

PLANNING COMMISSION REGULAR MEETING AGENDA

Wednesday, October 23, 2024
7 p.m.

City Council Chamber
200 Old Bernal Avenue
Pleasanton, CA 94566

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

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

In Person at the City Council Chambers:

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

PUBLIC HEARING PROCEDURE

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

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

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

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

Notice

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

Accessible Public Meetings

The City of Pleasanton can provide special assistance for persons with disabilities to participate in public meetings. To make a request for a disability-related modification or accommodation (e.g., an assistive listening device), please contact 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.

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 September 11, 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. **P21-1173, PUD-146 and TRACT 8631/Robson Homes** - Consideration of recommendations to the City Council for: (1) the adoption of an addendum to the Downtown Specific Plan Final Environmental Impact Report; (2) approval of applications for: (a) rezoning (P21-1173) two parcels totaling approximately 2.3-acres in area from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District; (b) a certificate of appropriateness to demolish structures; (c) PUD-MU development plan (PUD-146) approval to: (1) retain the two-story single-family home and construct an approximately 1,360-square-foot two-story addition to the north side of the home; (2) demolish the detached accessory dwelling unit, Barone's restaurant, and all other structures and site modifications; and (3) construct: i) an approximately 676-square-foot single-story detached accessory dwelling unit; ii) 14 detached single-family homes, iii) two commercial buildings totaling approximately 3,125 square feet in area with a public courtyard, new private streets, and related site improvements; and (4) a Vesting Tentative Tract Map (Tract 8631) to subdivide the 2.3 acres into 15 single-family lots, one commercial lot, and three private common space parcels
5. **P24-0585, City of Pleasanton, Work Session to review and discuss draft amendments to the Objective Design Standards for Housing Sites and Pleasanton Municipal Code** - Work session to review and discuss amendments to the Objective Design Standards for Housing Sites and Chapter 18.84 of the Pleasanton Municipal Code

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

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

MATTERS INITIATED BY COMMISSION MEMBERS

ADJOURNMENT

SUBJECT: Actions of the Zoning Administrator

P24-0500, Yung Chen / Heng Su

Application for Administrative Design Review approval to construct an approximately 160-square-foot single-story addition on the northwest side of the home located at 4190 Garatti Court.

Approved. Appeal period expires November 20, 2024 (*Natalie Amos, 931-5613*)

P24-0589, Yao Chen Architecture Studio

Application for Administrative Design Review approval to construct an approximately 663-square-foot, single-story detached accessory structure (pool house) on the southside of the lot at 9472 Blessing Drive.

Approved. Appeal period expires November 20, 2024 (*Natalie Amos, 931-5613*)

P24-0566, Linda Hoig

Application for Administrative Design Review approval to construct an approximately 78-square-foot addition to an existing residence located at 1462 Groth Circle.

Approved. Appeal period expires November 20, 2024 (*Emily Carroll, 931-5608*)

P24-0568, Leon Sullivan

Application for Administrative Design Review approval to construct an approximately 657-square-foot single-story addition to an existing residence located at 4380 Dorman Court.

Approved. Appeal period expires November 20, 2024 (*Emily Carroll, 931-5608*)

P24-0567, Ashok Bhayal

Application for Administrative Design Review approval to construct an approximately 445-square-foot single-story addition to an existing residence located at 7609 Fair Oaks Drive.

Approved. Appeal period expires November 20, 2024 (*Emily Carroll, 931-5608*)

P24-0527, Kevin Stracner / Greenberg Farrow

Application for Design Review approval to construct an approximately 140-square-foot pump room addition to the existing building and associated site improvements located at 6000 Johnson Drive.

Approved. Appeal period expires November 20, 2024 (*Eric Luchini, 931-5612*)

P24-0564, Nikhl Chandrika Jayakumar

Application for Administrative Design Review approval for the construction of the following: 1) an approximately 495-square-foot addition on the first floor at the front of the existing residence; 2) a new front entry porch, and 3) an approximately 58-square-foot storage area on the second floor located at 3657 Shenandoah Court.

Approved. Appeal period expires November 20, 2024 (*Jenny Soo, 931-5615*)

P24-0581, Doug Harward

Application for Administrative Design Review approval for the construction of an approximately 105-square-foot addition and an approximately 342-square-foot covered porch at the rear of the existing residence located at 3125 Berkshire Court.

Approved. Appeal period expires November 20, 2024 (*Jenny Soo, 931-5615*)

P24-0590, Daniel Vargas / AKD Homes

Application for Administrative Design Review approval to remove the existing attached patio cover and construct a new approximately 13-foot-tall, 625-square-foot patio cover attached to the rear of the house located at 1466 Ridgewood Road.

Approved. Appeal period expires November 20, 2024 (*Jenny Soo, 931-5615*)

P24-0584, Laura Cuda

Application for Administrative Design Review approval for the construction of an approximately 243-square-foot addition at the rear of the existing residence located at 1970 Harvest Road.

Approved. Appeal period expires November 20, 2024 (*Jenny Soo, 931-5615*)

SUBJECT: P21-1173, PUD-146, and Tract 8631

APPLICANT: Robson Homes LLC

PROPERTY OWNER: Joseph and Maricela Barone

PURPOSE: Consideration of recommendations to the City Council for: (1) the adoption of an addendum to the Downtown Specific Plan Final Environmental Impact Report; (2) approval of applications for: (a) rezoning (P21-1173) two parcels totaling approximately 2.3 acres in area from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District; (b) a certificate of appropriateness to demolish structures; (c) PUD-MU development plan (PUD-146) approval to: (i) retain the two-story single-family home and construct an approximately 1,360-square-foot two-story addition to the north side of the home; (ii) demolish the detached accessory dwelling unit, Barone's restaurant, and all other structures and site modifications; and (iii) construct: 1) an approximately 676-square-foot single-story detached accessory dwelling unit; 2) 14 detached single-family homes, iii) two commercial buildings totaling approximately 3,125 square feet in area with a public plaza, new private streets, and related site improvements; and (d) a Vesting Tentative Tract Map (Tract 8631) to subdivide the 2.3 acres into 15 single-family lots, one commercial lot, and three private common space parcels.

LOCATIONS: 475 St. John Street (APN 094-0114-007-00)
493 St. John Street (APN 094-0114-008-00)

GENERAL PLAN: Retail/Highway/Service Commercial Business and Professional Offices, Public Health and Safety Wildland Overlay, and Specific Plan Area

DOWNTOWN SPECIFIC PLAN: Downtown Commercial, Arroyo, and Open Space-Arroyo

ZONING: C-C (Central-Commercial), Downtown Revitalization District

EXHIBITS: A. Draft Resolution recommending approval of: (1) Addendum to the Downtown Specific Plan Final Environmental Impact Report (FEIR); (2) the following

applications: Rezoning (P21-1173); certificate of appropriateness; a Planned Unit Development (PUD) mixed-use development plan (PUD-146) to retain and expand the existing two-story home, construct a 14-lot residential subdivision with a commercial lot for new commercial buildings with a plaza and parking lot, and related on-site improvements, and a Vesting Tentative Map (Tract 8631), subject to the DRAFT Conditions of Approval.

- B. Project Plans and Vesting Tentative Map
- C. Addendum to the Downtown Specific Plan Final Environmental Impact Report
- D. Location and Noticing Map
- E. Public Comment(s)

STAFF RECOMMENDATION

Staff recommends the Planning Commission:

1. Find the addendum to the Downtown Specific Plan Final Environmental Impact Report satisfies the requirements of CEQA and adopt a resolution recommending adoption of the addendum to the Downtown Specific Plan Final Environmental Impact Report (FEIR).
2. Adopt a resolution recommending approval of: (1) Rezoning (P21-1173) two parcels totaling approximately 2.3 acres in area from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District, (2) a certificate of appropriateness to demolish structures, (3) a PUD-MU development plan (PUD-146) to: (a) retain the two-story single-family home and construct an approximately 1,360-square-foot two-story addition to the north side of the home; (b) demolish the detached accessory dwelling unit, Barone's restaurant, and all other structures and site modifications; and (c) construct: i) 14 detached single-family homes, and ii) two commercial buildings totaling approximately 3,125 square feet in area with a public plaza, new private street, and related site improvements; and (4) a Vesting Tentative Tract Map (Tract 8631) to subdivide the 2.3 acres into 15 single-family lots, one commercial lot, and three private common space parcels.

EXECUTIVE SUMMARY

The subject application proposes to retain and expand the existing two-story, single-family home, demolish all ancillary structures, the Barone's restaurant, and existing improvements, and create a mixed-use development to construct 14 new detached two-and-a-half-story, single-family homes; two single-story retail/commercial buildings with a plaza and 13-stall parking lot; and related site improvements on the combined approximately 2.3 acres located at 475 and 493 St. John Street. The proposal also includes demolishing the existing accessory dwelling unit and constructing an approximately 676-square-foot single-story detached accessory dwelling unit¹ for the existing single-family home.

¹ The ADU is informational only as ADUs are considered without discretionary review or hearing, though do require a courtesy notice to adjacent tenants and property owners. No analysis or discussion will be provided further in this report.

The subject properties, referred to hereafter as the 'project site', are located within the Downtown Specific Plan (DSP) area and zoned C-C and Downtown Revitalization District. As part of the 2019 DSP Update, pursuant to Policy LD-P1.5, the City Council determined the project site may redevelop with approval of a Planned Unit Development (PUD) application, which would rezone the project site and evaluate appropriate density and design, required a Work Session during the Preliminary Review stage. In discussion, the City Council noted a residential-only project is not desirable and stated a redevelopment application should try and maintain the existing amount of commercial square footage that exists on the site.

The project was presented to the Planning Commission at a Work Session on March 21, 2021, where the applicant presented two development options for the project site. Option 1 was an all-residential development proposal for 10 detached, two-story single-family homes and seven second-story accessory dwelling units above detached garages. Option 2 was a mixed-use development for nine detached, two-story single-family homes and five second-story accessory dwelling units above detached garages, and an approximately 1,877-square-foot, two-story office building with a five-stall parking lot. The Planning Commission was not supportive of an all-residential project and directed the applicant to return with a mixed-use project that maintained the existing amount of commercial square-footage currently on-site and make every feasible effort to address the public comments received. The Work Session meeting minutes are available upon request or accessible [online](#).

Since the Work Session, the applicant has been working with the property owner and City staff to provide a redevelopment application for a mixed-use project based on the feedback received. The environmental review documentation, consideration for mixed-use rezoning, certificate of appropriateness, PUD development plan, and Vesting Tentative Map are now before the Planning Commission for consideration of a recommendation to the City Council.

BACKGROUND

General Plan, Specific Plan, and Zoning

Applicable General Plan, Downtown Specific Plan, and Zoning regulations are summarized below. Compliance with focused regulations and policies are analyzed further in the Analysis section of this agenda report.

General Plan Designation. The project site has two General Plan designations: 1) Retail/Highway/Service Commercial Business and Professional Offices; and 2) Public Health and Safety Wildland Overlay. The Arroyo del Valle and adjacent riparian area occupies a portion of the project site; this area has the General Plan Land Use designation of Public Health and Safety with Wildland Overlay and, therefore, is undevelopable. The General Plan Retail/Highway/Service Commercial Business and Professional Office designation applies to the remainder of the site. This designation does not preclude residential development if it contains a commercial component. Mixed-use is identified under the retail/highway/service commercial land use designations.

Downtown Specific Plan Designation. The project site is within the DSP area and has two Specific Plan designations – Downtown Commercial and Open Space-Arroyo. The Arroyo del Valle portion of the project site has the DSP designation of Open Space-Arroyo and is undevelopable. Mixed-use is identified as appropriate under the Downtown Commercial designation.

With respect to the Downtown Commercial designation, during the DSP update process, the City Council considered redevelopment of the project site and adopted policy guidance for it in DSP (Policy LD-P.15). This policy states the site “may develop to a mixed-use project with approval of a PUD” and that “a residential-only is not desirable.”

The DSP allows for residential development if it contains a commercial component; thus, a mixed-use project would be consistent with the DSP land use designations. The DSP includes further policies relating to new development, which are discussed below in more detail in the agenda report.

Zoning District. The project site is zoned C-C (Central-Commercial) and Downtown Revitalization district. A mixed-use project would require the project site to be rezoned to Planned Unit Development-Mixed-Use (PUD-MU).

Site and Area Description

The project site is located at the north end of Downtown on the north side of St. John Street. An approximately 4,742-square-foot, two-story single-family home, built in 1887, along with an approximately 1,004-square-foot detached, single-story accessory dwelling unit, and restaurant parking lot are located at 493 St. John Street. An approximately 1,877-square-foot restaurant (Barone’s) and approximately 911-square-foot indoor event center, having a combined total of approximately 2,788 square feet in area, and outdoor cabana entertainment area and ancillary structures are located at 475 St. John Street.

The project site is approximately 2.3-acres in area, has two vehicular access drives, generally square in shape and relatively flat, apart from the rear portion of the lot which has a moderate to steep downward terrain into the Arroyo del Valle. There are mature trees and dense landscaping at the north end of the site, within the Arroyo del Valle, and mature trees mostly along the east and west sides and center of the project site.

The segment of St. John Street where the project site is located is between Main Street (east) and the Union Pacific Railroad tracks (west) and is in an area of mixed land uses, which is typical of the C-C Zoning District, including purpose-built residential, commercial and mixed-use buildings, as well as a number of buildings that have been converted over time from residential to commercial use.

The site is bordered to the north by City-owned open space land, east by the Pleasanton Hotel and Rose Hotel, south by offices and single-family residential homes (across St. John Street), and west by the St. John Court townhomes. Residences are also located further southwest, and the US Bank is located further southeast, on the opposite side of St. John Street. Figures 1 and 2 show the project site and adjoining land uses.

Figure 1: Aerial of Proposed Project Site

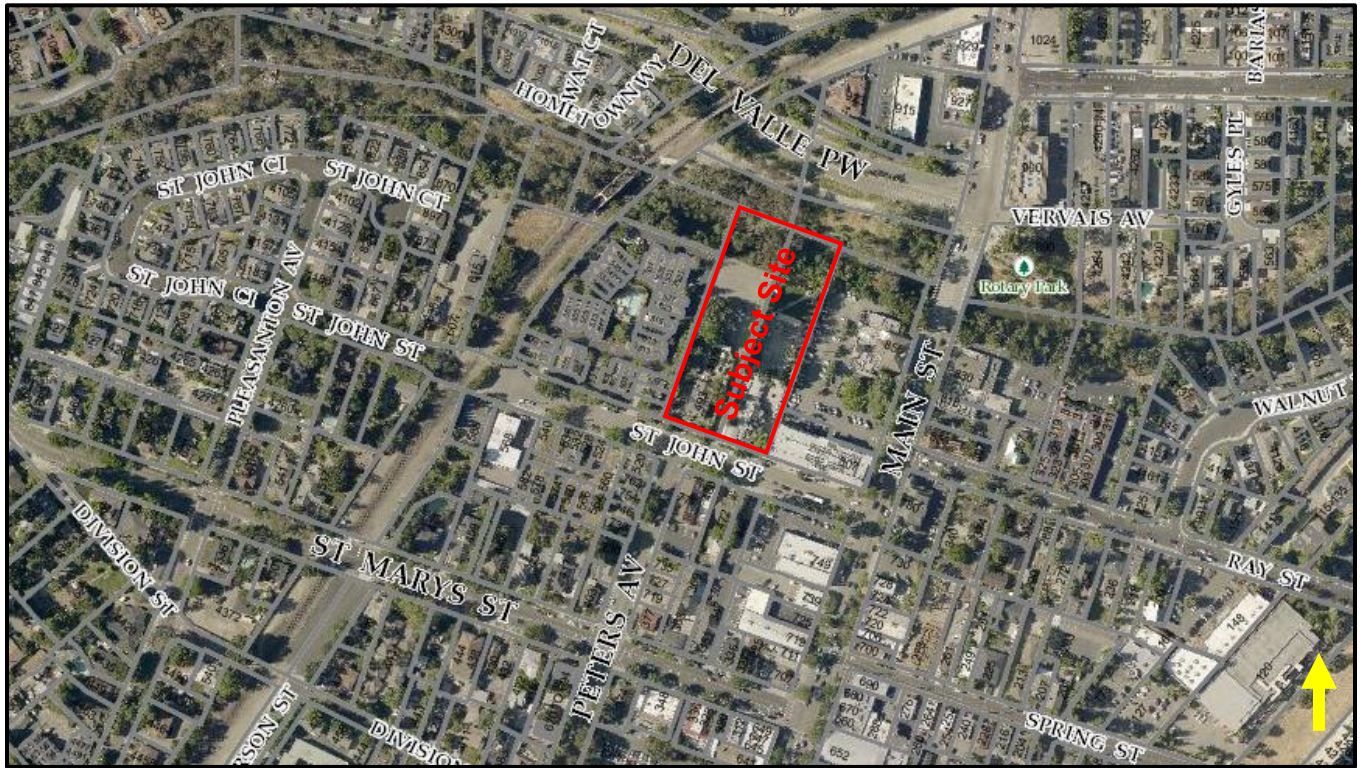


Figure 2: Focused Aerial View



Figure 3: Street View, 475 St. John Street, Barone's Restaurant



Figure 4: Street View, 493 St. John Street, Barone Residence



PROJECT DESCRIPTION

The applicant proposes to rezone the approximately 2.3-acre project site from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District.

The project would retain the two-story single-family home and construct an approximately 1,360-square-foot two-story addition to the north side of the home, demolish all remaining structures and site modifications, and construct: 1) 14 detached two-and-a-half-story single-family homes, 3) two, single-story commercial buildings totaling approximately 3,125 square feet in area combined, an approximately 1,568-square-foot commercial plaza, new private street, a 13-car commercial parking lot, and related site improvements; and 2) subdivide the approximately 2.3 acres into 15 single-family lots, one commercial lot, and three private common space parcels.

Site Design and Development

Figures 5 and 6 provide an overall view of the site plan and vesting tentative map layout for the proposed project. The designation of lots and parcels are as follows: Lots 1-14 to each single-family home, Lot 15 to the commercial development, Parcel A to the existing home, Parcel B to the new private hammerhead street, Parcel C (located behind lots 8-14) will remain undevelopable and permanent open space maintained by the new residential subdivision's association, and Parcel D (between Lots 11 and 12) is an access easement to Parcel C. The existing home (Parcel A) and commercial buildings and plaza (Lot 15) are situated to face St. John Street and the 14 new single-family homes will be located behind (north) the existing home (Parcel A) and parking lot of the commercial buildings on the commercial lot (Lot 15).

The applicant is proposing a PUD development plan which establishes as-built development standards, meaning future development (i.e., additions) and/or accessory structures would not be permitted for Lots 1-14 as the setbacks, lot size, floor area ratio, and height would remain as-built. The Barone's property (Parcel A) would be subject to the development standards of the R-1-10,000 Zoning District and Lot 15 would be subject to the Mixed-Use-Downtown Zoning District of the Pleasanton Municipal Code (PMC). No development would be allowed on or within the open space area and access easement (Parcels C and D).

Residential. As noted, the existing single-family residence would be maintained and expanded. The approximately 1,360 square foot addition to the north of the home will include a two-car garage and storage area on the ground floor and an attic/storage space on the second floor. A new private driveway to the new garage will be provided on the west side of the new private street. No other modifications are proposed to the existing home.

Lots 1 through 14 would be developed with detached two-and-a-half-story, single-family homes². The lots range in size from approximately 2,173 to 3,290 square feet in area. The single-family homes range in size from approximately 3,316 to 3,783 square feet in area and approximately 28 feet 5 inches to 30 feet 4 inches in height³.

Details of the plan type square-footages, building heights, and floor plans of designation spaces are provided in Exhibit B.

Commercial. Lot 15 would be developed with two, single-story commercial buildings. Building A is approximately 1,300 square feet in area and approximately 19 feet in height and Building B is approximately 1,825 square feet in area and approximately 21 feet in height (measured from finished grade to the top of the parapets). An approximately 1,568-square-foot plaza with seating and a decorative iron entry archway will separate the two commercial buildings, and a 13-stall commercial parking lot will be constructed to the north (rear) of the commercial buildings. An approximately 139-square-foot restroom and approximately 211-square-foot commercial trash enclosure will be constructed between the parking lot and Building B. Details of commercial square-footages, building heights, and open floor plans are provided in Exhibit B.

² The wall-to-wall separation between the new homes is one foot.

³ Height is measured from average grade covered by the structure to the mean height between the roof ridge and eave.

Figure 5: Site Plan

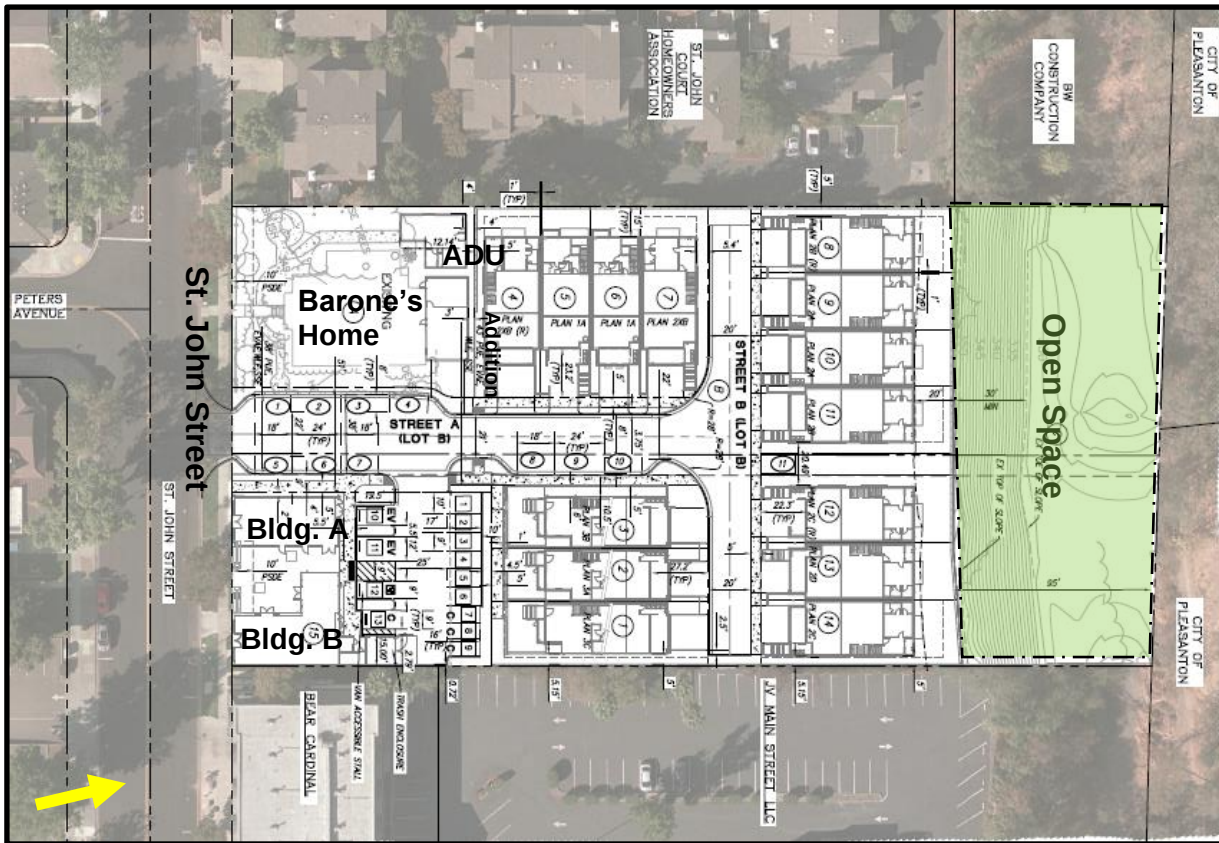
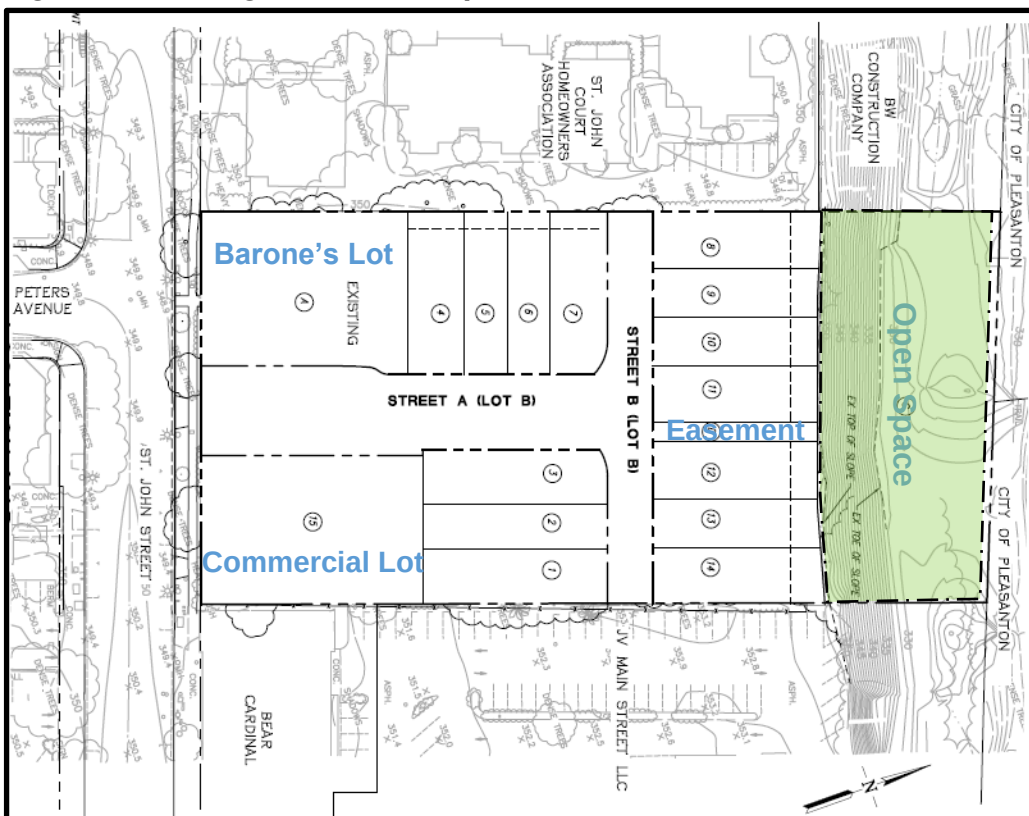


Figure 6: Vesting Tentative Map

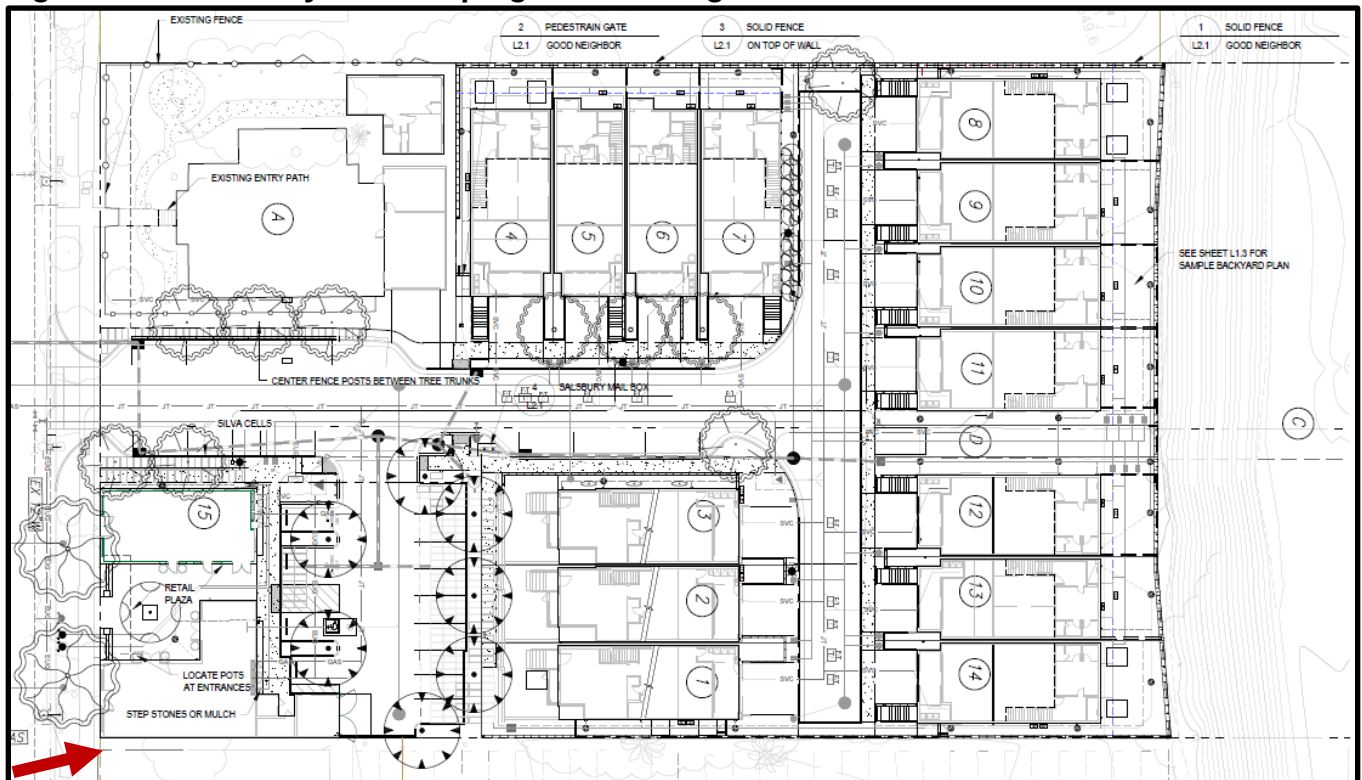


Tree Removal and Landscaping/Fencing

The project site has approximately 51 trees of varying species with 34 being heritage-sized trees⁴. The project would require removing 39 of the 51 trees, including the 34 heritage-size trees, due to direct or significant encroachment by the proposed project. Replanting of 36 new trees is proposed primarily along the proposed private street and within the commercial parking lot. Sheet C3.1 in Exhibit B shows which existing trees would be removed and those to be preserved.

Preliminary landscape plans and fencing details have been provided for the project. A variety of drought-tolerant and climate-appropriate trees, shrubs, and groundcover are proposed, most of which would be along the private street, in bioretention areas, and around the perimeters of the commercial lot. The rear yards of Lots 1-14 will have planter boxes to be maintained by the residents. Six-foot tall wood “good neighbor” fencing will be provided along the rear and side (where feasible) yards of the new single-family homes, including along the shared property line on the east (Rose hotel) and west (St. John Townhomes). Lots 8-14 will have view fencing along the northern rear (property line). No fencing will extend into or be constructed within approximately 20 feet of the undevelopable portion of the site (Parcel C). See Figure 7 for general landscaping and Exhibit B for a comprehensive view and list of all conceptual landscaping and fencing for the proposed project.

Figure 7: Preliminary Landscaping and Fencing Locations



⁴ Any single-trunked tree with a circumference of 55 inches or more measured four and one-half feet above ground level; any multi-trunked tree of which the two largest trunks have a circumference of 55 inches or more measured four and one-half feet above ground level; or any tree 35 feet or more in height.

Parking

Lots 1-14 will be constructed with two-car garages and an approximately 534-square-foot⁵ two-car garage will be constructed on the north side of the Barone's home. The new private hammerhead street will provide 10 off-site parking spaces, and the commercial lot will have a 13-stall parking lot – six standard-size spaces, four compact spaces, two electric vehicle charging spaces, and one American with Disabilities space.

Grading and Drainage

As noted, the portion of the project site being redeveloped is relatively flat. However, there is a gradual slope to the south and a relatively steep downward slope leading to the Arroyo del Valle channel to the north. Grading is proposed in areas on the relatively flat portion of the site to maintain residential structure heights similar to adjacent residential properties when creating flat pad lots, in addition to grading for bio-retention areas, a parking lot, and the hammerhead street.

Grading for building pads is expected to reach approximately 6.5 feet below the surface and excavations for utility lines and stormwater infrastructure would reach as much as approximately 9 feet below the surface. Grading would likely result in approximately 4,200 cubic yards of material being exported from the site.

The Arroyo del Valle channel is north of the project site, flowing east-west to convey stormwater and other flows. The project would include construction of residences towards the northern portion of the project site with those proposed lots (Lots 8-14) being set back approximately 20 feet from the top of the existing bank; there would be no modifications to the bed, bank or channel of Arroyo del Valle. The project would have storm drain systems and connections, shown on the civil plans in Exhibit B, described in more detail in the Analysis section, below.

Building Architecture/Design

Residential. The new single-family homes are designed to include architectural features found in other existing buildings along St. John Street and in Downtown. Most notably, the applicant is proposing traditional architecture – e.g., entry porches, Juliet balconies on some units, large, recessed windows with grids on the front and back elevations, brick veneer and stucco materials, and composition hip roofs. The massing of the buildings is broken up using projected or recessed building walls and dormer windows on the end units which provide variation in the wall planes. The buildings would feature a stucco and brick combination, and composition roofing. The proposed colors and materials of the buildings are a light cream color with dark accents (window trim, doors, garages, and exterior lighting fixtures) and would complement the existing Barone's residence and the neighborhood. Figures 8 and 9 provide illustrations of the general plan type for the new homes on Lots 1-14.

⁵ The garage square-footage is included in the proposed 1,360-square-foot addition to the Barone's home.

Figure 8: Plan Type 3A-3C – Front and Rear Elevations



Figure 9: Plan Type 3A-3C – Side Elevations



Existing Home. The project includes a two-story addition of approximately 1,360 square feet to the north (rear) of the existing Barone home. The first floor of the addition is an approximately 534-square-foot, two-car garage with an approximately 303-square-foot storage area. The second floor is an approximately 523-square-foot attic/storage space. The addition would be set back a minimum of approximately 4 feet from the new north (rear) property line, a minimum of approximately 12 feet 7 inches from the east (new private street) side property line, and approximately 34 feet 2 inches from the west side property line. The colors, materials, height, windows, and architectural style of the addition will match the existing home. Figures 10-12 show the existing and proposed elevations.

The architectural drawings show a two-story house with a dark roof and light-colored siding. The **LEFT** elevation features a dormer window, a chimney, and a small balcony. The **FRONT** elevation shows a central entrance with a small porch, a balcony above it, and a large tree to the left. The **RIGHT** elevation displays two dormer windows, a chimney, and a small balcony. The **REAR** elevation shows a balcony above the entrance and a small chimney. Each elevation includes height markers on the right side.

LEFT

RIGHT

GARAGE

COMPOSITION SHINGLE ROOF

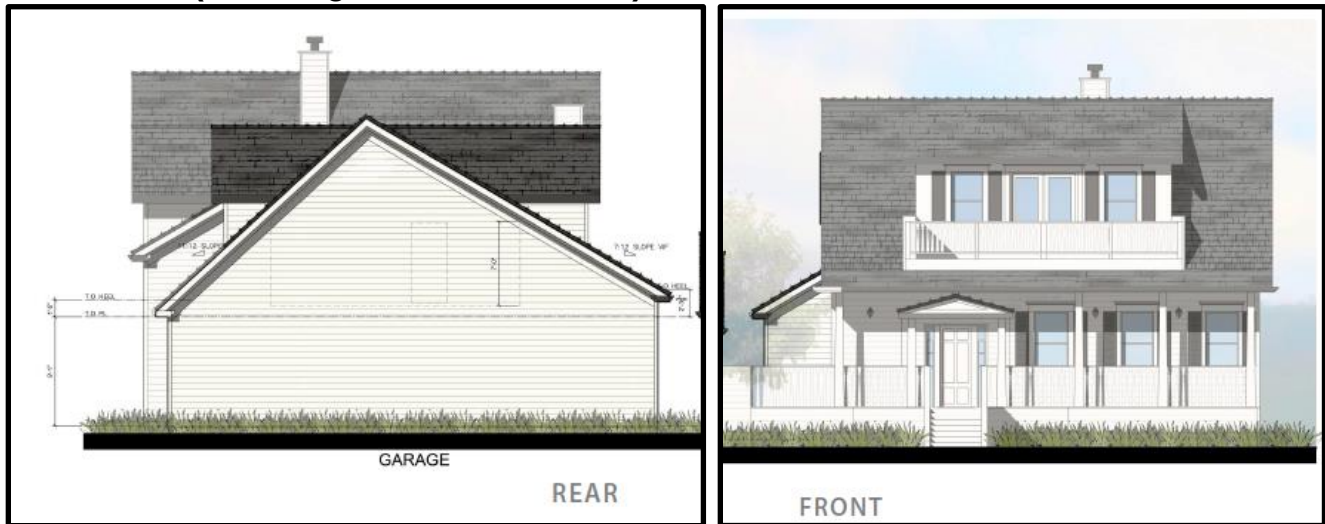
VINYL WINDOW

WOOD EAVE AND FASCIA BOARDS

WOOD GARAGE DOOR

SIDING

Figure 12: Single Family Home Elevations (Proposed): North/Rear Elevation and South/Front (no change to front elevation)



Commercial. The new commercial buildings, totaling approximately 3,125 square feet in area between the two, will be designed to be in keeping with other commercial downtown buildings. The buildings will be constructed with natural color brick veneer and have brick wall bands and trim around the windows, large storefront doors and windows on the St. John Street elevations. Building B will have a large glass facade facing the plaza to add variation to the design. Transom windows are also incorporated over the glass doors and metal canopies on the south elevation of the buildings to further distinguish the commercial spaces. The commercial buildings are separated by an approximately 1,568-square-foot bricklayer plaza, which will provide seating, planters, and a decorative metal arch pedestrian entry.

Figures 13-22 provide full and focused streetscape views of St. John Street, plaza design, and building elevations.

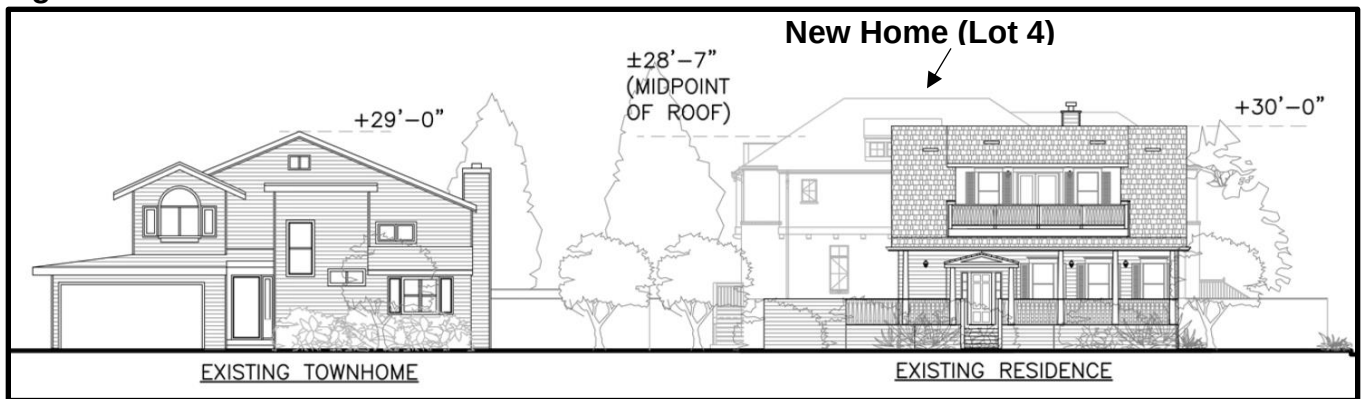
Figure 13: Full Streetscape View



Figure 14: Focused Street View W/ Rose Hotel



Figure 15: Focused Street View w/ Barone's Home and a St. John Street Townhome



Architectural site plan of the ground floor of a building at St. John Street. The plan shows a central plaza area (1366 SF) surrounded by commercial spaces (A: 1300 SF, B: 1686 SF) and a rear parking lot. Key features include EV charging stations, a van accessible parking space, restrooms, a trash enclosure, and various landscaping elements like planters, trees, and a metal arch. Dimensions and elevations are provided throughout the drawing.

Commercial A: 1300 SF. Includes interior plaza storefront door & windows (TBD, TYP).

Commercial B: 1686 SF. Includes interior plaza storefront door & windows (TBD, TYP).

Plaza: 1366 SF. Includes outdoor tables & chairs (TBD), interior plaza storefront door & windows (TBD, TYP), and a metal arch (see elevation).

Parking Area: Includes EV charging stations (ONLY), a van accessible parking space, and a compact car space. A rain water leader is also shown.

Other Features: Restroom-1 (52 SF), Restroom-2 (87 SF), Trash Enclosure, Light, Water Steel Bumper, and various planters and landscaping elements.

Dimensions and Elevations: Various dimensions are provided for setbacks, building footprints, and landscaping. Elevations include (N) ST. JOHN ST. 52'-0" and 4'-0".

