.gov> [REDACTED]
Subject: Proposed Hacienda Park Development

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Mr Mora, Mr Myers

I, resident of Valley Trails neighborhood, saw boards of new development at the intersection of Hopyard and South Valley Trails.

I am concerned about this development as I can see its impact on traffic around South Valley Trails and in our community. The streets in our neighborhood are already crowded with the introduction of recently added 36 new homes. The added traffic will also introduce concerns around public safety as the walkways around this neighborhood are used by kids and community members for going to school or going to neighborhood parks. This new proposed plan will also impact neighborhood in its vibe which we all currently enjoy. Its a small community of all single family homes and having such a condo/multi-story construction just at the entrance will disturb that.

I kindly request you to reconsider the proposal.

Thank you
Anand Deshpande
Concerned Valley Trails resident

Diego Mora

From: Mike Zarzycki [REDACTED] >
Sent: Monday, February 26, 2024 9:26 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Cc: Heidi [REDACTED]; Mike Zarzycki [REDACTED]
Subject: P23-0177, Tract 8672 at 3200 Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Good evening Mr. Mora,

My name is Mike Zarzycki and I'm writing to share our concerns regarding the development planned for 3200 Hopyard at the Valley Trails neighborhood.

Our family has lived in Valley Trails here for 15 years now and we love living in this city to raise our family and thrive in this community. I am also currently a part of Leadership Pleasanton sponsored by my local employer (Kaiser Permanente) and the Chamber of Commerce. We have 3 children that are growing up in Pleasanton, utilizing the school system, recreational programs, parks and more.

When considering the high capacity development for our neighborhood, it is distinctly different than the rest of our community in this area. This would impact the neighborhood feel that we invested and bought in to when deciding to move to Pleasanton. It doesn't align with all the development in this area to date, including very recent developments in our Valley Trails neighborhood.

We are also concerned:

- There are already traffic challenges leaving the neighborhood at this location and introducing 80-120 additional vehicles would be challenging at the least for parking and traffic, especially during the weekday morning hours. The proximity to the intersection of Hopyard and South Valley Trails could make for difficult and frustrating daily commute for many in our neighborhood.
- We have concerns about the safety of this high capacity development and increased traffic at an area our children and pets are crossing to get to the sports park. Lack of adequate cross walks and sidewalks in the neighborhood create additional risk in how children cross streets
 - This neighborhood has sidewalks on only one side of the street in many areas and children from more than 50% of the neighborhood cross North and South Valley Trails to get to the neighborhood park with no cross walks anywhere.
- Our local schools are already severely impacted, we have had many neighbors move in to Valley Trails and have to travel to schools further away from Donlon because it is full. Introducing a high capacity home development in an area that is already strained for school access could further exacerbate this challenge for years to come.

If this parcel is allowed to construct housing, we would like to advocate that it be complimentary to all the existing construction over the last 55 years. From Valley Trails original construction and now multiple developments within the neighborhood, this neighborhood is all single family homes and we believe any new developments should align with the rest of the neighborhood and surrounding neighborhoods in this area.

Please let me know if you have any questions for us or would like to discuss, thank you for your consideration. I plan to join the Planning Commission meeting this week as well.

Thank you,

Mike and Heidi Zarzycki

██████ Everglades Ct.

Pleasanton CA 94588

████████████████████

Diego Mora

From: Todd Myers [REDACTED]
Sent: Monday, February 26, 2024 2:53 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Cc: Connie Cox [REDACTED]
Subject: High Density Housing Project 3200 Hopyard- terrible plan

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Mr. Mora,

I just read about this new housing project and am very upset.
I am a homeowner in Valley Trails neighborhood.
I moved here for a reason and one reason was not to have in my neighborhood high density housing.

This is already a busy location right by Hopyard and across the street from Ken Mercer's Sports Park. People are driving in the morning and afternoon going to work or taking their kids to and from schools in the area. I have seen many close calls of traffic accidents at the corner of South Valley Trails and Hopyard. I have witnessed a lady on the ground in the crosswalk after she got hit by a car riding her bike crossing Hopyard. I could go on and on but please do not put in this type of housing.

I hope you understand and can stop this plan.
Todd Myers
14 year Homeowner in Valley Trails

Diego Mora

From: Inderpreet Sandhu [REDACTED]
Sent: Monday, February 26, 2024 2:33 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Feedback Regarding Proposed High Density Housing Proposal at Harvest Valley Church site

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello Diego,

I am writing to you to provide feedback on the proposed housing development at the current site of the Harvest Valley Church located at 3200 Hopyard Rd at the entry to the Valley Trails neighborhood.

The current proposal will create numerous challenges to Valley Trail residents given the lack of ingress / egress onto Hopyard, lack of proper parking for future site residents, and impacting our school district. Valley trails is a thriving community but faces its own challenges with traffic, and congestion, especially during key rush hour times in the mornings, and evenings. Adding so much housing into a very small site with no plans for parking + roads onto Hopyard will impact Valley Trails Ave. We have a lot of kids riding bikes or walking to school, and having those additional cars will create major safety concerns. Additionally, the school board just recently agreed to new boundaries for each school, and now adding so many new potential families to an already impacted and overcrowded aligned schools (Donlon, Hart, Foothill) will exacerbate the situation.

I am very supportive of more housing in Pleasanton overall, even high density, but where it makes sense. There is a lot of land over at Neil that has been given to developers who only want to build giant mansions which doesn't solve housing needs. Putting more housing into already crowded neighborhoods is not a solution, and our entire community will be vocally opposing this project in its current state.

Thank you for taking the time to hear my concerns, and I am open to further discussions as appropriate.

Best regards,
-Inderpreet Sandhu - Resident of Valley Trails

Diego Mora

From: Andrea Wilson [REDACTED]
Sent: Monday, February 26, 2024 9:08 AM
Cc: Connie [REDACTED]
Subject: Proposed development on Hopyard Rd

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello,

My name is Andrea Wilson, and I reside in Valley Trails neighborhood. I am writing today about the proposed high-density housing on Hopyard Rd.

I recognize the state requirements to have to build additional housing in our city. I would like you all to consider modifying this plan to fit the neighborhoods surrounding the area.

This current plan brings a lot more traffic and not enough parking. The intersection of Hopyard and South Valley trails is a busy one with kids riding to and from schools and to and from Ken Mercer. I have 3 kids of biking age who make this ride quite frequently. Adding more traffic and drivers will continue to lessen the safety of this area. In a time when we have less police traffic presence as well, this is a huge concern.

Secondly, this does not fit into the style of any of the surrounding neighborhoods. I think you could do more family-style homes/townhouses, that don't create a completely different look for the area. These look like they belong by the BART station. There are single-family homes at the top of South Valley trails that fit in quite nicely and are still close together. They don't take away from the character of the area as well.

Please consider modifying the existing plans- my number one concern is cars/traffic safety with all the kids that are in this area (Donlon is a very impacted school) and I would also like to see something that fits in better to the character of our neighborhood and central parts of the city.

Thank you for your time in reading this and consideration,

Andrea Wilson
[REDACTED] Hawaii Ct. South

Diego Mora

From: Peggy Barsotti McCaslin [REDACTED] >
Sent: Saturday, February 24, 2024 4:10 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: P23-0177, Tract 8672, 3200 Hopyard Rd.

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

To: Diego Mora

As a homeowner in the Valley Trails neighborhood, I was very surprised to see the signage up for a three story townhome/apartment combination project at the corner of Hopyard and Valley Trails Dr. I question the ability of the builders to be able to fit that large a project in an area that is currently occupied by a church. The three story project is going to really hurt the character of our wonderful neighborhood. Increased street congestion and on street parking will create a traffic nightmare on that corner, not to mention a risk to the people, many children, that use that route to get to the sports park, tennis complex and school. I hope you reconsider this project and find a kinder, gentler land use solution at the entrance into the Valley Trails Neighborhood.

Sincerely,
Peggy McCaslin

Diego Mora

From: Elaine [REDACTED]
Sent: Saturday, February 24, 2024 7:15 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Proposed High Density Development in Valley Trails

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

As residents of Valley Trails since 1987, we value the quality of life our family has enjoyed in our well-established neighborhood. The proposed addition of high-density housing will strain the existing resources, adding more traffic and less parking to an already built-out neighborhood. Adding 57 condominiums/townhouses is not reasonable. We need a development plan that truly respects the character of Valley Trails.

The additional single-family homes recently built on another church property in Valley Trails have proven to be far more aligned with the quality we expect. Those families who moved in are now also enjoying the quality of life we were able to enjoy with our own family, taking full advantage of the quiet neighborhood with their children safely enjoying the park and making new friends.

Please reconsider the proposed development and listen to the valid concerns of the current residents.

Sincerely,
George & Elaine Kanakis
[REDACTED] Yellowstone Court

Diego Mora

From: Phyllis Couper [REDACTED] >
Sent: Sunday, February 25, 2024 2:18 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Re: proposed 57 unit Condo units on Harvest Valley Church Site, Hopyard Road

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

February 25, 2024

To: DMora,

Re: proposed 57 unit condos on Harvest Valley Church site:
It would be a more pleasant visual site and a better quality of living site if the number of condos was reduced. If the picture of the condos on the city website is what would be constructed, those type of building are just plain ugly. Pleasanton has some really charming condo communities like those over by CVS and Bernal. I don't think people would object to that type of community. The "military block" style buildings are not Pleasanton, and would just be a blight on the city. Pleasanton has a reputation as a charming city with well planned communities. I hope all the city departments involved with this application will take the overall aesthetic overlay of Pleasanton into consideration as plans are submitted.

Regards,
Phyllis Couper

[REDACTED]

Diego Mora

From: Kimberly Edgerton [REDACTED] >
Sent: Sunday, February 25, 2024 1:54 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: High Density Housing at 3200 Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hi Diego,

I am writing to voice my opposition to the high density housing planned on Hopyard Rd. I have been living in the Valley Trails neighborhood for over a decade and I am well aware of the number of cars and kids crossing the street at this intersection. Please take a closer look at the number of traffic incidents in this area and then consider adding in hundreds of additional cars and kids to the equation. This plan to add 57 attached condos and 48 3-story townhomes is ill-conceived and quite frankly, dangerous. Please don't ignore the concerns of the residents that have been living here and paying taxes for years. I understand the housing shortage in our area and the need to find open space to put new homes but this IS NOT OPEN SPACE. Our kids' safety has to be considered and this plan is not safe.

Resident, Taxpayer, and Voter,
Kimberly Edgerton
[REDACTED] Acadia Ct. Pleasanton, CA 94588

Diego Mora

From: Iqbal Omarali [REDACTED]
Sent: Friday, February 23, 2024 6:30 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: 3300 Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I would like to express my concern that this development is too dense and congested for the location in Pleasanton.

It is something I expect to see in Dublin. Keep Pleasanton pleasant.

Dr Omarali
[REDACTED] Olson Ct
pleasanton

Sent from my iPhone
[REDACTED]

Diego Mora

From: Tracey Montoya [REDACTED]
Sent: Thursday, February 22, 2024 2:01 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Harvest church property

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Mr. Mora,

I live near the corner of Hopyard and Valley, and I recently noticed the development application for the massive condo complex at the Harvest church.

I completely understand and support both the church's desire to sell and the city's need to approve more housing. However, this plan looks like a huge eyesore for the area. Multiple three-story buildings with no trees or breathing room would be unsightly in the current area of 1-2 story buildings and beautiful park land.

While the esthetics are the most offensive to me, clearly the impacts on parking and traffic would be awful for the neighbors and nearby parks. Please reject this proposal and encourage a smaller project that would complement, rather than destroy, the area's appearance. The newer development in Valley Trails is a good example.

Also, can I please suggest that the city consider the most logical location for high density housing -- the failing Stoneridge mall! The mall has been in massive decline for years, and it is high time to reimagine that space. I imagine many developers would have a field day there...housing, retail, recreation that would all be adjacent to BART and freeways. We don't need an old, outdated, junky mall with a ton of empty parking spaces. We need housing and retail in appropriate parts of town.

Thank you for your time.

Tracey Montoya
[REDACTED]

[Sent from Yahoo Mail on Android](#)

Diego Mora

From: Sandra Fisher [REDACTED]
Sent: Monday, February 26, 2024 5:16 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Valley Trails Neighborhoods not Bedrooms

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello. If you don't know by now, you will Wednesday night, that Valley Trails and Parkside residents do not want a 3 story, high density set of bedrooms on our corner. Valley Trails residents are very protective of their way of life and how they want their neighborhood to look. Our residents have court parties and block parties. They know their neighbors. Their kids grow up together. I have been in my house for 40 years, so has another neighbor and one is an original owner. The others have been here for 10 to 20 years. We celebrate birthdays together, anniversaries, weddings and even gender reveals together.

There are no other 3 story buildings in Valley Trails. Even you would have to agree that the proposed apartments will look ridiculous on that corner. They are not the first thing we want new people coming into Valley Trails to see. Last time this was proposed, it was changed to a lovely little court. Once the church is gone, there will be room for 2 courts, 2 neighborhoods not 50+ bedrooms.

I'm sure Sacramento would like to see bedrooms built on every inch of vacant land in Pleasanton, but they don't live here. We want neighborhoods.

See you Wednesday evening.

Sandi Fisher

Diego Mora

From: Dave [REDACTED]
Sent: Monday, February 26, 2024 3:11 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Valley Trails Development

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Mr. Mora

We, the present homeowners in the Valley Trails development have just received notice of a long existing church on the Hopyard Rd. corner of our neighborhood is planning to build 50+ condos and apartments on their property. Why has not the surrounding neighborhood been notified by the city, instead of by someone who knows someone.

This plan as seen by me reminds me of a lot full of military barracks that blocks the view of our neighborhood.

With two entrances to the development located directly across the street from the sole entrance for a church and a synagogue and the traffic coming from half of the Vally Trails residents this is a perpetual traffic problem only 50 yards from the traffic signals on a heavily traveled main street.

Three story buildings (parking underneath) require 2 flights of stairs per unit. This eliminates all elderly/disabled buyers from prospective ownership.

As with almost all condo/rental development, there will be a number of those residents using on street parking now to be added to the churches across the street filling the parking space on the street.

This development plan looks like a rabbit warren for people new or visiting this plan. It also does not appear to have sufficient guest parking and will move guests to the street to park.

What about the great number of Valley Trails children heading to school daily on bicycles riding in the street or on foot crossing the street? A disaster waiting to happen?

Finally, we hear about below market or low income units to be included to entice the Planning Commission. I want to hear what this means. What dollar value will be attached to these units and will the developers be held to these estimates.

Thank you for listening.
David Pastor
Valley Trails resident

Diego Mora

From: zoujinhe [REDACTED]
Sent: Tuesday, February 27, 2024 1:58 PM
To: Diego Mora; Karla Brown; Julie Testa; Valerie Arkin; Jack Balch; Jeff Nibert
Cc: Connie Cox
Subject: Concerns of 3200 Hopyard project development plan

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hi Everyone in this email list,

Thank you for posting the "development application notice" board and letting the community know what was going on.

Years ago, those two churches and their pre-school were part of the reasons we decided to buy & move to "South Valley Trails". I was surprised that one of the churches will be sold to build residential units that will dramatically change how our community looks, and will also change people's first impression of this community which was part of the reason I moved here.

My other concerns:

- less "public" places: those two "churches" are kind of "public resources" people can get after work/school and weekends, converting to residential units takes away such "public resources" from us. not only "taking away" but adding demands.
- kids safety: such high density residential units will increase traffic flow, kids need to pay more attention to vehicles compared to today.
- parking: high density residential units will have move overflow vehicles park on the street (instead park on driveway or inside garage)

Would like to see fewer units designed with some public spaces.

Scott

Karla Brown

From: Elizabeth Rajs [REDACTED]
Sent: Saturday, February 17, 2024 5:43 PM
To: Karla Brown
Subject: 3200 Hopyard Project

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hi Karla,

As longtime residents of Valley Trails, we strongly urge you to deny the new proposal for 3200 Hopyard Road by CDP Development LLC for the property currently owned by Harvest Valley Church.

We are 100% opposed to the planned development of 57 condominium units at the corner of S.Valley Trails and Hopyard. The size and scale of this proposal is completely out of character for our single-family community of Valley Trails.

We have lived in Valley Trails for nearly 30 years and greatly appreciate the neighborhood community of single-family homes. With only two ways out of our U-shaped community for hundreds of residents, the amount of traffic that would be generated at that intersection alone would be overwhelming. Many people in Valley Trails, ourselves included, frequently walk, run and bike through that intersection into the Sports Park. We believe a thorough traffic study at that intersection will show it is already at peak load several times a day (school traffic and preschool drop-off), and worse when soccer practices and games are in full swing in the Sports Park.

Please deny this proposal and require the developer to reconsider the scope and size of that project to be more in line with our existing neighborhood.

Sincerely,
Elizabeth and Ralph Rajs
[REDACTED] Kings Canyon Court

Diego Mora

From: Lena Bravo [REDACTED]
Sent: Wednesday, February 28, 2024 7:18 AM
To: [REDACTED]; Diego Mora <DMora@cityofpleasantonca.gov>; Karla Brown <kbrown@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>
Subject: OPPOSE Project at Harvest Valley Church

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello All,

I am a resident of Pleasanton, live off Hopyard, travel the area near Harvest Valley Church frequently and use the surrounding parks. I oppose this development project because it will negatively impact our neighborhood character, make the neighborhood streets too busy, increase traffic dangers, strain our local park, offer inadequate parking, and the project also heavily relies on unavailable off-street parking, and requires excessive waivers to be compatible with our city code requirements. I want a development plan that genuinely respects the community members and works within the limitations of the surrounding neighborhood!

Please do better!

Thanks,

Lena Bravo

[Sent from Yahoo Mail for iPhone](#)

Diego Mora

From: Liana Moshell [REDACTED]

Sent: Tuesday, February 27, 2024 10:53 PM

To: [REDACTED] Diego Mora <DMora@cityofpleasantonca.gov

Brown <kbrown@cityofpleasantonca.gov>; Valerie Arkin <varkin@cityofpleasantonca.gov>; Jack Balch

<jbalch@cityofpleasantonca.gov>; Jeff Nibert <jnibert@cityofpleasantonca.gov>; Julie Testa

<jtesta@cityofpleasantonca.gov>

Cc: Connie [REDACTED]

Subject: Opposition of proposed housing at Harvest Valley Church

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I am writing you to voice my opposition to the high density housing planned for the site on Harvest Valley Church. I am not opposed to building housing on this site but the 3 story high density housing being proposed in an established neighborhood does not work.

Valley Trails is a one lane road. It can not handle a high density building. There is also several accidents a year at the intersection of valley trails and Hopyard. Adding more cars is only going to increase the accidents. That intersection also has the sports park on the other side. Therefore there are so many pedestrians and bicyclists using the crosswalks at that intersection. Putting high density housing is going to increase the cars which will increase the chances of a pedestrian or cyclist getting seriously injured or worse.

Valley Trails is an established neighborhood with only 1 and 2 story housing and a couple churches. There are no office building, condos, townhouses or apartments. It would be an eyesore to the neighborhood and town. Plus there's the issue of privacy. The high density housing would tower over people's houses and they would be able to look into people's backyards. That's a complete invasion of privacy. People buy single family housing for privacy and you would be taking that away. It also takes away from the home value of our houses.

I don't oppose housing being built but it needs to be something that fits into the neighborhood and the housing being proposed does not. It's a cash grab to fit as many units as possible with zero consideration for the people who already live in the neighborhood.