St. John Street

Figure 17: South Elevations of Buildings A and B (St. John Street)

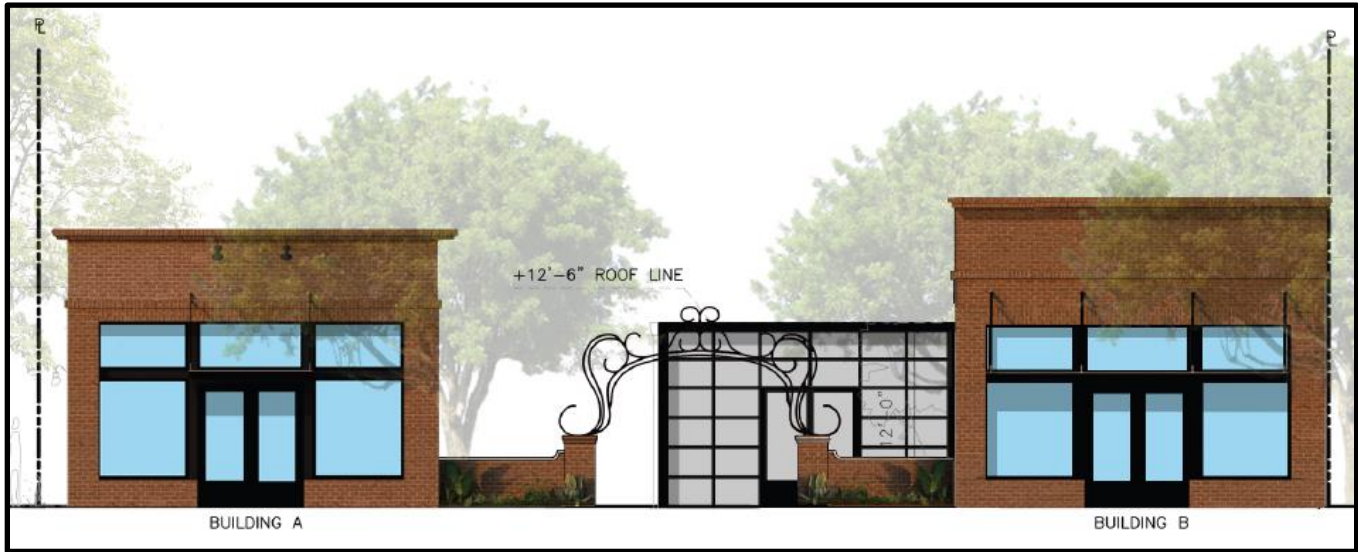


Figure 18: North Elevations of Buildings A and B (Parking Lot)

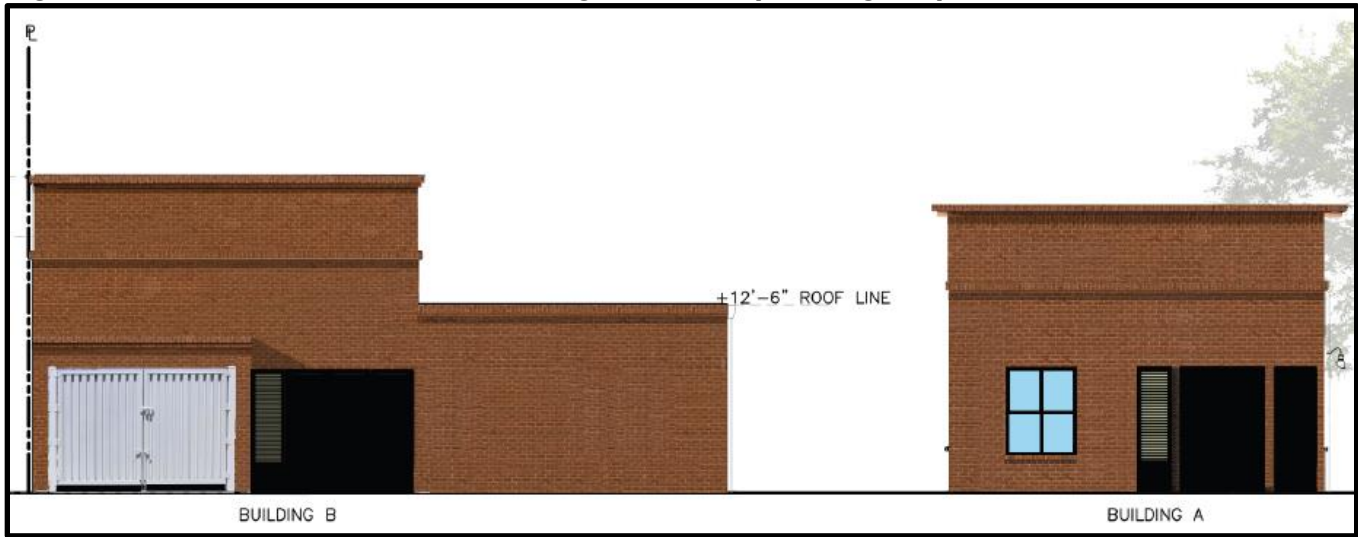


Figure 19: Building A – West Elevation (New Private Street)



Figure 20: Building A – East Elevation (Plaza)

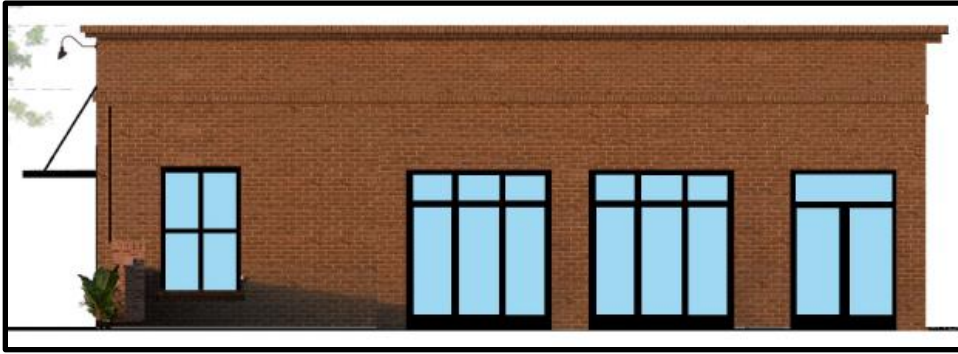


Figure 21: Building B – West Elevation (Plaza)

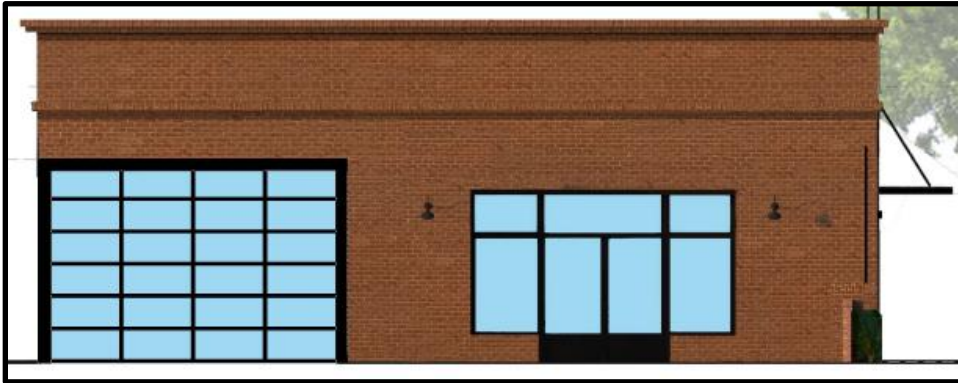
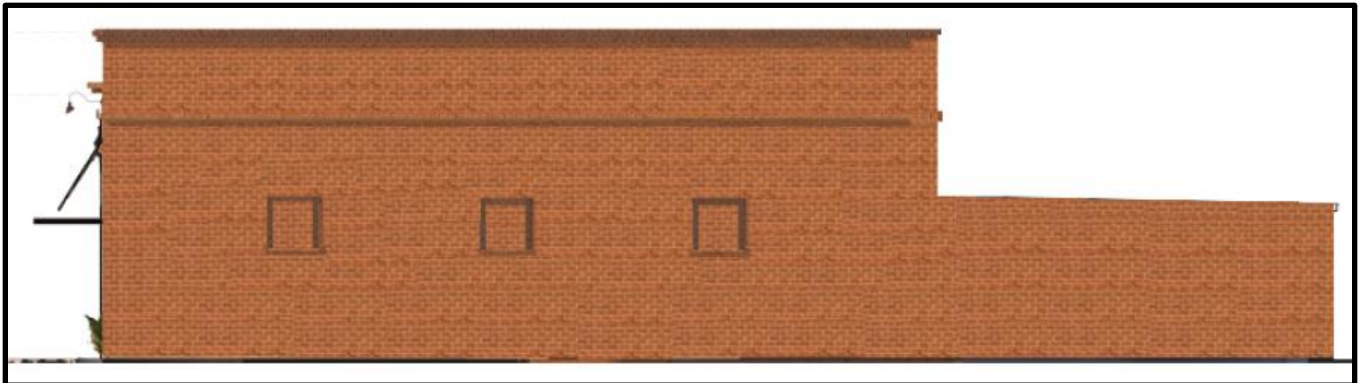


Figure 22: Building B – East Elevation (Rose Hotel)



Please refer to Exhibit B for plan details.

ANALYSIS

General Plan Land Use and Policy Conformance

The Retail/Highway/Service Commercial Business and Professional Offices General Plan land use designation allows for mixed-use development. The allowable density range for mixed-use is 20+ DUA⁶. Approximately 1.8 of the 2.3 total acres of the project site cannot be used for development. The project's density of 6.5 DUA would be less than the maximum density

⁶ The General Plan is unclear as to whether or not 20 du/ac is intended as a minimum density; however, the City has historically interpreted Planned Unit Development projects, with densities less than 20 du/ac, to be consistent with the General Plan Mixed-Use designation.

allowed by the mixed-use land use designation, and consistent with the General Plan's allowable density.

The Arroyo del Valle and adjacent riparian area are located on the most northern portion of the project site, which is designated as Public Health and Safety with Wildland Overlay. This type of land use designation in the General Plan does not allow for development and is generally applied to privately-owned open space/undevelopable areas with public access not allowed. No development is proposed in this area, it will remain privately owned by the new subdivision's association, and public access will not be allowed. There is an easement between Lots 11-12 for maintenance access to this area. As proposed, the project is consistent with this designation.

General Plan Policies

The following General Plan policies and programs are relevant to the proposed redevelopment of the site. The project, as proposed, is in keeping with General Plan policies that emphasize mixed-use development, such as Policy 12 and implementing Programs 12.3 and 12.4.

Industrial, Commercial and Office

Policy 12: Preserve the character of the Downtown while improving its retail and residential viability and preserving the traditions of its small-town character.

Program 12.3: In the Downtown, implement mixed-use development which incorporates higher density and affordable residential units consistent with the Downtown Specific Plan, where feasible.

Program 12.4: Encourage second-floor apartments above first-floor commercial uses, and encourage live-work units in the Downtown. Also allow mixed-use development in the Downtown where residences are located behind commercial uses, subject to the limitations specified in the Downtown Specific Plan.

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 2.3: Require transit-compatible development near BART stations, along transportation corridors, in business parks and the Downtown, and at other activity centers, where feasible.

Overall Community Development

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

Program 5.2: Consider surrounding land uses and potential impacts when changing land-use designations.

Residential

Policy 9: Develop new housing in infill and peripheral areas which are adjacent to existing residential development, near transportation hubs or local-serving commercial areas.

Policy 10: Provide flexibility in residential development standards and housing type consistent with the desired community character.

Program 10.1: Use planned unit development (PUD) zoning for residential properties that have unique characteristics or to accommodate development that does not fit under standard zoning classifications.

General Plan - Housing Element

Goal 1: Attain a variety of housing sizes, types, densities, designs, and prices which meet the existing and projected needs of all economic segments of the community.

Policy 6.4: Ensure that new housing developments and improvements to existing housing (e.g., rehabilitation, remodels, and additions) integrate sustainable design and energy efficiency features, including a reduced lifecycle carbon footprint of materials required for the development of housing (i.e., remodels, additions, and new units), reduced energy and water consumption and efficiency, and expanded use of renewable energy sources.

Goal 14: Provide adequate locations for housing of all types and in sufficient quantities to meet Pleasanton's housing needs.

Open Space

Policy 20: Preserve designated open space areas for the protection of public health and safety, the provision of recreational opportunities, agriculture and grazing, the production of natural resources, the preservation of wildlands, water management and recreation, and the physical separation of Pleasanton from neighboring communities.

Downtown Specific Plan

Land Use

Goal: Preserve the character and development traditions of the Downtown while improving upon its commercial and residential viability. (Options 1, all-residential, and 2, mixed-use).

Downtown Specific Plan

Downtown Specific Plan: Policy Direction for 475/493 St. John Street.

The owner-initiated request to include the project site's redevelopment potential was made towards the end of the DSP update process in 2019. The City Council considered the redevelopment potential of the project site at two meetings (one in April and one in May 2019), to provide policy direction on this and other components of the DSP, as well as at the public hearings for the project in August 2019.⁷ In those discussions, the City Council suggested the project site allow for mixed-use as an effort to activate side streets off Main Street with commercial uses, consistent with other policy goals for the DSP.

Furthermore, City Council articulated its expectation for the project site to retain the same amount of commercial square-footage if the existing restaurant were demolished, and that

⁷ Minutes of the April 16, May 27 and August 20 City Council meetings are available upon request or [online](#).

residential would only be allowed behind or above a commercial building⁸. These concepts are also addressed in other policies of the DSP, including Policy LD-P.20 for the Downtown Commercial District. City Council did not change the DSP land use designation for the project site, though adopted the updated DSP with a map annotation referencing the following DSP Land Use and Design Policy:

LD-P.15: 475/493 St. John is designated Downtown Commercial; The property may redevelop to a mixed-use project, which includes residential with approval of a PUD application, which will rezone the property and evaluate the appropriate density and design (a residential only project is not desirable). The existing residence is required to remain.

The existing house would remain, and redevelopment would require PUD development plan and rezoning approval.

Policy LD-P.15 does not specify the ultimate zoning for the site, and the applicable zoning district in the Pleasanton Municipal Code would be PUD-Mixed-Use (PUD-MU) for a mixed-use project. In the DSP update discussion, the Council was clear the specific merits of redevelopment of the Barone's site are to be discussed and evaluated through consideration of the PUD, to provide direction on the type of redevelopment desired at the project site. In other portions of their discussion, the City Council mentioned re-zoning of the site to Mixed Use-Transitional (MU-T). MU-T is the designation that applies to the east side of Peters Avenue and north side of Old Bernal, and it is unclear if the Council's remarks were intended to suggest the type of development on this site, which is not on Peters but is located where Peters intersects with St. John Street, be more similar to the range of uses; (generally mixed residential and lower-intensity commercial) found along Peters Avenue.

Regardless, during the DSP process, including as a discussion point of the public surveys and workshops held early in the process, Peters Avenue was identified as a street that could ultimately transition to have a broader range of commercial uses; and respondents noted the strong desire for downtown to have more shops and restaurants in commercial areas, in general.⁹

Other DSP Policies

In addition to Policy LD-P.15, key DSP Land Use and Design Policies relevant to this project include:

LD-P.5: Commercial Frontage. Require new development that includes residential in the Downtown Commercial, Mixed Use – Transitional, and Mixed Use – Downtown Districts to also include ground floor commercial uses fronting the street. Ground floor residential uses are subject to Policy LD-P.20

LD-P.6: Protect and enhance the pedestrian-friendly quality of the Downtown Commercial area by locating building facades at the sidewalk's edge to maintain a defined streetwall and ensuring that building entrances and display windows are frequent and oriented to the street. Incorporate outdoor spaces such as outdoor dining

⁸ In its 2019 policy discussion about this site, at least some Council members acknowledged that the restaurant would not necessarily be replaced with an identical use.

⁹ Survey Results report are available upon request or accessible [online](#).

areas and plazas into building design along street fronts outside of the public right-of-way, and for dining, upper floors as feasible.

LD-P.20: Downtown Commercial: Ground floor residential may be located behind commercial uses on properties without frontage on Main Street in the Downtown Commercial district provided that:

- Street fronting commercial space is required, with a minimum building depth of 50-feet to ensure viable commercial uses;
- Re-development sites have no net loss of commercial square footage;
- Residential at the rear of the site designed to minimize visibility from the commercial street-front;
- Corner lots maintain a commercial character on secondary frontages to the maximum extent feasible; and
- The proposed residential is fully parked on-site.

LD-P.55 Transitional Streets. Maintain the mixed residential/commercial character of side streets at the edges of the commercial area to serve as a buffer to adjacent residential neighborhoods.

LD-P.58 Parklets and Pedestrian Activity. Encourage the creation of temporary or permanent parklets (extensions of the sidewalk, usually over an on-street parking space that serves as a small public park, bicycle parking, or space for outdoor dining) and mini plazas along Main Street and side streets with the purpose of linking the Main Street commercial blocks and promoting pedestrian activity.

The commercial buildings would have ground floor uses fronting St. John Street, both buildings would have a depth of approximately 52 feet and would not reduce the amount of commercial square footage over that which exists for the restaurant and indoor event area today (existing square footage is approximately 788 and approximately 3,336 square feet (inclusive of ancillary structures) is proposed. A plaza for outdoor seating will further expand the available area for commercial activity, promote pedestrian activity and further link St. John Street with Main Street. Apart from the existing Barone's residence, the new residential development would be behind the commercial buildings and fully parked on-site. The mixed-use project would serve as a buffer and transition to adjacent residential developments.

As proposed, the project conforms to the DSP policies noted.

Historic Resources and Certificate of Appropriateness

The existing residence is listed as a historic resource in the General Plan because of its age. A historic resource evaluation for the project site determined the existing single-family house, in addition to all other structures on-site, were not considered historic resources. However, the distinctive character and quality of the home were recognized by City Council in their discussion of the site, and in prior actions of the City Council with respect to Downtown buildings, and consistent with Policy LD.P.15, it would be retained.

Demolition of buildings in the Downtown considered to be a Structure of Primary or Secondary Importance requires issuance of a Certificate of Appropriateness by the Planning Commission¹⁰. The Downtown Specific Plan's Historic Resources Policy No. 5 prohibits the demolition of any building found to be a historic resource unless the building is determined to be unsafe or dangerous, and if no other reasonable means of rehabilitation or relocation can be achieved. The historic resource evaluation determined the house and all other structures on the project site are not historic resources; therefore, those structures proposed to be demolished would be consistent with the DSP policy as they were not found to be a historic resource.

Zoning and Use Conformance

The subject site is zoned C-C (Central-Commercial), Downtown Revitalization District. The proposal seeks to rezone the property to Planned Unit Development – Mixed-Use (PUD-MU), which would allow for single-family residential and commercial uses on the subject site. The rezoning would permit and conditionally permit those uses listed in Section 18.32.030 and 18.32.040 (One-Family Residential) of the PMC for the detached residential units and permit and conditionally permit those uses listed in Section 18.46.030 (Mixed-Use-D) of the PMC for the commercial buildings.

The site has been operating as a restaurant and event location. As proposed, the project would allow additional commercial uses within two buildings in addition to providing a plaza for seating and outdoor use. The MU-D District uses are best suited for this project site since it is less restrictive than the MU-T District while at the same time allowing more limited/somewhat less intensive uses than permitted by the C-C District. The MU-D uses would promote more opportunity for active uses, though a condition of approval has been added to prohibit office and medical type uses in an effort to encourage active retail/commercial uses at this location, while also providing the property owner some flexibility to tenant the space with a range of commercial uses. The subject property provides a transition between Main Street's commercial uses to the east and residential uses immediately to the west, and this transitions/buffering between commercial and residential uses, including the residential uses to be located on-site. Staff finds the commercial buildings and single-family homes to be appropriate uses for the project site.

Development Standards

Commercial. The commercial development is consistent with the MU-D District, which has identical development standards to the properties existing C-C District (refer to Table 1 for comparison). The site development standards of the MU-D District allow structures to be built to the property lines on all sides of the subject lot and allow a maximum FAR of 300-percent and a maximum height of approximately 46 feet (measured from finished grade to the midpoint of the roof). Given the location of the commercial parking lot on the northern portion of the commercial lot, the commercial buildings are setback approximately 74 feet from the northern property line. Building B has a zero-lot line on the east (Rose Hotel), both commercial buildings have a zero-lot line on the south (St. John Street), and Building A is set back approximately 2 feet from the western property line. The maximum FAR for the commercial lot is approximately 31.3 percent and the maximum height of the structures are approximately 19 and 21 feet, significantly below the maximum FAR and height requirements of the MU-D district.

¹⁰ Resolution 85-501 identifies various Structures of Primary and Secondary Importance, and includes the existing Barone's residence and restaurant building as Structures of Secondary Importance, which are "Contributors to Downtown Pleasanton's Distinctive Character"

New Residential. In order to allow flexibility in designing a project compatible with the physical features of a property, no minimum property development standards (e.g., setbacks, height, and FAR) apply to a PUD District. The residential front, side, and rear yard setbacks vary given the size of the lots and their orientation. The closest residential zoning district to use as a comparison, based on lot size and residential type, is the One-Family Residential zoning district, minimum lot size 6,500 square-feet.

Table 1 provides site development requirements for the MU-D and R-1-6,500 zoning districts.

Table 1: Site Development Standards Comparison

Site Development Standard	Commercial Buildings		Residential Buildings	
	MU-D Requirements	Proposed Commercial Buildings	R-1-6,500 Requirements	Proposed Residential Lots (Lots 1-14)
Lot Size (Sq.Ft).	No min. size	10,648 sq. ft.	6,500 sq. ft.	2,250-3,290 sq.ft
Floor Area Ratio <i>Excludes garages</i>	300% max.	31.3%	40% max.	103-147%
Building Height: <i>Measured from the average grade covered by the structure to the mean height between the roof ridge and eave.</i>	46 ft. max.	Building A: 19 ft. <i>Measured from finished grade to the tallest point.</i> Building B: 21 ft. <i>Measured from finished grade to the tallest point.</i>	30 ft. max.	Lots 1-3 28 ft., 5 in. to 31 ft., 2 in. Lots 4-7 29 ft., 4 in. to 30 ft. 4 in. Lots 8-11 28 ft., 11 in. to 30 ft., 1 in. Lots 12-14 29 ft. to 30 ft., 3 in.
Setbacks: <i>Measured from building wall to property line.</i>				
Front	None Required	Building A & B 0 ft.	23 ft. min.	Lots 1-3 20 ft Lots 4-7 23 ft., 2 in. Lots 8-14 23 ft., 3 in.
Sides	None Required	Building A 58 ft (East) 2 ft. (West) Building B 0 ft. (East) 39 ft. (West)	5 ft. min. on one side/ 12 ft. min. combined side	Lots 2, 5, 6, 9, 10, & 13 one-foot building separations Lots 1, 3, 4, 8, 11, 12, & 14: 5 ft. / 6 ft. combined

				Lot 7 5 ft., 4 in / 6 ft., 4 in. combined
Rear	None Required	Building A 74 ft. Building B 47 ft. (attached trash enclosure)	20 ft. min.	Lots 1-3 27 ft., 2 in. Lots 4-7 15 ft Lots 8-14 20 ft. min.

In the past, the Commission has requested information on other residential development projects in the downtown, as a point of comparison for front yard setbacks and height. Table 2 provides a comparison of properties in the immediate vicinity of the project in downtown.

Table 2: Residential Front Yard Setback and Height Comparisons

	520 St. John St. and 738-762 Peters Ave. (Kimberly Commons)	446-458 Peters Ave.	719-735 Peters Ave.	524-540 St. John St. (St. John Manor)	501-587 St. John St. (St. John Ct. Townhomes)	4791 Augustine Street
Front	11 ft., 6 in. (single-family homes) 6 ft., 6 in. (multi-family unit)	7 – 8 ft.	20 ft.	10 ft.	26 ft.	13, 19, & 20 ft.
Height	Two-story 26 ft., 8 in.	Three- story 31 ft., 11 in.	Three- story 34 ft., 8 in.	Two-story 28 ft.	Two-story 26 ft.	Three-story 29 ft., 6 in. and 30 ft.

Existing Single-Family Home. The closest residential zoning district to use as a comparison, based on lot size and residential type, is the One-Family Residential zoning district, minimum lot size 10,000 square-feet. Table 3 provides site development requirements for the R-1-10,000 zoning district compared to the existing Barone home with the proposed addition.

Table 3: Development Standards

	R-1-10,000 Zoning District	Barone's Lot
Minimum Lot Size		
Area	10,000 sq.ft.	10,387 sq.ft.
Width	80 ft.	89 ft., 4 in.
Depth	100 ft.	116 ft., 2 in.
Structure		
Front setback	23' min.	24'
Side/both setback	5'/20' min.	10'/32'
Rear setback	20'	4'
Height	30' max.	20'
Floor area ratio (FAR)	40% max.	49%

A PUD development plan allows flexibility in applying Municipal Code standards to achieve an innovative overall plan for project sites and the area. The applicant developed the current site plan with input from the Planning Commission during the Work Session and numerous discussions with staff prior to and after formally submitting the PUD application. The applicant was considerate of the position of the buildings to provide adequate setbacks from the property lines and new street frontages and maximized the usability of the site. The applicant has opted to retain the existing residence on-site and has provided on-site guest parking spaces for the residential development. Single-family home lots in the downtown are generally smaller in area, though have houses which are similar in size to homes found in neighborhood subdivisions. While the subject site is relatively large, the Arroyo del Valle and adjacent riparian area occupies a significant portion of the northern part of the project site which limits the allowable developable area. Due to these project constraints, smaller lot sizes with house sizes commonly used for new single-family home development make the floor area ratios for the new homes higher; however, the visual appearance of the new homes is in keeping with the Barone's home and existing adjacent residential homes. Story poles have been erected on-site, where feasible, to demonstrate the overall size and height the project.

Staff finds the proposed siting, massing, and size of the units are appropriate for this site and would result in an attractive development for this area of downtown. The buildings would be in keeping with the scale and massing of the surrounding homes on St. John Street and Peters Avenue. Furthermore, staff is recommending conditions of approval prohibiting accessory structures and additions to the residential units.

Site Layout and Urban Design Features

As proposed, all residential units and the commercial parking lot would be accessible from the new private street, which provides a site layout for the existing home and proposed commercial buildings that is oriented to face St. John Street and (with the new commercial buildings) retains an "active frontage." New garages and driveway access would be located at the front of the new homes within the subdivision, but these would not be highly visible given the site's access and layout of the development. New internal sidewalks are proposed throughout the project for walkability; and entries, porches, and front doors face St. John Street or the private street. The existing driveway entrance is located and configured to provide adequate line-of-sight viewing distance for vehicles and to facilitate efficient ingress/egress to and from the proposed project site. The internal street meets City standards for emergency vehicle access and turn-around. Adequate access would be provided to all structures for police, fire, and other emergency vehicles. Staff finds the site plan is appropriate and supports the overall configuration and site design.

Architecture and Design

The DSP states the design of new buildings should draw upon the primary exterior features of the downtown's traditional design character in terms of architectural style and materials, colors, details of construction, height, floor area, bulk, massing, and setbacks. These elements should be consistent with those elements of buildings in the immediate neighborhood, and the design of the new buildings should not represent a significant departure from the existing neighborhood character. The Downtown Design Guidelines (DTDG) outline parameters related to new construction of residential and commercial structures and provide guidance related to architectural details, materials, and windows.

The color schemes generally comprise of light cream earthtone colors, with darker accent colors, with stucco and stone veneer siding for the residential and natural color brick veneer for the commercial buildings. The design guidelines adopted for the Downtown stress the use of traditional materials, finishes, colors, and detailing.

The stucco, siding, and painted brick wall materials, garage doors, and porch railings are consistent with the guidelines and are evocative of residential and commercial architecture seen throughout the Downtown, including in both historic buildings and newer construction. Window treatments (sills and trim) meet the guidelines' suggestions for traditional details in such features. The applicant has provided architectural detailing and accent relief on the building elevations to break up the facades and provide visual relief. The DTDG state detached garages are preferred and should be placed at the rear of the lots. All of the homes would have attached garages which will be well screened from St. John Street.

The house plans and commercial design offer significant detailing and articulation, and the form/shape of the buildings are visually interesting. The materials and colors are attractive and will blend well with the surrounding developments based on similar finish schemes found on other existing residences and commercial buildings in the Downtown. The new residential buildings are two-and-a-half stories in height and the commercial buildings are one-story in height, which offer a transition from the three-story Rose Hotel and is consistent with the existing two-story Barone home and residences on St. John Street. The architectural styles are acceptable styles for Downtown and would be compatible with the eclectic style of homes and commercial buildings on St. John Street, Peters Avenue, and found in the Downtown.

Overall, staff supports the architectural design, massing and detailing of the proposed residences and commercial structures.

Affordable Housing and Regional Housing Needs Allocation (RHNA)

The City's Inclusionary Zoning Ordinance (IZO) requires new single-family residential projects of fifteen units or more to provide at least 20% of units at prices affordable to very low-, low-, and/or moderate-income households. The proposed project includes retaining the home and constructing 14 single-family homes, which is below the threshold project size to require on-site affordable units to be provided. The project would be subject to payment of the City's Affordable Housing in-lieu fee, pursuant to PMC Chapter 17.40.

Grading and Drainage

Site drainage will be directed towards landscaped bio-retention planters located in various areas of the subject site for retention and treatment before draining into the City's storm drain system. The DSP area is already largely built out, and the Downtown Specific Plan Final EIR determined development facilitated by the DSP would not substantially alter the drainage pattern of the DSP area, including through the alteration of a stream or river. The proposed project would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) with erosion, stormwater control, and sediment control BMPs as required by the Construction General Permit to manage erosion, siltation, and flooding impacts during construction, in operation. As proposed, the project would not result in substantial alterations to the existing drainage pattern of the DSP area and would not result in substantial erosion, siltation, or flooding. As conditioned, staff finds the proposed grading and drainage plan to be acceptable and in compliance with applicable stormwater runoff requirements.

Relationship to the Arroyo

The DSP includes Goal LD-G.10, to “*encourage future land use development that enhances the Arroyo del Valle as a riparian habitat resource.*” The project, as proposed, would maintain an appropriate setback from the arroyo, and would be required to ensure there would be no adverse impacts to the waterway or adjacent habitat.

Although, during the DSP update, the desire to improve public access to the arroyo was noted, the applicant has indicated that attempting to do so would raise significant liability concerns and would offer little public benefit given the lack of connectivity to other parts of the waterway (the main trail is located on the other side of the Arroyo). Staff does not believe there would be a public benefit to providing public access to the Arroyo given it cannot be connected to the main trail.

Traffic and Circulation

The Downtown Specific Plan EIR analyzed traffic and circulation impacts with buildout of land uses permitted under the specific plan, including an increase of approximately 370 units across the entire Specific Plan area; these impacts were found to be less than significant from a traffic impact perspective. The plan proposes to add 14 units which falls under the 370 units analyzed in the Specific Plan area. The proposed project is estimated to generate 58 additional trips during the weekdays, 99 additional trips on Saturday, and 25 additional trips on Sunday compared to the existing uses; in this represents a relatively small increase in trips over existing uses at the site, and well within the projections of the EIR, and would not substantially affect the level of service (LOS) of study intersections in the DSP area. Growth associated with the proposed project was captured in the DSP FEIR’s traffic and transportation analysis, and the project would not result in greater impacts to LOS than those identified in the DSP FEIR. The design of the new project driveway was reviewed by the City Traffic Engineer with respect to safe ingress/egress from the site for residents and commercial visitors, and by the Fire Marshal with respect to emergency vehicle access and determined to provide safe and adequate access.

Furthermore, the proposed project would not modify the use of existing bicycle and pedestrian facilities on St. John Street or in the DSP area. Therefore, the project would not conflict with the City’s Bicycle and Pedestrian Master Plan.

The City’s Traffic Engineer has reviewed the project and addendum to the DSP FEIR and determined no additional traffic analysis would be required and agrees with the findings in the addendum. Finally, the project has been conditioned to pay the applicable City and Tri-Valley Regional traffic impact fees.

Parking Standards

Single-family homes are required to have two parking spaces per unit (PMC Section 18.88.030), with at least one of the spaces covered in a garage or carport. The applicant is providing two covered spaces per single-family unit, including the existing Barone home, via two-car garages. The driveways for Lots 1-4, and 7-14 have slope percentages of 14 percent, and 15 percent for Lots 5 and 6, which is sufficient to access each lot’s respective two-car garage. The City encourages, and often requires, on-site guest parking for single-family or townhome projects when there isn’t on-street parking provided within the project. During the Work Session, one of the residents of the townhomes on the north side of St. John Street

requested that additional parking be provided on-site. As proposed, the project includes 10 guest parking spaces along the new private street for the 14 residences.

In the MU district, a ratio of one parking space per 250 square feet is required for office; and one parking space per 300 square feet is required for other commercial uses. With approximately 3,125 total square feet of commercial space, 12 parking spaces would be required for a ratio of one space per 250 square feet and 10 parking spaces would be required for a ratio of one space per 300 square feet. The project's 13-stall commercial parking lot would exceed the minimum parking requirements.

Noise and Vibration

External Noise: External noise sources that could affect the site include noise from the railroad to the west. The City's General Plan requires private yard areas, excluding front yards, not exceed 60 day/night average decibels (dB Ldn) and indoor noise levels not exceed 45 dB Ldn. In addition, if the noise source is a railroad, an exterior noise level up to 70 dB Ldn is allowed and indoor noise levels cannot exceed a maximum instantaneous noise level (Lmax) of 50 dB in bedrooms and 55 dB in other rooms. A noise study was prepared, and can be provided upon request, to ensure the project meets General Plan noise standards. The noise study indicates noise reduction measures would need to be incorporated into the project. This includes installing windows and exterior doors with specific STC ratings. A condition of approval has been added to reflect the requirements.

Staff notes the above measures would address train engine/wheel noise but exclude mitigation for train horns, which may require mitigation that is infeasible and/or unacceptable from a design and neighborhood impact standpoint (e.g., tall sound walls). The General Plan indicates the City Council will evaluate the requirement to achieve the General Plan noise standards in the Downtown on a case-by-case basis. Staff believes a condition of approval requiring disclosure of frequent train whistle noise is sufficient, which is what has been required for other approved and/or constructed projects.

The existing restaurant, with its outdoor events that extending throughout the project site and featured live and/or amplified music, has been a source of noise and activity during evenings, weekends, and special events. The nature of the noise and activity on-site will differ with the two new commercial buildings and outdoor plaza area as the commercial development is more suited from small retail/office and/or smaller eateries, which is expected to generate less intense noise and activity overall. The uses will primarily involve daytime activities with lower-impact sounds, such as casual conversations, light foot traffic, and typical business operations, leading to a more subdued and manageable environment overall.

Downtown Specific Plan Policy LD.P.3 (Right to Do Business) states:

Downtown operations shall not be considered a nuisance under this chapter unless such operations are deemed to be a nuisance under California Civil Code Section 3479. Downtown operations shall comply with all state, federal and local laws and regulations applicable to the operations, including applicable noise and other operational standards contained in the general plan and/or downtown specific plan. New residential projects in the downtown shall include Conditions of Approval requiring disclosure of potential impacts due to proximity to downtown business operations and activities.

A condition of approval has been added disclosing the impacts of business operations.

Project Noise and Vibration Impacts on Adjacent Properties: The development of the property will generate added urban noise; however, as mentioned previously, noise levels are not expected to change substantially from those currently experienced in the area because overall activity levels at the site would be modest. Ambient noise levels could decrease for some of the adjacent properties due to the shielding of traffic and train noise by the proposed buildings.

Short-term construction noise would be generated during any new construction on this site. The City normally allows construction hours from 8 a.m. to 5 p.m., Monday through Friday, with Saturday construction allowed if nearby residents are unlikely to be impacted by construction noise or activities. Since there are existing residences directly adjacent to the proposed project site, staff is recommending Saturday construction not be allowed. Construction equipment would be required to meet Department of Motor Vehicles (DMV) noise standards and be equipped with muffling devices.

Green Building

As required by the City's Green Building Ordinance (PMC Ch. 17.50), the proposed project is required to meet at least a "Green Home." Some of the proposed green building measures include: employ strategies that use less water and improve energy performance for the building; reduce potable water consumption for irrigation on the subject site as a whole; utilize materials with recycled content; utilize FSC-certified wood in construction materials; and utilize low-VOC (volatile organic compound) emitting flooring, paints, coatings, adhesives, and sealants. The applicant will meet all Green Building Ordinance requirements, which will be verified at the time of building permit issuance. Therefore, staff supports the applicant's green building measures in the project.

Climate Action Plan

The City's adopted Climate Action Plan (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 the CAP will occur over several years. The CAP 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 proposed project is consistent with or implements the applicable measures outlined in the City of Pleasanton's CAP. As a mixed-use project located within the vicinity of a commuter bus line and the ACE train, the proposed project is consistent with Land Use Goal 1 of the CAP: to reduce vehicle miles traveled (VMT) through infill and higher density development. In addition, several Strategies and Supporting Actions related to water and energy conservation from the CAP are implemented in the proposed project, including that new units would be all-electric and not contain any new gas facilities, or are required as conditions of approval.

School Impacts

As a mixed-use development which includes 14 new single-family homes, the project can be expected to generate a demand on school facilities. Pursuant to State law, payment of school impact fees set by the state legislature is deemed adequate mitigation for school-related

impacts associated with new student generation. Construction will not be allowed to start until Pleasanton Unified School District has advised that all required fees have been paid.

Tree Removal and Landscaping

A tree report has been prepared that specifies the species, size, health, and value of the existing trees on the site that exceed 6 inches in diameter. A total of 51 existing trees were identified, including 34 heritage-sized trees. The project proposes to remove a total of 39 existing trees, including the 34 heritage-size trees. The trees require removal due to direct or significant encroachment by the proposed project and/or related site modifications.

Landscape plans have been provided for the proposed project showing new planted areas around the private street and commercial lot. The landscape plans provide a variety of trees, shrubs, and groundcover on the project site. The new trees proposed for the project are a combination of 24-inch and 60-inch box sized trees. Final planting plan details would be determined at the time of building permit review and be finalized in consultation with the City's Landscape Architect to ensure an attractive landscape would also meet the City's Water Efficient Landscaping Ordinance (WELO). The City's Landscape Architect has included conditions of approval to mitigate the off set for tree removal versus the new trees to be planted.

Staff finds the proposed landscape plan is attractive and contains sufficient landscape area throughout the project site. Staff believes once finalized with the City's Landscape Architect, the density and species of the new trees would be appropriate.

Planned Unit Development Considerations

PMC Section 18.68.110 sets forth the purposes of the PUD District and considerations to be addressed in reviewing a PUD development plan. These purposes and considerations are set forth in the draft Resolution included as Exhibit A and includes whether the plan is in conformance with the City General Plan, in the best interest of public health, safety, and general welfare, and whether the plan would be compatible with developed properties in the vicinity. As described in Exhibit A and based on the information and analysis provided in this Agenda Report, staff recommends the Commission make the required findings to recommend approval of the project to the City Council.

PUBLIC NOTICE

Notice of this meeting was sent to property owners and tenants/occupants within 1,000-feet of the site as shown in Exhibit D, and project identification signage has been posted on-site by the applicant. The applicant has provided letters of support from the Pleasanton Chamber of Commerce, Pleasanton Downtown Association, and Shelley Despotakis. Staff also received a letter from Linda Behers, Board member of the St. John Court Homeowners' Association, regarding concerns related to traffic, parking, construction, and existing trees. The letters of support and Linda Behers letter are included as Exhibit E. Public comments received after publication of this report will be forwarded to the Commission.

ENVIRONMENTAL ASSESSMENT

The State CEQA Guidelines, Section 15164, provide that an addendum may be prepared to a previously approved EIR when minor changes or additions are necessary and none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred. The previous DSP FEIR (State Clearinghouse Number #2001032014) remains

relevant in light of proposed changes for the mixed-use project. The changes proposed in this action do not involve new significant environmental effects or increase the severity of previously identified impacts (Section 15162.) The FEIR as amended by the addendum is, therefore, determined to be adequate to serve as the CEQA compliance document for the project. A copy of the addendum is attached for review and consideration as Exhibit C.

SUMMARY/CONCLUSION

Staff worked closely with the applicant on the proposed development over the years and appreciates the applicant's cooperation in revising the proposal to address comments from the Planning Commission Work Session and staff concerning site layout, commercial square footage, parking, and other elements of the project. The proposed development is well-designed, would preserve an existing home on-site, provide additional commercial square footage with a public plaza and parking lot, and would be compatible with other residential and commercial uses in the Downtown. Staff, therefore, believes the rezoning, certificate of appropriateness, PUD development plan, and Vesting Tentative Map merit a favorable recommendation to the City Council from the Planning Commission, subject to the conditions in Exhibit A.

Primary Author: Natalie Amos, Associate Planner 925-931-5613 or namos@cityofpleasantonca.gov

Reviewed/Approved By:

Melinda Denis, Planning and Permit Center Manager/Deputy Director of Community Development
Ellen Clark, Director of Community Development
Kim Cilley, Assistant City Attorney

RESOLUTION NO. PC-2024-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON RECOMMENDING THE CITY COUNCIL: (1) ADOPT AN ADDENDUM TO THE DOWNTOWN SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT (FEIR); (2) APPROVE APPLICATIONS FOR: (A) REZONING TWO PARCELS TOTALLING APPROXIMATELY 2.3-ACRES IN AREA FROM CENTRAL-COMMERCIAL (C-C) TO PLANNED UNIT DEVELOPMENT-MIXED-USE (PUD-MU) DISTRICT; (B) A CERTIFICATE OF APPROPRIATENESS TO DEMOLISH STRUCTURES; (C) PUD-MU DEVELOPMENT PLAN TO: (I) RETAIN THE TWO-STORY SINGLE-FAMILY HOME AND CONSTRUCT A TWO-STORY ADDITION TO THE NORTH SIDE OF THE HOME; (II) DEMOLISH ALL REMAINING ON-SITE STRUCTURES AND SITE MODIFICATIONS; (III) CONSTRUCT 14 DETACHED SINGLE-FAMILY HOMES, TWO COMMERCIAL BUILDINGS WITH A PUBLIC PLAZA AND PARKING LOT, NEW PRIVATE STREET, AND RELATED SIDE IMPROVEMENTS; AND (D) A VESTING TENTATIVE TRACT MAP TO SUBDIVIDE THE 2.3 ACRES INTO 15 SINGLE-FAMILY LOTS, ONE COMMERCIAL LOT, AND THREE PRIVATE COMMON PARCELS FOR THE PROPOSED PROJECT AT 475 AND 493 ST. JOHN STREET FILED UNDER CASE NOS. P21-1173, PUD-146, AND TRACT 8631

WHEREAS, on December 15, 2021, Robson Homes applied for: (1) an addendum to the Downtown Specific Plans Final Environmental Impact Report; (2) Rezoning (P21-1173) two parcels totaling approximately 2.3-acres in area from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District, (3) a certificate of appropriateness to demolish structures, (4) a PUD-MU development plan (PUD-146) to: (a) retain the two-story single-family home and construct an approximately 1,360-square-foot two-story addition to the north side of the home; (b) demolish the detached accessory dwelling unit, Barone's restaurant, and all other structures and site modifications; and (c) construct: i) 14 detached single-family homes, and ii) two commercial buildings totaling approximately 3,125 square feet in area with a public plaza, new private street, and related site improvements; and (5) a Vesting Tentative Tract Map (Tract 8631) to subdivide the 2.3 acres into 15 single-family lots, one commercial lot, and three private common space parcels for the proposed project located 475 St. John Street (APN 094-0114-007-00) and 493 St. John Street (APN 094-0114-008-00) (hereinafter "Project"); and

WHEREAS, the Property is designated Retail/Highway/Service Commercial Business and Professional Offices, Public Health and Safety Wildland Overlay in the General Plan and Downtown Commercial, Arroyo, and Open Space-Arroyo in the Downtown Specific Plan;

WHEREAS, the City of Pleasanton is the lead agency on the Project, and the City Council is the decision-making body for the proposed approval of the Project; and

WHEREAS, at its duly noticed public meeting of October 23, 2024, the Planning Commission considered the written agenda report, all public testimony, relevant exhibits, and staff recommendations.

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 agenda reports and all public comment and testimony:

Section 1: Recommended Findings for California Environmental Quality Act (CEQA)

With respect to CEQA, the Planning Commission finds it has independently reviewed and analyzed the September 2024 Addendum to the Downtown Specific Plan Final Environmental Impact Report ("DSP FEIR")(SCH# 2001032014) and has considered the information contained therein, prior to recommending approval of the Project. The Planning Commission further finds the Addendum to the DSP FEIR satisfies the requirements of CEQA and represents the independent judgment and analysis of the City of Pleasanton as lead agency for the Project.

The Planning Commission recommends the City Council make the following findings:

1. There have not been any substantial changes in the Project that require major revisions of the DSP FEIR because of new significant effects or a substantial increase in the severity of previously identified significant effects;
2. There have not been any substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the DSP FEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
3. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the DSP FEIR was certified as complete, that shows any of the following: (a) the project will have one or more significant effects not discussed in the DSP FEIR; (b) significant effects previously examined will be substantially more severe than shown in the DSP FEIR; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (d) mitigation measures or alternatives which are considerably different from those analyzed in the DSP FEIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon the evidence submitted, none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

In accordance with CEQA Guidelines Section 15164, the Planning Commission recommends that the City Council find that, based upon the substantial evidence in the entire record, the September 2024 Addendum to the DSP FEIR (SCH# 2001032014) is appropriate because only minor technical changes or additions are necessary (a change in use is proposed as allowed by the DSP, building height and floor area ratios are within the DSP requirements, parking spaces exceed required parking under the DSP) and none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration have occurred with respect to the proposed mixed use project.