Sincerely,

Liana and Mitchell Moshell

Homeowners and residents of Valley Trails

Diego Mora

From: Sandra Tenborg [REDACTED]
Sent: Tuesday, February 27, 2024 9:34 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Letter to Planning Commission for February 28th Meeting

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Good evening, Diego. Again, thank you, for calling me back this afternoon. I know it was close to the end of your workday and I appreciate your effort. I have composed a letter to the Planning Commission regarding P23-0177, Tract 8672 at 3200 Hopyard Road. which will be discussed at their February 28th meeting. I have attached it to this email.

Thank you for your assistance in getting this letter added to the record.

Sincerely,

Sandy Martin

February 27, 2024

City of Pleasanton
Planning Commission
200 Old Bernal
Pleasanton, CA 94566
Attn: Diego Mora, Associate Planner

RE: P23-0177, Tract 8672, 3200 Hopyard Road

Dear Chair Pace and members of the Planning Commission:

My name is Sandy Martin. My husband and I reside at [REDACTED] Isle Royal Ct. in the Valley Trails Neighborhood. I have lived in Valley Trails since 1997 and I enter and exit our development from South Valley Trails which will be directly affected by the proposed project. During that time, I have also seen Pleasanton change to meet the needs of the community; even though, I have not always agreed with those changes. I do recognize that I am fortunate to live in a city in which the residents can be heard in earnest.

At this time, I am writing to express my opposition to the Application for Design Review (P23-0177) and Vesting Tentative Tract Map Approval 8672 for the demolition of the existing church and daycare to construct a housing development. Unfortunately, at the writing of this letter, I cannot attend the February 28th Planning Commission Meeting. Diego Mora, Associate Planner, graciously assured me that you would receive my letter and I appreciate his level of customer service.

I believe that a property owner has the legal right to develop their parcel. While I'm not completely opposed to the infill development of the site, I am opposed to the currently proposed project. Because it is an infill project, I feel it is the Planning Commission's responsibility to take into consideration the existing neighborhood adjacent to the site, the traffic conditions, the financial impact the proposed project will have on the existing adjacent neighborhood and the impact the project will have on the City's infrastructure.

Existing Neighborhood

I am sure that you have visited the site, or reviewed aerials of the area surrounding the proposed project and are aware that Valley Trails is a unique neighborhood. Originally developed in the 1970's it consists of single-family homes. Recently, Ponderosa Homes developed a former church site at the western end of the development into similar single-family homes. I say "similar" single family homes because Ponderosa matched the current makeup of the neighborhood. While our Valley Trails neighborhood has changed since the 1970's, we are still a close, supportive neighborhood. I don't believe the proposed development of one hundred and fourteen (114) units consisting of three-story townhomes, condominiums and apartments matches, or even fits into, the makeup of the existing neighborhood.

While I have not had the opportunity to visit the Planning Counter to review the renderings of the project, I did see the pictures posted at the site. The aesthetics of the proposed project does not even match or come close to fitting into the existing neighborhood. The project, as proposed, will definitely have a negative impact on the existing, surrounding residents.

Traffic

Valley Trails has only two ingress and egress points connected by one main u-shaped roadway. All of the traffic entering and exiting the development must do so at these two points. The proposed project will have an impact on traffic flow for residents in Valley Trails. We currently have both a church with a daycare center and a Jewish Center with a school on the south side of South Valley Trails at the entrance to our development. Having only two ingress and egress points can make it difficult to exit the neighborhood during school and work commute hours. And on weekends, religious services and the traffic to and from Ken Mercer Sports Park affect our ability to enter and exit our development. Assuming a minimum of two drivers will be occupying the units currently being proposed, that equates to an additional two hundred and twenty-eight (228) motor vehicles entering and exiting our development on to Hopyard Rd. Again, the project, as proposed, will have a negative impact on the existing, surrounding neighborhood.

Financial Impact

Because the currently proposed project does not blend in with the surrounding neighborhood and is currently proposed with three story units, it will have a negative impact on our property values. We are currently a single-family neighborhood. Should a three-story, multi-family project be permitted to build at one of the only ingress and egress points to our development, we will no longer be a single-family residential neighborhood. We will become a mixed development and not in a good way. Many of our residents are counting on the equity that they have in their homes to sustain them through retirement. If this current project is approved, the property values for Valley Trails Homeowners will falter and the long-term lively hood for both my neighbors, and myself, will be dramatically affected.

City's Infrastructure

I'm sure that PG&E and Zone 7 will indicate that the current utilities are adequate to sustain the additional development. But are they, really? Valley Trails, and the City as a whole, already experience power outages. Last year, Valley Trails experienced one that lasted for two days. Our electrical supply is neither guaranteed nor unlimited. The State of California's electrical grid is already taxed. Yet electrical charging stations and development, such as housing, continue to be built. Our water supply is precarious and we need major funding to keep our roadways in adequate condition. I recently received a City Survey requesting my input on what I felt was important due to pressure on the City's General Fund. Most of the items were infrastructure related.

As I said in the beginning, I do believe that a property owner has a right to develop their property, but there are ramifications when developing an infill site; especially when it is adjacent to an established residential neighborhood. I understand that it comes down to money and the law. I don't want the development to impact my property value and the property owner wants to make the highest profit possible and the City has to abide by the law. But a development like this will have a negative impact the lives of me and my neighbors and we are already here. I am opposed to three story dwellings and

apartments being built on the site. I am not opposed to garden homes or town homes being built, but they need to remain two story dwellings and they need to be limited in number to match the surrounding neighborhood.

I thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Sandy Martin", with a stylized, cursive script.

Sandy Martin

Diego Mora

From: Parisa Bayati [REDACTED] <[REDACTED]>

Sent: Tuesday, February 27, 2024 5:05 PM

To: Karla Brown <kbrown@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>; Valerie Arkin <varkin@cityofpleasantonca.gov>; Jack Balch <jbach@cityofpleasantonca.gov>; Jeff Nibert <jnibert@cityofpleasantonca.gov>; Gerry Beaudin <gbeaudin@cityofpleasantonca.gov>; Alexa Jeffress <ajeffress@cityofpleasantonca.gov>; Mayor and City Council <citycouncil@cityofpleasantonca.gov>; Diego Mora <DMora@cityofpleasantonca.gov>; [REDACTED]

Subject: Urgent Concern Regarding Proposed Construction Project in 3200 Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Mayor Brown, Vice Mayor Testa, City Council Members, City Manager, and Mr. Diego Mora,

I hope this email finds you well. My name is Parisa Bayati, and my husband and I are proud new homeowners in Pleasanton, residing in the Valley Trails area. I am writing to express deep concerns about the proposed construction project slated for our neighborhood.

As first-time homeowners, we've invested significant time, effort, and resources into purchasing our single-family house in this vibrant community. Pleasanton's serene atmosphere, family-friendly environment, and well-established neighborhood character were key factors in our decision. However, recent developments have left us greatly unsettled about the future of our community.

Specifically, I am referring to the plans for constructing 57 condominium units on the site currently occupied by a church and its accompanying parking lot. This project, comprising three-story buildings, starkly contrasts with the existing charm and character of our neighborhood. Beyond disrupting the aesthetic appeal, it raises serious concerns regarding safety, traffic congestion, and overall livability.

The lack of adequate parking provisions for both residents and guests is particularly troubling. Given the limited space available and the already congested nature of our streets, this development will only exacerbate existing parking challenges. Furthermore, the increased density resulting from this project will undoubtedly strain our neighborhood's infrastructure and amenities, including schools and public services.

Moreover, the construction process itself is a cause for concern. With an estimated duration of 3 to 4 years, the ongoing disruption and inconvenience will undoubtedly impact the quality of life for residents in the immediate vicinity. Noise pollution, dust, and restricted access to essential facilities are just a few of the issues we anticipate facing during this period.

Furthermore, the proposed development will significantly worsen traffic congestion, especially during morning rush hours. The intersection is already overwhelmed during peak times, and adding more residents without adequate infrastructure will only compound the problem.

Beyond these practical considerations, there is also the matter of preserving the unique character and identity of our neighborhood. Pleasanton has long been admired for its cohesive community spirit and

harmonious blend of residential and commercial spaces. Introducing a development of this scale and nature threatens to undermine the very essence of what makes our neighborhood special.

Additionally, this development will directly affect the privacy of our backyard and block light exposure. The presence of three-story buildings next to one-story single-family houses does not align with the layout and character of our area.

Furthermore, the project has already been granted 11 waivers, which is deeply concerning. It raises questions about adherence to city codes and regulations.

I am deeply troubled by the lack of transparency and community engagement surrounding this project, as I never received any notice about this development until I saw the board close to the parking lot. As concerned homeowners, we urge you and other relevant stakeholders to reconsider the approval of this development in its current form. It is imperative that our voices are heard, and our concerns are taken into account before any irreversible decisions are made.

I respectfully request an opportunity to further discuss this matter with you and other city officials. Together, we can explore alternative solutions that prioritize the best interests of our community while preserving the integrity of our neighborhood. I plan to attend Wednesday's meeting to discuss my concerns in person.

Thank you for your attention to this urgent matter. I look forward to your prompt response and action on this issue

Sincerely,
Parisa Bayati
phone: [REDACTED]
email: [REDACTED]

Diego Mora

From: Deborah Tan [REDACTED]
Sent: Tuesday, February 27, 2024 4:24 PM
To: Julie Testa <jtesta@cityofpleasantonca.gov>; Diego Mora <DMora@cityofpleasantonca.gov>;
[REDACTED] <bmyers@catdevpartners.com>; Karla Brown <kbrown@cityofpleasantonca.gov>
Cc: Connie Cox [REDACTED]
Subject: Proposed development for Harvest Valley Church site on Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I am a resident of the Valley Trails neighborhood and I oppose the 57-unit condo development proposed for the Harvest Valley Church site. This project harms our neighborhood character, makes our streets too busy, increases traffic dangers, strains our local park, offers inadequate parking, heavily relies on unavailable off-street parking, and requires excessive waivers to be compatible with our city code requirements. I want a development plan that genuinely respects our neighborhood.