Section 2: Recommended Findings for approval of PUD Development Plan (PUD-146). With respect to Case No. PUD-146, the Planning Commission recommends the City Council make the following findings and determinations with respect to each of the considerations for a PUD Development Plan as required by Section 18.68.110 of the PMC:

1. Whether the plan is in the best interests of the public health, safety, and general welfare:

The Project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The Project would include the installation of all required on-site utilities with connections to municipal systems to serve the new development. The Project will not generate volumes of traffic that cannot be accommodated by existing City streets and intersections in the area. 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. Stormwater run-off from the site will be treated before leaving the site. Construction hour limits and dust suppression requirements would minimize construction impacts on the surrounding residents and tenants. The Project is compatible with the adjacent uses and would be consistent with the existing scale and character of the area. Therefore, it is recommended the proposed PUD development plan is in the best interests of the public health, safety, and general welfare, and this finding can be made.

2. Whether the plan is consistent with the City's General Plan and any applicable specific plan:

The Property's General Plan and Downtown Specific Plan Land Use Designations of Retail/Highway/Service Commercial Business and Professional Offices and Downtown Commercial designations permit mixed uses including mixed residential and commercial development, at the densities and intensities proposed by the project; thus, the Project would be consistent with the General Plan and Downtown Specific Plan Land Use Designations. The project would retain as undeveloped open space the area within the Public Health and Safety Wildland Overlay and Arroyo and Open Space Arroyo designations. The proposed project is located near public transportation, within proximity to the services and amenities of the Downtown area, and in an area already developed with adequately sized infrastructure. In addition, the project would preserve the commercial square-footage utilized on-site. The project would provide housing opportunities within the downtown, as well as new/replacement active commercial uses centered on a new outdoor plaza, consistent with General Plan and Specific Plan policies that seek to promote the downtown as a vibrant mixed-use district.

3. Whether the plan is compatible with previously developed properties in the vicinity and the natural, topographic features of the site:

The project site is surrounded by a variety of uses: single-family homes, townhomes, apartments, offices, and a restaurant, and is within close proximity to personal services. As

conditioned, staff believes that the proposal would be compatible with the surrounding uses. The buildings have been sited to minimize impacts on surrounding neighbors to the extent feasible and have been designed to reduce their perceived mass. New landscaping would be installed throughout the site to enhance off-site views and the PUD development plan is compatible with the previously developed properties in the area and downtown. Therefore, it is recommended the City Council make this finding. The project would include construction of residences towards the northern portion of the project, near the undevelopable area of the project site. The proposed lots adjacent to the undevelopable area would be set back 20 feet from the top of the existing bank and there would be no modifications to the bed, bank, or the Arroyo del Valle as a result of this development.

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

There is a gradual slope to the south and a relatively steep downward slope leading to the Arroyo del Valle Stream bed to the north. Grading is proposed in areas on the relatively flat portion of the site to maintain residential structure heights similar to adjacent residential properties when creating flat pad lots, in addition to grading for bio-retention areas, a parking lot, and the hammerhead street. Grading for building pads is expected to reach six and a half feet below the surface and excavations for utility lines and stormwater infrastructure would reach as much as nine feet below the surface. Grading would likely result in approximately 4,200 cubic yards of material being exported from the site. The Arroyo del Valle stream is north of the project site. Development would not include modifications to the bed, bank or channel of Arroyo del Valle.

Erosion control and dust suppression measures would be documented in the building and improvement plans and will be administered by the City's Building and Engineering Divisions. City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. The proposed development would provide adequate drainage to prevent flooding. Parking lot and roof drainage would drain into landscaped bioretention areas that would filter contaminants before entering the arroyo and, ultimately, the bay. The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone. A portion of the project site is within a designated flood zone, the northern area adjacent to Arroyo del Valle, though as conditioned, development would ensure conservation of the Arroyo Del Valle through design and best management practices. There is no proposed development or grading within 20 feet of the top of a watercourse bank, which would minimize risks associated with flood hazards and redirection of flood flows. Therefore, it is recommended the City Council make this finding.

5. Whether streets and buildings have been designed and located to complement the natural terrain and landscape:

The Property is in a developed area of the City and would not involve the extension of any new public streets (the new street is private). The new development would be located on the more level areas of the proposed project site, and as described in Finding 3, the grading has been designed to integrate the development into the terrain. The proposed residences would be compatible in size and scale with surrounding structures. New landscaping including large box-sized trees would be installed to mitigate the loss of the existing landscaping and trees. Therefore, it is recommended the City Council make this finding.

6. Whether adequate public safety measures have been incorporated into the design of the plan:

The public improvements associated with the Project would be consistent with City design standards. The existing driveway entrance is located and configured to provide adequate line-of-sight viewing distance for vehicles and to facilitate efficient ingress/egress to and from the proposed project site. The internal street meets City standards for emergency vehicle access and turn-around. Adequate access would be provided to all structures for police, fire, and other emergency vehicles. The new residences and commercial structures would be required to meet the requirements of the Uniform Building Code, Fire Code, other applicable City codes, and State of California energy and accessibility requirements. The new residences and commercial structures would be equipped with automatic fire suppression systems (sprinklers). Therefore, it is recommended the City Council make this finding.

7. Whether the plan conforms to the purposes of the PUD District:

The proposed PUD development plan conforms to the purposes of the PUD district. One of the purposes of the PUD district is to ensure the desires of the Applicant and the community are understood and approved prior to commencement of construction. The proposed project implements the purposes of the PUD Ordinance in this case by providing a mixed-use project that is well-designed and well-integrated with the existing development in the vicinity, that fulfills the desires of the Applicant, and that meets the City's General Plan and Downtown Specific Plan goals and policies. By taking advantage of the flexibility of the PUD district while complementing the minimum development standards of the surrounding residential neighborhoods, and of the commercial district which this site serves as a transition, the applicant and staff have been able to work together to design the Project in a manner most appropriate for this use. Through the PUD process, the Project has provided the Applicant and the City with a development plan that optimizes the use of this site in a sensitive manner. Therefore, it is recommended the City Council make this finding.

Section 3: The Planning Commission hereby recommends the following to the City Council:

1. Adopt a resolution adopting the addendum to the Downtown Specific Plan for the Project.
2. Adopt the findings set forth in Sections 1 and 2 of this Resolution.
3. Adopt a resolution approving and Vesting Tentative Map (Tract 8631), subject to the draft conditions of approval listed in the attached Exhibit A.
4. Adopt an ordinance approving Planned Unit Development plan (PUD-146), subject to the draft conditions of approval listed in the attached Exhibit A.
5. Direct the Planning Manager to file a Notice of Determination with respect to approval of the Project.

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

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on October 23, 2024, by the following vote:

Ayes: Commissioners
Noes: Commissioners
Absent: Commissioners
Abstain: Commissioners

ATTEST:

Melinda Denis
Secretary, Planning Commission

Matt Gaidos
Chair

APPROVED AS TO FORM:

Kimberly Cilley
Assistant City Attorney

EXHIBIT A

P21-1173, PUD-146, and Tract 8631

PC-2024-17, October 23, 2024

DRAFT CONDITIONS OF APPROVAL

P21-1173, PUD-146, and Tract 8631

475 St. John Street (APN 094-0114-007-00) & 493 St. John Street (APN 094-0114-008-00)

October 23, 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 (1) an addendum to the Downtown Specific Plan's Final Environmental Impact Report (FEIR); (2) Rezoning (P21-1173) two parcels totaling approximately 2.3-acres in area from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District, (3) a certificate of appropriateness to demolish structures, (4) a PUD-MU development plan (PUD-146) to: (a) retain the two-story single-family home and construct an approximately 1,360-square-foot two-story addition to the north side of the home; (b) demolish the detached accessory dwelling unit, Barone's restaurant, and all other structures and site modifications; and (c) construct: i) 14 detached single-family homes, and ii) two commercial buildings totaling approximately 3,125 square feet in area with a public plaza, new private street, and related site improvements; and (5) a Vesting Tentative Tract Map (Tract 8631) to subdivide the 2.3 acres into 15 single-family lots, one commercial lot, and three private common space parcels for the proposed project located 475 St. John Street (APN 094-0114-007-00) and 493 St. John Street (APN 094-0114-008-00). Development shall be substantially as shown on the project materials listed below:

- a. Project plans, Vesting Tentative Map, Color and Material Board, etc., Exhibit B, prepared by Robert Hidey Architects, and RJA for Robson Homes, LLC, dated "Received" on September 6, 2024, and kept on file in the Planning Division of the Community Development Department.
- b. Addendum to the Downtown Specific Plan FEIR prepared by Rincon Consultants, Inc., for Robson Homes, LLC, dated September 2024, and kept on file in the Planning Division of the Community Development Department.
- c. Arborist Report prepared by Monarch Consulting Arborists for Robson Homes, LLC, dated on November 19, 2021, and kept on file in the Planning Division of the Community Development Department.

- d. Historic Resource Evaluation prepared by TreanorHL for Robson Homes LLC, dated February 25, 2021, and kept on file in the Planning Division of the Community Development Department.
- e. Phase 1 Environmental Site Assessment and Subsurface Investigation prepared by Ramboll US Consulting, Inc., dated November 6, 2020.
- f. Geotechnical Report prepared by Geo-Logic Associates, for Robson Homes, LLC, dated June 2, 2022, and kept on file in the Planning Division of the Community Development Department.
- g. Noise and Vibration Assessment prepared by Salter for Robson Homes, LLC, dated December 13, 2021, 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, house colors or materials, green building measures, landscape material, etc.
2. EXPIRATION – MIXED-USE PUD: The PUD development plan approval shall lapse 2 years from the effective date of this ordinance unless a building permit is issued and construction has commenced and is diligently pursued towards completion, or the City has approved a time extension.
3. CONDITIONS OF APPROVAL CHECKLIST: The applicant shall submit a “Conditions of Approval Checklist” indicating all conditions in Exhibit A have been satisfied, incorporated into the building permit plans or improvements plans, and/or addressed. Said checklist shall be incorporated as one of the first four plan sheets of all building permit and engineering permit plan submittals for review by the City prior to issuance of permits.
4. PUD PERIOD: The building permit submittal will only be accepted after the ordinance approving the Planned Unit Development (PUD) development plan becomes effective, unless the applicant submits a signed statement acknowledging the plan check fees may be forfeited in the event the ordinance is overturned. In no case will a building permit be issued prior to the PUD ordinance being in effect.

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, Uses, and Building Design – Residential and Commercial

6. **DEVELOPMENT STANDARDS AND USES – NEW SINGLE-FAMILY HOMES:** The project site shall be developed in accordance with the approved PUD Development Plan as shown on the Approved Plans referenced herein. Accessory structures are not allowed, and additions and/or expansions are not permitted to any of the new 14 single-family homes and lots. All other permitted and conditionally permitted uses for the detached, single-family homes shall be those found in Section 18.32 of the Pleasanton Municipal Code (PMC). Accessory dwelling units and/or junior accessory dwelling units may be permitted in accordance with state law and the Pleasanton Municipal Code.
Project Specific Condition.
7. **DEVELOPMENT STANDARDS AND USES – EXISTING SINGLE-FAMILY HOME (493 ST. JOHN STREET):** The project site shall be developed in accordance with the approved PUD Development Plan as shown on the Approved Plans referenced herein. Unless otherwise specific in the conditions of approval, all permitted and conditionally permitted uses shall be those found in Section 18.32 of the Pleasanton Municipal Code (PMC) and any future additions/expansions/modifications to the structure and/or site shall be subject to the site development standards of the R-1-10,000 District of the PMC. ***Project Specific Condition.***
8. **DEVELOPMENT STANDARDS AND USES – COMMERCIAL STRUCTURES:** The project site shall be developed in accordance with the approved PUD Development Plan as shown on the Approved Plans referenced herein. Office and medical uses shall not be allowed and all other permitted and conditionally permitted uses shall be those in the MU-D District found in Chapter 18.46 of the Pleasanton Municipal Code (PMC). ***Project Specific Condition.***
9. **MAINTENANCE:** The tenants of the commercial buildings shall maintain the subject property and the area surrounding the tenant spaces, in a clean and orderly manner at all times.

10. OUTDOOR STORAGE: There is to be no outdoor storage without prior approval by the City.
11. BUILDING PERMIT – COMMERCIAL TENANTS: Any tenant improvement plans shall be submitted to the Building and Safety Division for review and approval prior to operation. The applicant shall obtain a building permit prior to commencement of any work. The tenant (s) of the respective commercial spaces shall pay any required sewer fees, traffic impact fees, and all other fees the proposed use may be subject to prior to issuance of the tenant improvement building permit. The type and amount of the fees shall be those in effect at the time the building permit is issued.
12. OUTDOOR PLAZA: Alcohol service and consumption in the plaza area(s) is allowed only upon specific approval by the Department of Alcoholic Beverage Control (ABC) and shall be subject to all ABC requirements. If the commercial space/s are unleased/unoccupied, the property management is responsible for supervising and controlling the activities of patrons within the outdoor plaza area(s). If occupied by a tenant or tenants, the tenant/s is/or responsible for supervising and controlling the activities within the outdoor plaza area(s). The responsible party (property management or tenant) shall ensure no disorderly behavior occurs in the plaza. **Project Specific Condition.**
13. BUILDING MATERIALS AND COLORS: The building materials and colors in the Approved Plans shall be stated on the building permit plans.
14. 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.
15. 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.
16. MOCK-UP: The applicant shall set up a large material and color mock-up on site to confirm conformance with the Approved Plans prior to building permit issuance (or other time frame as approved by the Planning Division). Any proposed modifications shall be subject to review and approval by the Planning Division. At a minimum, the mock-up shall include the streetscape view, all structures, and paint samples.
17. COLOR SCHEME: The applicant shall paint a portion of the building with the color scheme in conformance with the Approved Plans. Primary and secondary (accent) paint colors should be painted next to each other on the building, to the extent feasible, for purposes of inspection for conformance with the Approved Plans. The colors shall not

be considered in conformance with the Approved Plans until after inspection and verification by the Planning Division. Any proposed modifications shall be subject to review and approval by the Planning Division.

18. **SIGN PROGRAM:** Site and building signage for the commercial site shall be reviewed under a comprehensive sign program submitted to the Planning Division under a separate application.
19. **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.
20. **LIGHTING PLAN:** The applicant shall submit a lighting plan with the building permit submittal. The plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. All exterior lighting including landscape lighting shall be directed downward and designed or shielded so as to not shine onto neighboring properties or streets. The photometrics shall be reviewed and approved by the City Traffic Engineer and Director of Community Development prior to building permit issuance. The type and location of all exterior light fixtures shall be reviewed and approved by the Director of Community Development prior to building permit issuance.
21. **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.
22. **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.
23. **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.
24. **FINAL INSPECTION:** Final inspection by the Planning Division is required prior to occupancy.
25. **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.

26. **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. Screening details shall be shown on the plans submitted for building permit, the adequacy of which shall be determined by the Director of Community Development. All required screening shall be installed prior to final occupancy.
27. **TRASH ENCLOSURE:** All trash, refuse, and recycling shall be contained completely within enclosures. Containers shall be stored within the enclosures at all times except when being unloaded. The enclosures shall be sized to accommodate trash, recycling, and green waste containers in compliance with the Alameda County Mandatory Recycling Ordinance. The materials and colors of any new enclosures shall match or be compatible with the primary building on site and the gates shall be metal or solid wood unless otherwise approved by the Director of Community Development. Elevation drawings and plan details, including color and material of the enclosures noted, shall be included in the building permit submittal and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance.
28. **RECYCLING AND COMPOSTING PROGRAMS:** The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.

Green Building and Sustainability Measures

29. **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.
30. **ALL-ELECTRIC:** This project is to have no new gas infrastructure installed. This shall be noted on the plans submitted for Building Permits.

Construction Practices and Noticing

31. **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 Friday. No construction shall be allowed on State or Federal Holidays or Saturdays or Sundays. The Director of Community Development may allow earlier “start times” or later “stop times” for specific construction activities. 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. **Project Specific Condition.**

32. 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).
33. CONSTRUCTION TRAILERS: A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
34. 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.
35. 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 regularly to prevent odor.
36. 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 without specific review and approval by the Director of Community Development.
37. 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.

38. **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.
39. **CULTURAL RESOURCES/HUMAN REMAINS:** If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work shall stop within 20-meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of the State California Environmental Quality Act (CEQA) Guidelines. In the event that human remains are discovered during grading and construction of the project, work shall stop immediately. There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5, Public Resources Section 5097.98, and Title 14 California Code of Regulations Section 15064.5. These code provisions require notification of the County Coroner, who may then notify the Native American Heritage Commission, who in turn must notify the persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. A similar note shall appear on the building permit and/or improvement plans.

Fees

40. **FEES:** The applicant shall pay any and all fees to which the project site may be subject, prior to issuance of grading and/or building permits, or prior to recordation of the final map, whichever is applicable. The type and amount of the fees shall be those in effect at the time the permit is issued.
41. **WATER FEES AND WATER METER CONNECTION FEES:** Unless otherwise specified by the Development Agreement, 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.
42. **SEWER FEES:** Unless otherwise specified by the Development Agreement, the applicant shall pay the applicable Dublin-San Ramon Services District (DSRSD) and City sewer permit fees prior to building permit issuance.

43. SCHOOL IMPACT FEES – RESIDENTIAL NEW CONSTRUCTION: Applicant shall pay school impact fees in accordance with the fee schedule established by Pleasanton Unified School District. 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.
44. SCHOOL IMPACT FEES – COMMERCIAL: Prior to building permit issuance, the applicant shall pay the required commercial development school impact fee as prescribed by State law and as adopted by the Pleasanton Unified School District (PUSD).
45. RECORDED DISCLOSURES: All lots covered by this approval shall include separately recorded disclosure statements or restrictive covenants indicating the following:
- a. Additions and/or modifications to the structures and garages are prohibited.
 - b. Residents, tenants, guests, etc., are prohibited from parking on the driveway apron.
 - c. Boats, trailers, campers, motor homes, and other recreational vehicles are not allowed to be parked or stored on-site.
 - d. Garages shall not be modified or used for storage in a manner that would interfere with the ability to park cars within the garages of the units and each resident shall utilize the garages for parking of vehicles only.
 - e. The property is in an area subject to noise, activity, and traffic impacts associated with a downtown location;
 - f. The property is in the adjacency of the Union Pacific Railroad and possible noise, including noise from train whistles and horns, and vibration impacts from said railroad;

Wording for these disclosures and covenants shall be written in simple/plain language, shall be submitted to the City Attorney for review and approval prior to recordation of the final map, and shall be recorded over the project site by separate instrument.

46. CONDITIONS OF APPROVAL: The applicant shall provide all initial buyers with copies of the final project conditions of approval.

BUILDING AND SAFETY DIVISION – 925-931-5300

47. 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.
48. DIGITAL PLAN SUBMITTAL REQUIREMENT: 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 1 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. 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.

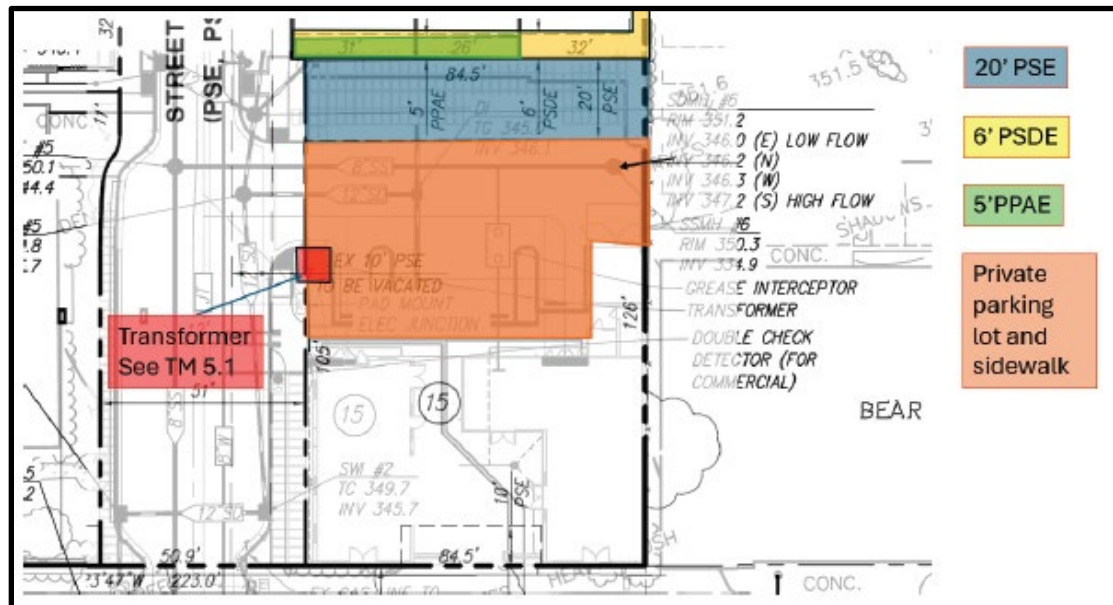
PUBLIC WORKS DEPARTMENT – ENGINEERING/LAND DEVELOPMENT – 925-931-5650

49. PRELIMINARY TITLE REPORT: Exception 3 from the Preliminary Title Report discusses a Public Service Easement (PSE) to the City of Pleasanton recorded on 06/22/1976, Series No. 76-99334. The Vesting tentative map TM3.1 shows this 10-foot PSE to be vacated. The applicant shall ask the City of Pleasanton to vacate the easement created by the 1976 Grant Deed. This process shall follow the procedure prescribed in California Streets and Highways Code §8300 et seq. (*Address this condition prior to map approval*). **Project Specific Condition.**
50. EASEMENTS: Referring to Sheet TM 5.1, the water meters that service Lots 8 through 14 are on the north side of Lot D. A Public Service Easement (PSE) should be granted to the City within Lot D to provide access from Street B to the water meters. Sheet TM 3.1 should be revised to show this easement (*Address these conditions prior to map approval*).

All dedicated public easements to the City shall be PSEs. Referring to Sheet TM 1.1 "Abbreviations", the following items require additional clarification:

- a. A PUE is defined as Public Utility Easement. Per Sheet TM 3.1, there is a PUE within Lot 3 offered for access and maintenance to an electrical transformer. If the access is intended for PG&E, the easement shall be granted specifically to PG&E according to their format. Another consideration is granting a PSE to the City thus permitting PG&E, who operates in Pleasanton under a franchise, a right to operate this equipment (also see similar item c below).
- b. WLE should be relabeled as Private Water Line Easement (PWLE). Lot 15 requires an easement for maintenance and access to an electrical transformer. See Lot 3 for a similar easement.

C.



Project Specific Condition.

51. LEAD REMEDIATION: The applicant-submitted Phase 1 Environmental Site Assessment report by Ramboll US Consulting includes the following finding: "Results from soil sampling conducted by Ramboll in September and October 2020 identified concentrations of lead in shallow soil above regulatory screening criterion for residential land use..." This finding identifies a Recognized Environmental Concern. Elevated lead shall be remediated by the applicant according to governing regulations prior to any site disturbance, with evidence of said remediation submitted to the City of Pleasanton. *(Address this condition prior to issuance of Building Permit for grading, demolition, or Building Construction, whichever occurs first).* **Project Specific Condition.**
52. CORROSIVE SOILS: According to the Geotechnical Study by Geo-Logic Associates, collected soil samples have been classified as moderately corrosive. As such, all buried iron, steel, cast iron, ductile iron, galvanized steel and dielectric coated street or iron shall be properly protected against corrosion depending on the critical nature of the structure. *(Address this condition prior to plan approval).* **Project Specific Condition.**
53. CREEK SETBACK: Site improvements that abut or are within close proximity to the top of the creek bank at Arroyo del Valle are subject to Pleasanton Municipal Code §9.14.090(B)(3) "Watercourse Protection" which reads, "*Prohibited Acts. No person shall commit or cause to be committed any of the following acts, unless a written permit has first been obtained from the operations services director: Carry out development within 20 feet of the top of a bank.*"

The Municipal Code allows City staff to consider designs that violate code standards if compelling technical information is presented by a recognized expert. For this application, the applicant submitted a site-specific Geotechnical Investigation report by Geo-Logic Associates that addresses creek bank stability and liquefaction. The following report recommendations must be incorporated into the site design:

Stitch piers shall be installed along the top of the existing creek bank. Stitch piers shall consist of drilled, cast-in-place, reinforced concrete piers. Minimum pier diameter shall be 24 inches. Center-to-center spacing between piers shall be no more than two times the pier diameter. The upper portion of the stitch piers above the toe of creek bank elevation shall be designed to retain the soil and surcharge forces behind the piers. Resistance to vertical and lateral loads shall be from the lower portion of the piers below the toe of creek elevation. *(Address this condition prior to plan approval).* **Project Specific Condition.**

54. ACCESS TO CREEK: Lot D shall allow access to the creek for maintenance personnel. A locked gate shall be provided to prevent entry by unauthorized residents or the public. *(Address this condition prior to plan approval).* **Project Specific Condition.**
55. SANITARY SEWER BACKUPS: The plumbing fixtures proposed within the basements will be subject to back-up if an obstruction occurs in the City's mainline sewer within Saint John Street. The basements shall therefore be serviced by a sewage ejector system with a backflow prevention device to assure no sewage backups in the basements. *(Address this condition prior to plan approval).* **Project Specific Condition.**
56. 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 subdivision improvement plan approval).*
57. 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).
58. ENGINEERING DEPARTMENT FEES FOR SERVICE: The Engineering Department 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 Department fees prior to services rendered or permit issuance, whichever is first. *(Address this condition prior to plan approval).*

59. CITY ENGINEER SIGNATURE BLOCK: The following signature block shall be depicted on the first sheet of the plans submitted for construction: "Approval of these plans is for work within the street right-of-way and public utility systems within Public Services Easements unless otherwise noted. Approval of these plans does not release the developer of the responsibility for the correction of mistakes, errors, or omissions contained therein. If during the course of construction of the improvements public interest requires a modification or a departure from the specification and details of the City of Pleasanton or these plans, the City Engineer shall have the authority to require such modification or departure and to specify the manner in which same is to be made. Approved as to design only based upon information submitted hereon this [DAY] of [MONTH], [YEAR]. Adam Nelkie, P.E., City Engineer, [DATE]" (*Address this condition prior to plan approval*).
60. CLEAN WATER PROGRAM (LARGE PROJECTS): Because the project creates and/or replaces more than 10,000 square feet (0.23 acres) of impervious surface, it is considered a Regulated Project according to Provision C.3.b 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>. Regulated projects must include stormwater treatment measures in the site design to remove pollutants from stormwater upstream of any connection to the City's or Alameda County's stormwater conveyance networks. In addition, regulated 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*).
61. 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*).
62. 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, [INSERT NAME], 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 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." "[INSERT NAME], P.E., Registration No. [INSERT], City Engineer, City of Pleasanton, County of Alameda, State of California [SIGNATURE LINE], [DATE], [SPACE FOR STAMP]" (*Address this condition prior to map approval*).

63. 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*).
64. 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*).
65. 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*).

66. 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: 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*).
67. 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*).
68. 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*).
69. EXISTING WATER METER REMOVALS: The removal of existing water meters that will be permanently decommissioned shall be performed by City staff. The applicant shall contact the City's Utility Billing Department at 925-931-5500 or osd@cityofpleasantonca.gov to initiate the meter removal process. Any outstanding water

consumption charges must be paid in full prior to the meter removal as well as all fees associated with the disconnection. *(Address this condition prior to acceptance of improvement or issuance of an Occupancy Permit).*

70. 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) park strip 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).*
71. DRY UTILITIES (ELECTRICITY, CATV, TELECOM): All dry utilities including electricity, telecommunications, cable television, streetlights, alarm systems, etc. required to serve the project shall be installed underground from the point-of-connection at the utility purveyor's network to the service point. Aerial drops from utility poles will not be allowed without prior approval of the City Engineer. *(Address this condition prior to plan approval).*
72. 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).*
73. 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).*
74. TEMPORARY TRAFFIC CONTROL: Work in the public right-of-way or publicly accessible easement areas require submittal, review, approval, and implementation of a temporary traffic control plan. The plan shall be in writing and subject to review and

approval of the City's Traffic Engineer. The plan must conform to the California Manual on Uniform Traffic Control Devices (CA MUTCD), with specific emphasis on Part 6 "Temporary Traffic Control".

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

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

75. 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)*.
76. 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)*.
77. EXCAVATION SAFETY: All excavations must be performed in conformance with California Government Code Section 4216 et seq. No excavation shall occur until proper notice is provided to Underground Service Alert (usanorth811.org) by calling either 811 or 800-642-2444 at least 72-hours prior to the work so buried utilities can be marked. All excavations shall be covered or barricaded to prevent entry when work is inactive. Open excavations in the public right-of-way must be covered by skid-resistant steel plates that are firmly affixed to the surface with leading edges ramped. Excavations 5-feet and deeper require a protective system as defined by Cal-OSHA. If a shoring system or trench boxes will be utilized as the protective system, said system shall either be manufactured and installed according to manufacturer recommendations, or designed by a registered professional engineer and installed according to approved plans. No excavation shall be performed atop or adjacent to a high-risk facility until authorized by the owner of the facility. High-risk facilities are defined as gas transmission pipelines and hazardous liquid pipelines as regulated by the U.S. Department of Transportation Pipeline

and Hazardous Materials Safety Administration (US DOT PHMSA) (*Address this condition during construction*).

78. POLLUTANT REDUCTION IN STORMWATER: At no time during construction of the project shall pollutants be allowed to enter, clog, or contaminate storm drainpipe 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*).
79. 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*).
80. 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 to 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*).
81. 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).*

82. **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).*
83. **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).*

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 public water mains.

84. **FIRE HAZARDS:** The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
85. **FIRE CODE:** All construction shall conform to the requirements of the 2021 Pleasanton Fire Code and local ordinances. All required permits shall be obtained prior to work commencement.
86. **SITE SAFETY:** Site safety during construction shall be in accordance with Fire Code chapter 33.

87. FIRE SPRINKLERS: Automatic fire sprinklers shall be installed in all occupancies in accordance with the 2021 Pleasanton Building, Fire and Residential Codes with local amendments and ordinances.
88. 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.
89. 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.
90. 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.
91. LISTED: All commercial 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.
92. HAZARDOUS MATERIALS DECLARATION: A Hazardous Materials Declaration shall be provided for this tenant and/or use. The form shall be signed by the owner/manager of company occupying the suite/space/building. No building permit shall be issued until the Hazardous Materials Declaration is provided. The form is available from the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.
93. 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.
94. FIRE HYDRANTS: Fire hydrants shall be installed at spacing not greater than 300 feet in industrial and commercial developments. Fire hydrants shall be installed at spacing not greater than 400 feet in residential developments.
95. 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

96. 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.
97. 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.
98. RESIDENTIAL – NEW CONSTRUCTION: The following items shall be provided prior to any construction above the foundation or slab.
- Emergency vehicle access shall be provided to the site (tract), including areas where construction is occurring.
 - Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
 - On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.
99. COMMERCIAL – NEW CONSTRUCTION: The following items shall be provided prior to any construction above the foundation or slab.
- Emergency vehicle access shall be provided to the site, including areas where construction is occurring. If Public Works Improvements are part of the project to access the site, an emergency vehicle access plan shall be submitted for review and approval to the Fire Department.

- b. If permanent access or site paving is not provided, the carrying capacity of the emergency vehicle access shall be 70,000 pounds under all weather conditions.
- c. Site staging area(s) shall be provided for materials and equipment. All staging areas shall be outside of the emergency vehicle access route shown on the approved plans.
- d. Where on-site fire hydrant(s) are required, they shall be installed, flushed and all valves open prior to any construction above the foundation or slab. This includes concrete tilt-up and masonry buildings.
- e. On-site fire hydrant(s) shall not be obstructed and shall be sufficiently above grade to have all hydrant valves and outlets accessible for emergency use.
- f. Where a project is phased as part of the development, specific access, water supply and fire hydrant installations will be required as part of each phase. As needed a phasing plan with these improvements will be required.
- g. Where on-site grading/utility plans are submitted for review and approval prior to building construction drawings, emergency vehicle access routes, fire hydrant locations, material staging areas, etc. shall be provided.

100. 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.

LANDSCAPE ARCHITECTURE DIVISION – 925-931-5672

Landscaping

101. 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.
102. 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.

103. **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).
104. **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.
105. **REAR YARD LANDSCAPE:** Each new residential unit shall include detailed landscape and irrigation plans for the rear yards. The units facing the arroyo shall have raised planters or another planter solution acceptable to the City's Landscape Architect.
Project Specific Conditions.
106. **FRONT YARD LANDSCAPE:** Each lot, where feasible as determined by the City's Landscape Architect, shall include a small to medium sized tree and planting in the front yard walled areas between the residential units. ***Project Specific Conditions.***
107. **RIGHT-OF-WAY LANDSCAPE:** Detailed landscape and irrigation plans for the right-of-way in front of the commercial property shall be included in the building permit plans. 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.
108. **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.
109. **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.

110. **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.***
111. **LANDSCAPE 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.
112. **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-1 zone for design purposes. Lighting shall be subject to review and approval by the City Landscape Architect prior to building permit issuance. ***Project Specific Conditions.***

Trees

113. **TREE REPORT:** The applicant shall comply with the recommendations of the tree report prepared by Richard Gessner, Monarch Consulting Arborists, dated November 19, 2021. 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.
114. **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 Conditions.

115. 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.***
116. 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.
117. 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.
118. 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.

119. 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.
120. 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.”
121. 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”.

122. PARKING LOT TREES: There shall be a minimum of 50 percent shade cover in the parking area within 15 years. There shall be a minimum of 20 percent shade cover in any commercial landscape areas within 15 years. There shall be a minimum of 20 percent shade cover over any hardscape areas in a non-residential environment within 15 years. **Project Specific Condition.**

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

123. SEWER LINE: The sewer line shall be private from the new manhole into the development. Prior to building permit submittal, the project plans shall be revised to reflect this requirement.
124. BACKFLOW PREVENTION ASSEMBLIES: Backflow preventer assemblies shall be designed and installed in accordance with current City Standards 704, 705, 706; State Health and Safety Code; Title 17; and as required by the Director of Operations and Water Utilities. All backflow preventer assemblies shall be tested and certified by a City approved tester with the certification submitted to the City's contractor, Aqua Backflow. Testing will be performed at the time City water is turned on to the site. If an existing backflow preventer is on the site it shall be tested and certified by an approved tester with the certification submitted to the City's contractor, Aqua Backflow, before project water is drawn through it. An all-weather cover shall be placed over all backflow prevention assemblies 4 inch and smaller.
125. FOG PROGRAM: All new food service establishments (FSEs) and all existing food service establishments with a building permit valuation of \$50,000 or more shall obtain a wastewater discharge permit from the Director of Operations and Water Utilities and comply with the grease interceptor requirements as set forth in PMC Section 15.44. All other FSEs shall at a minimum comply with the grease trap and wastewater discharge permit requirements as set forth in PMC Section 15.44. (*Only applicable for restaurant and food uses*).
126. RECYCLED WATER: Recycled water should be used on site during the grading and construction period. However, under any declared stage of water shortage, recycled water must be used throughout the grading and construction period.
127. RECYCLED WATER USE REQUIREMENT: If the site is within the city's recycled water service area (recycled water distribution system is along route to the proposed application), the irrigation system must be designed in accordance with the City's *Recycled Water Use Guidelines* and *Recycled Water Irrigation Standards*, per PMC Section 14.06. Refer to PMC Section 14.20 for a list of exceptions.
128. RECYCLED WATER USE PERMIT: The applicant shall submit a Recycled Water Use Permit application and package (as outlined in the City's *Recycled Water Use Guidelines* available online), to the Recycled Water Program (925-931-5513). The Recycled Water Use Permit application and package shall be submitted concurrently with the building permit submittal, and shall be conditionally approved by the Recycled Water Program prior to building permit issuance. Final approval by the Recycled Water Program is required before the start of recycled water service. Refer to PMC Section 14.06 for the regulations of recycled water use.

TRAFFIC ENGINEERING DIVISION – 925-931-5677

129. BICYCLE RACKS: All bicycle racks shall comply with the following criteria:

- a. Located in a visible and accessible location;
- b. Support the frame of the bicycle and not just one wheel;
- c. Allow the frame and one wheel to be locked to the rack;
- d. Allow the use of either a cable or U-shaped lock;
- e. Be securely anchored;
- f. Be usable by bikes with no kickstand; and
- g. Be usable by a wide variety of bicycle sizes and types.

The number, location and type of bicycle racks shall be shown on the building permit plans and shall be subject to review and approval by the City Traffic Engineer prior to issuance of building permits.

Traffic Control

130. 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.
131. 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.
132. 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.
133. 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.
134. 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.

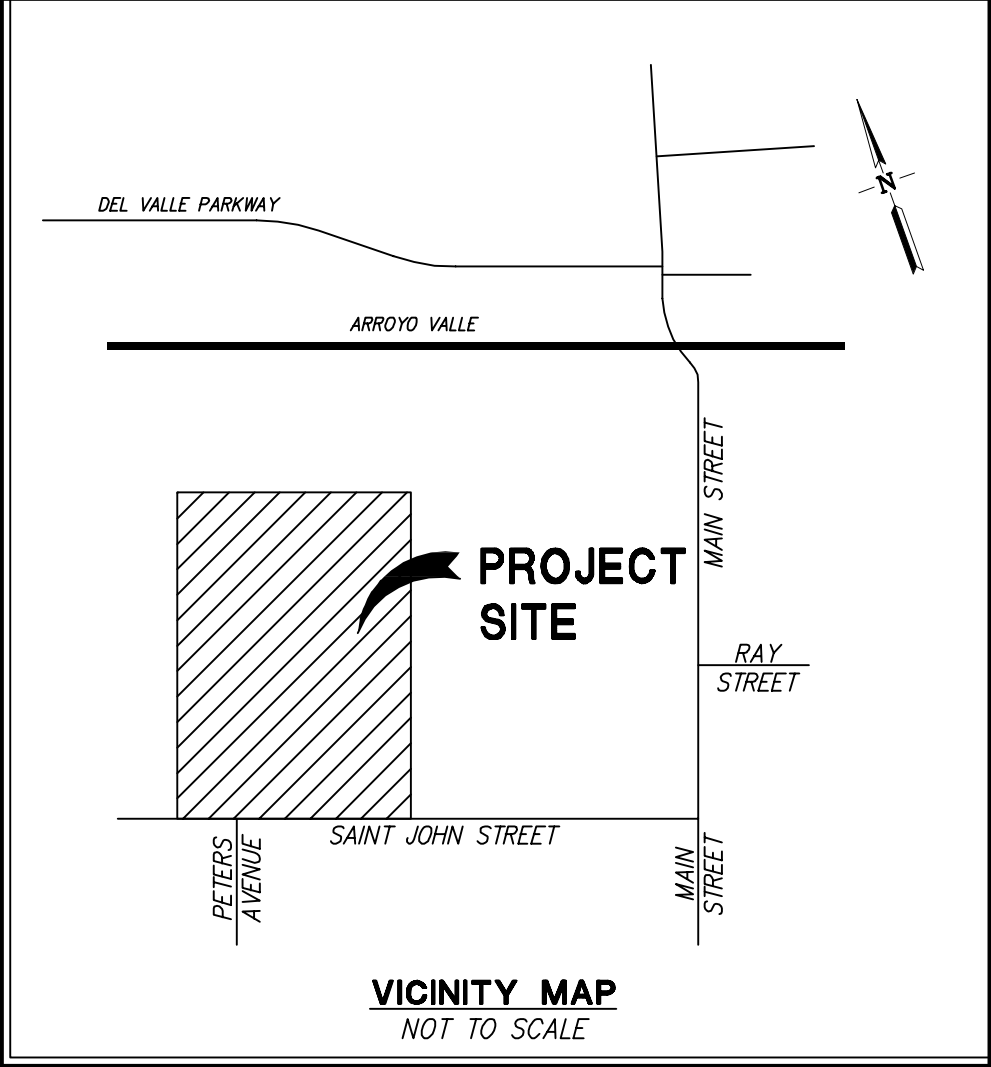
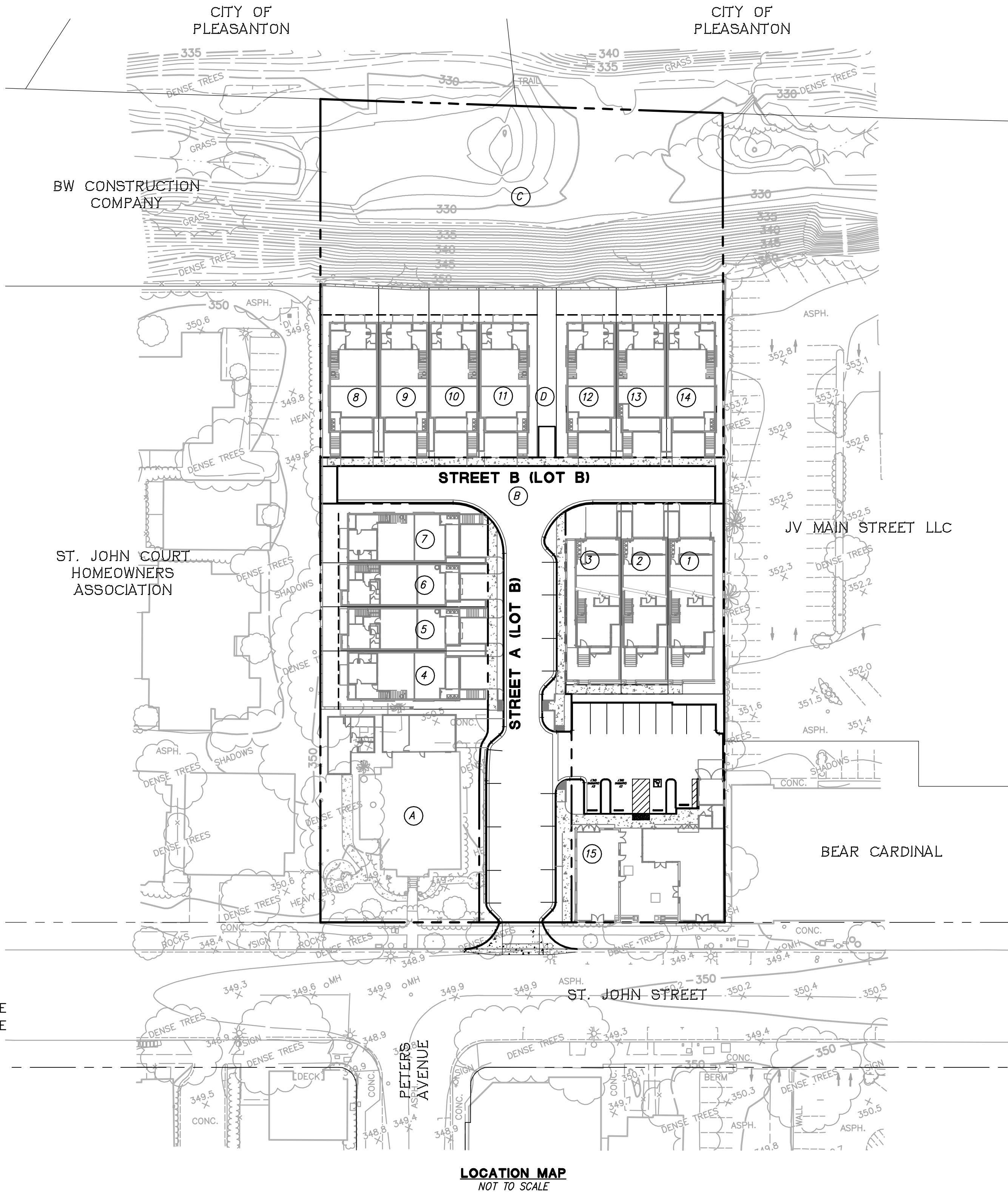
END