Thank you,
Deborah Tan

Diego Mora

From: Ling Tan [REDACTED]
Sent: Tuesday, February 27, 2024 4:03 PM
To: Diego Mora <DMora@cityofpleasantonca.gov> [REDACTED] Karla
Brown <kbrown@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>
Cc: [REDACTED]
Subject: Stop high-density development on Hopyard/Valley Trails

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Officials of Pleasanton,

I oppose this project because it harms our neighborhood character, makes our streets too busy, increases traffic dangers, strains our local park, offers inadequate parking, heavily relies on unavailable off-street parking, and requires excessive waivers to be compatible with our city code requirements. I want a development plan that genuinely respects our neighborhood.

We've already tolerated the build out of Arches Way in Valley Trails recently and now we have to endure another loud and obnoxious project for who knows how long this time around. I can already see traffic jams for existing residents trying to do their daily tasks as the South Valley Trails street will most likely be blocked off indefinitely due to construction. Please reconsider and stop this high-density development.

Respectfully,

Ling Tan

Lassen Street in Valley Trails

Diego Mora

From: Kristin S [REDACTED] >

Sent: Wednesday, February 28, 2024 6:16 AM

To: [REDACTED]; Diego Mora <DMora@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>; Karla Brown <kbrown@cityofpleasantonca.gov>

Subject: Re: 3200 Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear All:

I did some research, it appears some of the construction equipment that will be used within 25 feet of my home will generate noise that exceeds the allowed threshold. What is being done about this? (Note, these levels are from 50 feet so one can only imagine the increase when you cut the distance in half or more).

TABLE 5 Construction Equipment 50-Foot Noise Emission Limits

Equipment Category	L_{max} Level (dBA)^{1,2}	Impact/C
Arc Welder	73	Conti
Auger Drill Rig	85	Conti
Backhoe	80	Conti
Bar Bender	80	Conti
Boring Jack Power Unit	80	Conti
Chain Saw	85	Conti
Compressor ³	70	Conti
Compressor (other)	80	Conti
Concrete Mixer	85	Conti
Concrete Pump	82	Conti
Concrete Saw	90	Conti
Concrete Vibrator	80	Conti
Crane	85	Conti
Dozer	85	Conti
Excavator	85	Conti
Front End Loader	80	Conti
Generator	82	Conti
Generator (25 KVA or less)	70	Conti
Gradall	85	Conti
Grader	85	Conti
Grinder Saw	85	Conti
Horizontal Boring Hydro Jack	80	Conti
Hydra Break Ram	90	Imp
Impact Pile Driver	105	Imp
Insitu Soil Sampling Rig	84	Conti
Jackhammer	85	Imp
Mounted Impact Hammer (hoc ram)	90	Imp
Paver	85	Conti
Pneumatic Tools	85	Conti
Pumps	77	Conti
Rock Drill	85	Conti
Scraper	85	Conti
Slurry Trenching Machine	82	Conti
Soil Mix Drill Rig	80	Conti
Street Sweeper	80	Conti
Tractor	84	Conti

I also wonder what the projected noise increase will be with the addition of Building 7 within 24 1/2 feet of my home. There will be increased foot traffic and the potential for pets, parties, etc.

Mr. Myers was unable to answer questions related to the impact from bbqs or other personal use equipment that might have an impact on the environment or reasonable use of my home.

These issues must be addressed.

Kristin

On Tue, Feb 27, 2024 at 8:28 PM Kristin S [REDACTED] wrote:

To Whom it May Concern:

I am writing to express my concerns regarding the proposed building plan for 3200 Hopyard Road. I live at 7293 Valley Trails Dr. My house is located on the property line of the proposed project.

Findings for P23-0177 (Page 2 of 12)

For the reasons set forth below, I request the Planning Commission find the project was reviewed based on the nine criteria as required by Section 18.20.030 of the Pleasanton Municipal Code and the following criteria was not met:

3. Appropriate relationship of the proposed building and its site to adjoining areas, including compatibility of architectural styles, harmony in adjoining buildings, attractive landscape transitions, and consistency with neighborhood character;
4. Preservation of views enjoyed by residents, workers within the city, and passersby through the community;
6. Relationship of exterior lighting to its surroundings and to the building and adjoining landscape;

Conformance with Site Development Standards (Page 5 of 12)

The majority of the waiver requests are related to spatial aspects of the project such as setbacks, lot area, FAR, parking, etc. Additionally, the applicant requests a height waiver to exceed the maximum height allowed of 30 feet to 34 feet to allow the project to fit onto the property as designed. Without the incentive and waivers, the applicant cites that the objective development standards hinder the project that is within the allowed density. In addition, the applicant cites the requests to be cost-saving, which in turn would provide affordable housing as part of the project. Staff has assessed the incentive and waiver requests in conjunction with SDBL and believes the request for waiver is appropriately needed to accommodate the site's allowable density, and none would have an adverse impact on health and safety, the physical environment, or historic resources. Please see Exhibit D for full request details per SDBL.

Looking at Table 2 on Page 6, there are two significant waivers that impact my property that should not be granted:

- 1.) Maximum Height of Main Structure from 30 to 34 feet; and
- 2.) Rear Setback from 30 to 10 feet.

My main concerns center around Building 7 and the impact these waivers have on my property. You see, Building 7 will be 24 1/2 feet from my property line at its closest point and 31 feet at its farthest point. The 30 foot waiver allows them to come closer to my property and impacts it significantly.

I imagine there will be lights on the outside of the residences that will be lit during the night. These lights will shine in close proximity to my son's bedroom and create a nuisance.

The height variance of the main structure from 30 to 34 feet allows the builder to add a third story to the units. It is my understanding Building 7 will house six units. This will add fifteen windows and four decks facing my property from the second and third floors. The windows and decks will give access to my property from a vantage point that is unreasonable. The decks, where people will congregate outside, will be 11 to 12 feet off the ground: they will face into my backyard and one of the bedrooms of our home. This will have a dramatic impact on the original design of our home. We have a reasonable expectation of privacy, especially as it relates to my son's bedroom. We will be impacted by outside noise, barbecues, and who knows what from the decks of Building 7 in close proximity to our home, creating a nuisance to our property. I met with Mr. Myers and requested consideration of these concerns and he was not able to provide any assurances these concerns would be addressed. My request is the design of the building be altered to not put windows above our fence line facing our property and remove the decks. This would maintain our privacy and alleviate any concerns for nuisances that may be created through the construction of Building 7. He refused as it would disrupt the builder's ability to maintain their profits.

Regarding our neighborhood, constructing a 48 unit project that only allows for one parking space per student or one bedroom unit will create a parking nightmare on South Valley Trails Drive. There is very little street parking in the area. This waiver should be denied.

Draft Conditions of Approval

Section 110 which reflect Municipal Code Section 9.04.100:

§ 9.04.100: Construction.

Notwithstanding any other provision of this chapter, between the hours of 8:00 a.m. and 8:00 p.m. daily, except Sunday and holidays, when the exemption shall apply between 10:00 a.m. and 6:00 p.m., construction, alteration or repair activities which are authorized by a valid city permit shall be allowed if they meet at least one of the following **noise** limitations:

A.

No individual piece of equipment shall produce a **noise** level exceeding 83 dBA at a distance of 25 feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to 25 feet from the equipment as possible; or

B.

The noise level at any point outside of the property plane of the project shall not exceed 86 dBA.

(Prior code § 4-9.07(d))

My other concern is the impact the noise levels will have on my business. I am a special education attorney who works from home. As part of the COVID-19 Pandemic, meetings and legal proceedings (mediation, pre-hearing conferences, and trials) are all virtual. I will not be able to continue with my work during construction. I raised this concern with Bruce Meyers who has offered no solutions. There is no evidence that this project will satisfy the noise requirements, especially as it relates to my property and dwelling which abuts the construction site. At times, the machinery will be creating high levels of noise within 25 feet of my dwelling. This project cannot proceed without noise mitigation measures in place. Given the close proximity of my home, I ask you to balance the rights of all parties.

It is my understanding from my conversation with Mr. Myers, they anticipate this project lasting a year and a half from start to completion. It will require a significant amount of work underground to address the lack of plumbing, etc.

Other Planned Projects

There is another project in close proximity, 5976 and 5994 W. Las Positas Road. There is a proposal for 146 apartment units. I do not see any evidence that the City of Pleasanton has considered the impact on local residents with the proposal of two significant building projects. They will have an impact on traffic, schools, etc.

Home Value and Loss of Income

I attempted to work with the builder and address my concern that the construction of Building 7 will negatively impact my property value. Building 7 in its current design will create a nuisance as I will be unable to peacefully use and enjoy my property. Specifically, with regard to my property, I ask that the loss of my home value and loss of income be considered as a factor in the design of 8200 Hopyard Road. Building 7 will house only two low income units and will not make a substantial impact on the community's need for low-cost housing but will have a huge impact on my family.

Thank you for your consideration.

Sincerely,
Kristin Springer

Diego Mora

From: Badari Kalagi [REDACTED]
Sent: Wednesday, February 28, 2024 11:21 AM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Cc: Aaa Sandhya [REDACTED]
Subject: STOP high density development at 3200 Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hi,

We are residents of Valley Trails neighbourhood and, we would like to voice our opposition to high density development at 3200 Hopyard

"I oppose this project because it harms our neighborhood character, makes our streets too busy, increases traffic dangers, strains our local park, offers inadequate parking, heavily relies on unavailable off-street parking, and requires excessive waivers to be compatible with our city code requirements. I want a development plan that genuinely respects our neighborhood."



Thanks and Regards
Badari Kalagi

Diego Mora

From: Gautam Venkatesh [REDACTED]
Sent: Wednesday, February 28, 2024 11:30 AM
To: Diego Mora <DMora@cityofpleasantonca.gov>
[REDACTED]

Subject: High Density Development on Hopyard - We oppose.

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hi Diego Mora,
Good day!

This email is to officially register my opposition to the proposed High Density Development on Hopyard/ Valley Trails.

I oppose the project because it harms the character of our neighborhood, makes the streets too busy, increases traffic dangers, strains our local park, offers inadequate parking, heavily relies on unavailable off-street parking and requires excessive waivers to be compatible with our city code requirements. I want a development plan that genuinely respects our neighborhood and does not alter the character of the neighborhood.

Sincerely,
Gowtham and Swaroopa
Residents of Valley Trails

Diego Mora

From: AJ Jahadakbar [REDACTED]
Sent: Wednesday, February 28, 2024 10:45 AM
To: Diego Mora <DMora@cityofpleasantonca.gov>; [REDACTED] Karla Brown <kbrown@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>; Valerie Arkin <varkin@cityofpleasantonca.gov>; Jack Balch <jbach@cityofpleasantonca.gov>; Jeff Nibert <jnibert@cityofpleasantonca.gov>; Gerry Beaudin <gbeaudin@cityofpleasantonca.gov>; Alexa Jeffress <ajeффress@cityofpleasantonca.gov>; Mayor and City Council <citycouncil@cityofpleasantonca.gov>
Cc: Connie [REDACTED]
Subject: Urgent Request for Reconsideration – Hopyard Development (P23-0177 & Tract 8672)

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Subject: Urgent Request for Reconsideration – Hopyard Development (P23-0177 & Tract 8672)

Dear Mayor Brown, City Council Members, the city manager, and Diego Mora,

As a homeowner directly adjacent to the proposed Hopyard development, I express grave concerns about the Planning Commission's approval of this project. I implore you to reconsider, as the current project design fundamentally clashes with the established character of our single-family neighborhood, raises urgent public safety issues, and was approved through a review process that requires further assessment. I have major concerns regarding the city staff report, which I will present in detail at the hearing.

The project's high density, inadequate parking, and disregard for setbacks will severely increase traffic congestion, jeopardizing emergency vehicle access, and negatively impacting the privacy and quality of life for existing residents. The city's reliance on outdated traffic data and a general CEQA analysis fails to address the unique and detrimental effects of this development. This project's incompatibility and safety hazards undermine the very reasons we chose to live here. Had I known about it five months ago when purchasing my home, I would never have considered this neighborhood an option.

Mayor Brown, Council Members, the city manager, and Diego Mora, the approval of this project in its current form sets a dangerous precedent for our community. I urge you to reconsider this decision and engage in meaningful dialogue with residents to find a development solution that genuinely respects existing neighborhoods and prioritizes the safety and wellbeing of Pleasanton residents.

Sincerely,
AJ Jahadakbar
[REDACTED] Valley Trails DR

Diego Mora

From: Shannon Hancock [REDACTED]

Sent: Wednesday, February 28, 2024 12:07 PM

To: [REDACTED]; Diego Mora <DMora@cityofpleasantonca.gov>; Karla Brown <kbrown@cityofpleasantonca.gov>; Valerie Arkin <varkin@cityofpleasantonca.gov>; Jack Balch <jbalch@cityofpleasantonca.gov>; Jeff Nibert <jnibert@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>

Subject: Opposition to Proposed High Density Development at 3200 Hopyard Rd

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello,

I am writing to you today to oppose the project planned for the corner of Hopyard and Valley Trails (currently Harvest Valley Church). File name: P23-0177, P23-0178

In my opinion, it harms the current Valley Trails neighborhood and properties because of the following:
(1) The current development is single family homes; not high density housing. The proposed development does not reflect the character of the existing development in that area. This is my biggest concern!

(2) Strain on parking as the current plan offers inadequate parking and will rely heavily on off-street parking.

(3) Requires excessive waivers to be compatible with our current city code requirements.

(4) Increases traffic in an area where children are often seen riding bikes and walking home from school.

(5) Places additional strain on our community Valley Trails park.

(6) Places additional strain on our water resources (due to higher density).

Overall, I am not opposed to additional housing at the proposed site. I request that the building plan reflect the existing development (of single family homes). The proposed project of high density housing is a better fit for our Hacienda Business park where similar housing already exists.

Sincerely,
Shannon Hancock
Resident of Valley Trails

Diego Mora

From: Lourdes [REDACTED] >
Sent: Wednesday, February 28, 2024 12:12 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>;
[REDACTED] <kbrown@cityofpleasanton.gov>
<kbrown@cityofpleasanton.gov>
Subject: Proposed Development on 3200 Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello Diego,

I'm writing this to communicate my opposition to the planned development on Hopyard and South Valley Trails. There are so many problems with this idea, the main one probably being the traffic increase and lack of parking in this area. This would also impact our property values negatively. I understand high-density housing is probably required due to the state's mandate but if any density housing should occur in Pleasanton it needs to be in areas where it's already begun and makes the most sense, by the Bart station and not in older neighborhoods where this is non-existent.

The surrounding neighborhood in this area is all single-family homes and any development in that space should be consistent with what's currently there. Pleasanton is known for its parks, beautiful landscape, schools, single-family homes, and family-friendly environment. This is what sets Pleasanton apart and we need to keep it that way. We do not want to become Dublin with high-density housing everywhere.

Regards,
Lourdes Lopez

Diego Mora

From: Jan Hancock [REDACTED]

Sent: Wednesday, February 28, 2024 12:16 PM

To: [REDACTED] Diego Mora <DMora@cityofpleasantonca.gov>; Karla Brown <kbrown@cityofpleasantonca.gov>; Valerie Arkin <varkin@cityofpleasantonca.gov>; Jack Balch <jbalch@cityofpleasantonca.gov>; Jeff Nibert <jnibert@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>

Subject: Opposition to Proposed High Density Development at 3200 Hopyard Rd

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello,

I am writing to you today to oppose the project planned for the corner of Hopyard and Valley Trails (currently Harvest Valley Church). File name: P23-0177, P23-0178

In my opinion, it harms the current Valley Trails neighborhood and property values of existing homes because of the following:

- (1) The current development is single family homes; not high density housing. The proposed development does not reflect the character of the existing development in that area. This is my biggest concern!
- (2) Strain on parking as the current plan offers inadequate parking and will rely heavily on off-street parking.
- (3) Requires excessive waivers to be compatible with our current city code requirements.
- (4) Increases traffic in an area where children are often seen riding bikes and walking home from school.
- (5) Places additional strain on our community Valley Trails park.
- (6) Places additional strain on our water resources (due to higher density).

Overall, I am not opposed to additional housing at the proposed site. I request that the building plan reflect the existing development (of single family homes). The proposed project of high density housing is a better fit for our Hacienda Business Park where similar housing already exists.

Sincerely,
Jan Hancock
Resident of Valley Trails

Estela Ramirez

From: Estela Ramirez
Sent: Wednesday, February 28, 2024 1:58 PM
To: Estela Ramirez
Subject: FW: P23-0177

From: SCOTT SMITH [REDACTED]
Sent: Wednesday, February 28, 2024 12:32 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: P23-0177

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

My name is Scott Smith. I live on Isle Royal Ct, off of South Valley Trails. What an abomination. This proposal is incongruitous with the neighborhood in so many ways. I understand that a property owner has the right to sell and gain as much as the market will bear, but really? If this proposal were to be approved the precedent would be set for multi story structures all over town. Take a look at how Redwood City has completely destroyed the small town feel, in favor of high rise housing. There must be a better solution to satisfy all parties Also, please study the current traffic light (A,B,C or D) at the intersection of S Valley trails and Hopyard. I suspect the current designation is incorrect and will be only made worse by this proposal.

Estela Ramirez

From: Estela Ramirez
Sent: Wednesday, February 28, 2024 1:58 PM
To: Estela Ramirez
Subject: FW: Oppose new development
Attachments: Opposing New Development.docx

From: Bernard Phelan [REDACTED] >
Sent: Wednesday, February 28, 2024 1:00 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Cc: Connie Cox [REDACTED] >
Subject: Oppose new development

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Please find attached a letter opposing the proposed housing development on Hopyard and Valley Trails.

Thank you.

2/28/24

Re: Housing Development at Hopyard & Valley Trails

To: Planning Commissioner

I am writing to document my opposition to the proposed development of a 3 story, 57-unit housing project at the corner of Hopyard and Valley trails.

Pleasanton has seen many developments over the years (Las Positas apartments, single family housing on the west side of Valley Trails, a single family housing on Foothill Rd., and now a Costco). It seems that developers are looking for any available footprint of land to capitalize on. This seems no different, and we have seen enough.

What makes Pleasanton desirable is the smalltown feel. An increase in dense housing construction takes away from that, and mimics a more urban setting. We do not want what has been happening in Dublin; rolling hills gone, overcrowded high school, and an increase in crime within the dense living spaces.

This particular location would congest an already busy artillery street. Ken Mercer Sports Park is busy every weekend and is a place where families can enjoy the greenery, play with their kids, walk their dogs, etc. This proposed structure does not fit into the immediate context of the environment. A Spanish style, 3 story building is not an inviting visual element from the point of view of the park, and the single-family homes it would eclipse. Architecturally, the design is trite, and boilerplate. A more reasonable use of the land would be an extension of the park (community garden, water element, etc.).

As a longtime resident, I ask that you please, do not approve this project for not only the reasons stated above, but for the many other reasons Valley Trails does not need this.

Thank you,

Bernie Phelan
[REDACTED] Glacier Ct. S.

Estela Ramirez

From: Carrie Fitzpatrick [REDACTED]
Sent: Wednesday, February 28, 2024 1:38 PM
To: Dmora@cityofpleasantonca.gov; [REDACTED];
Kbrown@cityofpleasantonca.gov; jtesta@cityofpleasantonca.gov
Cc: Connie Cox; Dan Sohler
Subject: I oppose the high density housing project on Hopyard

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I oppose this project because it harms our neighborhood character and the challenges it will bring to current residents. This project will heavily increase the traffic in an already overburdened area. You allowed the previous church property in the back of valley trails to be built out which made the increase of traffic on residential streets a challenge to navigate. With this project there is inadequate parking, overcrowding for the local schools on this side of town, and will require excessive waivers to be compatible with our city code requirements. We already don't have proper power needs met in this neighborhood, how are you going to add 50+ home homes to this grid? Not to mention that condos and townhomes don't align with the neighborhood. If this location is going to be built out, there should be homes that fit the character of the area and proper resources allocated i.e. parking, power, water etc.. This plan is irresponsible and I want a development plan that genuinely respects our neighborhood and the people who live here.