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C2.1	EXISTING CONDITIONS PLAN
C3.1	EXISTING TREE DISPOSITION PLAN
C4.1	PRELIMINARY FIRE ACCESS PLAN
C5.1	PRELIMINARY SOLID WASTE ACCESS PLAN
ARCHITECTURAL	
COMMERICAL	
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PLANNED UNIT DEVELOPMENT
475 AND 493 SAINT JOHN STREET
CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA

FOR: ROBSON HOMES, LLC



PROJECT TEAM

- OWNER: JOSEPH AND MARICELA BARONE
C/O: ROBSON HOMES, LLC
2185 THE ALAMEDA
SAN JOSE, CA 95126
TEL: (408) 345-1767
CONTACT: RICHARD YEE
- DEVELOPER: ROBSON HOMES, LLC
2185 THE ALAMEDA
SAN JOSE, CA 95126
TEL: (408) 345-1767
CONTACT: RICHARD YEE
- CIVIL ENGINEER: RUGGERI-JENSEN-AZAR
4690 CHABOT DRIVE, SUITE 200
PLEASANTON, CA 94588
TEL: (925) 227-9100
CONTACT: DOMINIC CARUCCI, RCE 85585
- ARCHITECT: ROBERT HIDEY ARCHITECTS
3337 MICHELSON DRIVE, SUITE 170
IRVINE, CA 92612
TEL: (949) 655-1550
CONTACT: ERIN HIDEY-NELSON
- LANDSCAPE ARCHITECT: DESIGN FOCUS INTERNATIONAL
P.O. BOX 485
BEN LOMOND, CA 95005
TEL: (831) 336-3100
CONTACT: KATIE HERMAN

RECEIVED

SEPTEMBER 6, 2024

CITY OF PLEASANTON
PLANNING DIVISION

EXHIBIT B

RJA RUGGERI-JENSEN-AZAR ENGINEERS • PLANNERS • SURVEYORS 4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588 PHONE: (925) 227-9100 FAX: (925) 227-9300			
NO.	DATE	DESCRIPTION	BY
DATE: JUNE 24, 2024			SHEET NO.
JOB NO.: 201054			C0.0

PROJECT SUMMARY

1. EXISTING ZONING	CENTRAL COMMERCIAL (CC)
2. PROPOSED ZONING	CENTRAL COMMERCIAL (CC)
3. APN'S	94-114-7 & 94-114-8
4. GROSS AREA	100,436 SF (2.3± AC)
5. GROSS DENSITY	7.3 UNITS/ACRE (EXCLUDING LOT 15)
6. FAR	0.51

PARKING SUMMARY		
RESIDENTIAL	REQUIRED	PROPOSED
14 SINGLE FAMILY UNITS	28	*53
COMMERCIAL		
COMMERCIAL BUILDING	10	**14

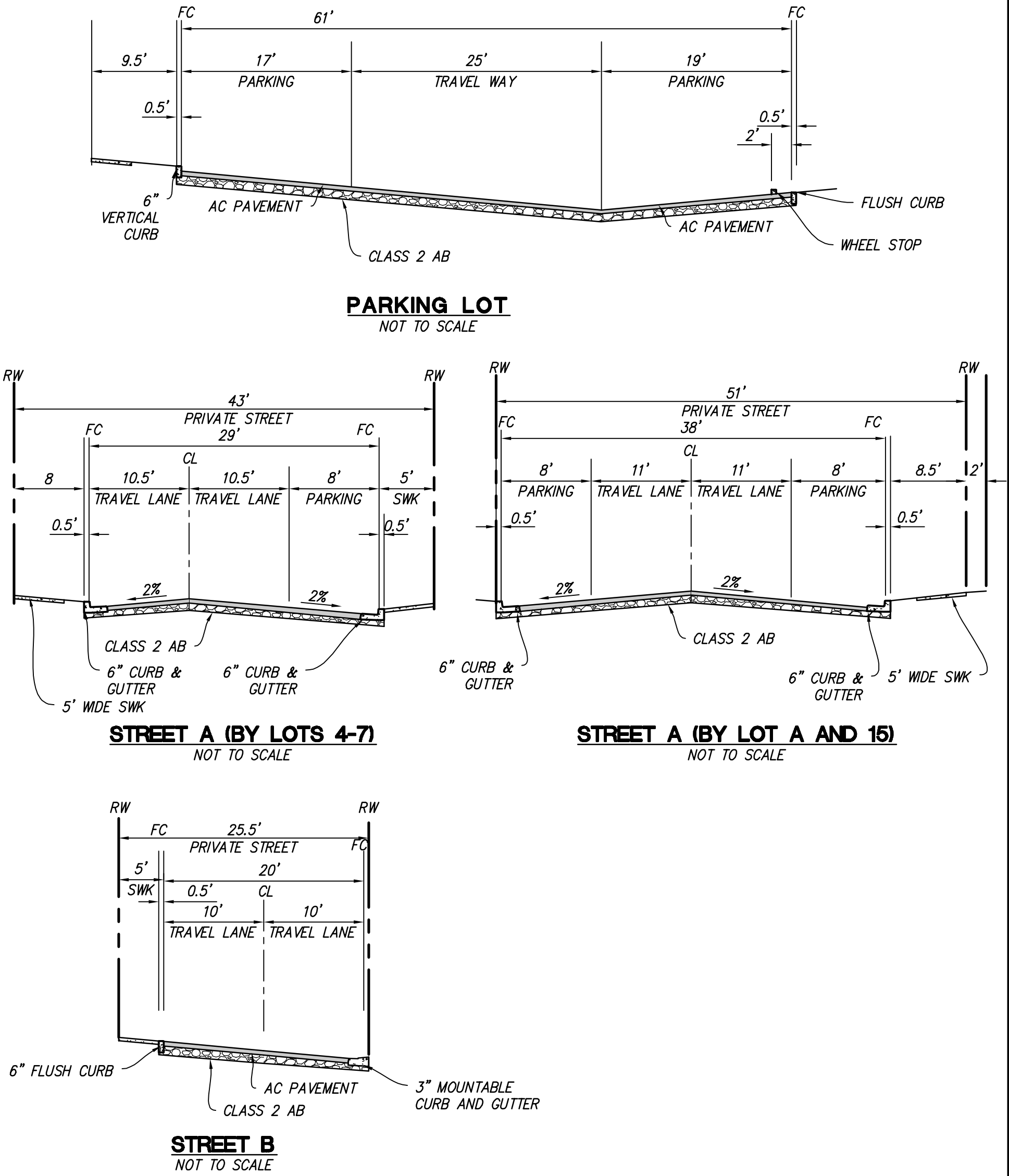
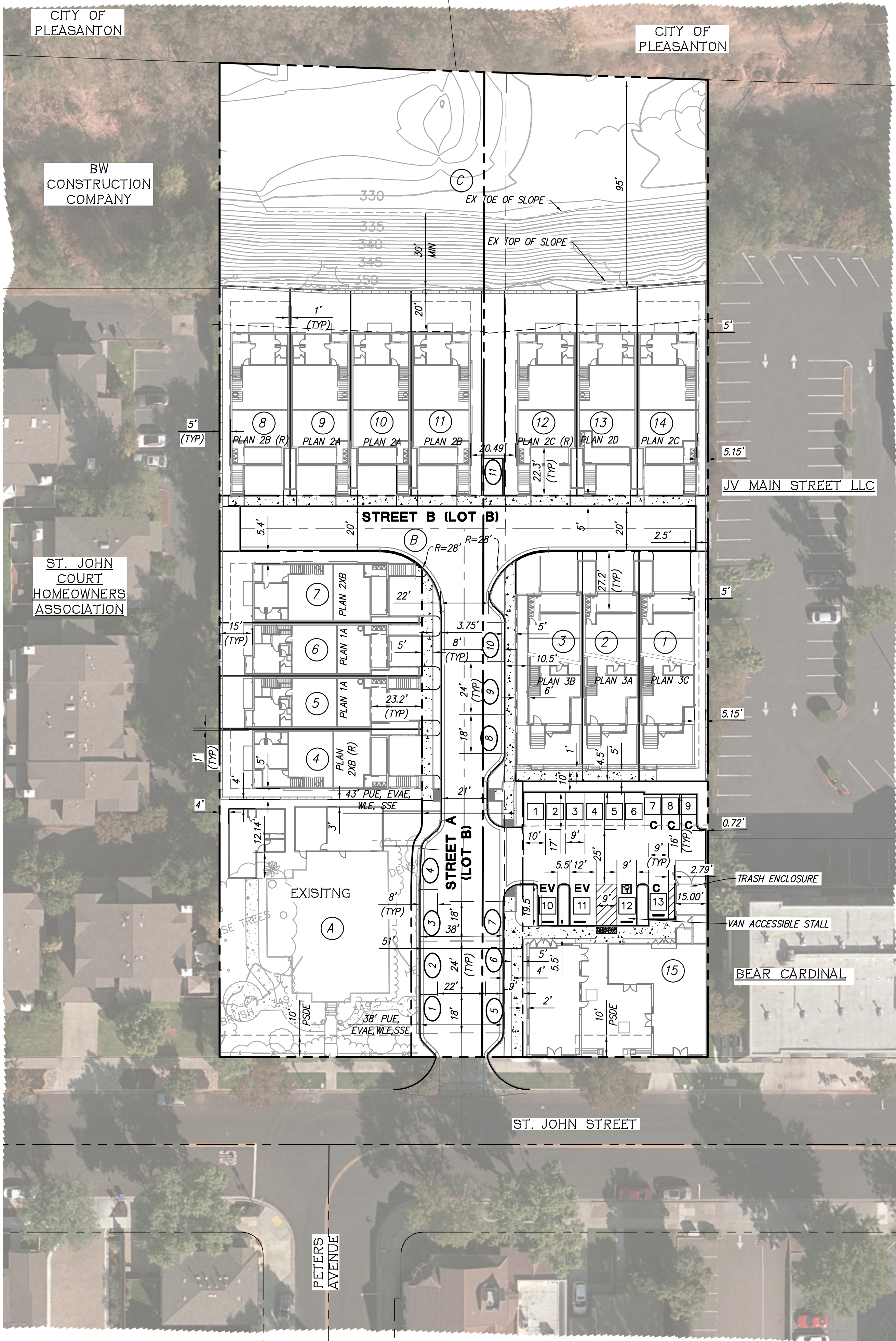
*PER PMC SECTION 18.88.030 A.1., 2 PARKING SPACES ARE REQUIRED FOR EACH NEW ONE-FAMILY DWELLING UNIT. THE PROPOSED PROJECT PROVIDES 2 COVERED SPACES PER NEW UNIT, 14 SPACES WITHIN THE LONG DRIVEWAYS, AND 11 GUEST PARKING SPACES ON THE PRIVATE STREET FOR A TOTAL OF 53 PARKING SPACES.

**SEE SHEET A0.1.

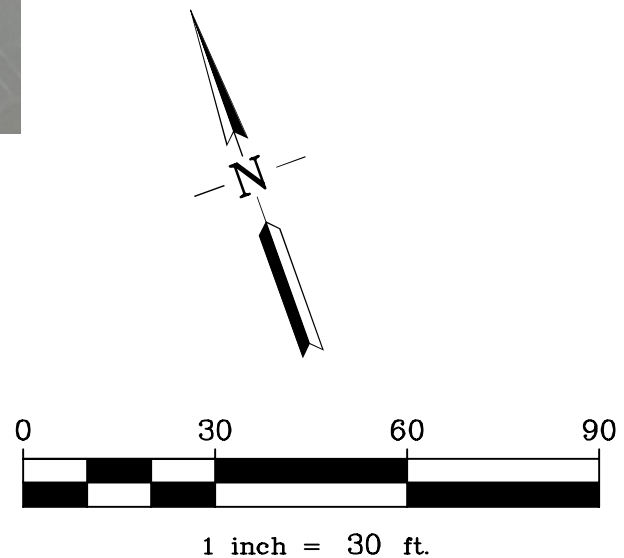
LOT AREA TABLE				
LOT NO.	LOT AREA (SF)	PLAN TYPE	GROSS AREA (SF)	FAR
A	10,387	NA	5,131	0.49
B	16,529	NA	NA	NA
C	22,162	NA	NA	NA
D	982	NA	NA	NA
1	3,290	3C	3,377	1.03
2	2,713	3A	3,355	1.24
3	3,197	3B	3,401	1.06
4	2,974	2XB (R)	3,783	1.27
5	2,250	1A	3,316	1.47
6	2,250	1A	3,316	1.47
7	2,967	2XB	3,783	1.28
8	3,064	2B (R)	3,641	1.19
9	2,599	2A	3,642	1.40
10	2,591	2A	3,642	1.41
11	3,012	2B	3,685	1.22
12	3,095	2C (R)	3,685	1.19
13	2,613	2D	3,548	1.36
14	3,113	2C	3,685	1.18
TOTAL:	100,436		NA	NA

LEGEND

	CONCRETE WALK
	LOT NUMBER
	RESIDENTIAL GUEST PARKING
	RETAIL PARKING
	ADA PARKING
	COMPACT PARKING
	EV PARKING

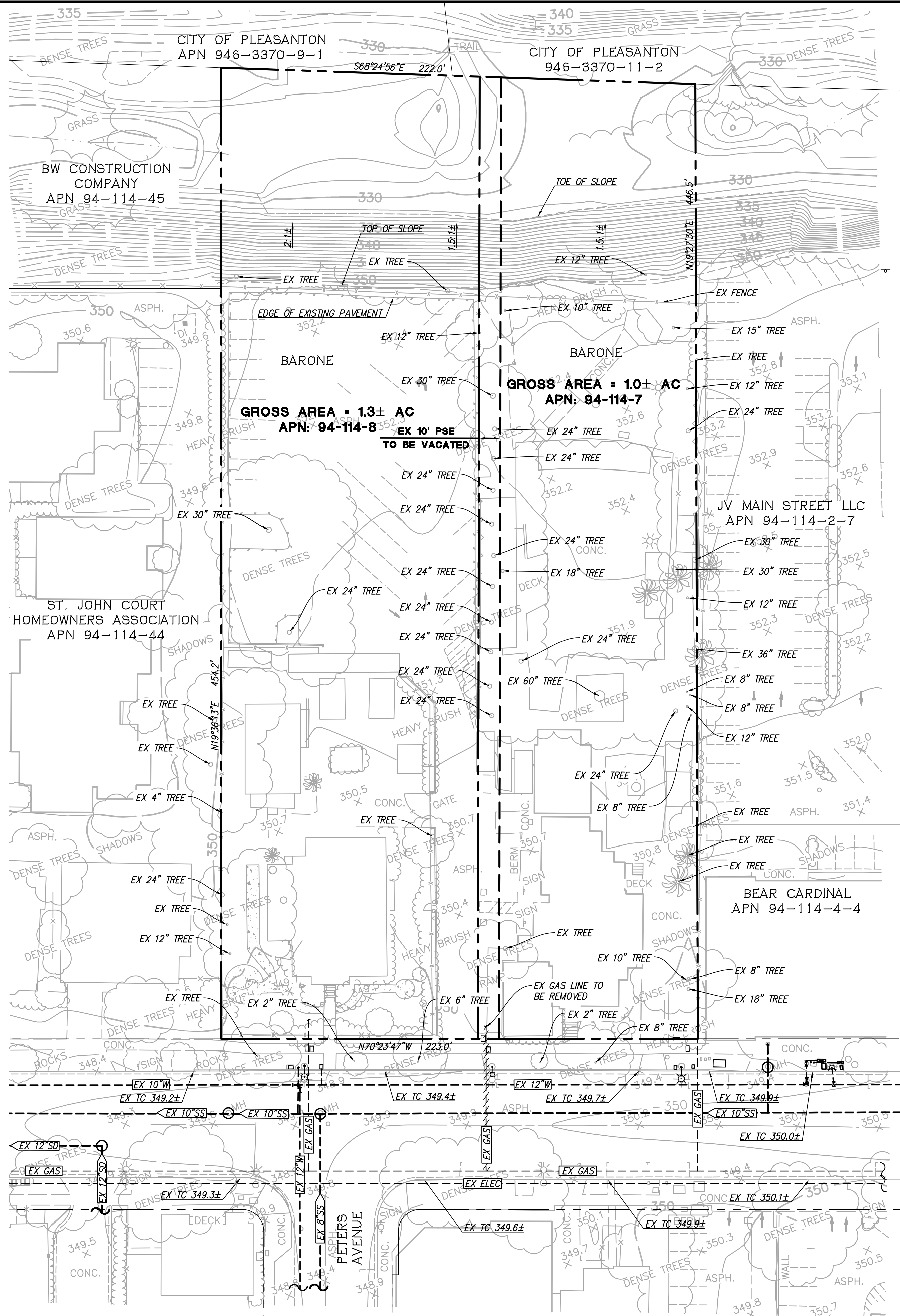


SITE DEVELOPMENT PLAN
475 AND 493 SAINT JOHN STREET
CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC



RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

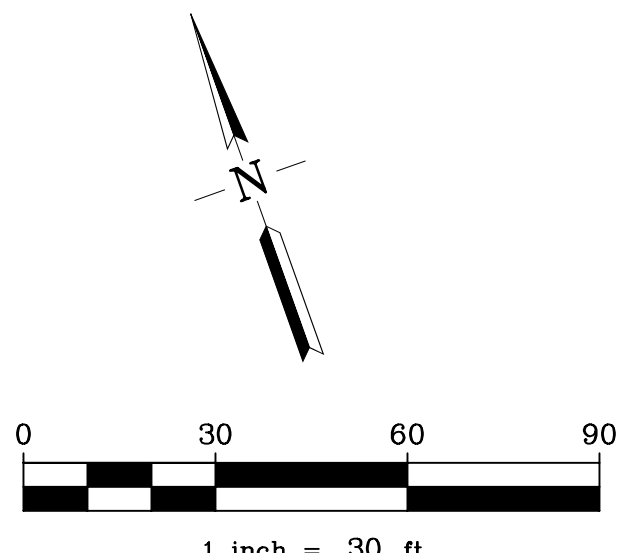
NO.	DATE	DESCRIPTION	BY
DATE: JUNE 24, 2024			SHEET NO.
JOB NO.: 201054			C1.1



LEGEND

TRACT BOUNDARY	---
LOT LINE	---
RIGHT OF WAY	---
CENTER LINE	---
FENCE	---
EASEMENT LINE	---

EXISTING CONDITIONS PLAN
475 AND 493 SAINT JOHN STREET
CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC



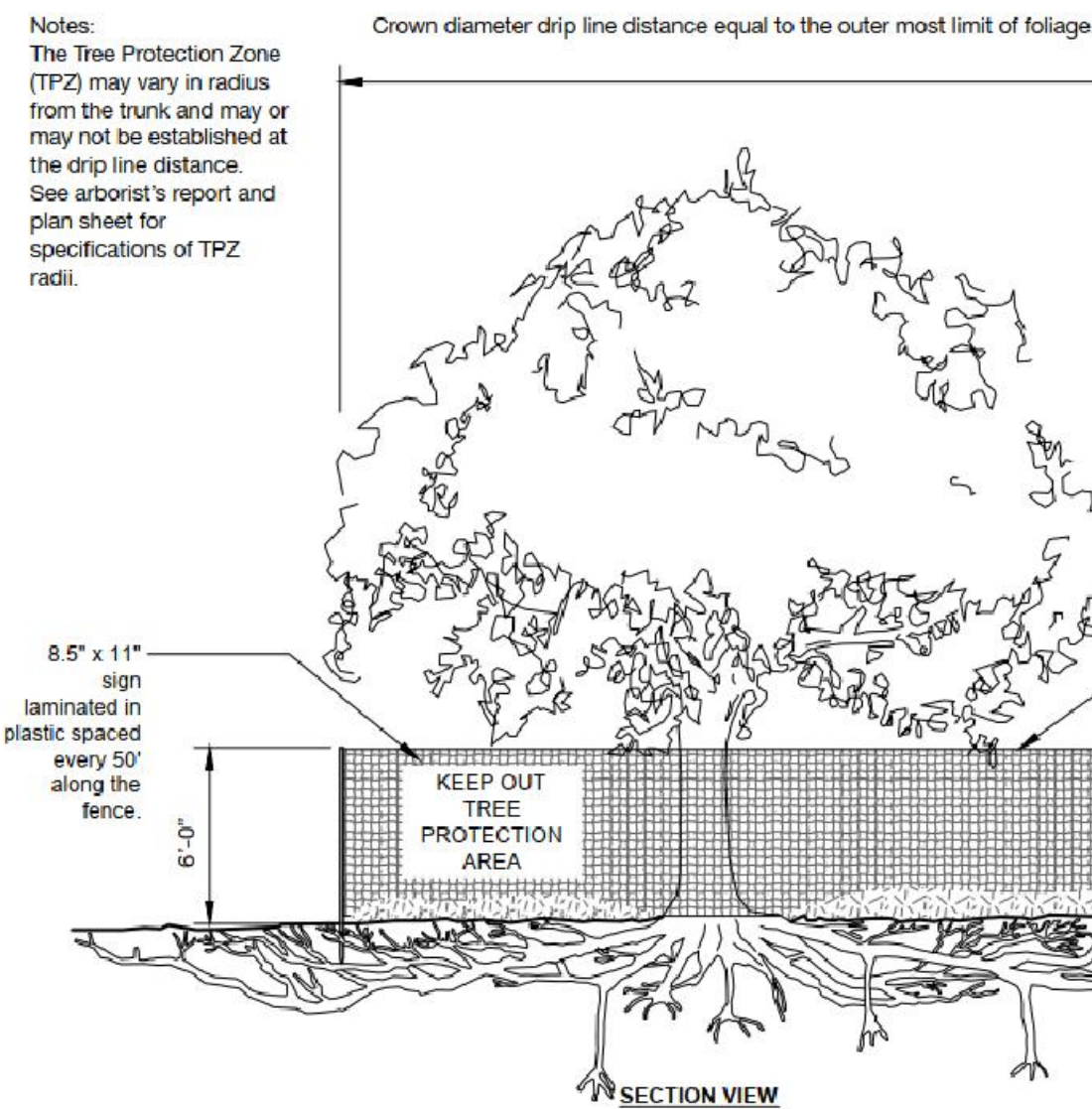


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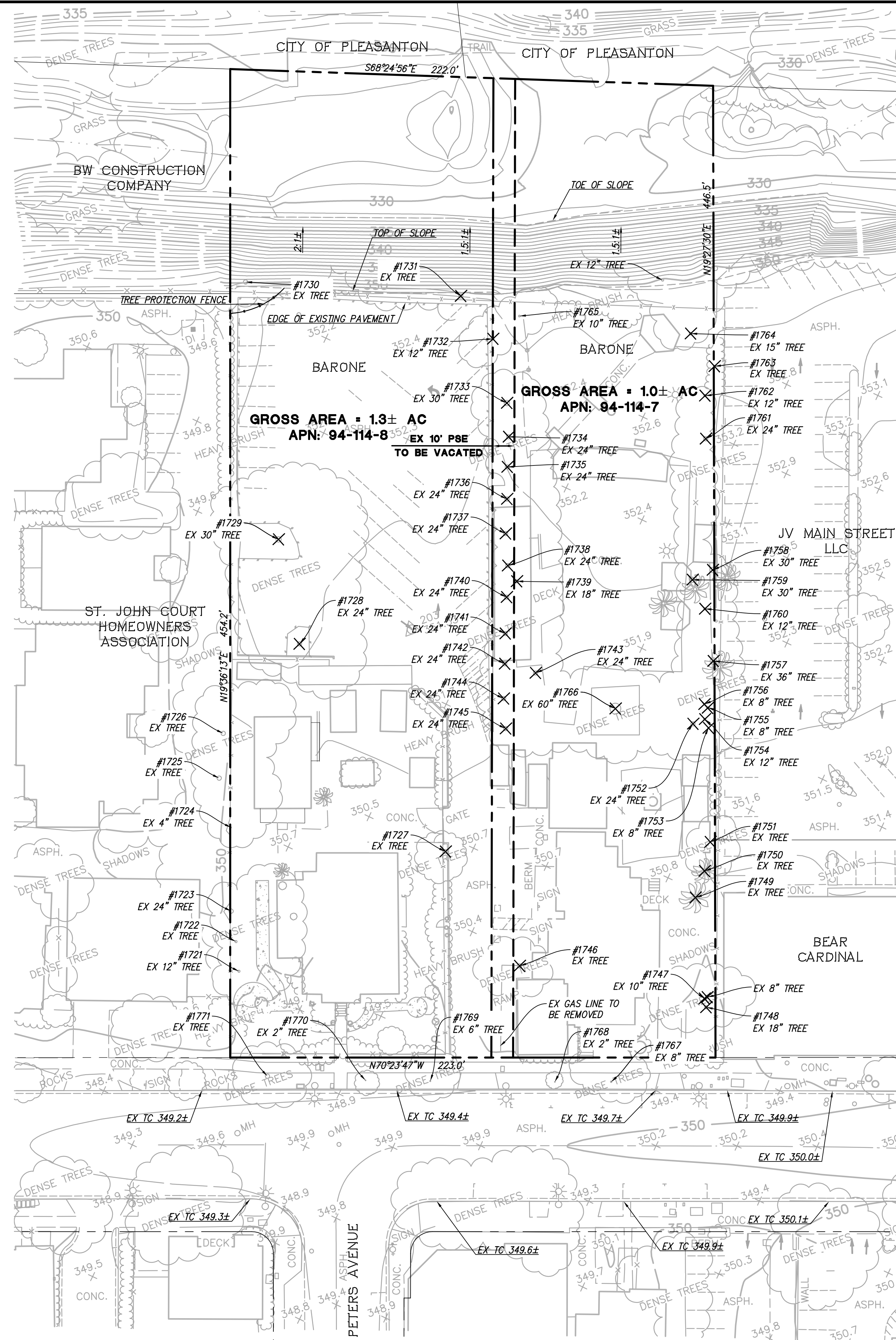
NO.	DATE	DESCRIPTION	BY

DATE: JUNE 24, 2024	SHEET NO.
JOB NO.: 201054	C2.1

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TREE PROTECTION DETAIL
NOT TO SCALE

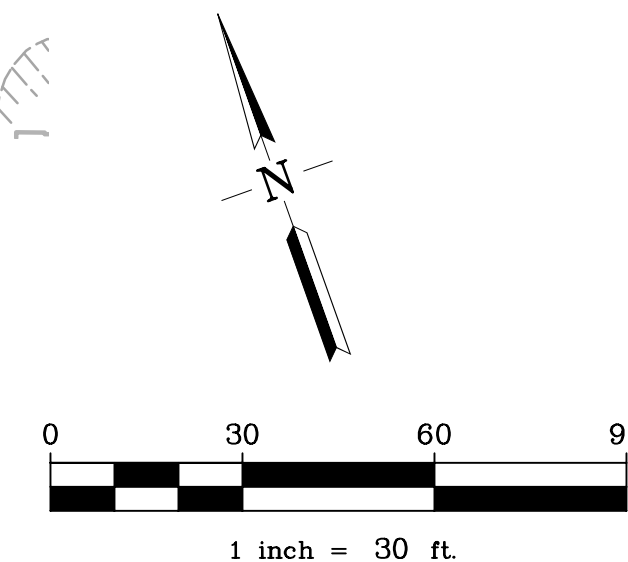


LEGEND

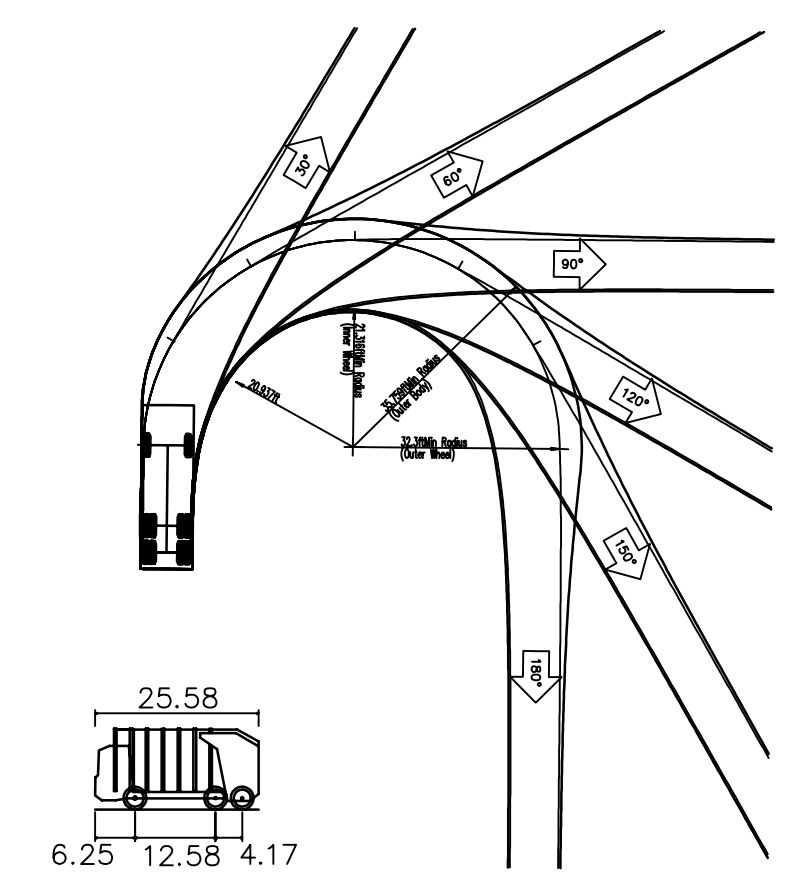
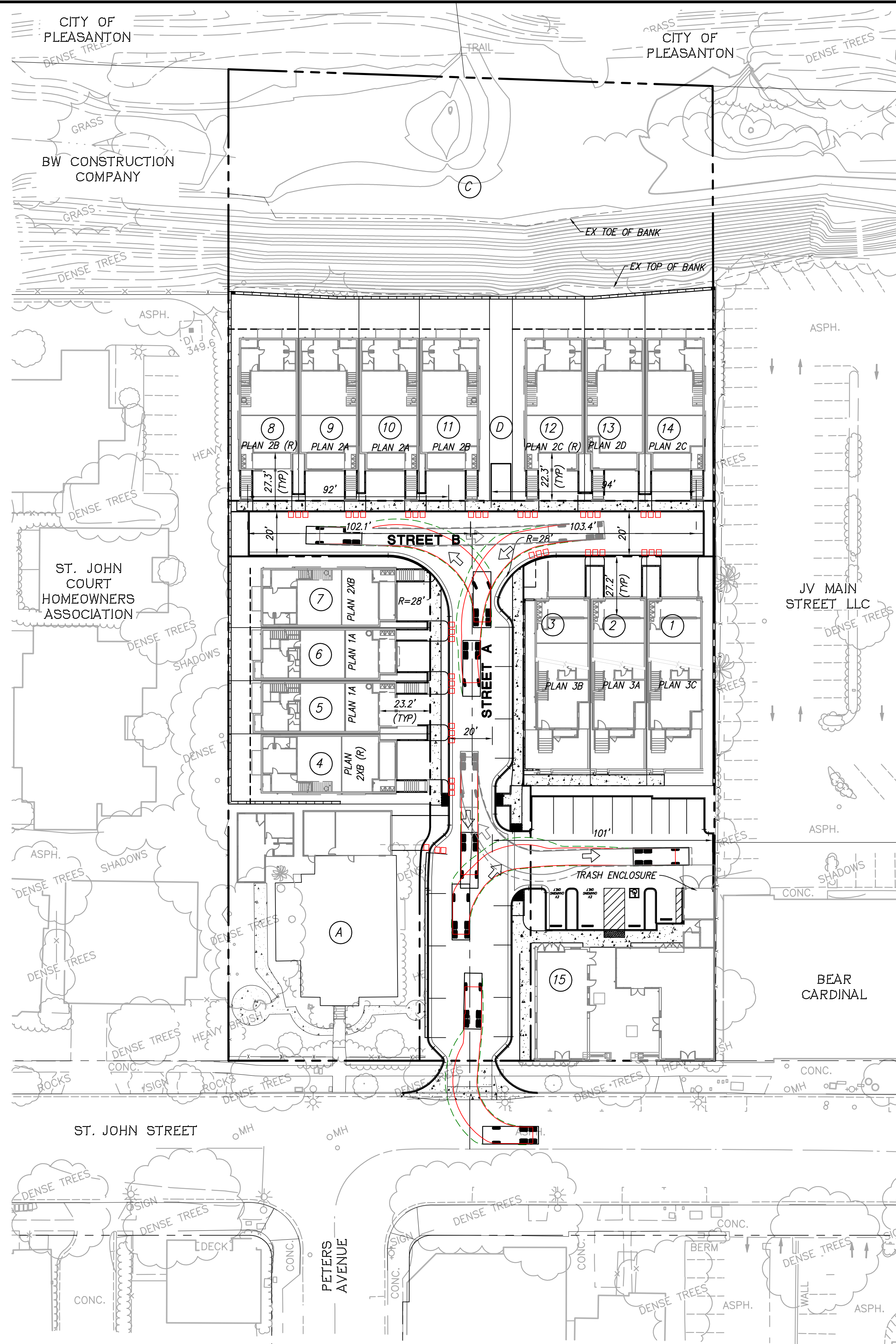
- TREE TO REMAIN.
SEE TREE PROTECTION DETAIL ON THIS SHEET FROM TREE INVENTORY, ASSESSMENT, AND PROTECTION REPORT PREPARED BY MONARCH CONSULTING ARBORISTS DATED NOVEMBER 19, 2021
- ✕ TREE TO BE REMOVED
#XXXX
EX XX" TREE TREE NUMBER
TREE DIAMETER

TREE NO.	COMMON NAME	PROPOSED
1721	PURPLE PLUM	PRESERVE
1722	LINDEN	PRESERVE
1723	MAPLE	PRESERVE
1724	COAST REDWOOD	PRESERVE
1725	WALNUT	PRESERVE
1726	COAST REDWOOD	PRESERVE
1727	SWEET BAY	REMOVE
1728	LOCUST	REMOVE
1729	VALLEY OAK	REMOVE
1730	COAST LIVE OAK	PRESERVE
1731	RED RIVER GUM	REMOVE
1732	BRAZILIAN PEPPER	REMOVE
1733	COAST REDWOOD	REMOVE
1734	COAST REDWOOD	REMOVE
1735	COAST REDWOOD	REMOVE
1736	COAST REDWOOD	REMOVE
1737	COAST REDWOOD	REMOVE
1738	COAST REDWOOD	REMOVE
1739	FAN PALM	REMOVE
1740	COAST REDWOOD	REMOVE
1741	COAST REDWOOD	REMOVE
1742	COAST REDWOOD	REMOVE
1743	HACKBERRY	REMOVE
1744	COAST REDWOOD	REMOVE
1745	COAST REDWOOD	REMOVE
1746	COAST REDWOOD	REMOVE
1747	BOX ELDER	REMOVE
1748	PRIVET	REMOVE
1749	FAN PALM	REMOVE
1750	FAN PALM	REMOVE
1751	PLUM	REMOVE
1752	PLUM	REMOVE
1753	PRIVET	REMOVE
1754	FAN PALM	REMOVE
1755	PRIVET	REMOVE
1756	COAST LIVE OAK	REMOVE
1757	PLUM	REMOVE
1758	FAN PALM	REMOVE
1759	FAN PALM	REMOVE
1760	FAN PALM	REMOVE
1761	PLUM	REMOVE
1762	PLUM	REMOVE
1763	PLUM	REMOVE
1764	OLIVE	REMOVE
1765	VALLEY OAK	PRESERVE
1766	WALNUT	REMOVE
1767	ASH	PRESERVE
1768	ASH	PRESERVE
1769	ASH	PRESERVE
1770	ASH	PRESERVE
1771	ASH	PRESERVE

EXISTING TREE DISPOSITION PLAN
475 AND 493 SAINT JOHN STREET
CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC



RJA RUGGERI-JENSEN-AZAR ENGINEERS • PLANNERS • SURVEYORS 4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588 PHONE: (925) 227-9100 FAX: (925) 227-9300			
NO.	DATE	DESCRIPTION	BY
DATE: JUNE 24, 2024			SHEET NO.
JOB NO.: 201054			C3.1

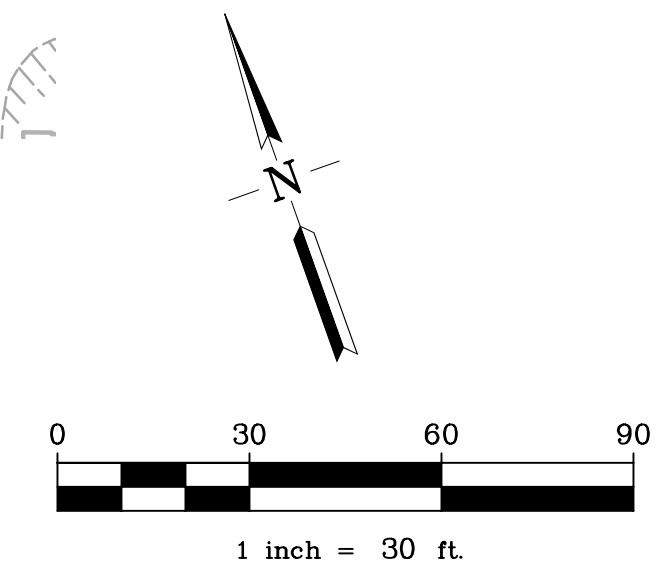


City of Pleasanton Waste Truck
Overall Length 25.580ft
Overall Width 6.250ft
Overall Body Height 12.587ft
Min Body Ground Clearance 4.176ft
Track Width 7.500ft
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 32.300ft

LEGEND
USD 95 TRASH BINS

PRELIMINARY SOLID WASTE ACCESS PLAN 475 AND 493 SAINT JOHN STREET

CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC





RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

NO.	DATE	DESCRIPTION	BY

DATE: JUNE 24, 2024

JOB NO.: 201054

SHEET NO.

C5.1

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Saint John Mixed Use - Commercial

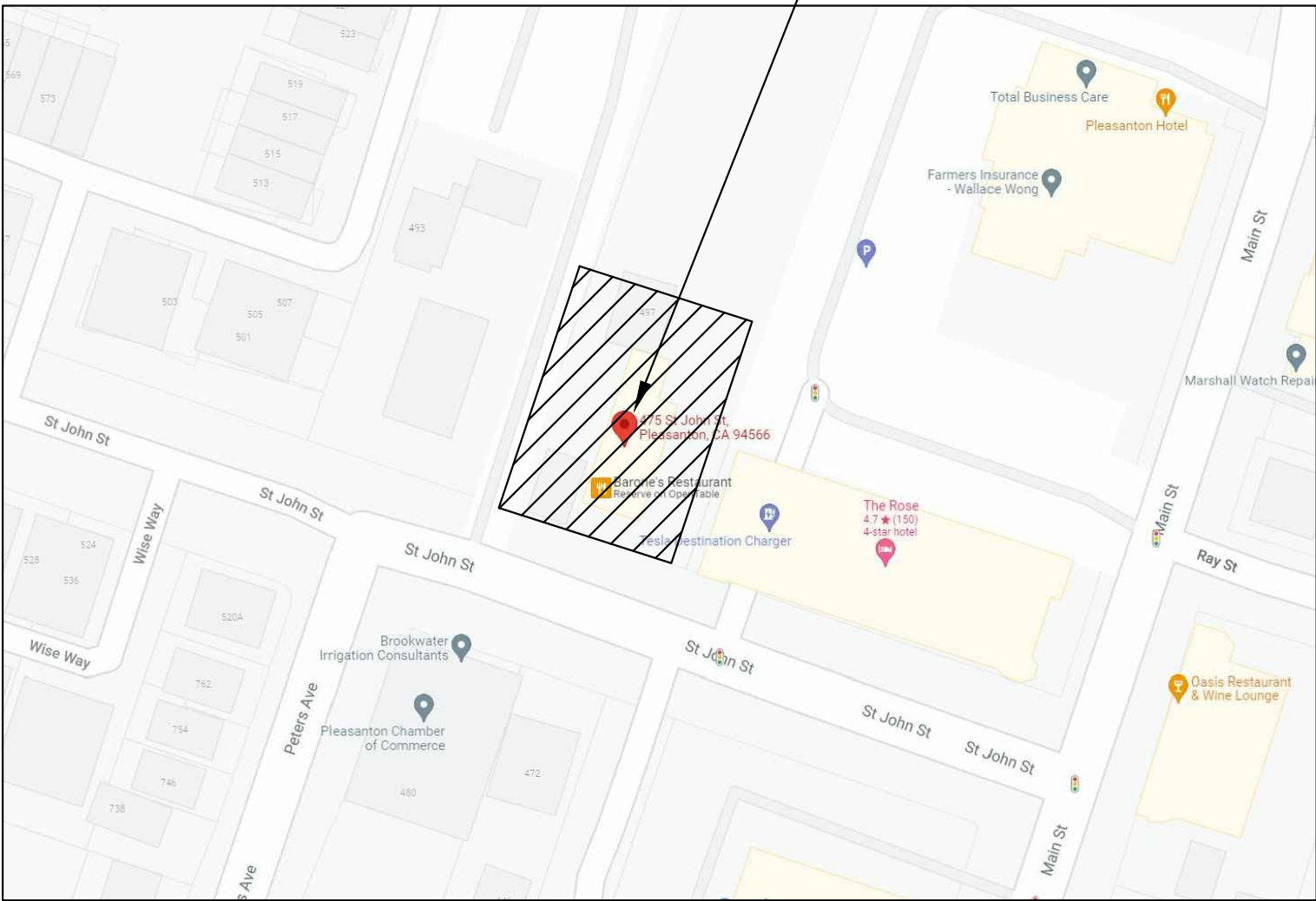
475 & 493 Saint John Street, Pleasanton, CA 94566

PROJECT DESCRIPTION

DEVELOP PROPERTY FOR 14 NEW 2.5 STORY SINGLE-FAMILY HOMES, PRESERVE EXISTING RESIDENTIAL HOME, 2 NEW RETAIL BUILDINGS AND PLAZA – SITE IMPROVEMENTS INCLUDE DEMOLITION OF AN EXISTING RESTAURANT, REMOVAL OF EXISTING TREES, NEW DRIVEWAY TO PRIVATE STREET INCLUDING SIDEWALKS, LIGHTING & STREET TREES

DESIGN PROFESSIONALS

ARCHITECT (COMMERCIAL):
SALVATORE CARUSO DESIGN CORPORATION
980 EL CAMINO REAL, SUITE 200
SANTA CLARA, CA 95050
PHONE: (408) 998-4087
FAX: (408) 998-4088



COMMERCIAL SITE

VICINITY MAP



SHEET INDEX

ARCHITECTURE COMMERCIAL

- A0.1 COVER SHEET
- A1.0 EXISTING SITE PLAN
- A1.1 PROPOSED SITE/FLOOR PLAN
- A1.2 PROPOSED ROOF PLAN
- A3.1a PROPOSED EXTERIOR ELEVATIONS
- A3.1b PROPOSED EXTERIOR ELEVATIONS
- A3.1c PROPOSED EXTERIOR ELEVATIONS
- A3.1d COLORED ELEVATIONS
- A3.1e COLORED ELEVATIONS
- A3.1f COLORED ELEVATIONS
- A3.2 ARCHITECTURE ELEMENTS
- A3.6 PROPOSED SECTIONS

DEFERRED SUBMITTALS: FIRE SPRINKLER FOR THE COMMERCIAL, HOMES AND TRASH ENCLOSURE.