Carrie Fitzpatrick

Estela Ramirez

From: Karthik Balaji [REDACTED]
Sent: Wednesday, February 28, 2024 1:39 PM
To: dmora@cityofpleasantonca.gov [REDACTED]
kbrown@cityofpleasantonca.gov; varkin@cityofpleasantonca.gov;
jbalch@cityofpleasantonca.gov; jnibert@cityofpleasantonca.gov;
jtesta@cityofpleasantonca.gov
Cc: Parisa [REDACTED]
Subject: Opposition to Proposed High-Density Housing Development in Valley Trails

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Builder & Pleasanton City Council,

I hope this message finds you well. **I am writing to express my deep concerns regarding the proposed construction of new high-density homes in our beautiful Valley Trails neighborhood.** As someone deeply invested in the well-being and character of our community, I feel compelled to share my reservations about this project.

Firstly, the concerns regarding parking, including the impact on Chabot's parking situation, escalating traffic, and the unfavorable first impression created by the current design are not to be understated. These issues, if not adequately addressed, have the potential to compromise the essence of our neighborhood and the quality of life we hold dear.

As a resident of Valley Trails, I oppose this project for several reasons:

Harm to Neighborhood Character: The proposed development threatens the unique character of our community and could lead to a significant departure from the charm that defines Valley Trails.

Increased Traffic Dangers: The density of the project may result in increased traffic dangers, making our streets less safe for residents and pedestrians.

Strain on Local Park: The higher population density could strain our local park, impacting its accessibility and enjoyment for current residents.

Inadequate Parking: The proposed plan appears to offer inadequate parking solutions, which could exacerbate existing parking challenges and inconvenience residents. Relying on off-street parking that is not readily available could further complicate the parking situation and impact the functionality of the neighborhood.

Overlooking Issues: I am worried about potential privacy infringements as the new high-rise may have windows and balconies that directly overlook my property, impacting the intimate nature of my living

space. The prospect of a tall building next door threatens to compromise the visual privacy within my home and outdoor spaces, causing a significant impact on my daily life.

Increased Noise Levels: The construction process and subsequent human activity in the high-rise could introduce unwanted noise, disrupting the peaceful environment I currently enjoy at home.

Overlooking Issues: High-rise apartments may have windows and balconies that directly overlook your property, compromising your privacy and creating a feeling of intrusion into your personal space.

Loss of Visual Privacy: Tall buildings can lead to an increased sense of exposure, making it challenging to maintain a sense of visual privacy within your home and outdoor spaces.

In opposing this project, I am advocating for a development plan that genuinely respects the character and values of our neighborhood. I believe we can work together to create a vision that enhances the beauty of Valley Trails, making it a showplace that is inviting from Hopyard Road.

Here are some ideas to consider:

Green Spaces and Landscaping: Incorporate ample green spaces and landscaping to enhance the aesthetic appeal of the development and maintain a sense of natural beauty.

Architectural Design: Ensure that the architectural design complements the existing structures in Valley Trails, creating a cohesive and visually pleasing environment.

Traffic Management: Implement effective traffic management solutions to minimize congestion and enhance safety on our streets.

Community Engagement: Foster open communication with the community to gather insights and ideas, ensuring that the development aligns with the desires of Valley Trails residents.

I kindly request your consideration of these concerns and ideas as you evaluate the proposed project. I believe that, through thoughtful collaboration, we can arrive at a solution that preserves the unique character of Valley Trails while meeting the needs of all stakeholders.

Thank you for your attention to this matter. I am open to further discussion and collaboration to find a solution that benefits our community.

Sincerely,
Karthik Premnath
Secretary
Cherry Blossom Association


Estela Ramirez

From: [REDACTED]
Sent: Wednesday, February 28, 2024 2:10 PM
To: kbrown@cityofpleasantonca.gov; jtesta@cityofpleasantonca.gov;
dmora@cityofpleasantonca.gov [REDACTED]
Subject: Opposition to the Development at the Harvest Valley Church Site
Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Mayor Brown and City Representatives,

I am writing in opposition of the 57-unit condo development proposed for the Harvest Valley Church site. My concern is with how many units are being proposed for this location. This proposed development is in complete contrast to the existing Valley Trails neighborhood. I understand the need for housing in Pleasanton, but I would argue that any new housing projects need to be more in line with the current neighborhood character.

I am a resident of the Parkside neighborhood and my other great concern is how this will impact traffic through the Hopyard/Parkside/S. Valley Trails intersection. I worry about increasing delays leaving my neighborhood. Parkside can only be accessed or exited via Hopyard Blvd, there is no alternative route. Adding 57 units will increase the number of cars and pedestrians at the intersection leading to increased wait times at the lights. You can get a sense of this if you watch the intersection during nightly soccer pickup at the park or during weekend tournaments. Creating a situation where we have that type of traffic most of the day every day is unacceptable.

Another concern is adequate parking for 57 units to accommodate all residents and guests. I worry that guest parking will spill over to Ken Mercer parking lot #1, again increasing foot traffic and adding increased wait times at the light for our neighborhood exit. Plans for a very large skatepark, attracting people from all over the Tri-Valley, are already in place for the top of Ken Mercer. We do not need to further add to the congestion of the Hopyard/Parkside/S. Valley Trails intersection with high density housing.

My hope is that the City will significantly decrease the number of units planned for this space and keep in mind the negative traffic and parking impacts that a development this large will have on both the Valley Trails and Parkside neighborhoods.

Sincerely,
Christy Murphey
Parkside Resident

Estela Ramirez

From: Dilip PV <epmdilip@gmail.com>
Sent: Wednesday, February 28, 2024 1:39 PM
To: dmora@cityofpleasantonca.gov
Cc: kbrown@cityofpleasantonca.gov; Hema M
Subject: Practical Challenges, Concerns with the proposed High density development - Pleasanton Resident

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear City of Pleasanton Planning Department,

I am writing as a concerned resident of the Valley Trails community regarding the proposed high-density development at 3200 Hopyard Road. Having lived in Valley Trails for 8 years, I have witnessed the changes that the recent influx of new homes has brought to our community. While growth is essential for any city, I would like to express my serious concerns about the potential negative impact that this new development may have on our neighborhood.

First and foremost, the proposed land at 3200 Hopyard Road seems insufficient to accommodate the number of people that the new development is expected to bring. The increased population density could exacerbate the existing issues we are facing, particularly with traffic congestion. One of the notable challenges we have experienced is the surge in traffic during school hours in Valley Trails. The addition of new homes has already led to a significant increase in the volume of vehicles going in and out of our community, causing delays and congestion.

Additionally, I am worried about the capacity of Donlon Elementary to accommodate more students at the elementary level. The current student population has stretched the resources and capacity of the school, and any further increase may negatively impact the quality of education and overall experience for both students and educators.

Furthermore, the issue of traffic congestion extends beyond our neighborhood. The right and left turns from Valley Trails and Parkside into Hopyard Road have become increasingly time-consuming, especially during peak hours. This delay not only impacts the convenience of our daily commute but also raises concerns about emergency response times in the event of an unforeseen situation.

I understand the importance of development and growth for the city, but it is crucial to ensure that these developments are sustainable and do not compromise the well-being and functionality of existing communities. I urge the City of Pleasanton to carefully consider these concerns and explore alternative solutions that prioritize the balance between growth and maintaining the quality of life for current residents.

Thank you for your attention to this matter. I look forward to a thoughtful and considerate decision-making process that takes into account the concerns of the Valley Trails community.

regards

Dilip, Hema [REDACTED] Glacier Ct N, Pleasanton Valley Trails Resident since 2016.

Estela Ramirez

From: David Gozum [REDACTED]
Sent: Wednesday, February 28, 2024 1:53 PM
To: dmora@cityofpleasantonca.gov
Subject: Proposed building project at VT

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hi,

Good afternoon. Hope all is well with you. My family has lived at Valley Trails since 2005.

We have 2 children with special needs. Valley Trails has been a great place to raise our children. We often take walks at Valley Trails.

I am against the proposed building project at the end of south valley trails. The Valley trails neighborhood is a park community situated between the sports park and tennis courts.

The proposed building project would cause increased traffic since our street is narrow. It would create a traffic mess at Hopyard (it's already heavy for those taking 680 South). It will be more dangerous for our children who often play outside. Having 3 stories would invade privacy of our quiet neighborhood. Having rental apartments would attract crime in the area.

Thank you for your consideration.

David and Pam Gozum

Sent from Yahoo Mail on Android

Estela Ramirez

From: James Warner [REDACTED]
Sent: Wednesday, February 28, 2024 2:42 PM
To: dmora@cityofpleasantonca.gov
Subject: Proposed housing development

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I have lived in Valkey Trails for 49 years. This proposal would not be beneficial to our neighborhood. There are too many units which will adversely effect parking -not enough space, getting to the tennis courts by foot, 3 story building is not suitable in this area, overall crowding of that ares. Please reconsider this proposal and either refuse the size and height or deny it all together. Ann Warner, homeowner
Sent from my iPhone

Estela Ramirez

From: Jeannette Smith [REDACTED]
Sent: Wednesday, February 28, 2024 1:06 PM
To: dmora@cityofpleasantonca.gov
Subject: RE: P23-0177. S Valley Trails

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

My name is Jeannette Smith. I live on Isle Royal Ct, off of South Valley Trails.

This proposal is a fright and will change the the neighborhood in so many ways. Clearly the party that wishes to sell this property does not live here and therefore clearly cares not one iota about the residents that would be stuck looking at this monstrosity every day. It saddens me deeply and makes me wonder what is to become of Pleasanton. It will make it easier to move away soon because I wouldn't want to live in an ugly and crowded town. I fear this is just the tip of the iceberg and there will be no reason for me and my husband to stay in this town when we retire. Is this what the objective is? I hope not. Is this progress? If so I want nothing to do with it.

Best wishes,
Jeannette Smith

Estela Ramirez

From: James Jenezon [REDACTED]
Sent: Wednesday, February 28, 2024 1:51 PM
To: dmora@cityofpleasantonca.gov
Subject: Valley trails

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Stop the 3 story monster with no parking

Estela Ramirez

From: sabinafocampo [REDACTED]
Sent: Wednesday, February 28, 2024 1:13 PM
To: Diego Mora
Subject: High density in hopyard rd.
Attachments: Screenshot_20240228_125836_Email.jpg

Follow Up Flag: Flag for follow up
Flag Status: Flagged

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Sir.,

I , am Sabina Mangabay who live here in my residence since 1980. My two children is born and race here as well. I've been living here in ny residence since 1980. Since I lost my son last march of 2023 my grandchild is living with me the invironent since his dad was born and he wants that kind of atmosphere. If you will build another project attached to my email lots of crime , drugs and traffic to hopyard and south valley trails. Please keep the children grow up with a nice inviroments and peacefully. I hope ypu understand our situation.. thank you sir and see you tonight.

Thank you

Sabina Mangabay

Sent from Samsung Galaxy smartphone.

Estela Ramirez

From: Estela Ramirez
Sent: Wednesday, February 28, 2024 3:19 PM
To: Estela Ramirez
Subject: FW: Proposed development on Hopyard at South Valley Trails

From: Betsy Marr Finney [REDACTED]
Sent: Wednesday, February 28, 2024 3:05 PM
To: Karla Brown <kbrown@cityofpleasantonca.gov>; Jack Balch <jbaldh@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>; Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Proposed development on Hopyard at South Valley Trails

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Dear Mayor Brown and City Representatives,

I am writing in opposition of the 57-unit condo development proposed for the Harvest Valley Church site. My concern is with how many units and the height of these units being proposed for this location. This proposed development is in complete contrast to the existing Valley Trails neighborhood. I understand the need for housing in Pleasanton, but I would argue that any new housing projects need to be more in line with the current neighborhood character.

Hopyard Road is a main conduit to our historic and esteemed downtown. The road moves from the freeway and its supporting business, to the outer perimeter of the business park, to leafy residential areas, and finally through the historic homes area, ending at Main Street. There are no three story buildings outside of the business park. Why create this eyesore in the Valley Trails/Parkside neighborhoods?

I am a 27-year resident of the Parkside neighborhood and my other great concern is how this will impact traffic through the Hopyard/Parkside/South Valley Trails intersection. I worry about increasing delays leaving my neighborhood, since Parkside only can be accessed or exited via Hopyard Road. There is no real alternative route, except adding more local cut-through traffic along Cheryl Circle and Arthur Drive. Adding 57 units at this intersection will increase the number of cars, bikes, scooters, and pedestrians there, leading to increased wait times at the lights. You can get a sense of this if you watch the intersection during nightly soccer or football pickup at the park or during weekend sports tournaments. This increase in residents will create a situation where we have that type of traffic most of the day every day and is entirely unacceptable and unsafe.

Another concern is adequate parking for 57 units to accommodate all residents and guests. I worry that guest parking will spill over to Ken Mercer parking lot #1, or St. Clare's Church, both busy areas already. This spillover effect will again increase foot traffic and add increased wait times at the light for our neighborhood exit. Plans for a very large skatepark, attracting people from all over the Tri-Valley, are already in place for the

top of Ken Mercer. We do not need to further add to the congestion of the Hopyard/Parkside/South Valley Trails intersection with high density housing.

My hope is that the City will significantly decrease the number of units planned for this space, as well as their height, and keep in mind the negative traffic, parking impacts, and visual disruption that a development this large and tall will have on both the Valley Trails and Parkside neighborhoods.

As an aside, has anyone collaborated with the school district to ascertain if there is adequate space for these children to attend Donlon and Hart?

Sincerely,

Betsy Marr Finney

Estela Ramirez

From: Estela Ramirez
Sent: Wednesday, February 28, 2024 3:45 PM
To: Estela Ramirez
Subject: FW: The Development on Hopyard

From: Kaveh Nikpour [REDACTED]
Sent: Wednesday, February 28, 2024 3:28 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: The Development on Hopyard

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

I am writing to you to express my deep concerns regarding the proposed new 57-unit complex on Hopyard road.

I have a bachelor degree in Architecture and a Master's degree in Urban Planning. I am shocked by the possibility that in a single family housing neighborhood of Valley Trails and Hopyard, the city would consider allowing such a monstrosity of a complex to be built which would not only create more traffic, more noise, less privacy, potential impact on property values, but also disturb the beautiful eco system and the look and feel of this peaceful neighborhood. I like to express my total disagreement with this idea and would like to request that the planning commission seriously reconsider this project. I am very ok with 1-2 story duplexes that could replace this proposal. I understand that the number of units will not be as many but we will gain more cohesiveness of the look and feel for the neighborhood, and maintain our single family character.

Furthermore, I don't think the underground parking for this proposed project is such a good idea when it comes to earthquakes in this area.

Regards

Kaveh Nikpour
[REDACTED]
[REDACTED] Big Bend Ct. Pleasanton, CA 94588
[REDACTED]

Estela Ramirez

From: Estela Ramirez
Sent: Wednesday, February 28, 2024 3:52 PM
To: Estela Ramirez
Subject: FW: Development on South Valley Trails Drive.

From: Donna Rodriguez [REDACTED]
Sent: Wednesday, February 28, 2024 3:40 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Development on South Valley Trails Drive.

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

This condominium develop off of Hopyard and South Valley Trails is not a good idea; first of all too much traffic that's already a really bad intersection right there on Hopyard and South Valley trails and Parkside. There's no parking; there is going to be street parking! That is so not going to work. There is a school right there. None of this is a good idea. Crime! We can't take care of the crime in Pleasanton now the way it is. (Car break in/home break in's and vandalism) try walking along the trails along the creek's.

Again please consider this a really bad idea for the City of Pleasanton!

Thank you

D.Rodriguez

Sent from my iPhone

Estela Ramirez

From: Estela Ramirez
Sent: Wednesday, February 28, 2024 3:52 PM
To: Estela Ramirez
Subject: FW: Opposition for High Density Development on Hopyard Rd, Pleasanton

From: Herry & Andrea [REDACTED]
Sent: Wednesday, February 28, 2024 3:48 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Subject: Opposition for High Density Development on Hopyard Rd, Pleasanton

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

To Mr Diego Mora,

This letter is regarding the new development around Valley Trail neighborhood, the new development planning on the land sold by the Harvest Valley Church, Pleasanton, CA.

I, as Valley Trail and Pleasanton resident, would like to oppose this project because it harms our neighborhood character, makes our streets too busy, increases traffic dangers, strains our local park, offers inadequate parking, heavily relies on unavailable off-street parking, and requires excessive waivers to be compatible with our city code requirements. I want a development plan that genuinely respects our neighborhood.

Thank you for your time to read this, and it will be highly appreciated if our voice being heard and considered.

Best regards,
Andrea & Herry
Valley Trail , Pleasanton, resident

Sent from my iPhone

February 27, 2024

I have lived in Pleasanton since 1969, and have seen it change from a small, quaint, safe place to live, to an extremely populated city with more crime and homeless people than I ever imagined. I understand that you cannot stop growth, or crime, or homelessness, but as our city, you can **choose** to make good choices.

Early on, I believe that the city's government took its residents, community, and flavor of our city into consideration, and they allowed changes to stay consistent with what Pleasanton wanted to be. Style, location, size of projects, and how a new one would impact its residents was put in the forefront with when making a decision. I say "was" because I feel this is no longer the case.

The proposed (and I say this with the understanding that tonight is just a formality because you have already decided to go forward no matter what the concerns of your residents are) project located at South Valley Trails and Hopyard Road does not take anyone into consideration except your pocketbook and Bruce Myers.

My initial concerns with this project are the following:

1. Height and Style

- No where close to this location are there 3-story homes (an all-inclusive term for "homes" represents condos, apartments, single-family homes, or others) or homes with the proposed "Santa Barbara Mission-style".

2. Heritage Trees

- Time and time again you have denied applications from the city's residents to remove "Heritage" trees but are allowing this project to take out 6 of them to accommodate this project. This is a blatant form of pick and choose who you are allowing to do what.

3. Parking

- For any home that has more than 1-2 cars, there will not be enough parking within the project. That means that any resident that has more than 2 drivers currently, or soon-to-be drivers will have to find other locations to park. The obvious option for the overflow of vehicles to park where they will impede in front of an existing residence's homes causing **them** to find other parking locations.
- Case in point: On my court, there are 13 homes. For those 13 homes there are currently 33 cars, and that does not include the addition of children that are close in driving age. Yes, some of these cars are housed in garages, but if you drive down our court, it's a loaded with street parking. You have not allowed ample enough parking within this project, can you imagine what South Valley Trails and National Park Road will be like?!

- Visual
 - The backside of this project will not be eye-pleasing to those driving past on Hopyard, at the park or shopping center located directly across the street. This sets a bad taste for the residents in Valley Trails. We have worked hard to maintain a good appearance to help keep our investment in a desirable place. You have already f-ed up in a huge way by allowing the Chabad project to drag on for years, and it is still not finished, or even close to it. Don't you think this is already hurting the value of our homes, and then allowing a project that is so far out of place; what do you think this will do?
- Traffic
 - This project is not designed to withstand the problems with traffic. If I read the plans correctly, there will be one way in, and one way out, and those will only be accessed from South Valley Trails. With this, these new residents will either turn in at North Valley Trails and cause a back-up when they turn left onto National Park Rd and again when turning onto South Valley Trails to get onto their one-way street. Or the back up at South Valley Trails when turning right from Hopyard and waiting for any traffic to go past in order to turn onto their one-way street. And the problems that this will add **IN REVERSE** for those trying to leave Valley Trails for work or school.