COMMERCIAL PROJECT DATA	
PARCEL NUMBER	094-0114-007; 094-0114-008
CURRENT ZONING	C-C
PROPOSED ZONING	C-C
DOWNTOWN REVITALIZATION DISTRICT	YES
PROPERTY AREA	2.3 ACRES (100,171 SF)
COMMERCIAL SITE AREA (LOT 15) (SF)	10648
PROPOSED USE (OCCUPANCY GROUP)	RETAIL (M)
TYPE OF CONSTRUCTION	V-A
PROPOSED FIRE SPRINKLERED	YES, DEFERRED SUBMITTALS
	(INCL TRASH ENCLOSURE)
NUMBER OF STORIES	1
EXISTING BUILDING TO BE DEMOLISHED (FAR CALCULATION)	
(E) RESTAURANT (SF)	1,877
(E) INDOOR EVENT AREA (SF)	911
(E) SHED (SF)	2,234
(E) OUTDOOR BATHROOM	329
TOTAL (E) AREA (SF)	5,351
TRASH ENCLOSURE	N/A (Located in Lot 094-0114-008)
(E) FAR (5,351sf/094-0114-007 Lot Size)	0.107
FAR CALCULATION	
PROPOSED COMMERCIAL A (SF)	1300
PROPOSED COMMERCIAL B (SF)	1686
RESTROOM	139
TRASH ROOM	211
COMMERCIAL SITE AREA (LOT 15) (SF)	10648
TOTAL COMMERCIAL AREA	3336
PROPOSED FAR ON LOT 15	0.313
PARKING	
REQUIREMENT	300 SF/PARKING
TOTAL SF OF COMMERCIAL A+B	2986
PARKING REQUIRED	10
PARKING PROVIDED	14*
EVCS REQUIRED PER CGBC 5.106.5.3.3	2
EVCS PROVIDED	2
REQUIRED VAN ACCESSIBLE PARKING	1
VAN ACCESSIBLE PARKING PROVIDED	1
* CALIFORNIA VEHICLE CODE 22511.2(b) An accessible parking space with an access aisle served by electronic vehicle supply equipment or an accessible parking apace with an aisle designated as a future electronic vehicle charging space shall count as at least two standard automobile parking spaces for the purpose of complying with any applicable minimum parking space requirements established by a local jurisdiction	

SCDC

ARCHITECTURE
INTERIOR DESIGN

SALVATORE CARUSO
DESIGN CORPORATION

980 EL CAMINO REAL, # 200, SANTA CLARA, CA 95050
TEL. No. (408) 998-4087 • FAX. No. (408) 998-4088

PROJECT :

Saint John
Mixed use

475 & 493 Saint John Street,
Pleasanton, CA 94566

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SHEET NAME :

COVER SHEET

REVISIONS	BY

DRAWN:

CHECKED:

DATE:06/06/24

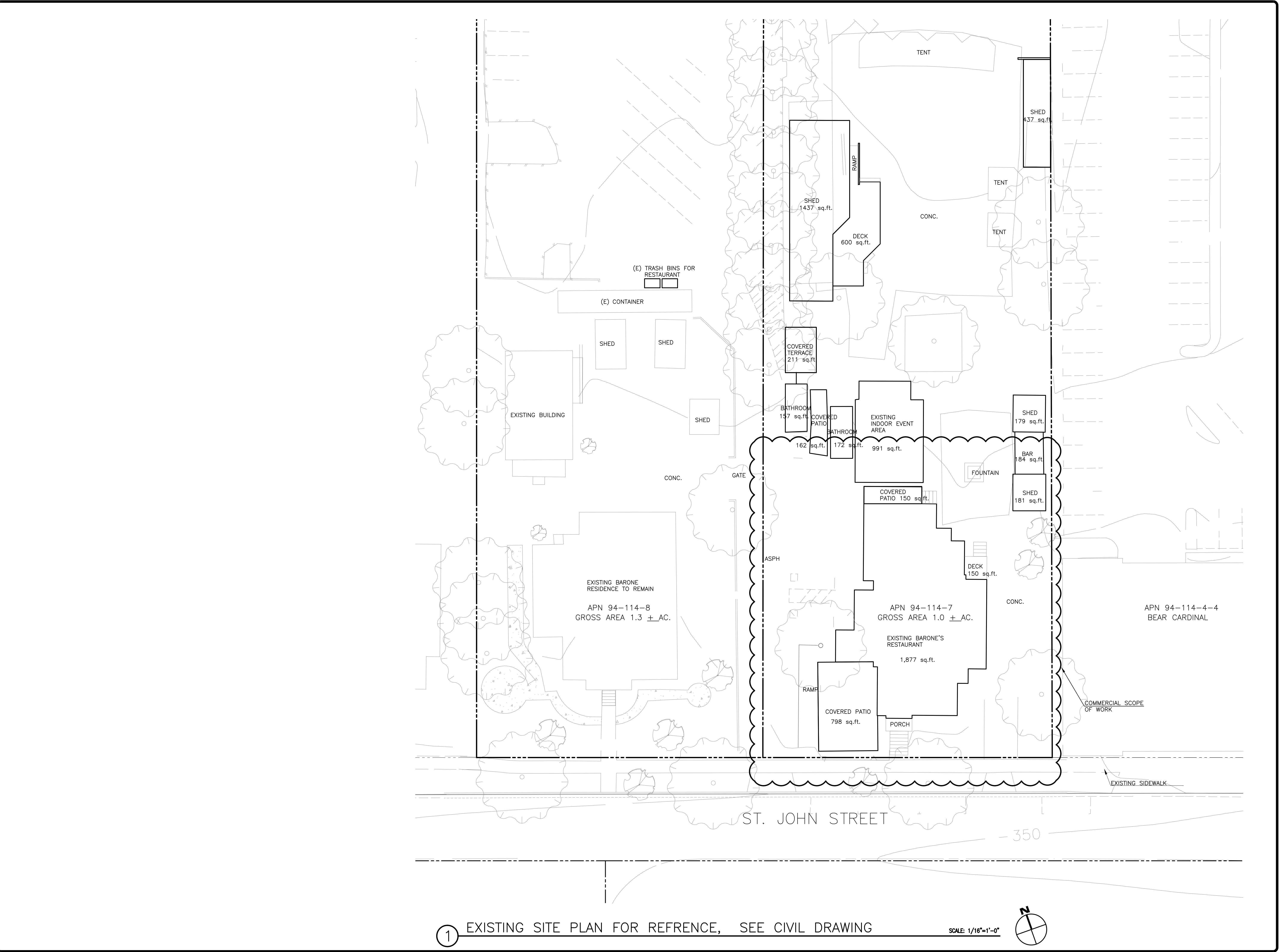
SCALE:NTS

JOB No.:21.03.10

SHEET No.:

A0.1

SHEETS IN SET



PROJECT :

**Saint John
Mixed use**

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SHEET NAME :

EXISTING
SITE PLAN

REVISIONS	BY

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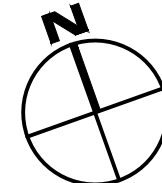
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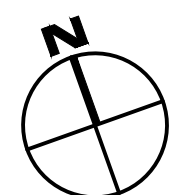
DATE: 06/06/24

SCALE: NTS

JOB No.: 21.03.10

SHEET No.:





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Mixed use

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SHEET NAME :

PROPOSED ROOF
PLAN

REVISIONS	BY

DRAWN:

CHECKED:

DATE: 06/06/24

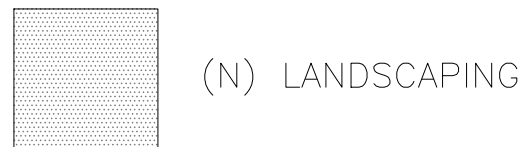
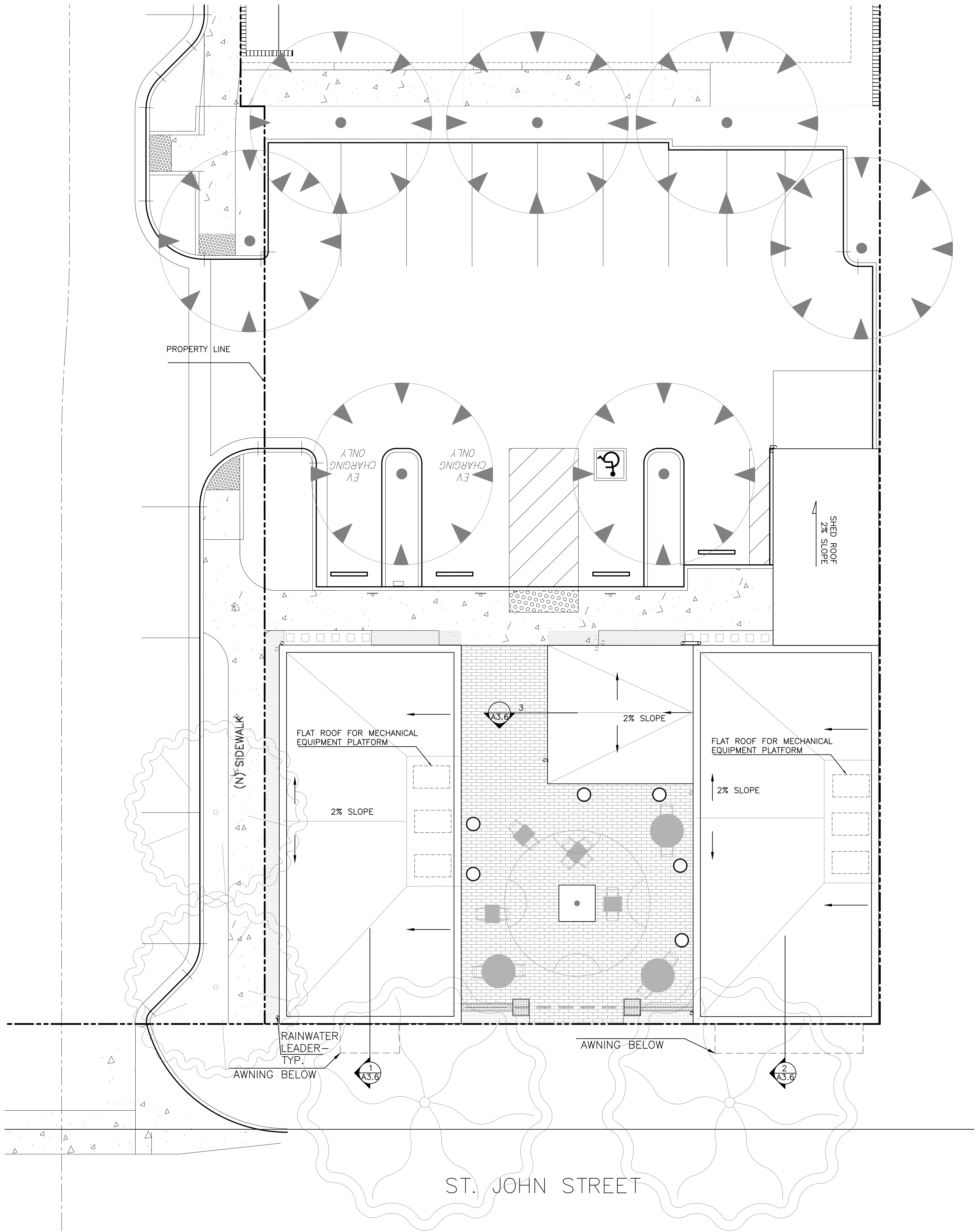
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JOB No.: 21.03.10

SHEET No.:

A1.2

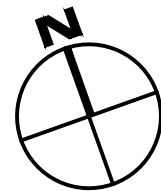
SHEETS IN SET

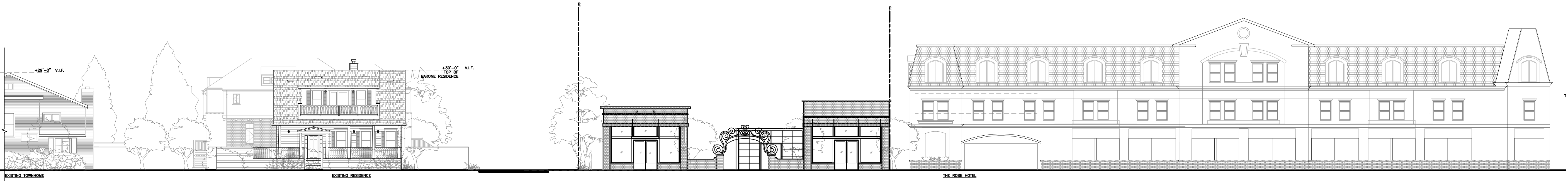


NOTE : LANDSCAPE ELEMENTS (TABLES,CHAIRS,POTS) CONCEPTUAL ONLY. TBD

1 PROPOSED ROOF PLAN

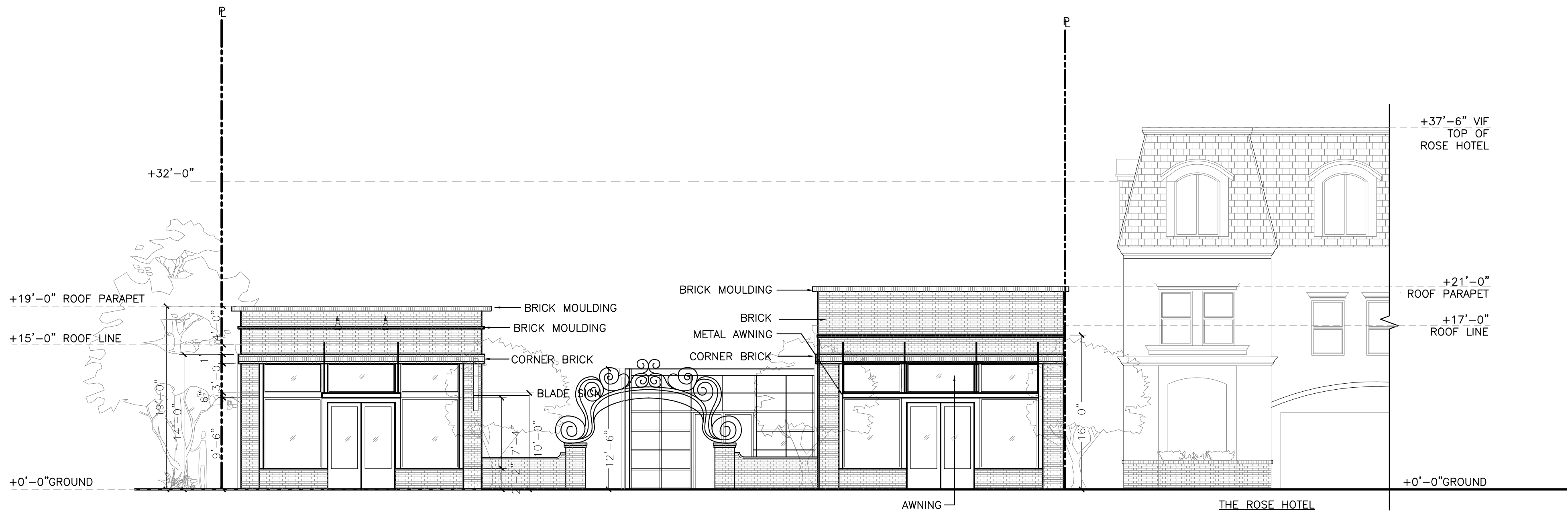
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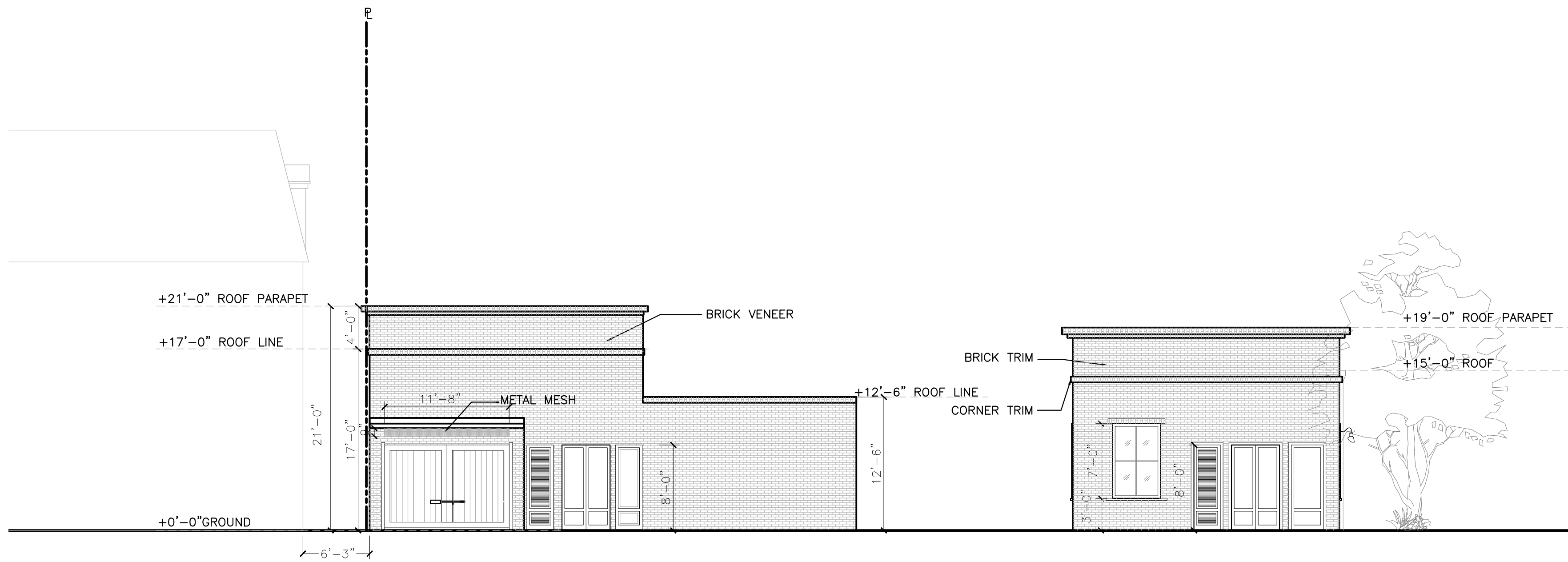
1 PROPOSED ST. JOHN ST VIEW

SCALE: 3/32"=1'-0"



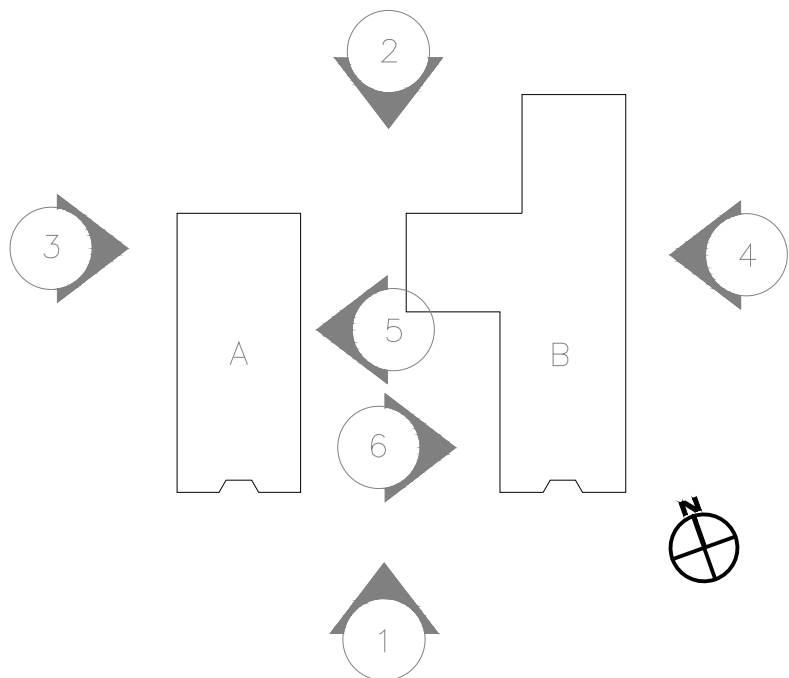
2 PROPOSED NORTH ELEVATION

SCALE: 1/8"=1'-0"



3 PROPOSED SOUTH ELEVATION

SCALE: 1/8"=1'-0"



PROJECT :

Saint John
Mixed use

475 & 493 Saint John Street,
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SHEET NAME :

PROPOSED ELEVATIONS

REVISIONS	BY

DRAWN:

CHECKED:

DATE: 12/19/23

SCALE:

JOB No.: 21.03.10

SHEET No.:

A3.1a

SHEETS IN SET

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SHEET NAME :

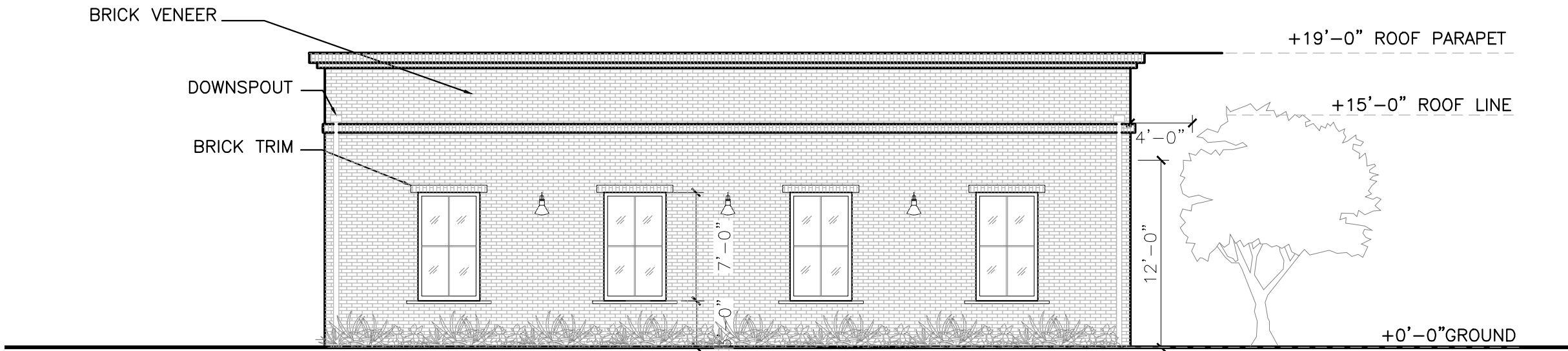
PROPOSED ELEVATIONS

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	12/19/23
SCALE:	
JOB No.:	21.03.10
SHEET No.:	

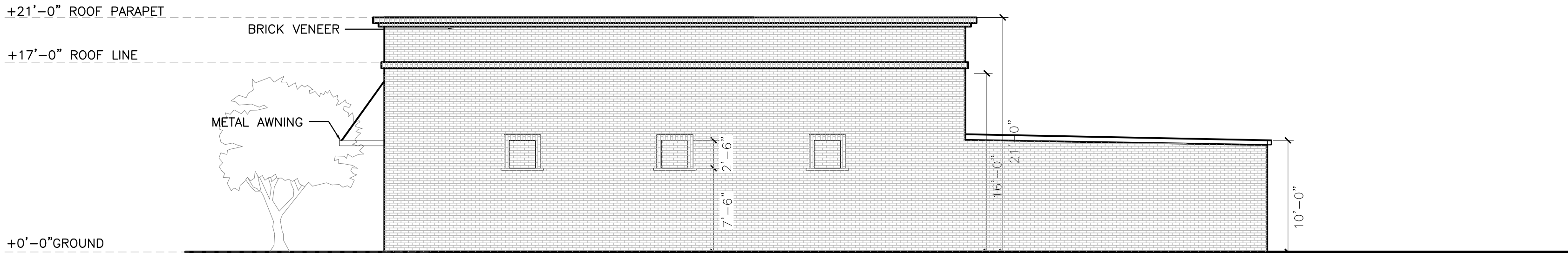
A3.1b

SHEETS IN SET



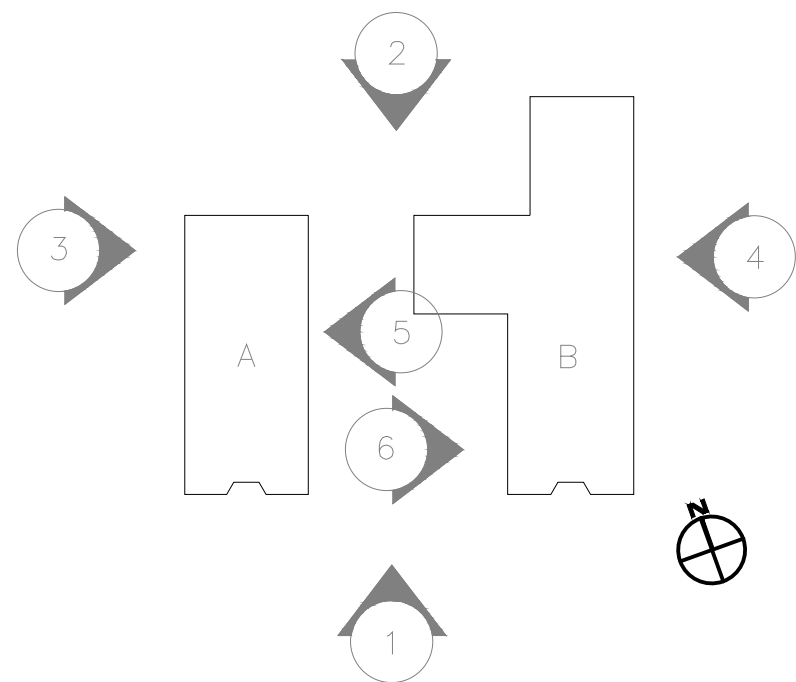
3 PROPOSED WEST ELEVATION — BUILDING A

SCALE: 1/8"=1'-0"



4 PROPOSED EAST ELEVATION — BUILDING B

SCALE: 1/8"=1'-0"

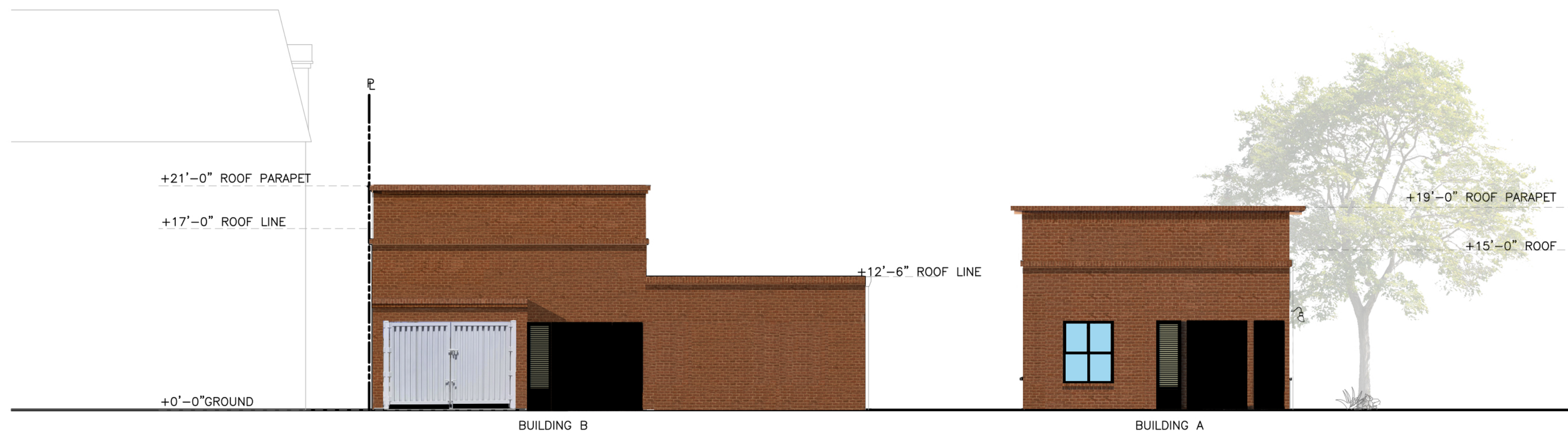




1 PROPOSED ST. JOHN ST VIEW
SCALE: 1/20"=1'-0"



2 COLORED SOUTH ELEVATION
SCALE: 1/8"=1'-0"



3 COLORED NORTH ELEVATION
SCALE: 1/8"=1'-0"

PROJECT :

Saint John
Mixed use
475 & 493 Saint John Street,
Pleasanton, CA 94566

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SHEET NAME :

COLORED ELEVATIONS

REVISIONS

BY

DRAWN:

CHECKED:

DATE: 11/18/2022

SCALE:

JOB No.: 21.03.10

SHEET No.:

A3.1d

SHEETS IN SET



1

WEST ELEVATION — BUILDING A

SCALE: 1/8"=1'-0"



2

EAST ELEVATION — BUILDING B

SCALE: 1/8"=1'-0"

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Mixed use

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SHEET NAME :

COLORED ELEVATIONS

REVISIONS

BY

DRAWN:

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DATE:

SCALE: 03/08/23

JOB No.: 21.03.10

SHEET No.:

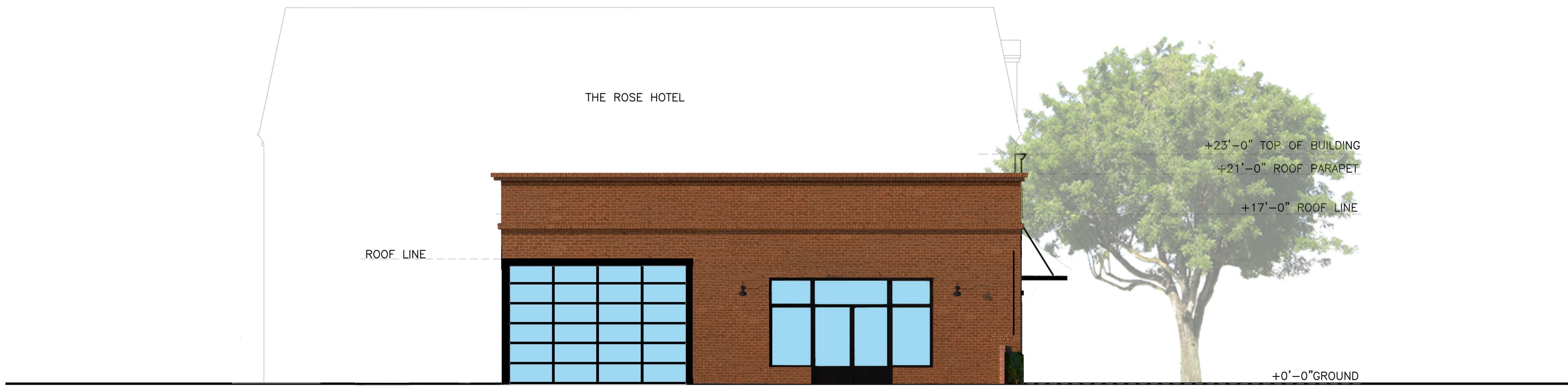
A3.1e

SHEETS IN SET



5 PROPOSED EAST ELEVATION (FROM PLAZA) – BUILDING A
INTERIOR PLAZA STOREFRONT DOOR & WINDOW – LOCATION TBD

SCALE: 1/8"=1'-0"



6 PROPOSED WEST ELEVATION (FROM PLAZA) – BUILDING B
INTERIOR PLAZA STOREFRONT DOOR & WINDOW – LOCATION TBD

SCALE: 1/8"=1'-0"

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Saint John
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 - 3. THESE PLANS & PRINTS ARE OWNED BY THE ARCHITECT & ARE FOR USE ON THIS PROJECT ONLY. REPRODUCTION AND/OR DISTRIBUTION WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT IS FORBIDDEN.
 - 4. COPYRIGHT © BY SALVATORE CARUSO DESIGN CORP.

SHEET NAME :

COLORED ELEVATIONS

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	11/18/2022
SCALE:	
JOB No.:	21.03.10
SHEET No.:	
A3.1 f	
SHEETS IN SET	

PROJECT :

Saint John
Mixed use

475 & 493 Saint John Street,
Pleasanton, CA 94566

GENERAL NOTES :

1. THIS SHEET IS PART OF A SET & IS NOT TO BE USED ALONE.
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SHEET NAME :

ARCHITECTURAL ELEMENTS

REVISIONS

BY

DRAWN:

CHECKED:

DATE: 06/06/24

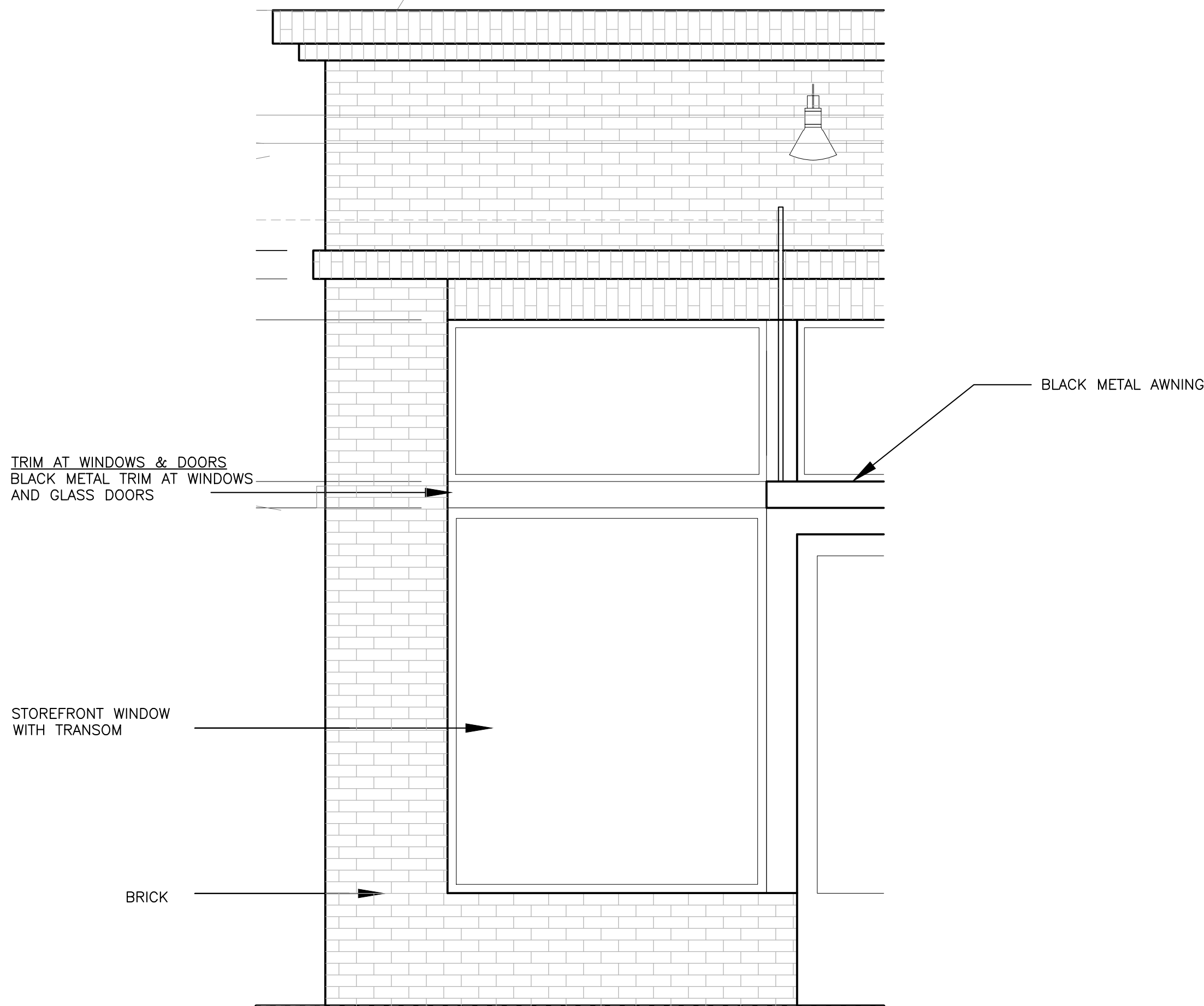
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JOB No.: 21.03.10

SHEET No.:

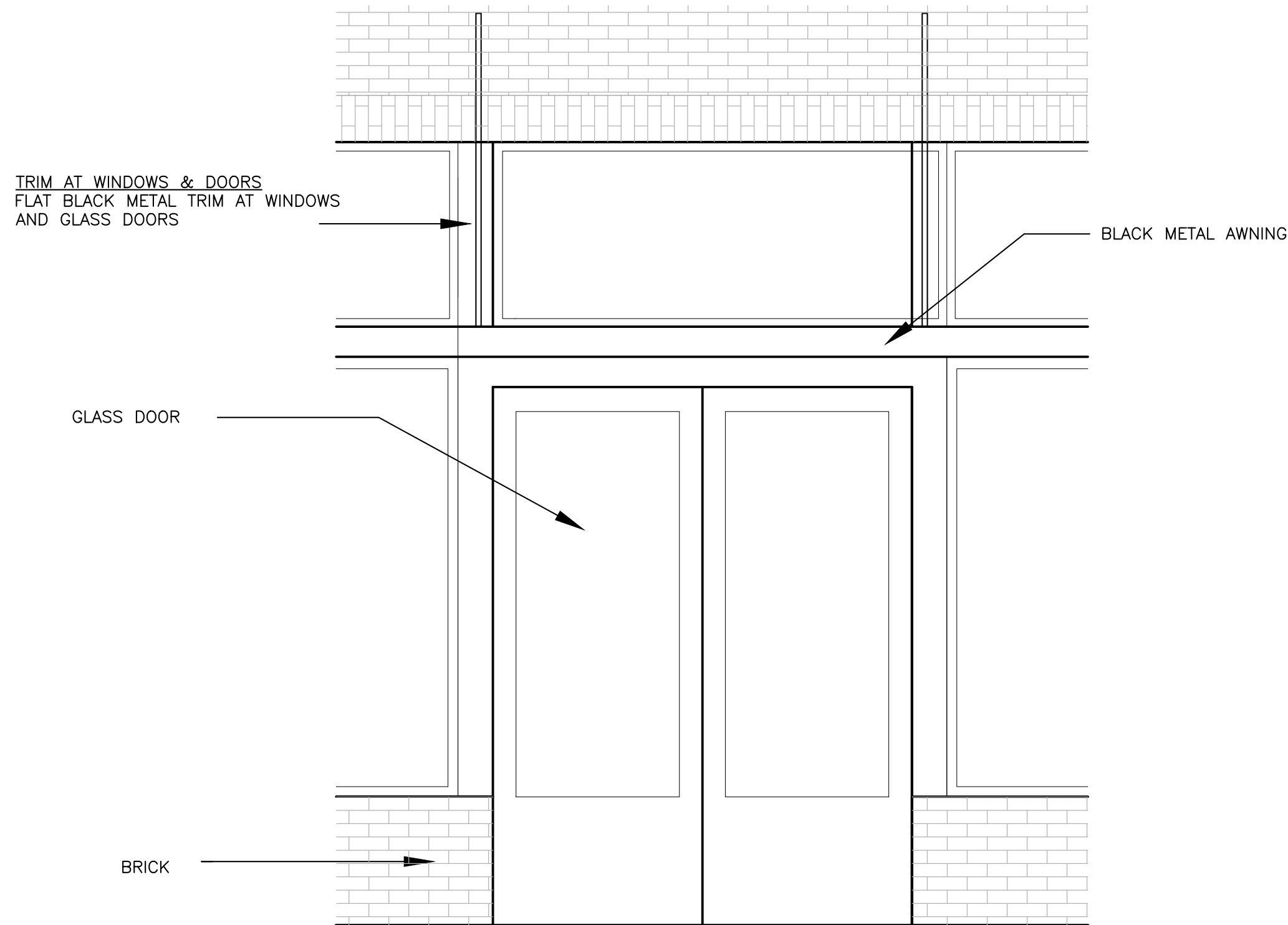
A3.2

SHEETS IN SET



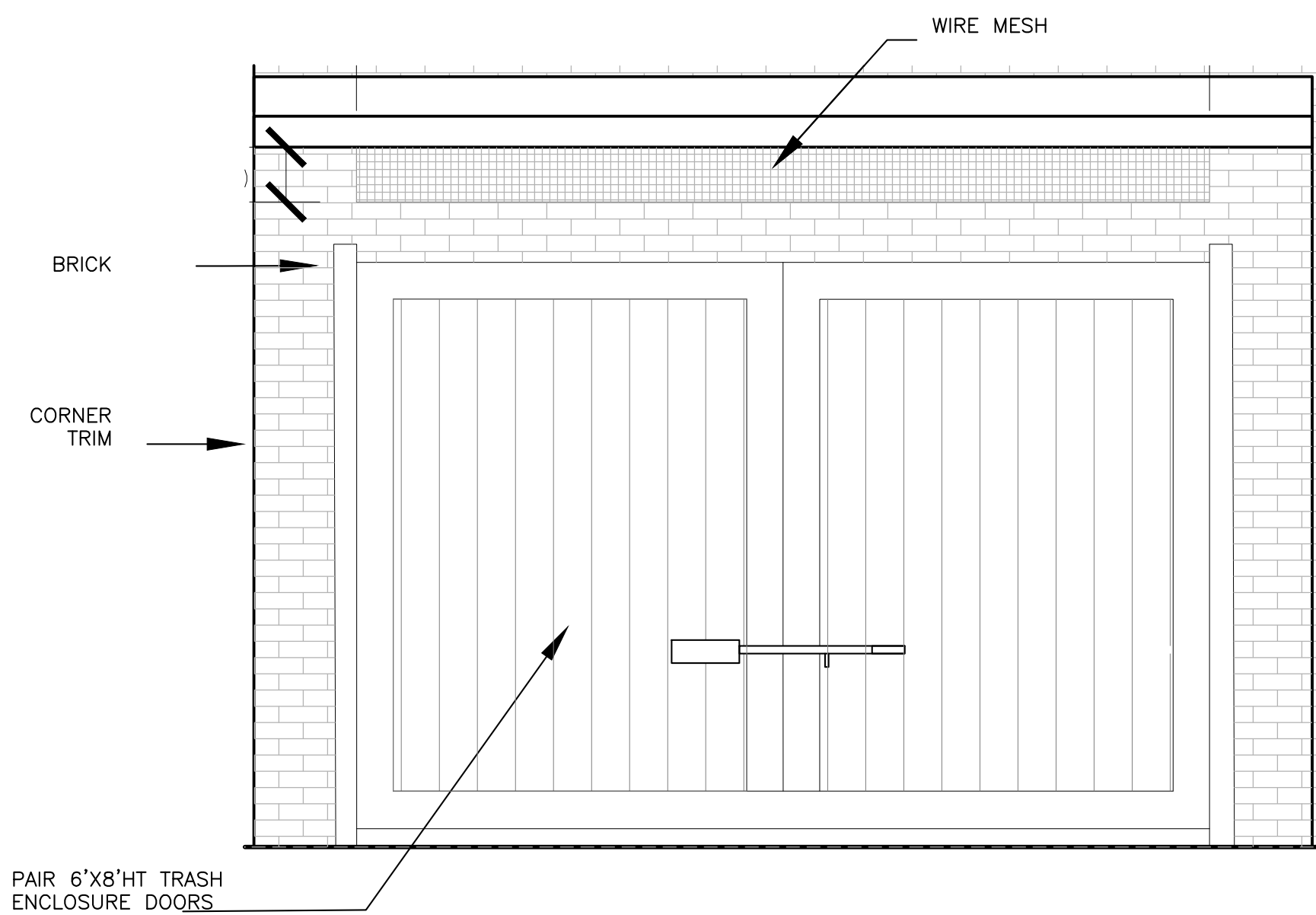
1 FRONT ELEVATION WINDOW DETAIL

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



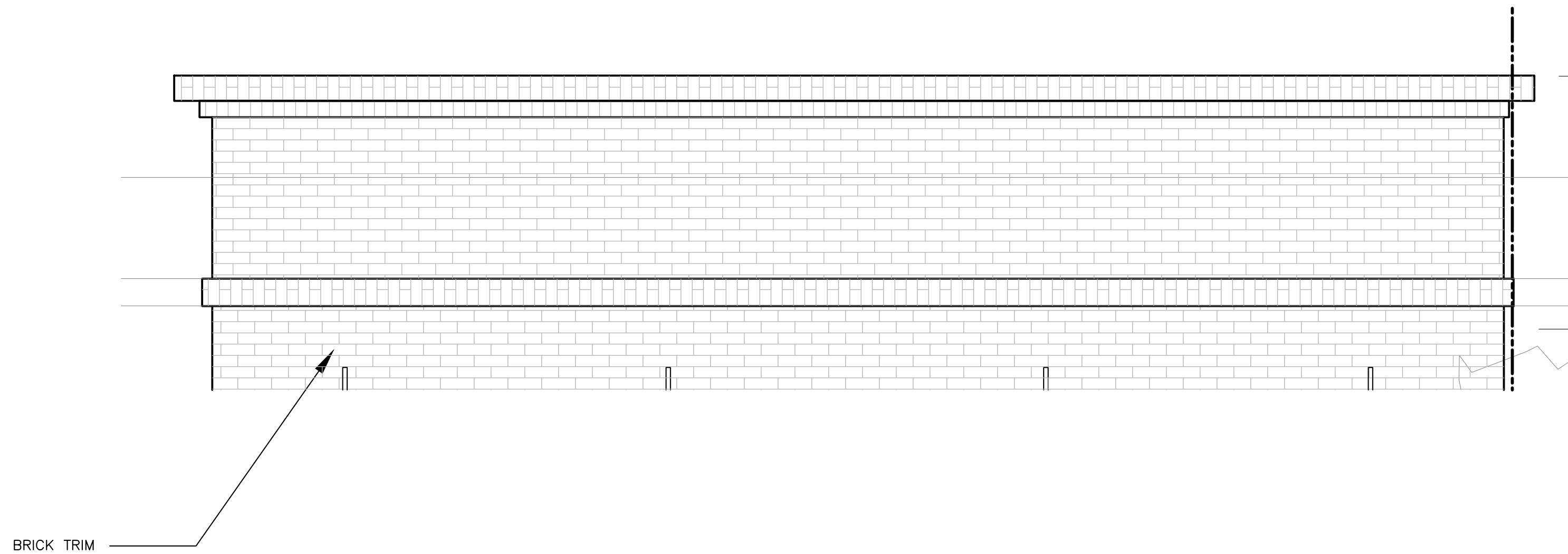
2 FRONT ELEVATION DOOR DETAIL

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



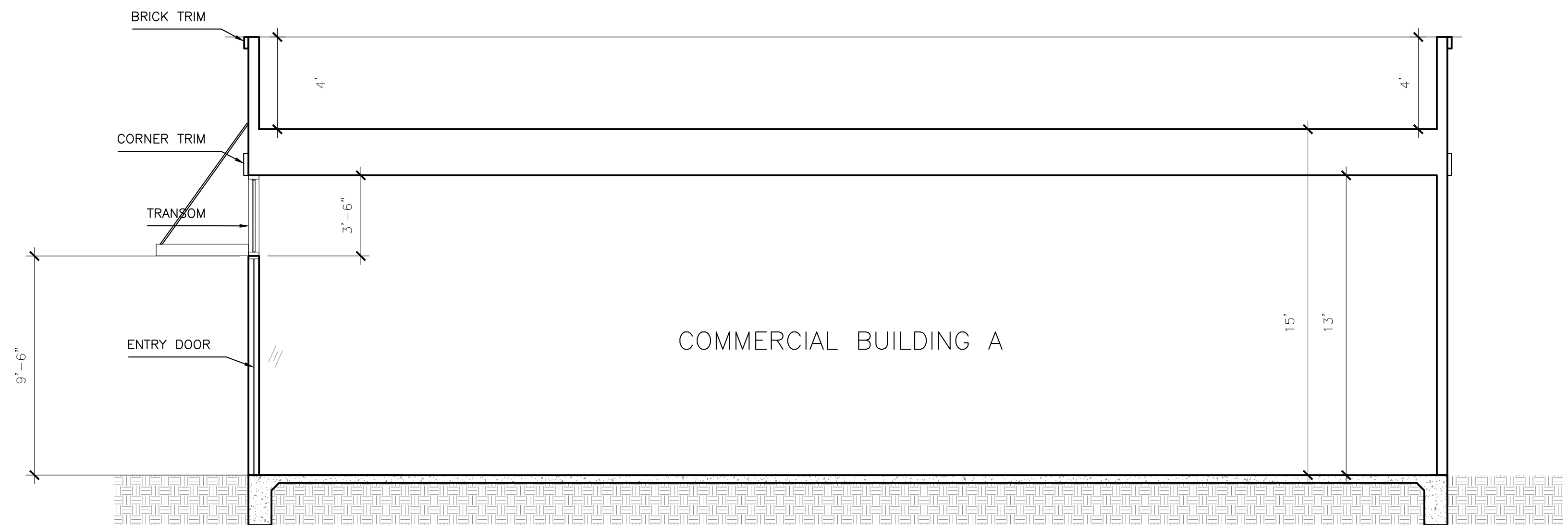
3 REAR ELEVATION TRASH ENCLOSURE DOORS

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



4 FRONT ELEVATION DETAIL

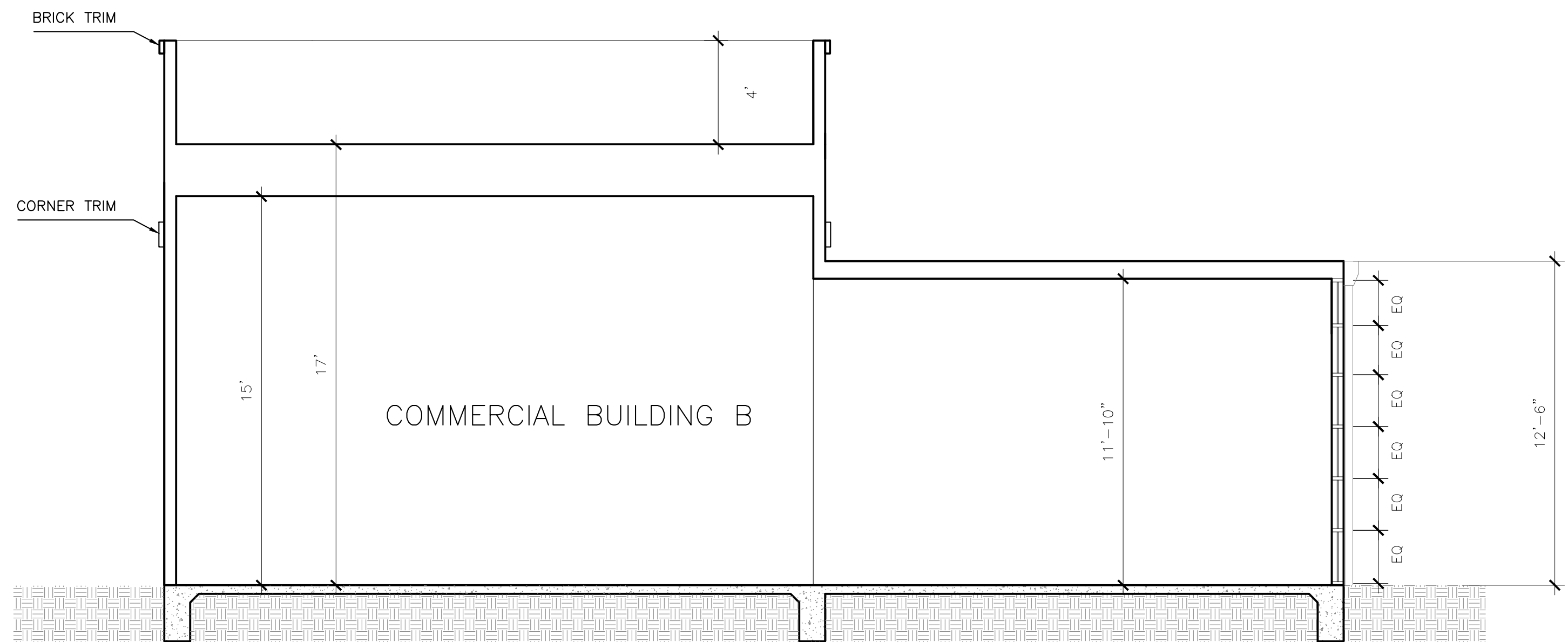
SCALE: 1/2"=1'-0"



1 SECTION SCALE: 1/4"=1'-0"



2 SECTION SCALE: 1/4"=1'-0"



3 SECTION SCALE: 1/4"=1'-0"

PROJECT :

Saint John
Mixed use

475 & 493 Saint John Street,
Pleasanton, CA 94566

GENERAL NOTES :

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SHEET NAME :

SECTIONS

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	06/06/24
SCALE:	NTS
JOB No.:	21.03.10
SHEET No.:	

A3.6

SHEETS IN SET

475 & 493 ST. JOHN STREET

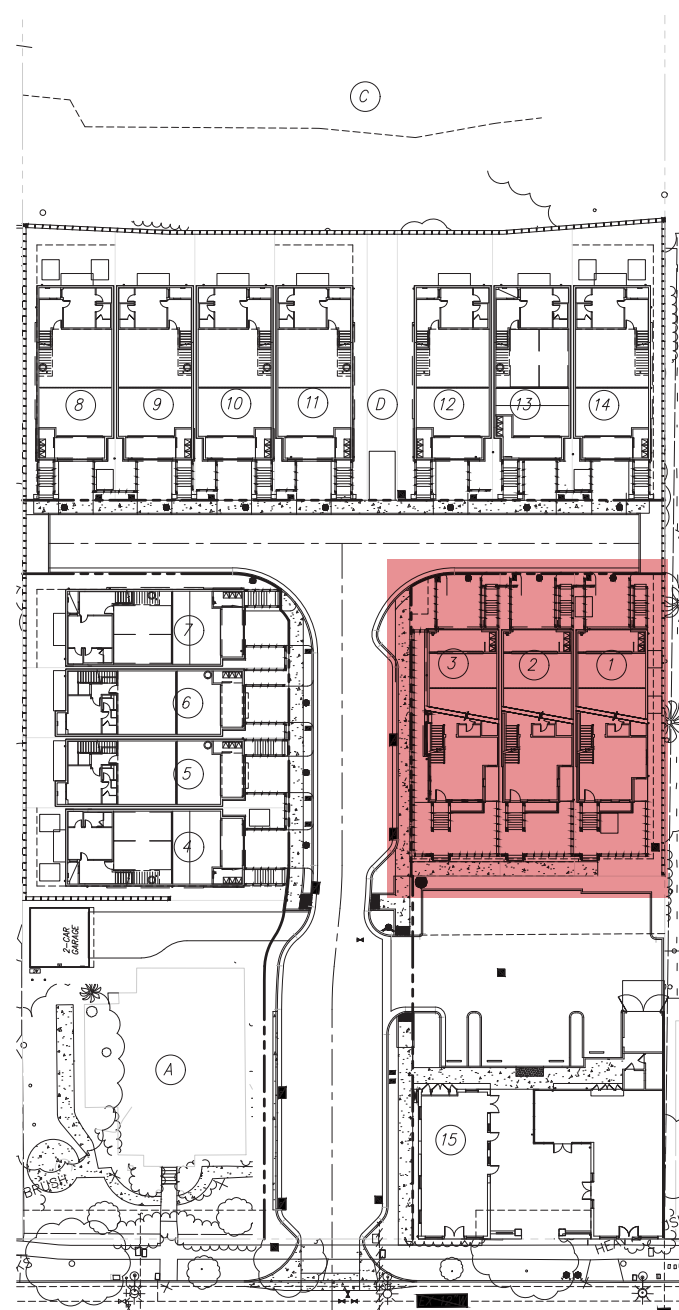
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

1	COVER SHEET	21	LOT 4 LADDER PAD EXHIBIT	41	LOT 14 LADDER PAD EXHIBIT
2	LOT 1-3 ELEVATIONS - COLORED	22	LOT 8-11 ELEVATIONS - COLORED	42	SCHEMATIC DETAILS
3	LOT 1-3 ELEVATIONS - COLORED	23	LOT 8-11 ELEVATIONS - COLORED	43	SCHEMATIC DETAILS
4	LOT 1-3 ELEVATIONS - BLACK AND WHITE	24	LOT 8-11 ELEVATIONS - BLACK AND WHITE	44	BARONE HOUSE - EXISTING ELEVATIONS - COLORED
5	LOT 1-3 ELEVATIONS - BLACK AND WHITE	25	LOT 8-11 ELEVATIONS - BLACK AND WHITE	45	BARONE HOUSE - EXISTING ELEVATIONS - BLACK AND WHITE
6	LOT 1-3 FLOOR PLAN - BASEMENT FLOOR	26	LOT 8-11 FLOOR PLAN - BASEMENT FLOOR	46	BARONE HOUSE - EXISTING FLOOR PLAN
7	LOT 1-3 FLOOR PLAN - FIRST FLOOR	27	LOT 8-1 FLOOR PLAN - FIRST FLOOR	47	BARONE HOUSE - EXISTING FLOOR PLAN
8	LOT 1-3 FLOOR PLAN - SECOND FLOOR	28	LOT 8-11 FLOOR PLAN - SECOND FLOOR	48	BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - COLORED
9	LOT 1-3 ROOF PLAN	29	LOT 8-11 ROOF PLAN	49	BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - COLORED
10	WALL SECTION - LOT 1	30	WALL SECTION - LOT 8	50	BARONE HOUSE - PROPOSED ADU ELEVATIONS - COLORED
11	LOT 1 LADDER PAD EXHIBIT	31	LOT 8 LADDER PAD EXHIBIT	51	BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - BLACK AND WHITE
12	LOT 4-7 ELEVATIONS - COLORED	32	LOT 12-14 ELEVATIONS - COLORED	52	BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - BLACK AND WHITE
13	LOT 4-7 ELEVATIONS - COLORED	33	LOT 12-14 ELEVATIONS - COLORED	53	BARONE HOUSE - PROPOSED ADU ELEVATIONS - BLACK AND WHITE
14	LOT 4-7 ELEVATIONS - BLACK AND WHITE	34	LOT 12-14 ELEVATIONS - BLACK AND WHITE	54	BARONE HOUSE - PROPOSED FLOOR PLAN
15	LOT 4-7 ELEVATIONS - BLACK AND WHITE	35	LOT 12-14 ELEVATIONS - BLACK AND WHITE	55	BARONE HOUSE - PROPOSED FLOOR PLAN
16	LOT 4-7 FLOOR PLAN - BASEMENT FLOOR	36	LOT 12-14 FLOOR PLAN - BASEMENT FLOOR		
17	LOT 4-7 FLOOR PLAN - FIRST FLOOR	37	LOT 12-14 FLOOR PLAN - FIRST FLOOR		
18	LOT 4-7 FLOOR PLAN - SECOND FLOOR	38	LOT 12-14 FLOOR PLAN - SECOND FLOOR		
19	LOT 4-7 ROOF PLAN	39	LOT 12-14 ROOF PLAN		
20	WALL SECTION - LOT 4	40	WALL SECTION - LOT 12		

ROBSONHOMES

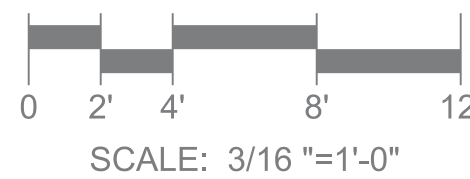
PROJECT NUMBER 20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

LOT 1-3 ELEVATIONS COLORED



ROBSON HOMES

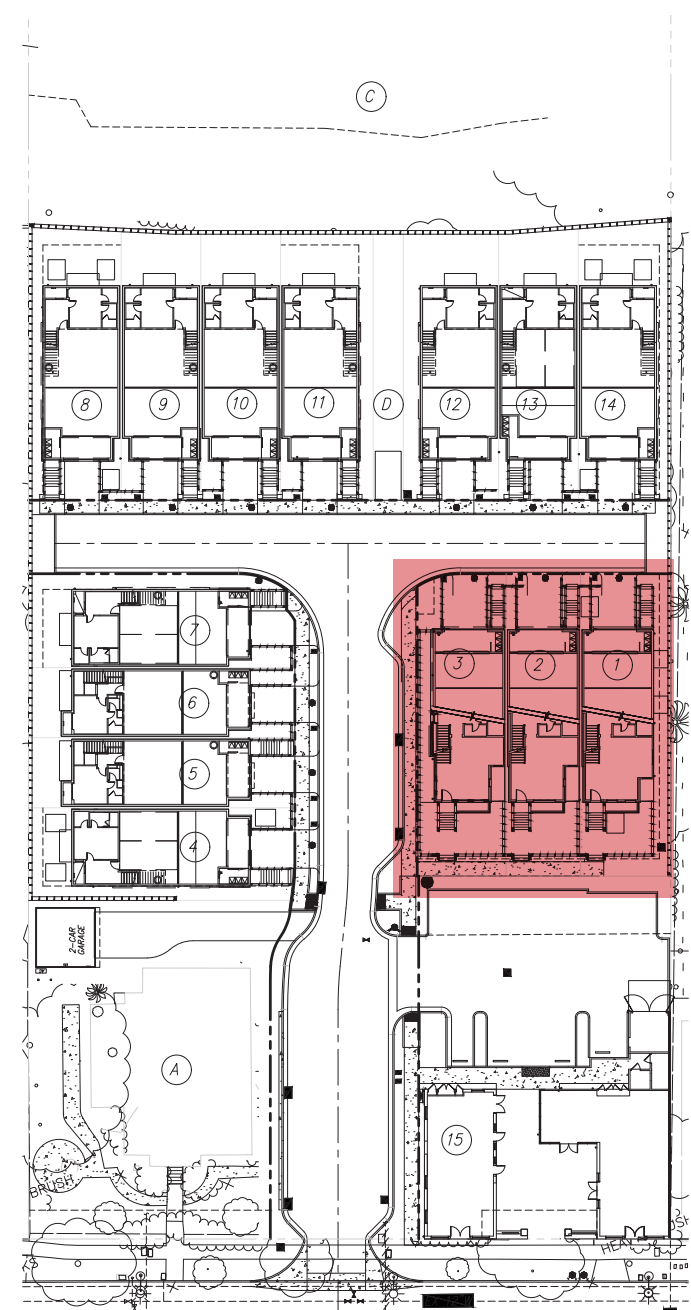
20046.01 09/05/2024



PLAN 3B
LOT 3
LEFT



PLAN 3C
LOT 1
RIGHT



LOT 1-3 ELEVATIONS COLORED

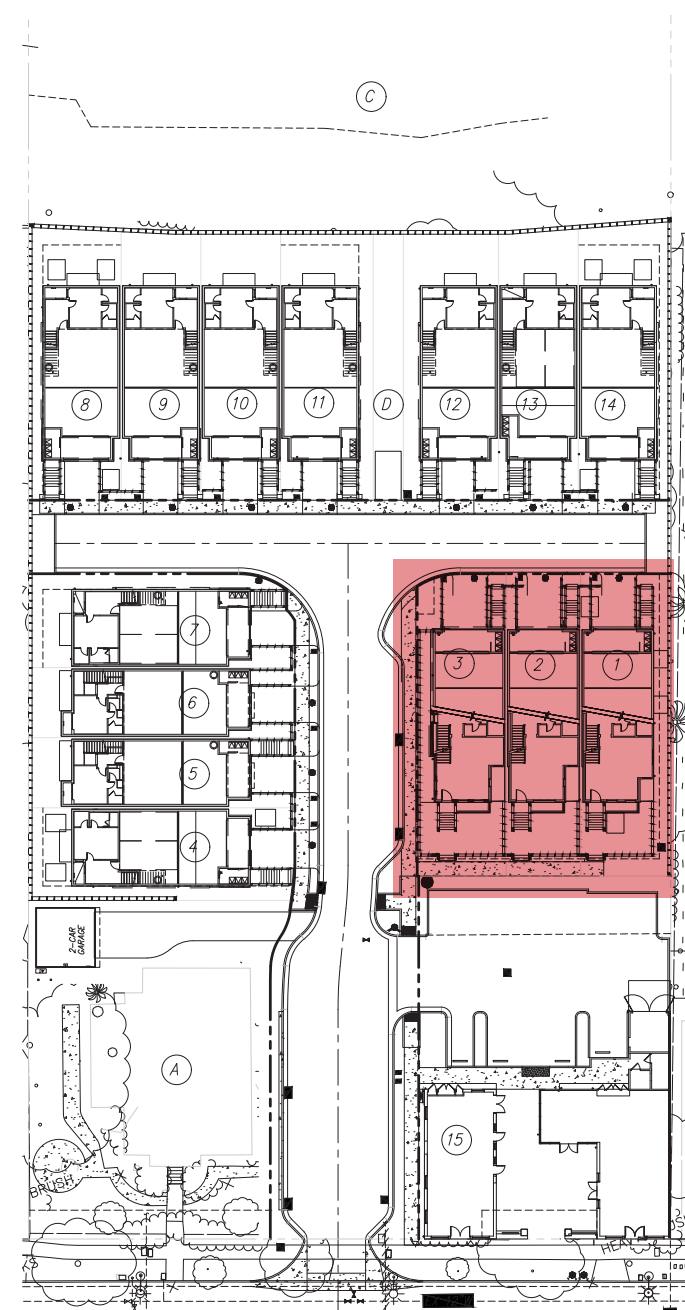
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

0 2' 4' 8' 12'
SCALE: 3/16"=1'-0"

ROBSON HOMES

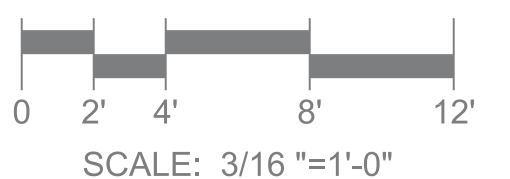
20046.01 09/05/2024



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PLEASANTON, CALIFORNIA

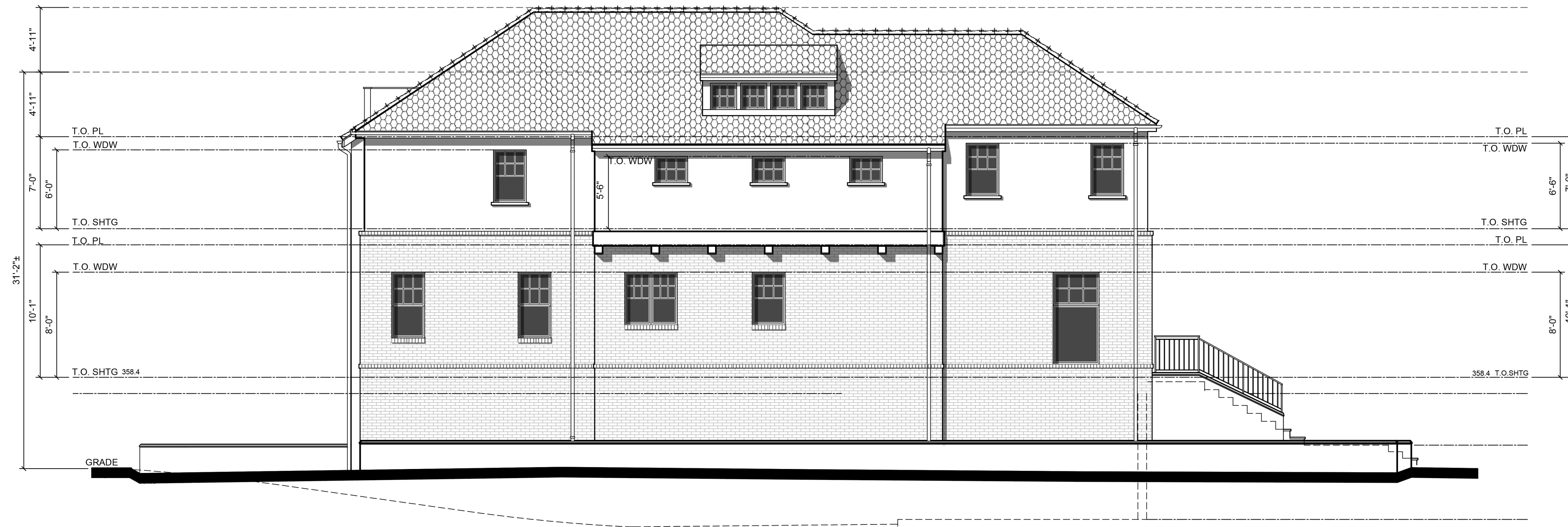
DESIGN REVIEW APPLICATION

LOT 1-3 ELEVATIONS BLACK AND WHITE

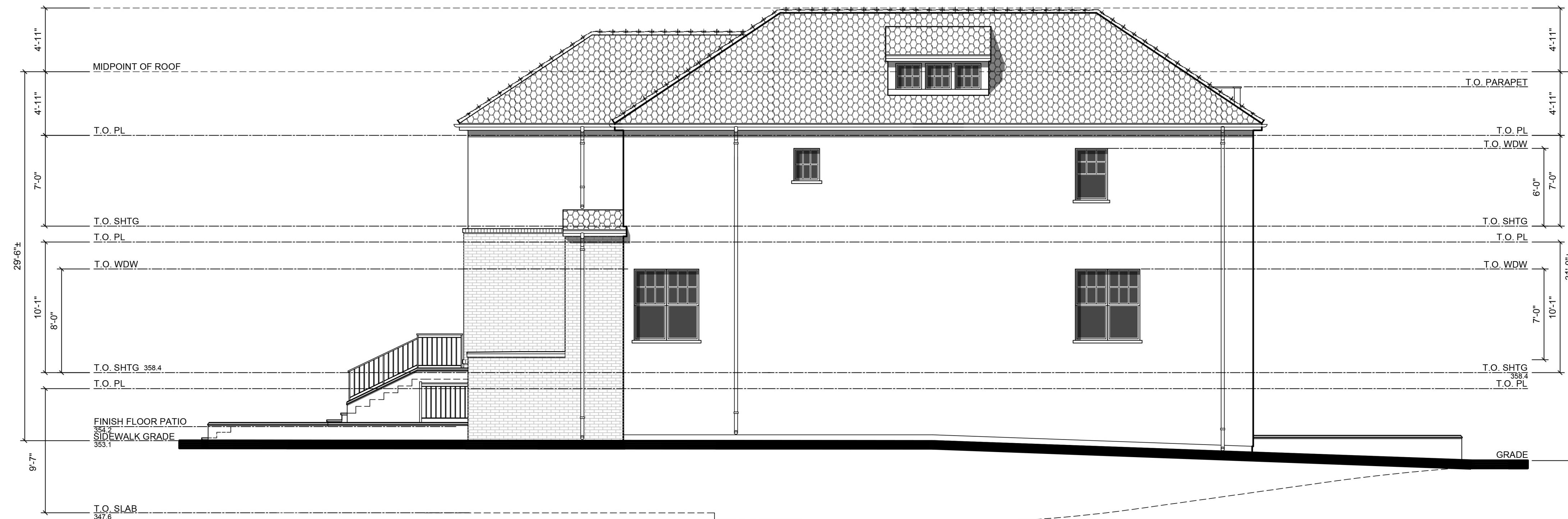


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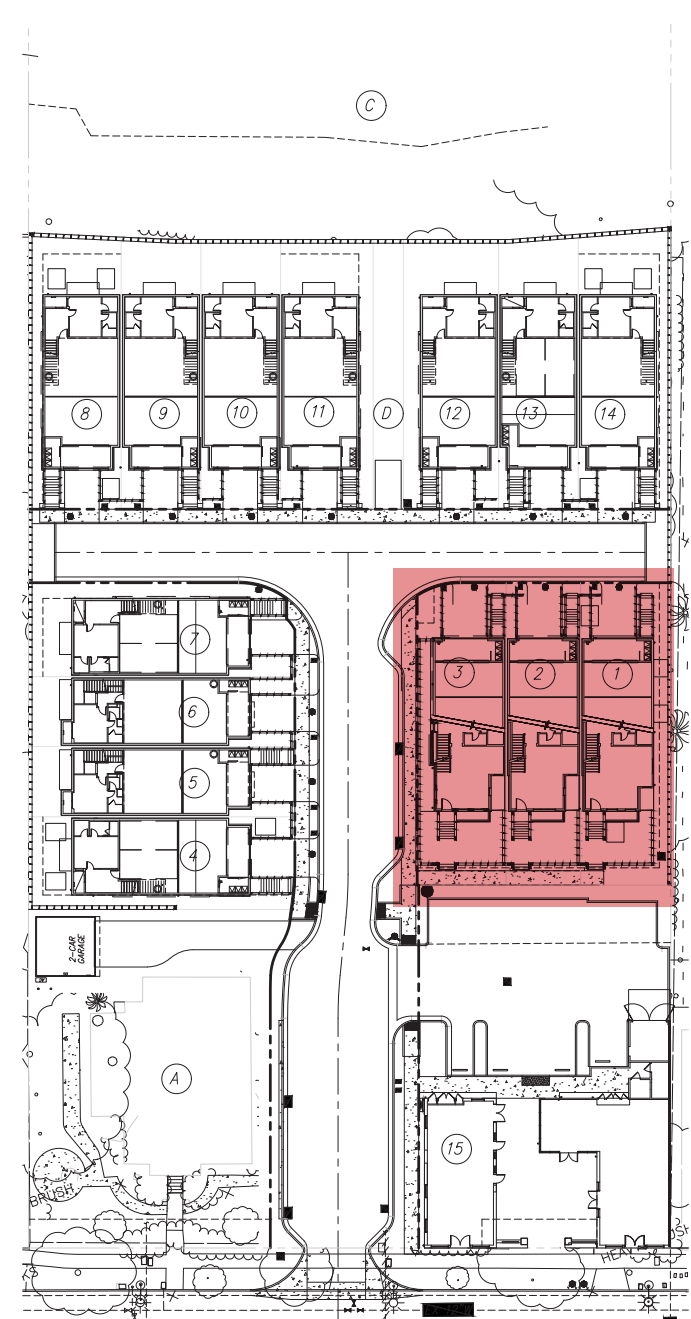
20046.01 09/05/2024



PLAN 3B
LOT 3
LEFT



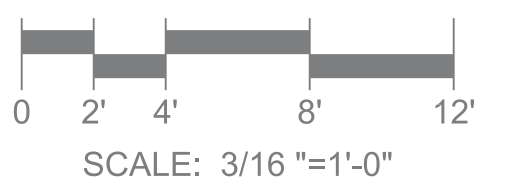
PLAN 3C
LOT 1
RIGHT



LOT 1-3 ELEVATIONS BLACK AND WHITE

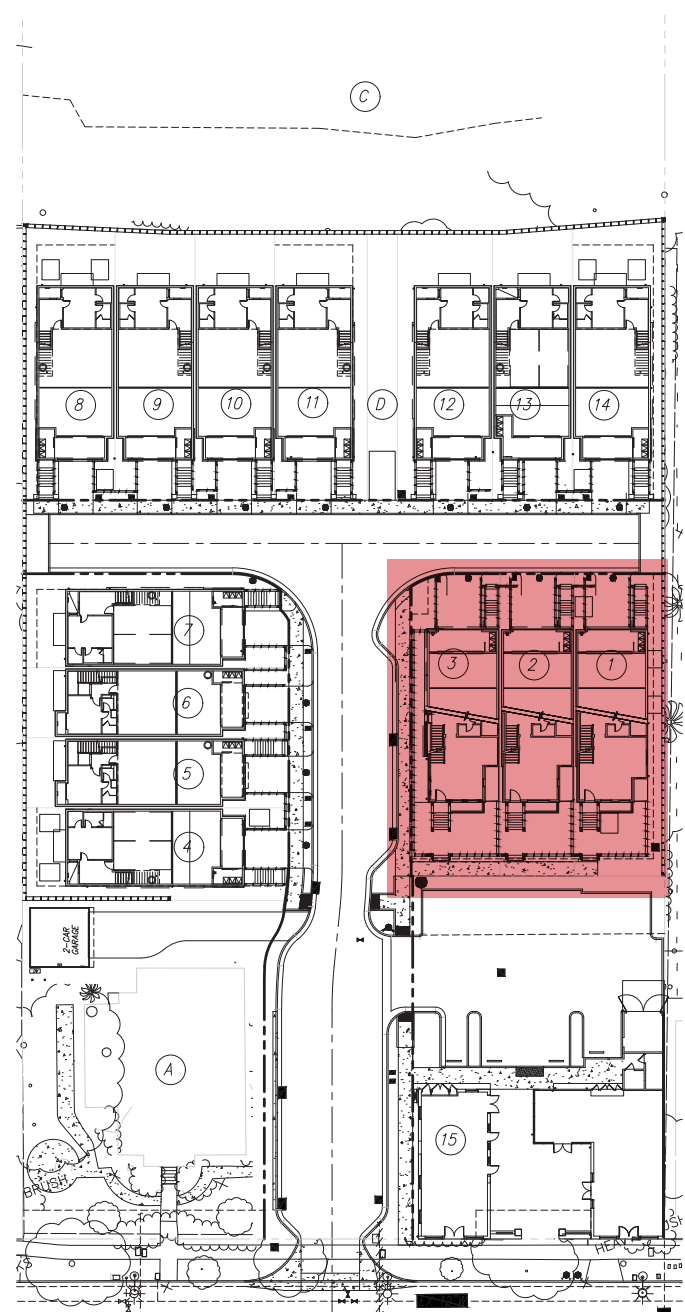
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



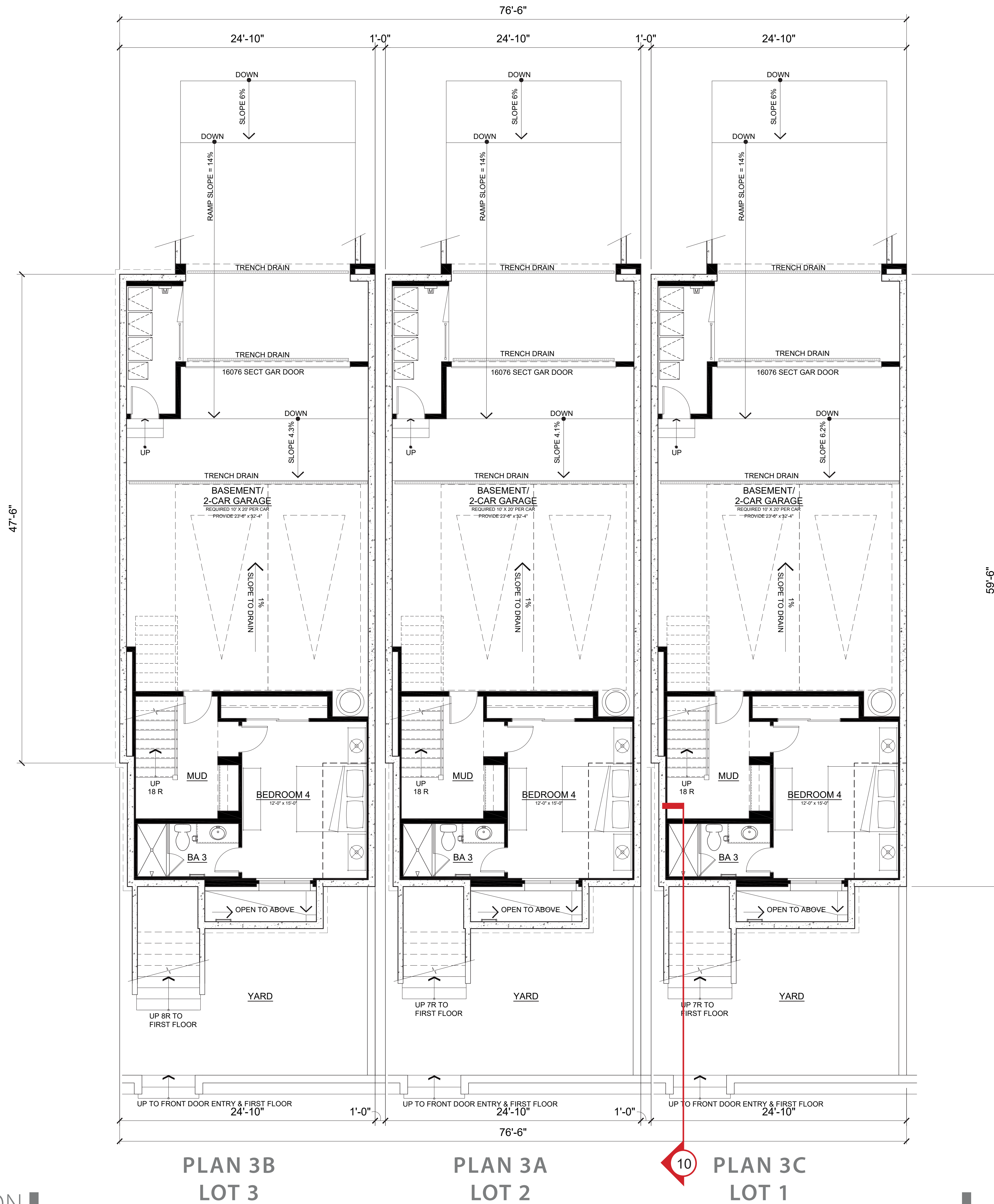
ROBSON HOMES

20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



TOTAL GROSS AREA - PLAN 3A	
BASEMENT FLOOR	501 SF
FIRST FLOOR	1,427 SF
SECOND FLOOR	1,427 SF
TOTAL	3,355 SF

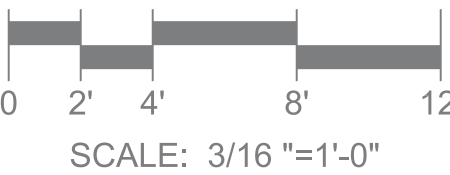
TOTAL GROSS AREA - PLAN 3B	
BASEMENT FLOOR	501 SF
FIRST FLOOR	1,437 SF
SECOND FLOOR	1,463 SF
TOTAL	3,401 SF

TOTAL GROSS AREA - PLAN 3C	
BASEMENT FLOOR	501 SF
FIRST FLOOR	1,449 SF
SECOND FLOOR	1,427 SF
TOTAL	3,377 SF

GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS, INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;

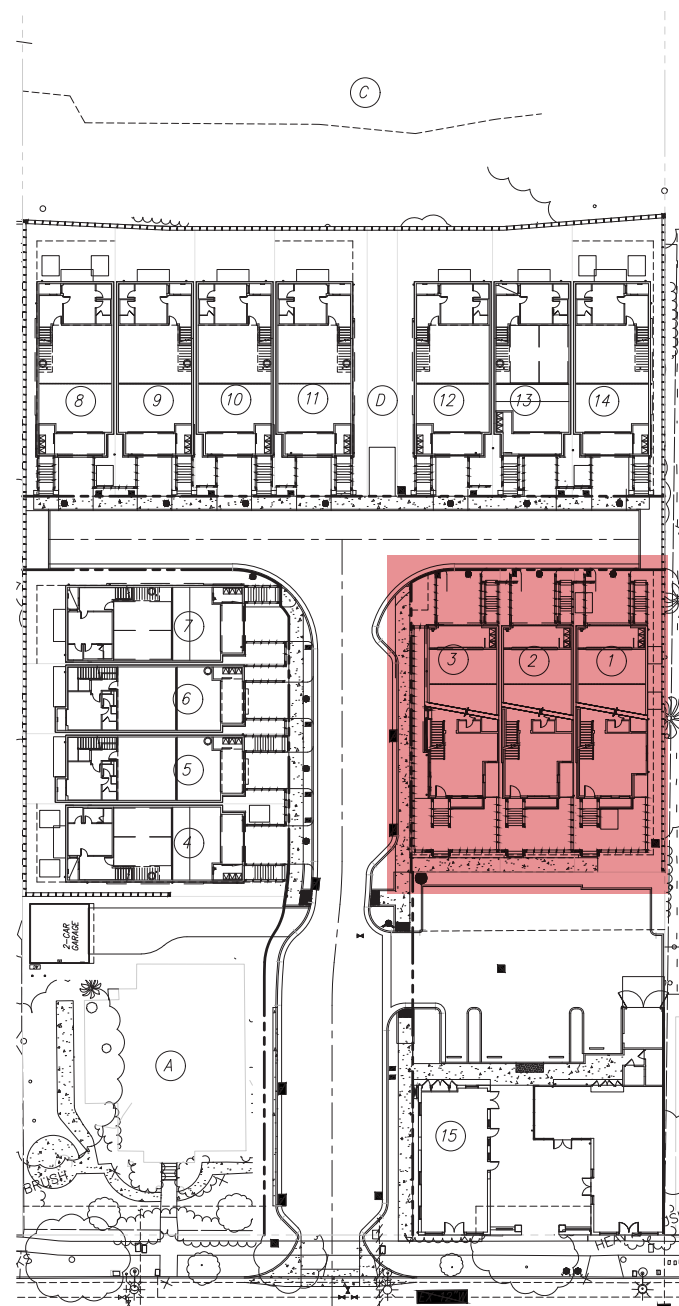
PLAN 3A, 3B, 3C
4 BEDROOM, 3.5 BATH
2-CAR GARAGE

LOT 1-3 FLOOR PLAN
BASEMENT FLOOR



ROBSON HOMES

20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

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TOTAL GROSS AREA - PLAN 3A	
BASEMENT FLOOR	501 SF
FIRST FLOOR	1,427 SF
SECOND FLOOR	1,427 SF
TOTAL	3,355 SF

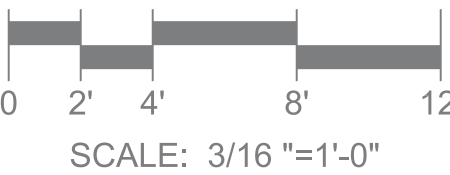
TOTAL GROSS AREA - PLAN 3B	
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FIRST FLOOR	1,437 SF
SECOND FLOOR	1,463 SF
TOTAL	3,401 SF

TOTAL GROSS AREA - PLAN 3C	
BASEMENT FLOOR	501 SF
FIRST FLOOR	1,449 SF
SECOND FLOOR	1,427 SF
TOTAL	3,377 SF

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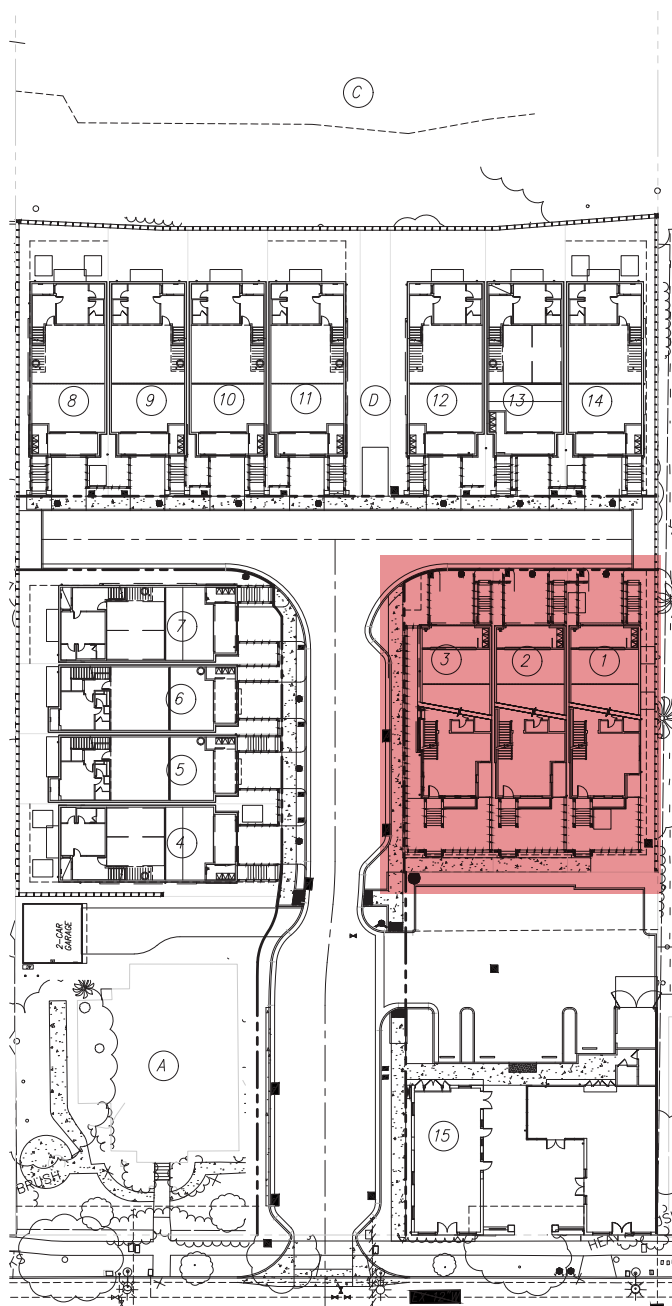
PLAN 3A, 3B, 3C
4 BEDROOM, 3.5 BATH
2-CAR GARAGE