These are only a few of my concerns that I could jot down given the lack of proper, legal notification to our household. In fact, any neighbor that I asked if they received notification, they have all said "no"

Please reconsider this project as it stands and implement changes regarding what is visible from Hopyard Rd., the traffic issues that this will create, how it blends with the existing homes, and the other issues that your residences have brought up.

Thank you,

Susan Thomas

Diego Mora

From: Carolyn Lacy [REDACTED] >
Sent: Wednesday, February 28, 2024 5:10 PM
To: Connie Cox [REDACTED] >; Dan Lacy [REDACTED] >; Diego Mora
<DMora@cityofpleasantonca.gov>
Subject: Harvest Valley Christian Church

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Hello,

My husband and I are Valley Trails residents and live on South Valley Trails Dr.

We do not agree with the Harvest Valley Christian Church project the planning commission is reviewing. We have lived in Valley Trails for 26 years. Valley Trails is unique U shape, which allows traffic in and out in only two ways. We are very concerned with the scope of this project effecting many aspects of living in Valley Trails. Number one being residents such as ourselves received no notification about this(exhibit F is the notification mapping used for this)When we went to review the 107 page Planning Commission Agenda Report for P23-0177 & tract 8672, we could not find exhibit F. When we received the emailed exhibit F from Diego we were shocked at how little of Valley Trails residents were notified. We fit the notification area and didn't receive notification. We in Valley Trails have worked extensively in the past decades with the Planning Commission, City Counsel, the Mayors office, zone 7 and the army core of engineers. We are very disappointed with way this matter has been handled thus far. Our first notification was billboards at Hopyard and South Valley Trails. And NO other correspondence other than our own investigations.

These 3 story high density homes do not fit in with the current single family dwellings in Valley Trails which are all one or two story homes.

The high rise dwellings would decrease privacy to the Cherry Blossom homes.

The shortage of parking for residents and visitors would overflow into the neighborhood of Valley trails and there is no other option due to the only entrance and exit is onto South Valley Trails. This is already an area of congestion and back up. The light at this area of Hopyard has always been a problem. When the sports park is being utilized the back up causes increased traffic, speeding cars, and cut thru along National Park Dr. which will surely effect North Valley Trails Dr.

Remember we are a unique horseshoe shaped neighborhood in Valley Trails. We feel strongly that the Planning Commission needs to notify the residents appropriately and to reconsider the scope and size of this project.

Thank you
Carolyn and Dan Lacy
[REDACTED] South Valley Trails

Diego Mora

From: Ivy Dizon [REDACTED]
Sent: Wednesday, February 28, 2024 5:20 PM
To: Diego Mora <DMora@cityofpleasantonca.gov>
Cc: Connie Cox [REDACTED]; Karla Brown <kbrown@cityofpleasantonca.gov>; Julie Testa <jtesta@cityofpleasantonca.gov>; Erald Garcia [REDACTED]
Subject: Please Stop High Density Development on Hopyard Road

*** [EXTERNAL] This message comes from an external organization. Exercise caution when opening attachments or clicking links, especially from unknown senders. ***

Good afternoon.

I am a concerned resident of the Valley Trails neighborhood. I am urgently reaching out to voice my opposition of the proposal to develop high-density housing on Hopyard Road. Ours is a very small but tight-knit community, and I believe a high-density development would negatively impact the character of our neighborhood, our homes and the residents. In addition, this project may impact the safety and security of the residents due to increased traffic dangers, excessive strain on local parks and schools, and inadequate parking and access to the neighborhood.

I am sincerely requesting for your urgent attention and consideration.

Thank you.

Erald and Ivy Garcia
Yosemite Ct N, Valley Trails

SUBJECT: Committee, Commission, and Task Force List

Bicycle, Pedestrian, and Trails Committee

Advise the Parks and Recreation Commission and the City's Traffic Engineering Division on bicycle, pedestrian and trail related items. The committee reviews and prioritizes potential projects and provides input on policies related to bikeways and trails.

Meeting Time: Fourth Monday of each month at 6:45 p.m.
Meeting Location: Pleasanton Senior Center, 5353 Sunol Blvd., Pleasanton
Representative: Commissioner Jain
Alternate: Chair Pace
Staff Contacts: Matt Nelson, Traffic Engineer, 931-5671; Matt Gruber, Landscape Architect, 931-5672

Civic Arts Commission

Promote the acquisition, construction and installment of works of public art in Pleasanton. Make recommendations to the City Council regarding the City Civic Arts Program.

Meeting Time: First Monday of each month at 7 p.m.
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact: Lia Bushong, Asst. Director, Library and Recreation, 931-3412

Committee on Energy and the Environment

Works closely with City staff to prepare an Energy and Environmental Priorities Plan focusing on energy and environmental issues and strategies reflecting community opportunities, needs and interests.

Meeting Time: Fourth Wednesday of every other month at 5:00 p.m.
Meeting Location: Operations Service Center, 3333 Busch Rd., Pleasanton
Staff Contact: Becky Hopkins, Assistant to the City Manager, 931-5009

Economic Vitality Committee

Assess the current and ongoing business climate in the City of Pleasanton and offer suggestions and recommendations to the City Council intended to maintain a strong economic development base in the City.

Meeting Time: Third Thursday of each month at 7:30 a.m.
Meeting Location: Remillard Conference Room, 3333 Busch Rd., Pleasanton
Staff Contact: Lisa Adamos, Economic Development Manager, 931-5039

Heritage Tree Board of Appeals

Make findings of fact upholding, reversing or modifying the director's decision with regard to heritage tree removal permits.

Meeting Time: As needed
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Representatives: Commissioners Morgan and Wedge
Alternate: Commissioner Mohan

Housing Commission

In cooperation with the community and the development and construction industry, the commission is responsible for initiating and pursuing opportunities for developing, promoting and retaining affordable housing within the community and the region. Recommend policies related to affordable housing. Provide oversight of City affordable housing developments.

Meeting Time: Third Thursday of each month at 7 p.m.
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact: Steve Hernandez, Housing Manager, 931-5007

Human Services Commission

Advise the City Council on the human service needs of the community and methods of fulfilling these needs. Particular emphasis is given by the commission to the human service needs of the socially and economically disadvantaged, the elderly and the youth of the community.

Meeting Time: First Wednesday of each month at 7 p.m.
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact: Jay Ingram, Community Services Manager, 931-5346

Library Commission

Advise the City Council on matters related to the Pleasanton Library and library services in general. Promote the use of library services to the community.

Meeting Time: First Thursday of each month at 7 p.m.
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact: Heidi Murphy, Director of Library and Recreation, 931-3400

Parks and Recreation Commission

Advise the City Council, City Manager, and Parks and Community Services Department on matters related to the development and provision of services pertaining to parks and recreation facilities, programs and services.

Meeting Time: Second Thursday of each month at 7 p.m.
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact: Heidi Murphy, Director of Library and Recreation, 931-3400

Youth Commission

Act as the liaison between Pleasanton's youth community and the City Council; advise the Council on youth-related issues; promote an understanding and appreciation of community affairs among the youth of Pleasanton.

Meeting Time: Second Wednesday of each month at 7 p.m., September-May
Meeting Location: Remillard Conference Room, 3333 Busch Rd., Pleasanton
Staff Contact: Nicole Thomas, Recreation Supervisor, 931-3432

SUBJECT: Actions of the City Council

February 20, 2024

Consent Calendar:

Actions of the Zoning Administrator and Planning Commission

Adopt a resolution adopting the 2023 Tri-Valley Local Hazard Mitigation Plan

Authorize a grant application for \$15,300,000 in United States Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funds for the I-680 at Sunol Boulevard Interchange Modernization Project, CIP 15551

Receive information and approve recommendation that a parcel on west Jack London Boulevard in unincorporated Alameda County be moved into the City of Livermore Sphere of Influence, and that parcel and another parcel on East Stanley Boulevard both be annexed by the City of Livermore *(Item continued to a future City Council meeting for discussion)*

Council approved the consent calendar

Public Hearing and Other Matters:

Adopt a resolution approving the Affordable Housing Agreement with City Ventures for the Harmony Condominium Project, a residential development at 2025 Santa Rita Road

Item pulled from the Consent Calendar and moved to the Public Hearings and Other Matters section as Item No. 15. Council discussed and approved the item as recommended by a 3-2 vote.

March 5

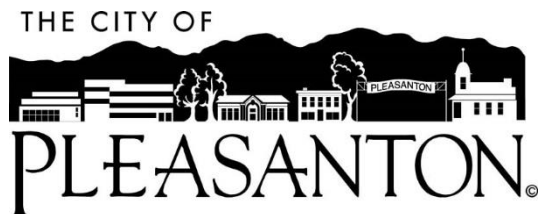
Consent Calendar:

Actions of the Zoning Administrator and Planning Commission.

Adopt a resolution approving the Annual Progress Report on implementation of the General Plan Housing Element for calendar year 2023 and authorize submittal to the California Department of Housing and Community Development and the Governor's Office of Planning and Research.

Adopt a resolution to approve the Altamont Settlement Agreement Education Advisory Board Expenditure Plan for Fiscal Year 2024/2025.

Council approved the consent calendar



Planning Commission Agenda Report

March 13, 2024
Item 7

SUBJECT: Future Planning Calendar

PUD-149, Douglas Harwood, 544 Sycamore Road - Introduce an Ordinance to establish development standards and construct a 1,117-square-foot addition to the front, a 65-square-foot attached front covered porch, and a 160-square-foot attached rear covered porch to an existing single-family residence located at 544 Sycamore Road zoned PUD (Planned Unit Development) - A (Agriculture)

P23-0906, David Ott, 3132 Tokay Court – Appeal of the Zoning Administrator's decision approving an application for beekeeping permit to maintain two beehives on the property located at 3132 Tokay Court