LOT 1-3 FLOOR PLAN
FIRST FLOOR



ROBSON HOMES

20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



TOTAL GROSS AREA - PLAN 3A	
BASEMENT FLOOR	501 SF
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SECOND FLOOR	1,427 SF
TOTAL	3,355 SF

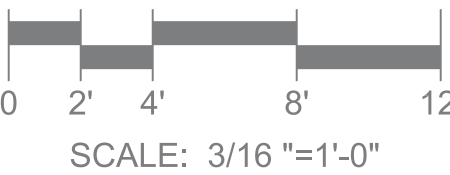
TOTAL GROSS AREA - PLAN 3B	
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FIRST FLOOR	1,449 SF
SECOND FLOOR	1,427 SF
TOTAL	3,377 SF

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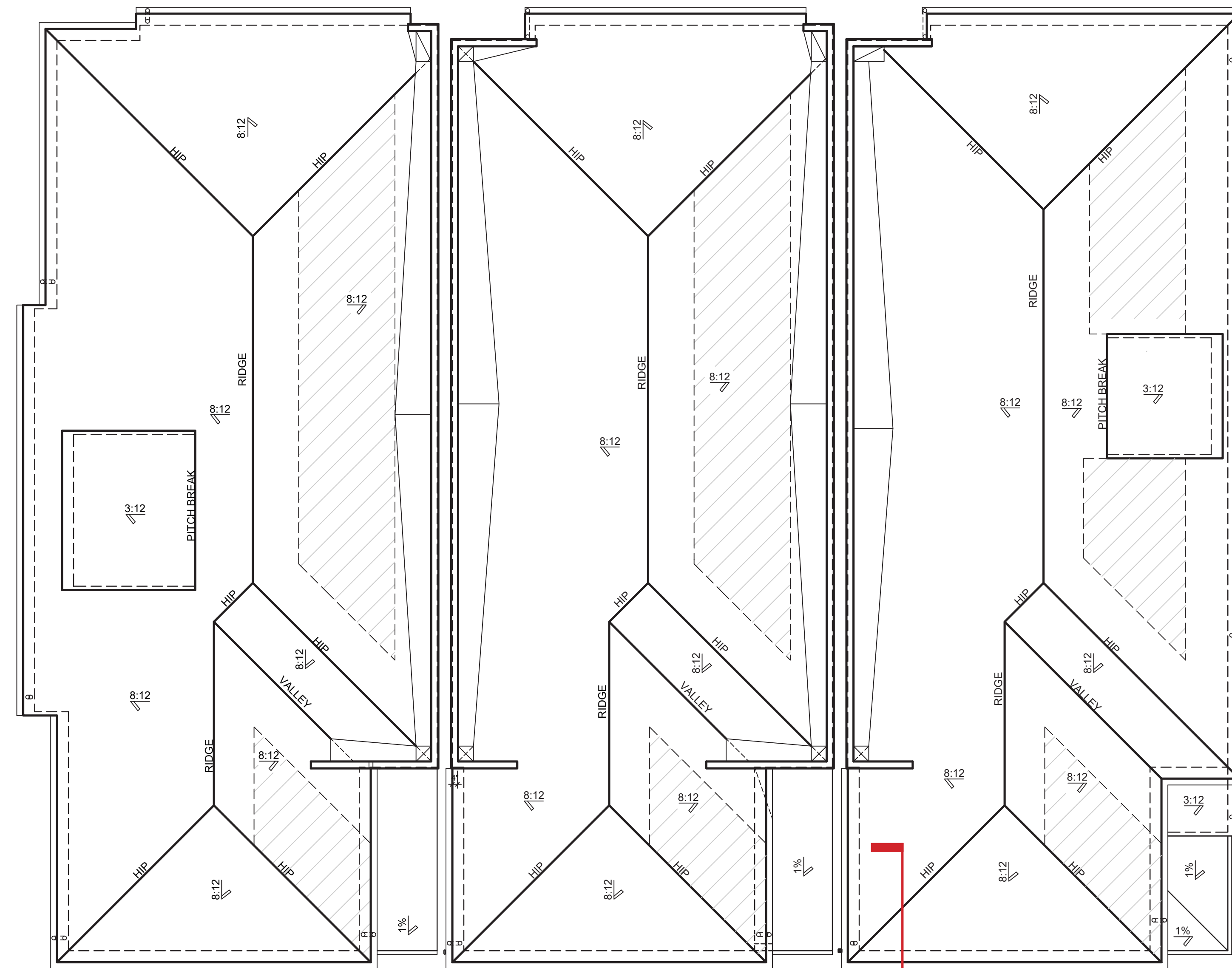
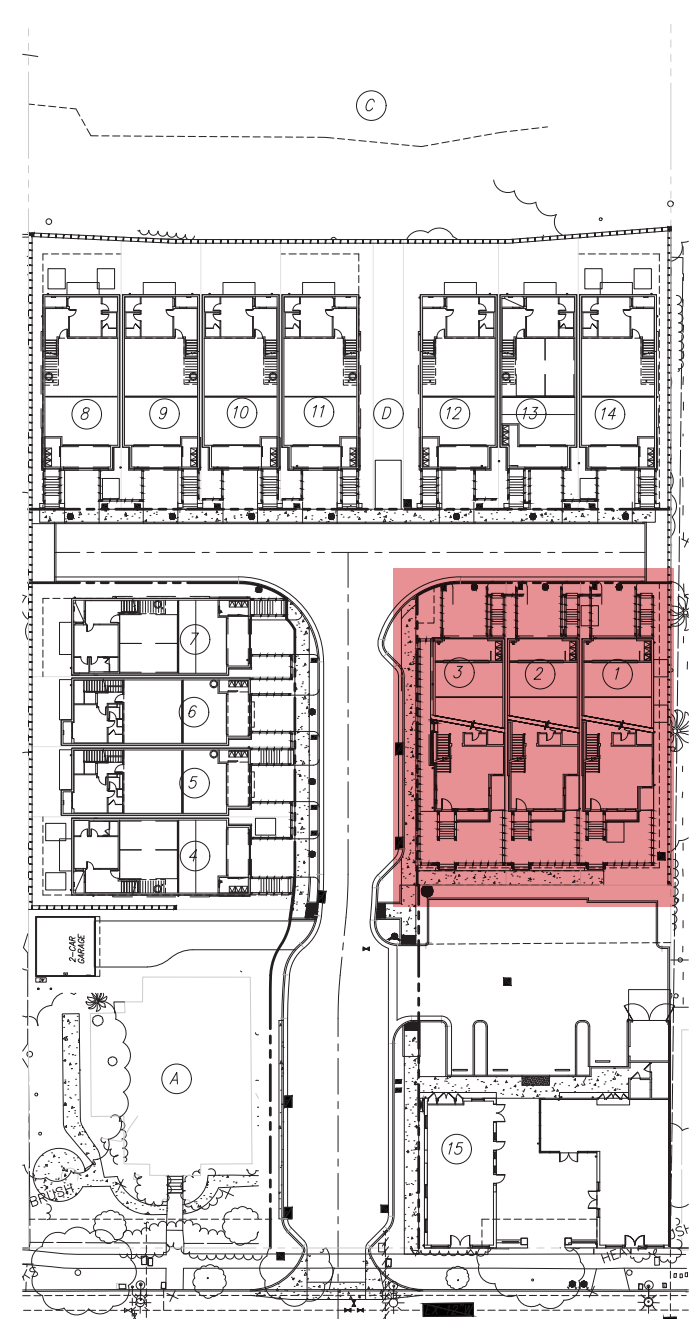
PLAN 3A, 3B, 3C
4 BEDROOM, 3.5 BATH
2-CAR GARAGE

LOT 1-3 FLOOR PLAN
SECOND FLOOR



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PLAN 3B
LOT 3

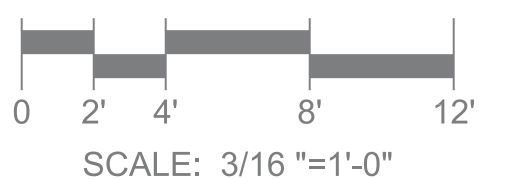
PLAN 3A
LOT 2

PLAN 3C
LOT 1

LOT 1-3 ROOF PLAN

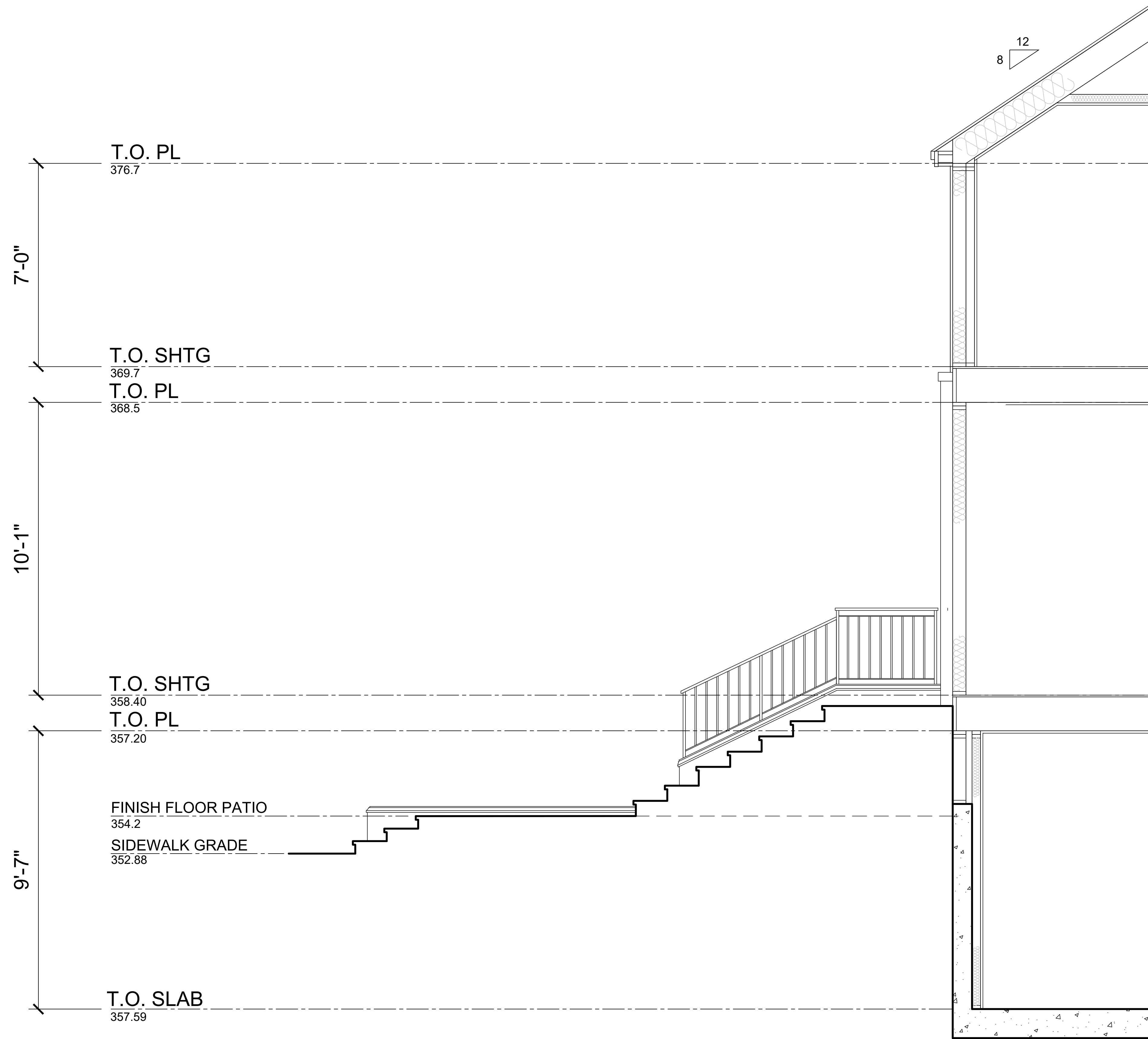
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



ROBSON HOMES

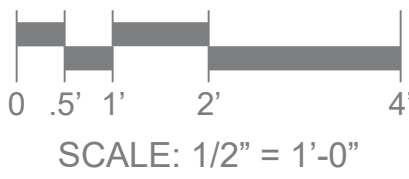
20046.01 09/05/2024



WALL SECTION
LOT 1

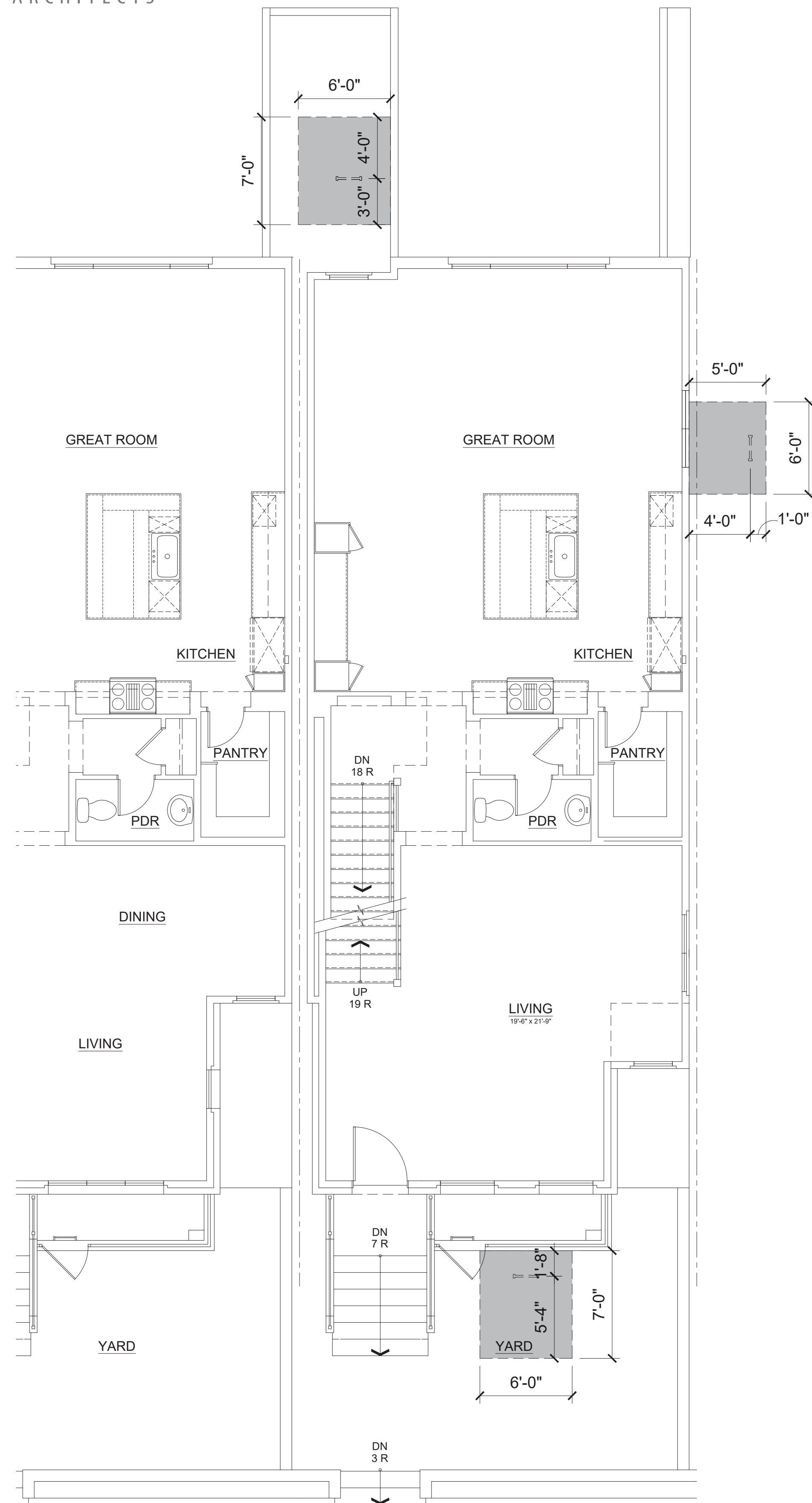
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

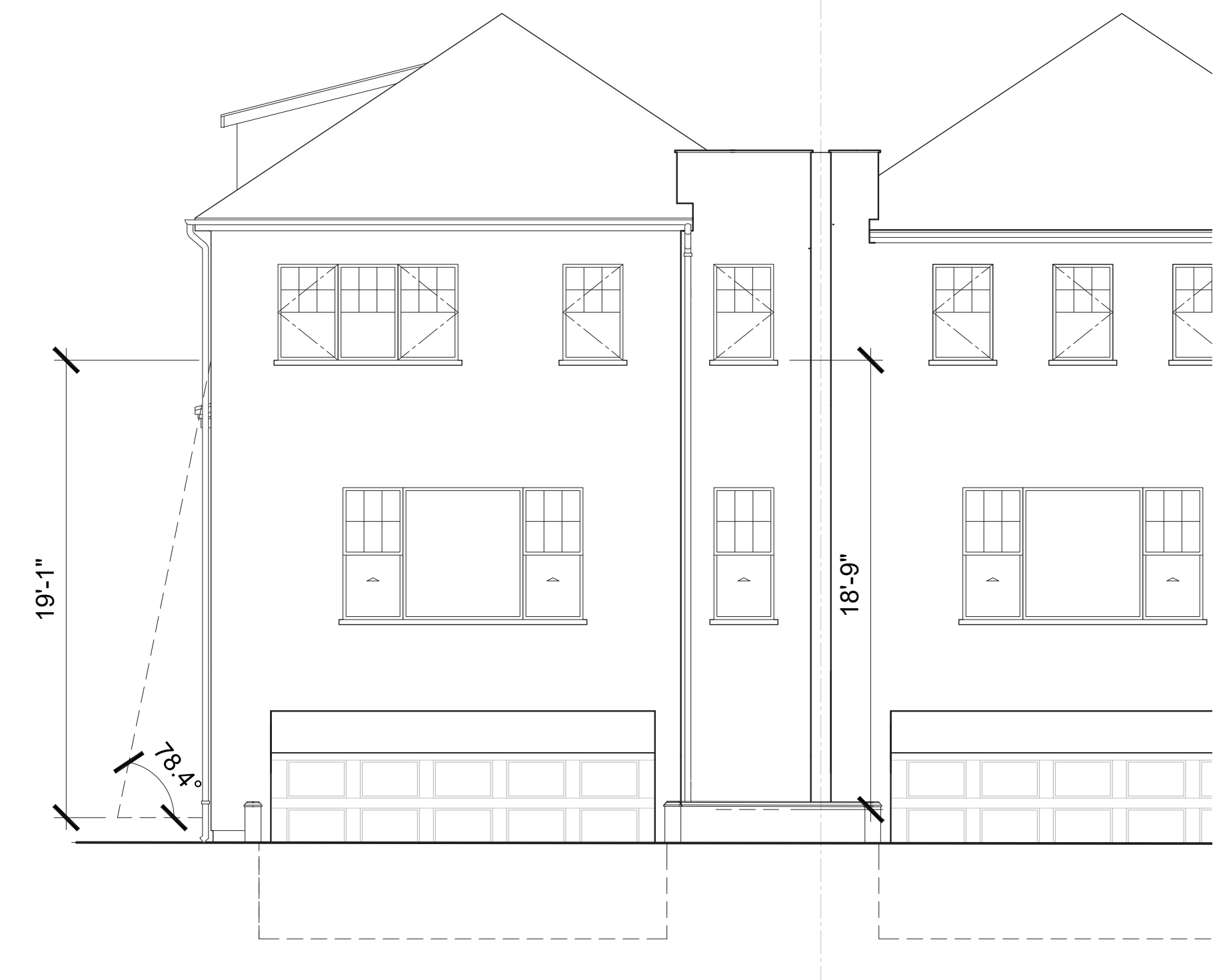


ROBSON HOMES

20046.01 09/05/2024



FRONT



REAR

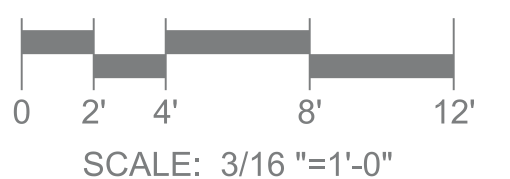


RIGHT

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

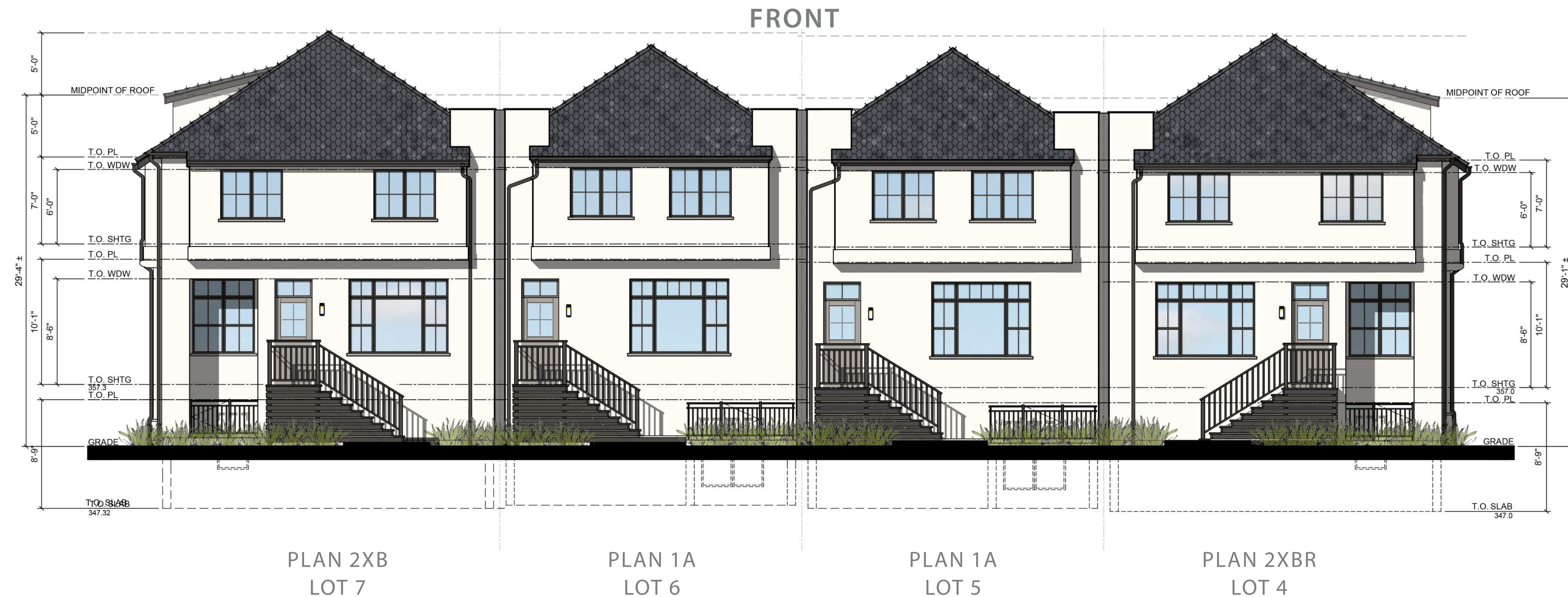
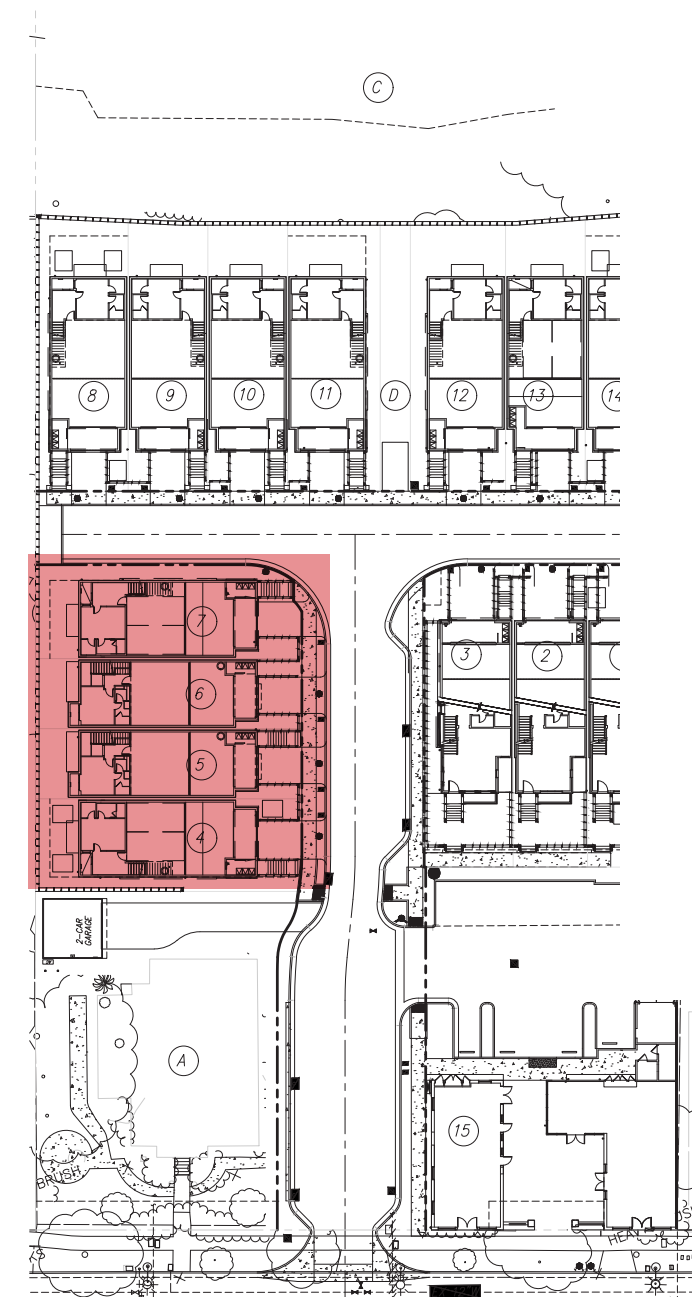
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LOT 1
LADDER PAD EXHIBIT



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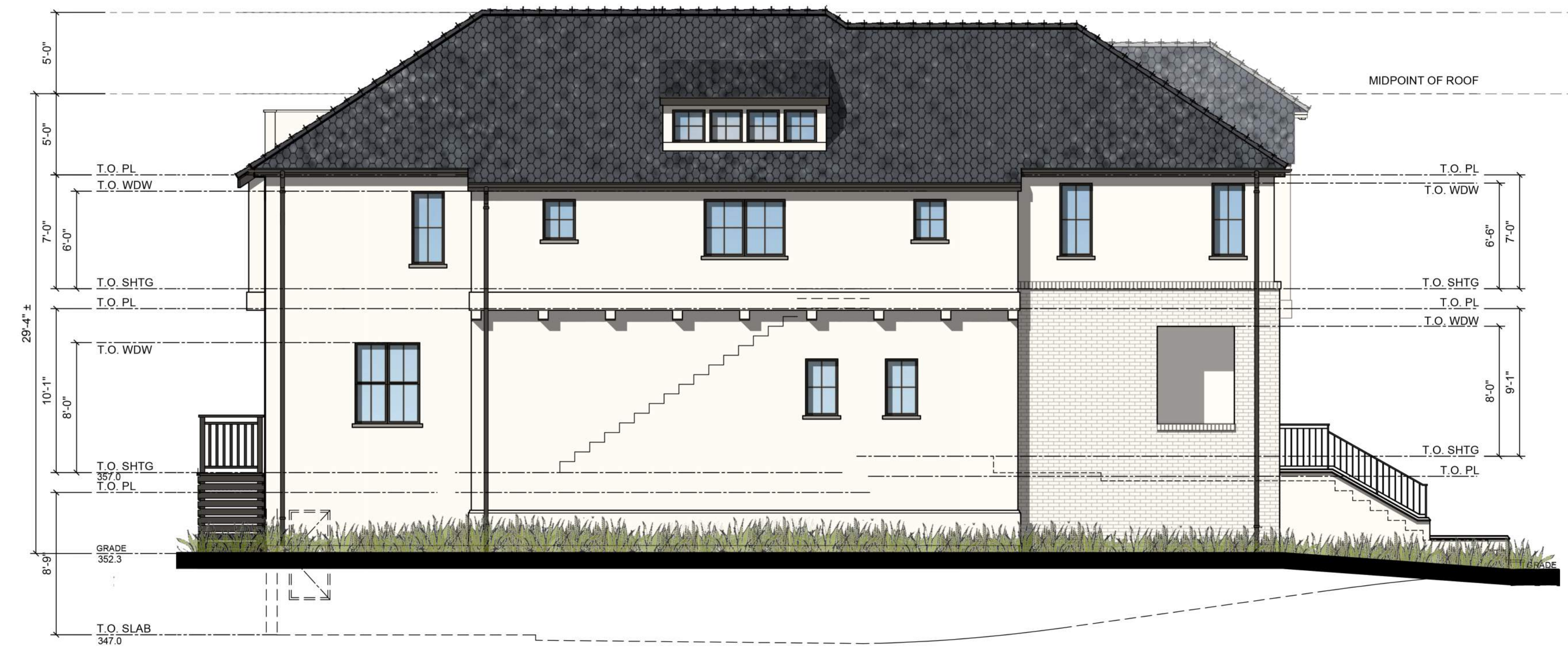
LOT 4-7 ELEVATIONS

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

ROBSON  HOMES

20046.01 09/05/2024



PLAN 2XBR
LOT 4
LEFT



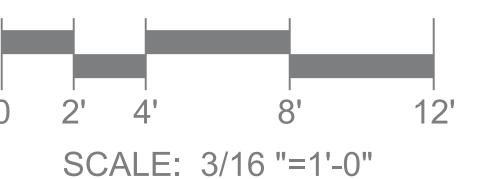
PLAN 2XB
LOT 7
RIGHT



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

LOT 4-7 ELEVATIONS
COLORED

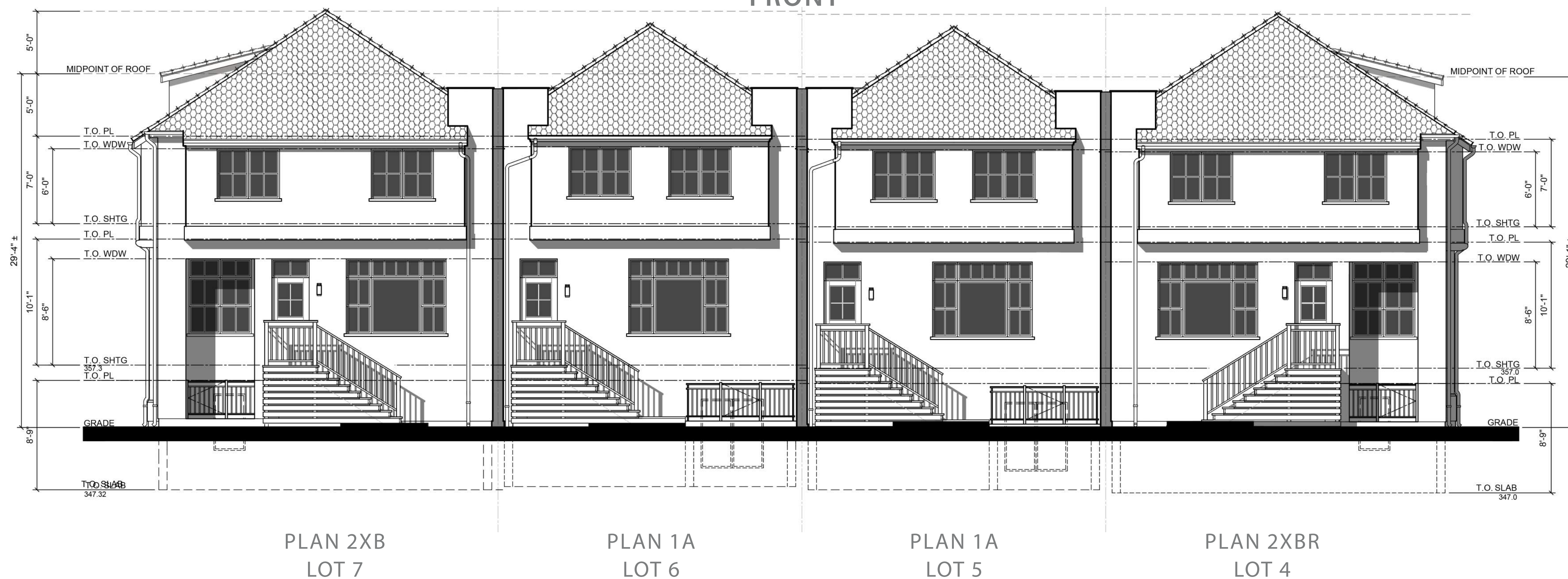


ROBSON HOMES

20046.01 09/05/2024



FRONT



REAR

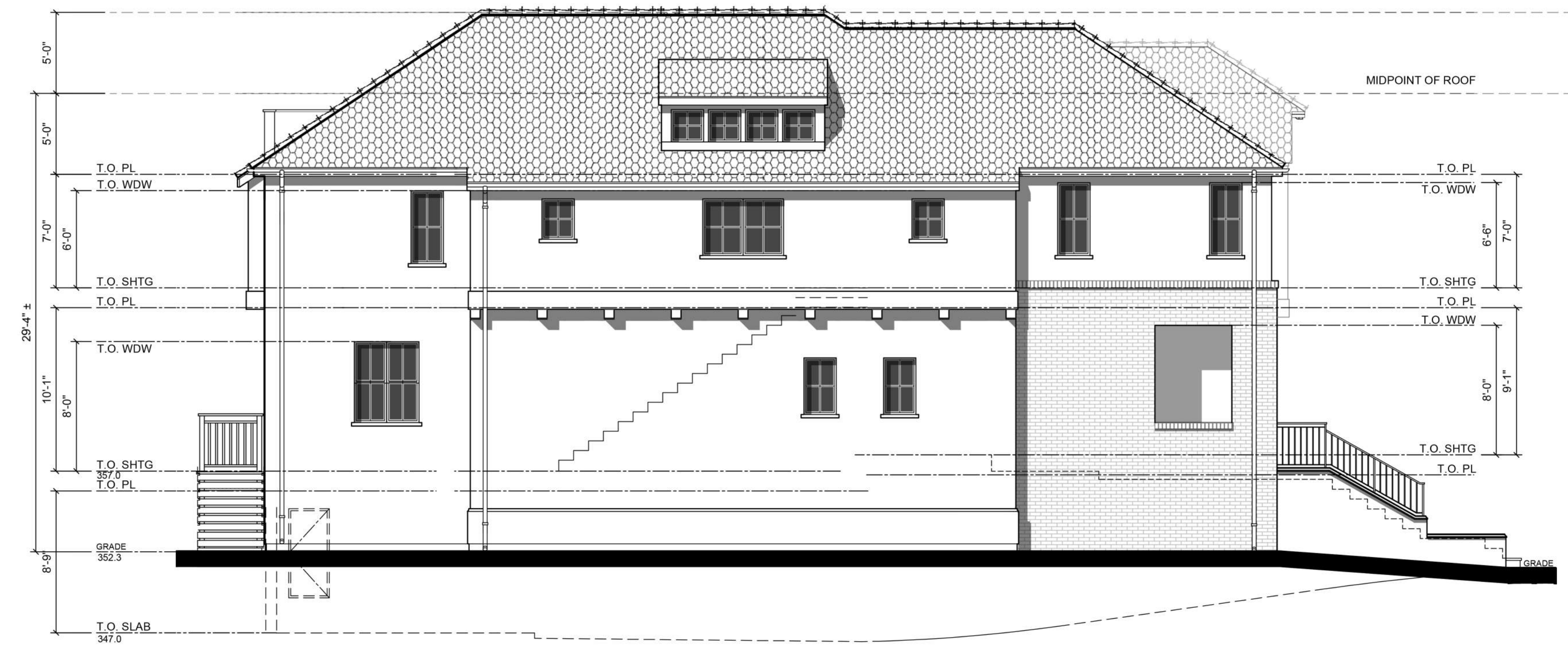
LOT 4-7 ELEVATIONS BLACK AND WHITE

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

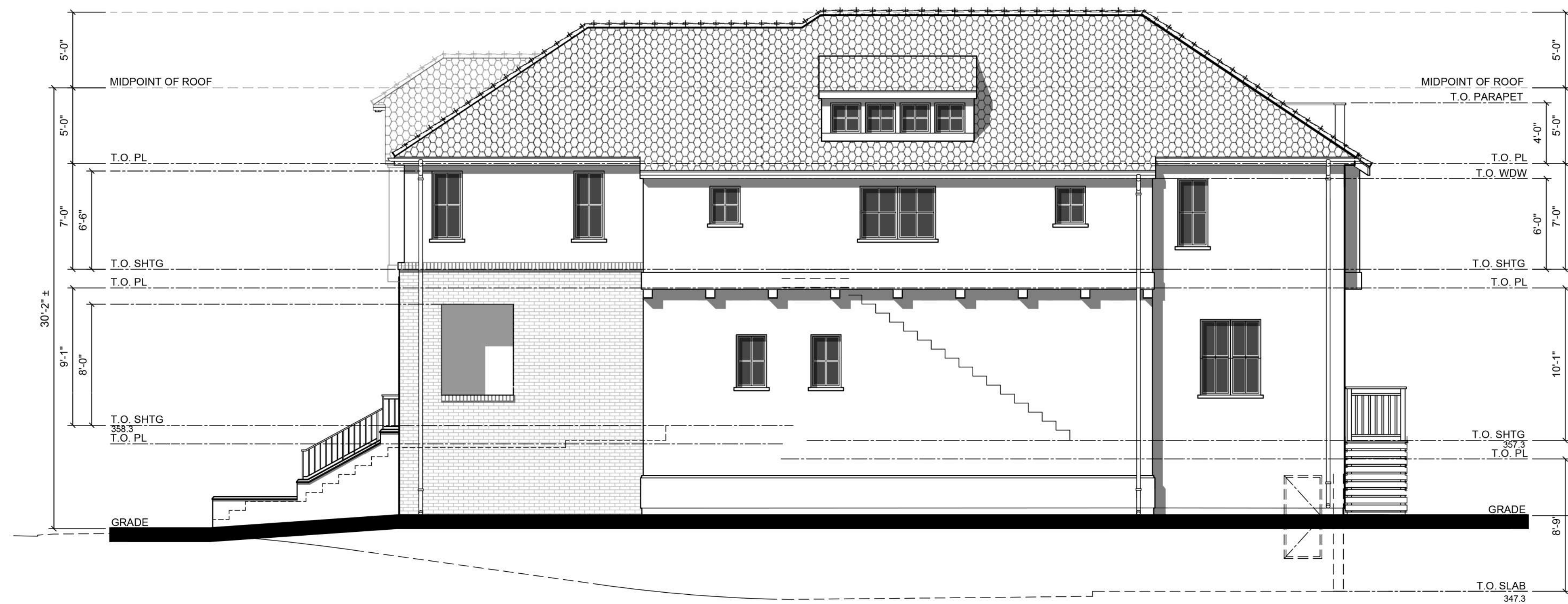
DESIGN REVIEW APPLICATION

ROBSON HOMES

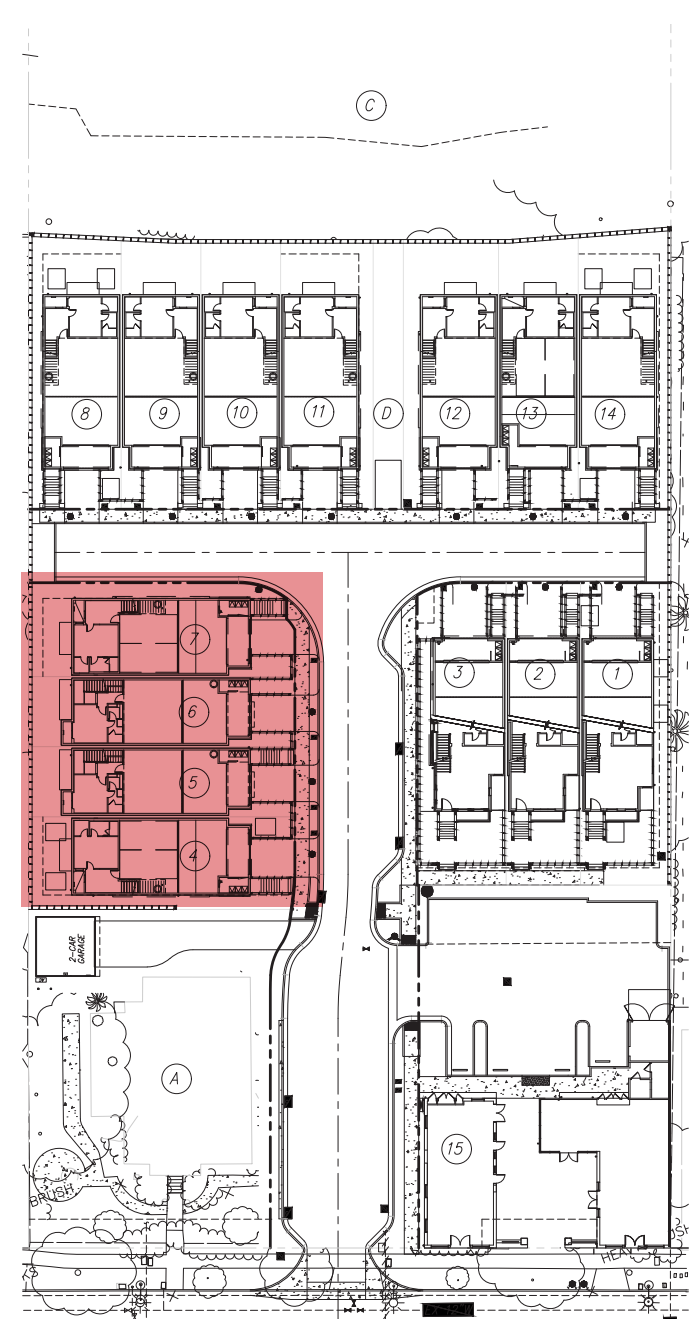
20046.01 09/05/2024



PLAN 2XBR
LOT 4
LEFT



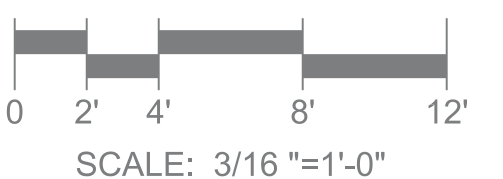
PLAN 2XB
LOT 7
RIGHT



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

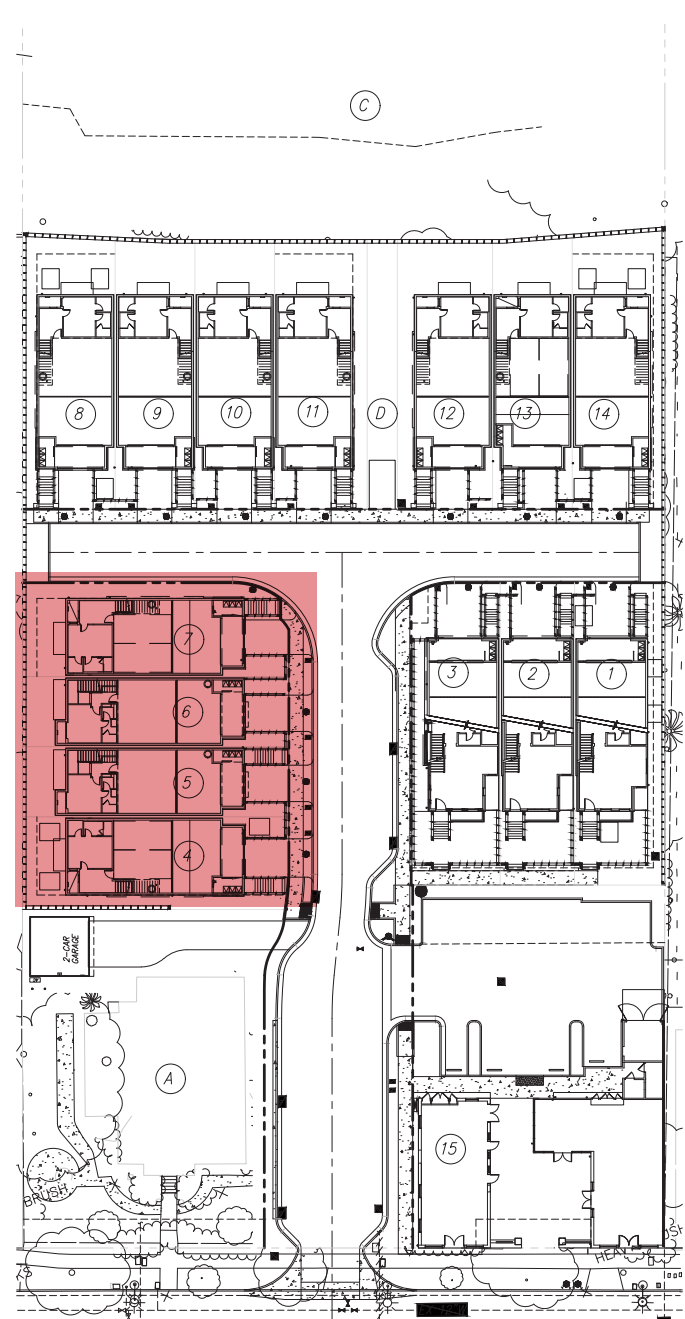
DESIGN REVIEW APPLICATION

LOT 4-7 ELEVATIONS
BLACK AND WHITE



ROBSON HOMES

20046.01 09/05/2024



PLAN 2XBR
LOT 4

PLAN 1A
LOT 5

PLAN 1A
LOT 6

PLAN 2XB
LOT 7

LOT 4-7 FLOOR PLAN BASEMENT FLOOR

TOTAL GROSS AREA - PLAN 1A	
BASEMENT FLOOR	454 SF
FIRST FLOOR	1,411 SF
SECOND FLOOR	1,451 SF
TOTAL	3,316 SF

TOTAL GROSS AREA - PLAN 2XB	
BASEMENT FLOOR	480 SF
FIRST FLOOR	1,618 SF
SECOND FLOOR	1,685 SF
TOTAL	3,783 SF

GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS, INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;

PLAN 1A
4 BEDROOM + OFFICE, 3.5 BATH
2-CAR GARAGE

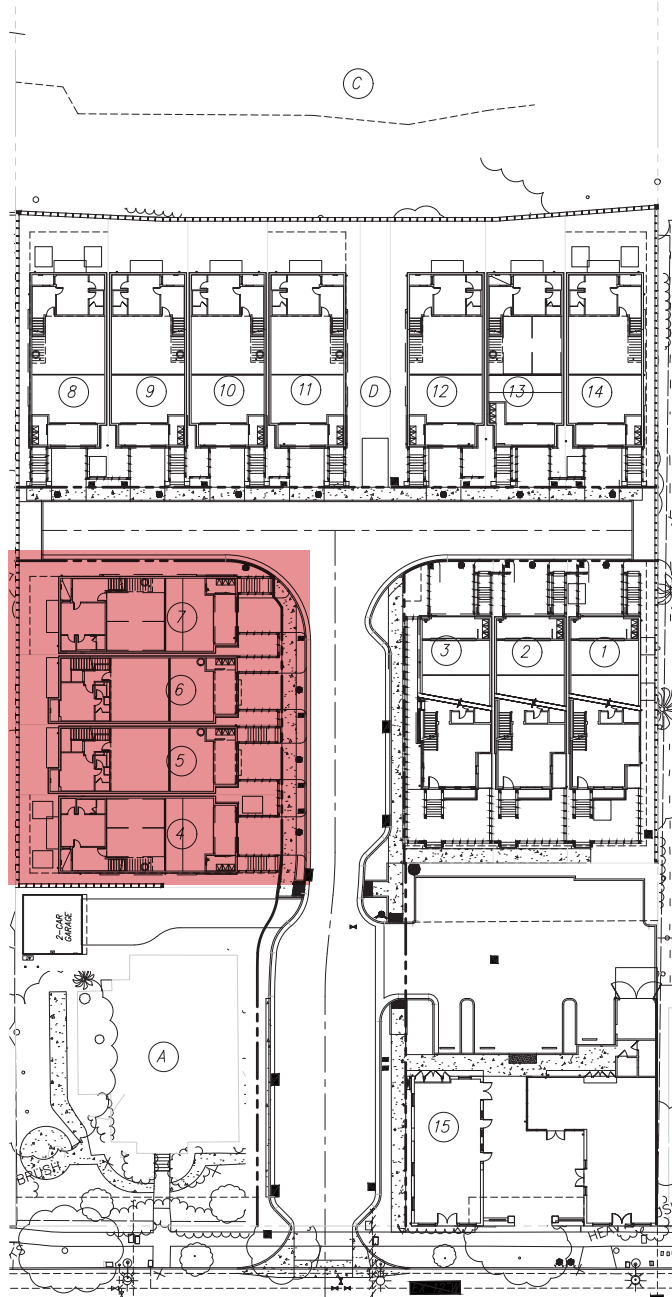
PLAN 2XB
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

ROBSON HOMES

20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



TOTAL GROSS AREA - PLAN 1A	
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TOTAL	3,316 SF

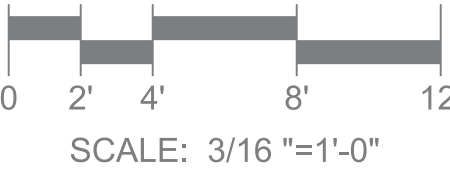
TOTAL GROSS AREA - PLAN 2XB	
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PLAN 1A
4 BEDROOM + OFFICE, 3.5 BATH
2-CAR GARAGE

PLAN 2XB
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

LOT 4-7 FLOOR PLAN
FIRST FLOOR





475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



PLAN 2XBR
LOT 4

PLAN 1A
LOT 5

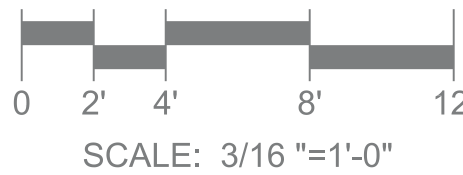
PLAN 1A
LOT 6

PLAN 2XB
LOT 7

PLAN 1A
4 BEDROOM + OFFICE, 3.5 BATH
2-CAR GARAGE

PLAN 2XB
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

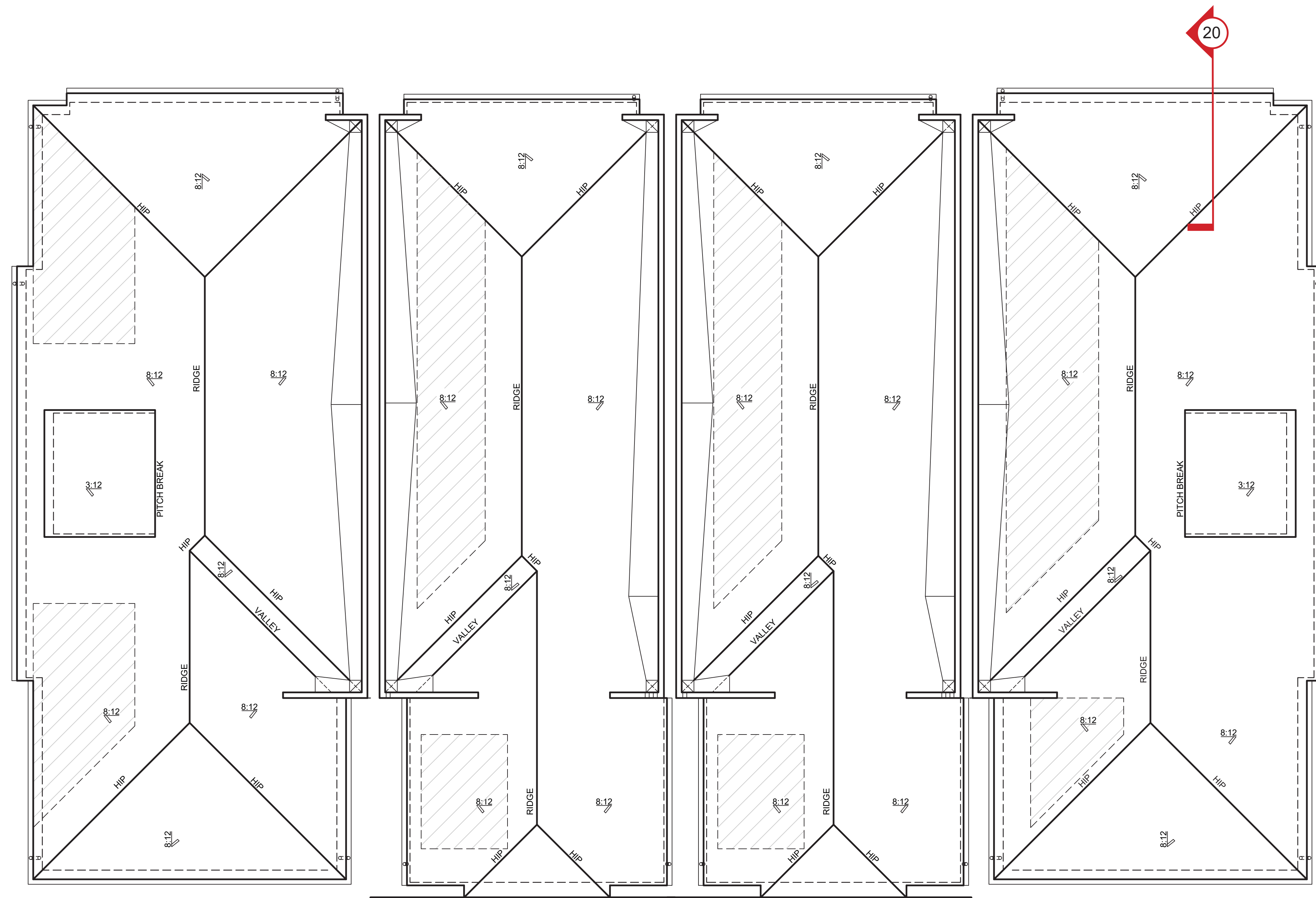
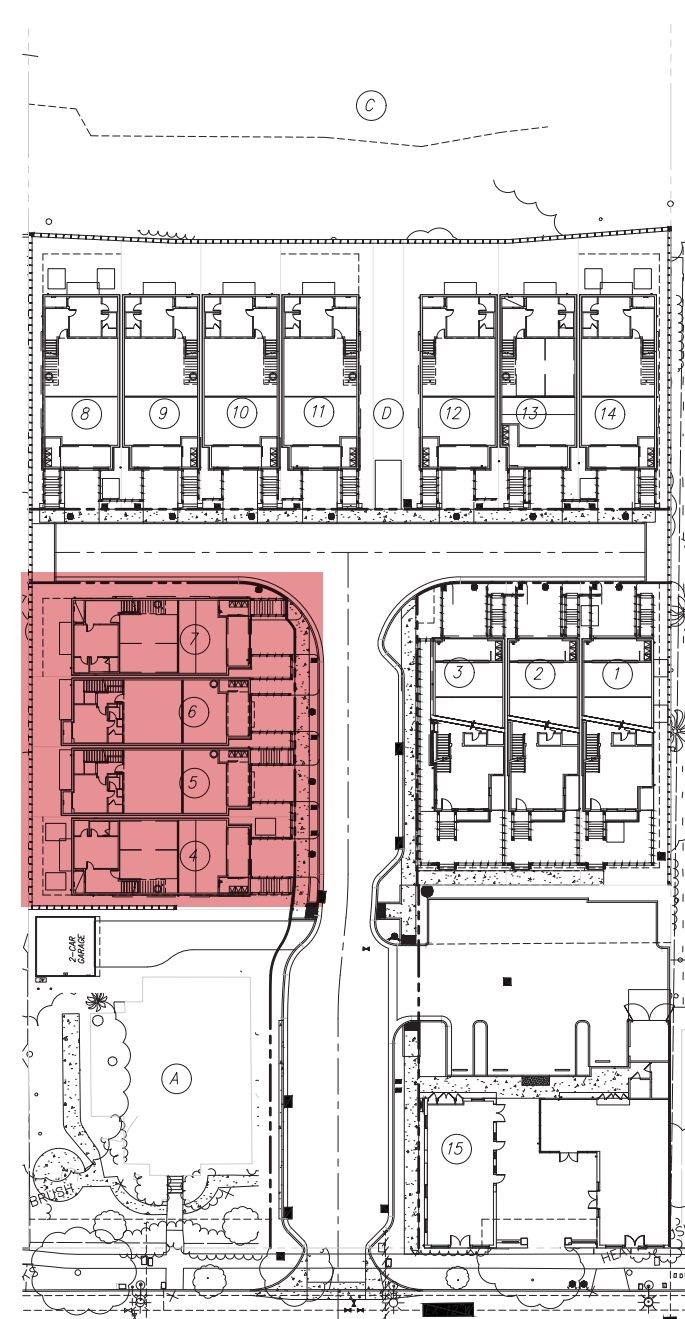
LOT 4-7 FLOOR PLAN
SECOND FLOOR



TOTAL GROSS AREA - PLAN 1A	
BASEMENT FLOOR	454 SF
FIRST FLOOR	1,411 SF
SECOND FLOOR	1,451 SF
TOTAL	3,316 SF

TOTAL GROSS AREA - PLAN 2XB	
BASEMENT FLOOR	480 SF
FIRST FLOOR	1,618 SF
SECOND FLOOR	1,685 SF
TOTAL	3,783 SF

GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS; INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;



PLAN 2XBR
LOT 4

PLAN 1A
LOT 5

PLAN 1A
LOT 6

PLAN 2XB
LOT 7

LOT 4-7 ROOF PLAN

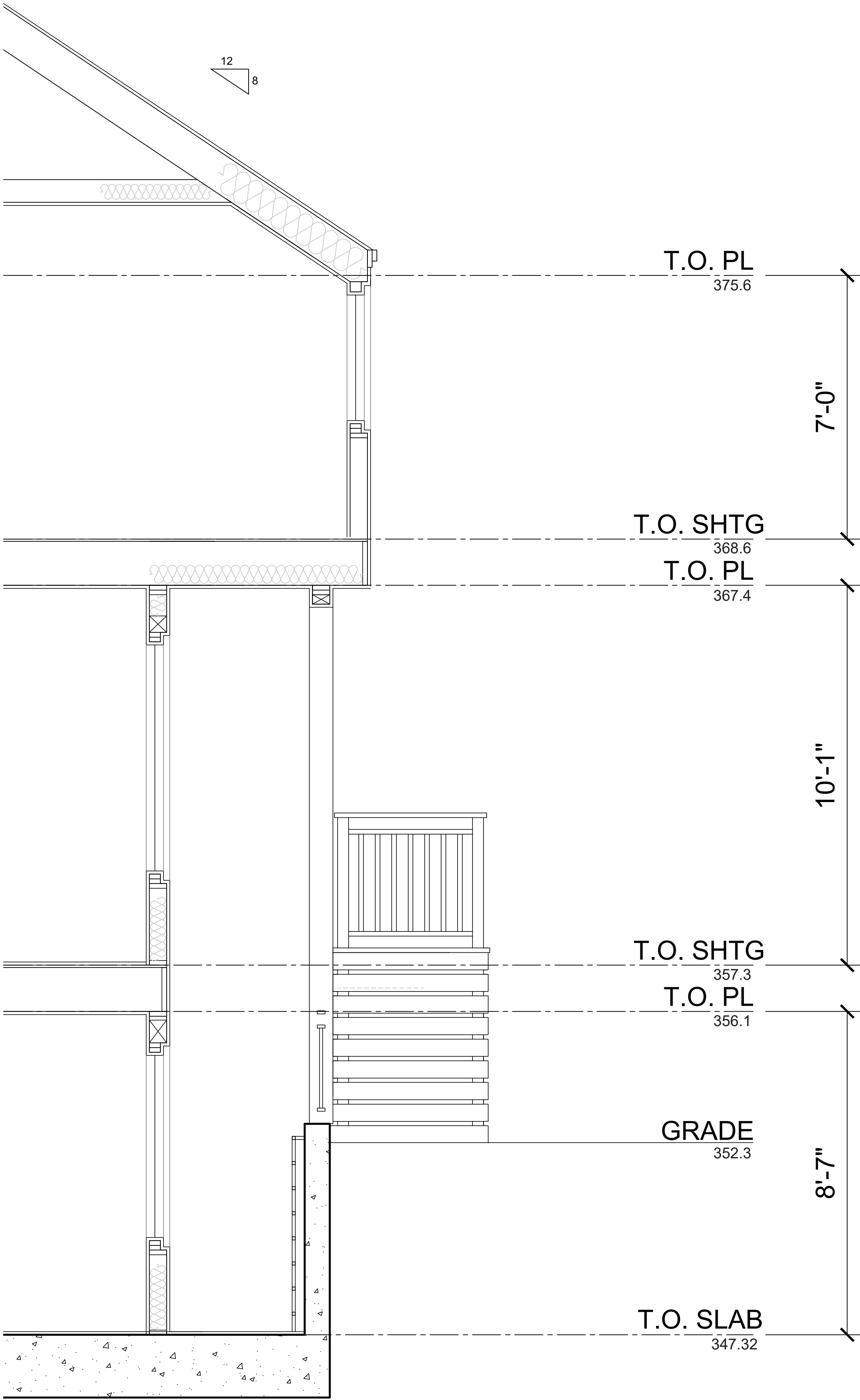
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

0 2' 4' 8' 12'
SCALE: 3/16"=1'-0"

ROBSON HOMES

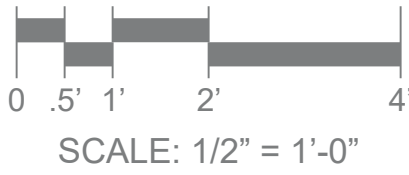
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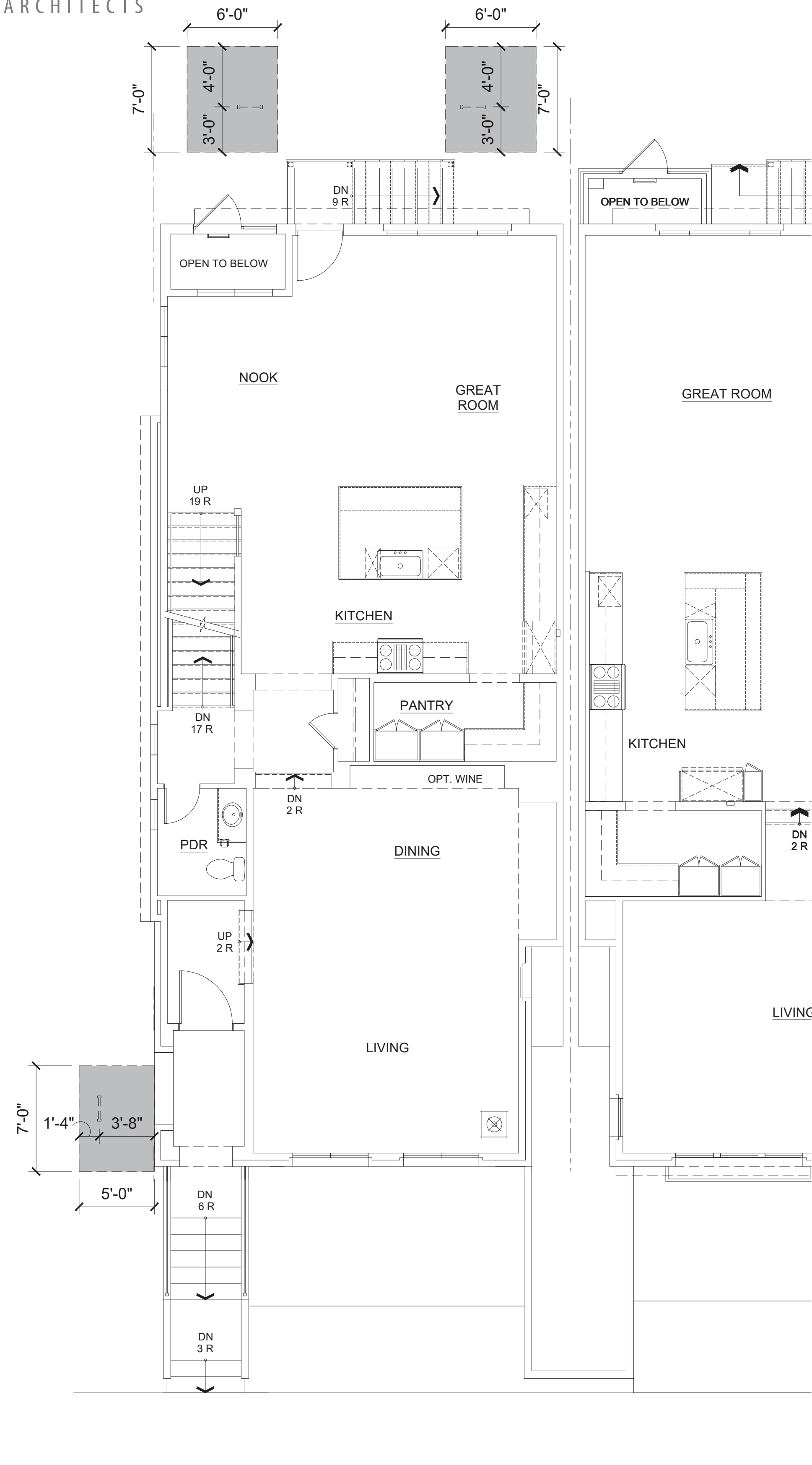
DESIGN REVIEW APPLICATION

WALL SECTION
LOT 7



ROBSON HOMES

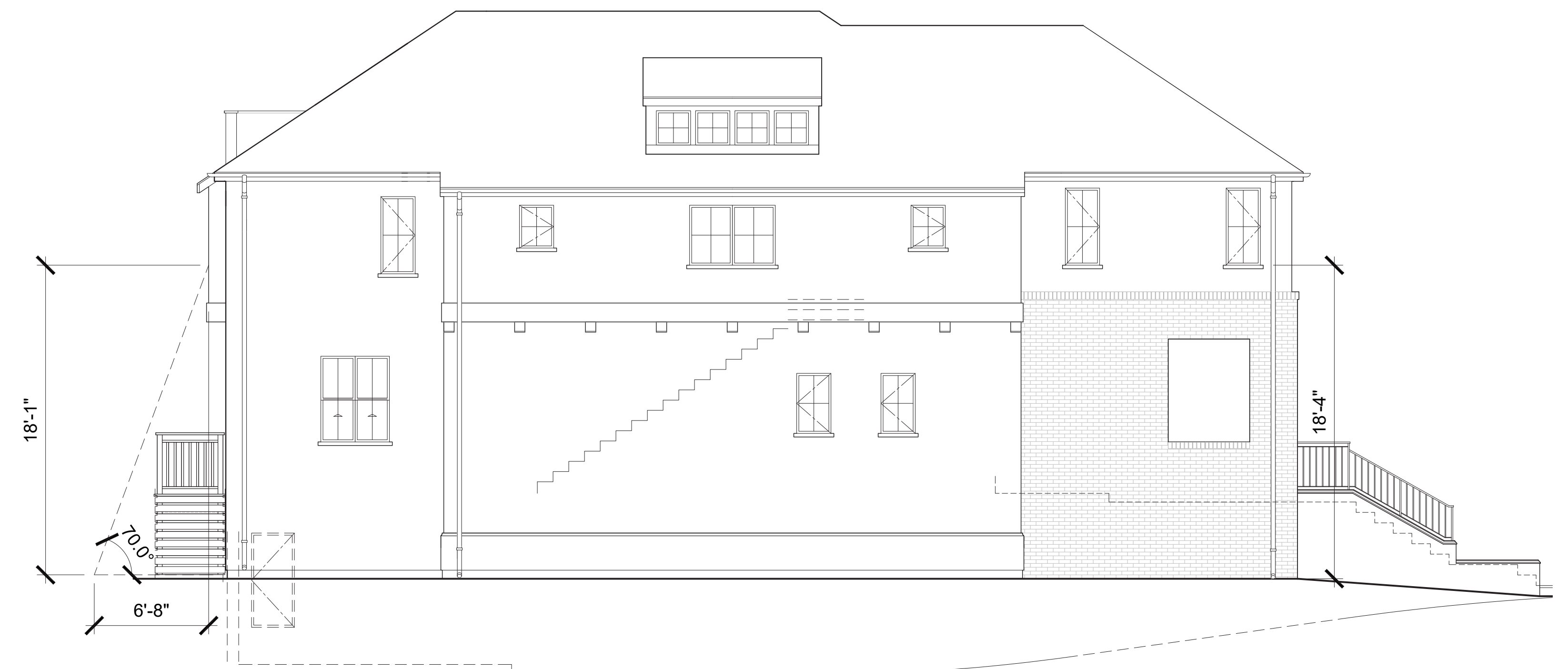
20046.01 09/05/2024



FRONT



REAR

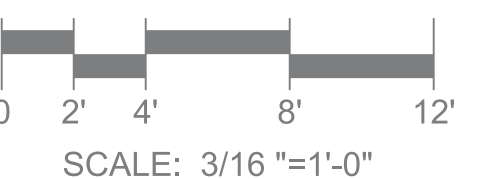


LEFT

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PLEASANTON, CALIFORNIA

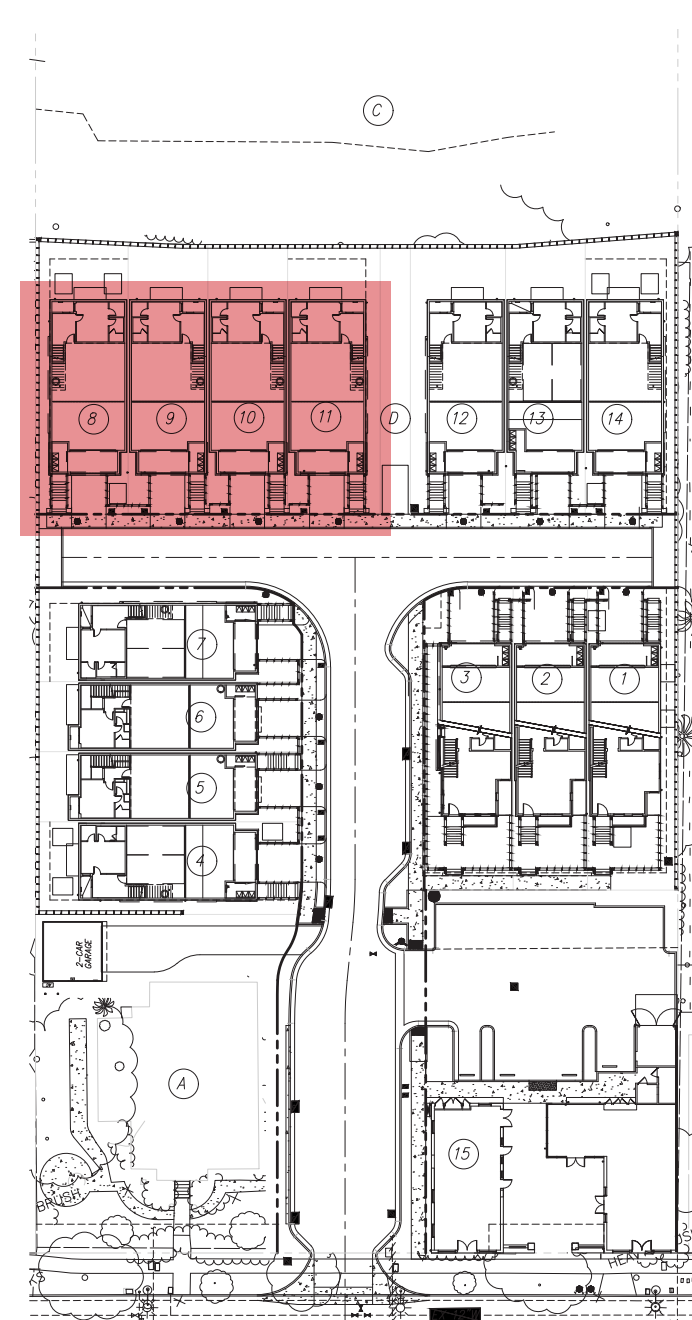
DESIGN REVIEW APPLICATION

LOT 4
LADDER PAD EXHIBIT



ROBSON HOMES

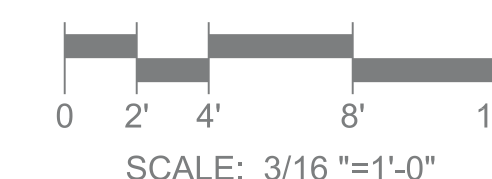
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LOT 8-11 ELEVATIONS COLORED



ROBSON HOMES

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PLAN 2BR
LOT 8
LEFT



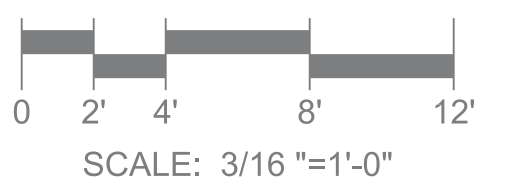
PLAN 2B
LOT 11
RIGHT



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PLEASANTON, CALIFORNIA

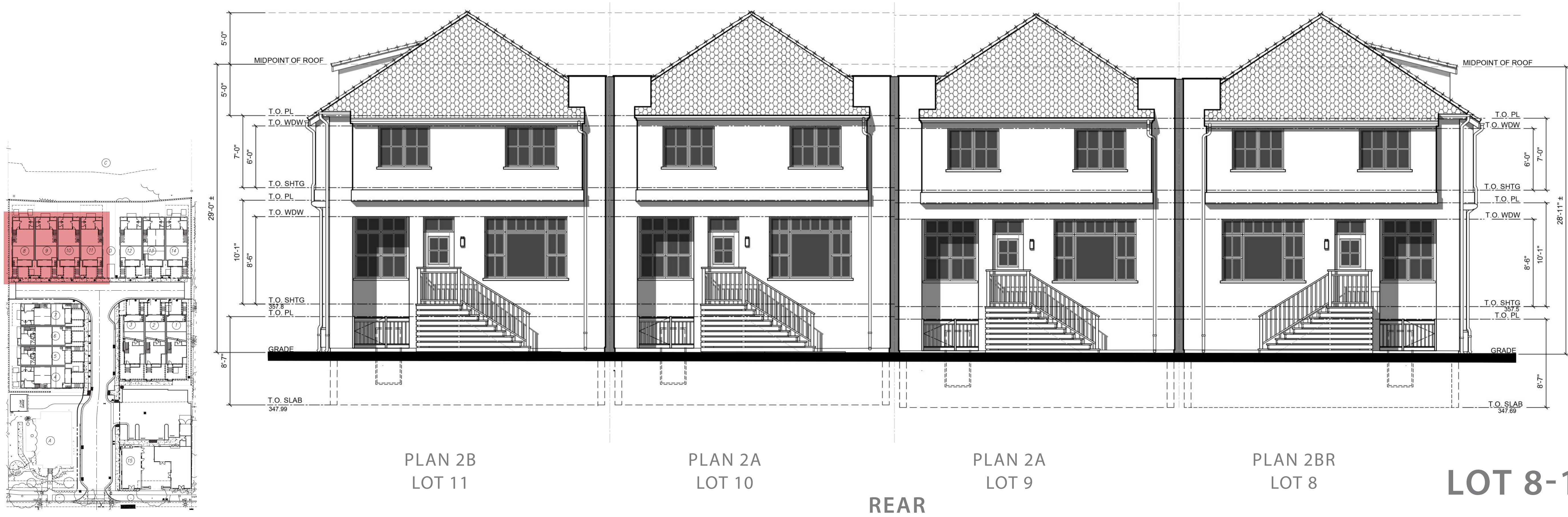
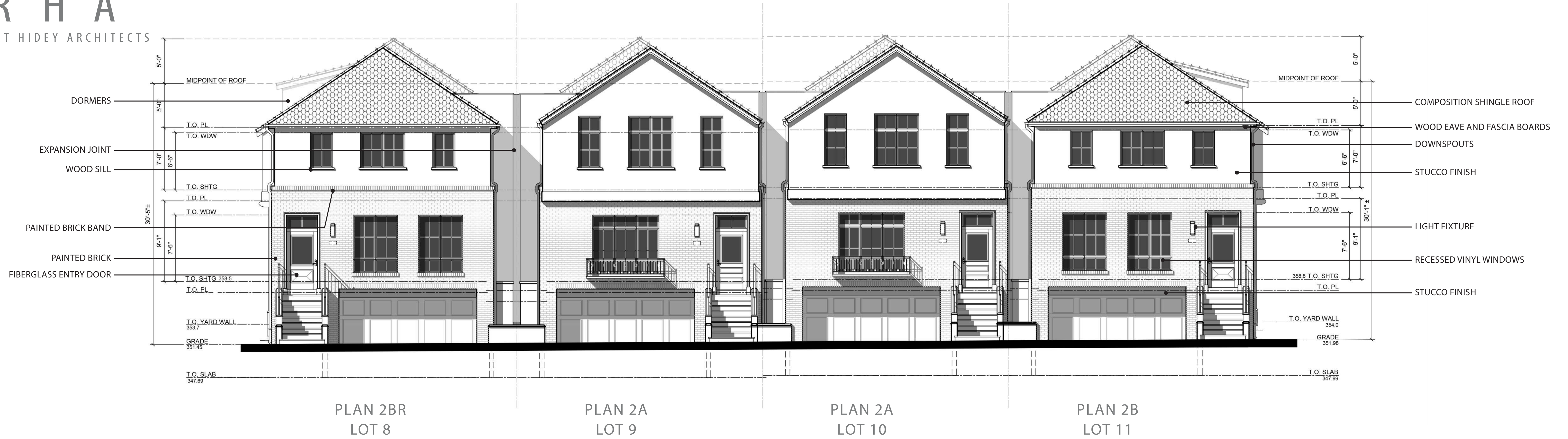
DESIGN REVIEW APPLICATION

LOT 8-11 ELEVATIONS
COLORED



ROBSON HOMES

20046.01 09/05/2024

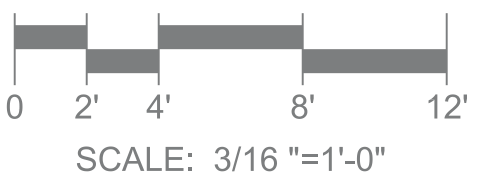


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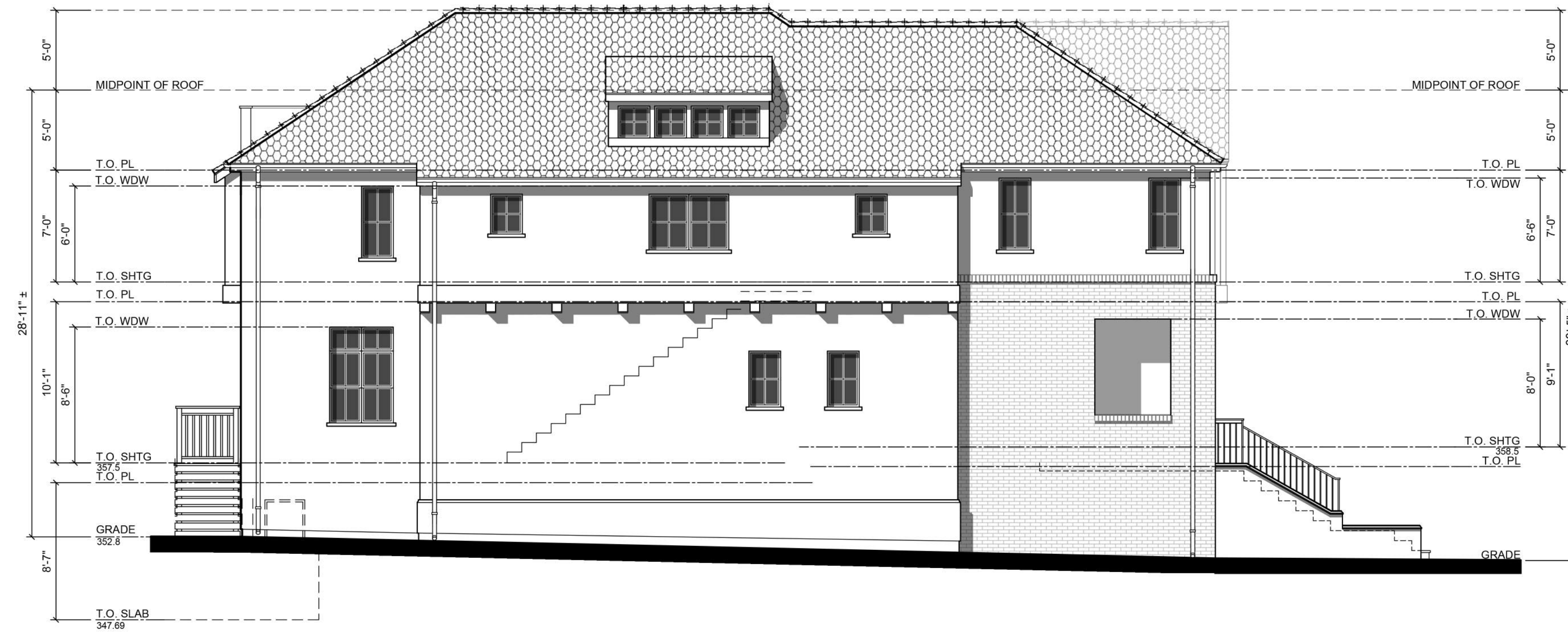
LOT 8-11 ELEVATIONS

BLACK AND WHITE



ROBSON  HOMES

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PLAN 2BR
LOT 8
LEFT



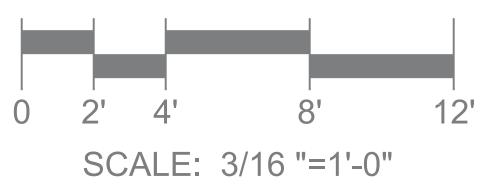
PLAN 2B
LOT 11
RIGHT



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PLEASANTON, CALIFORNIA

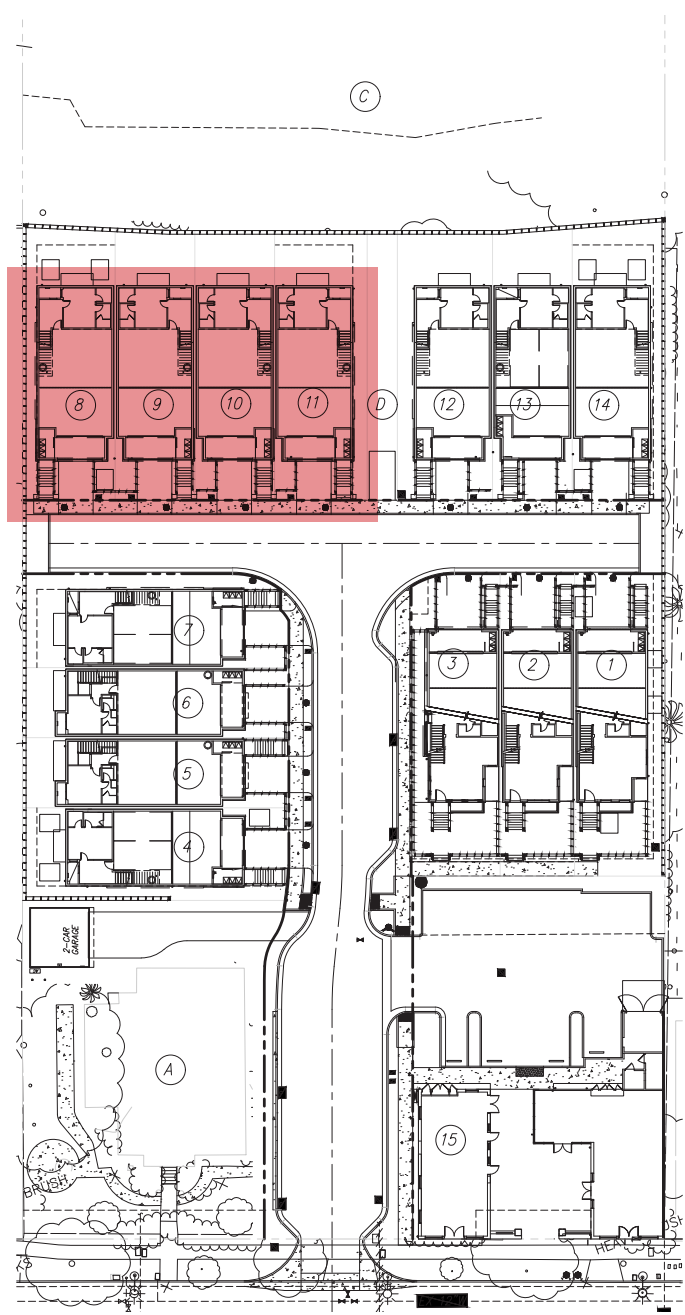
DESIGN REVIEW APPLICATION

LOT 8-11 ELEVATIONS
BLACK AND WHITE



ROBSON HOMES

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DESIGN REVIEW APPLICATION



TOTAL GROSS AREA - PLAN 2A	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,578 SF
SECOND FLOOR	1,624 SF
TOTAL	3,642 SF

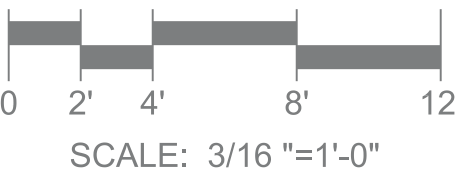
TOTAL GROSS AREA - PLAN 2B	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,600 SF
SECOND FLOOR	1,645 SF
TOTAL	3,685 SF

GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS; INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;

PLAN 2A, 2B
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

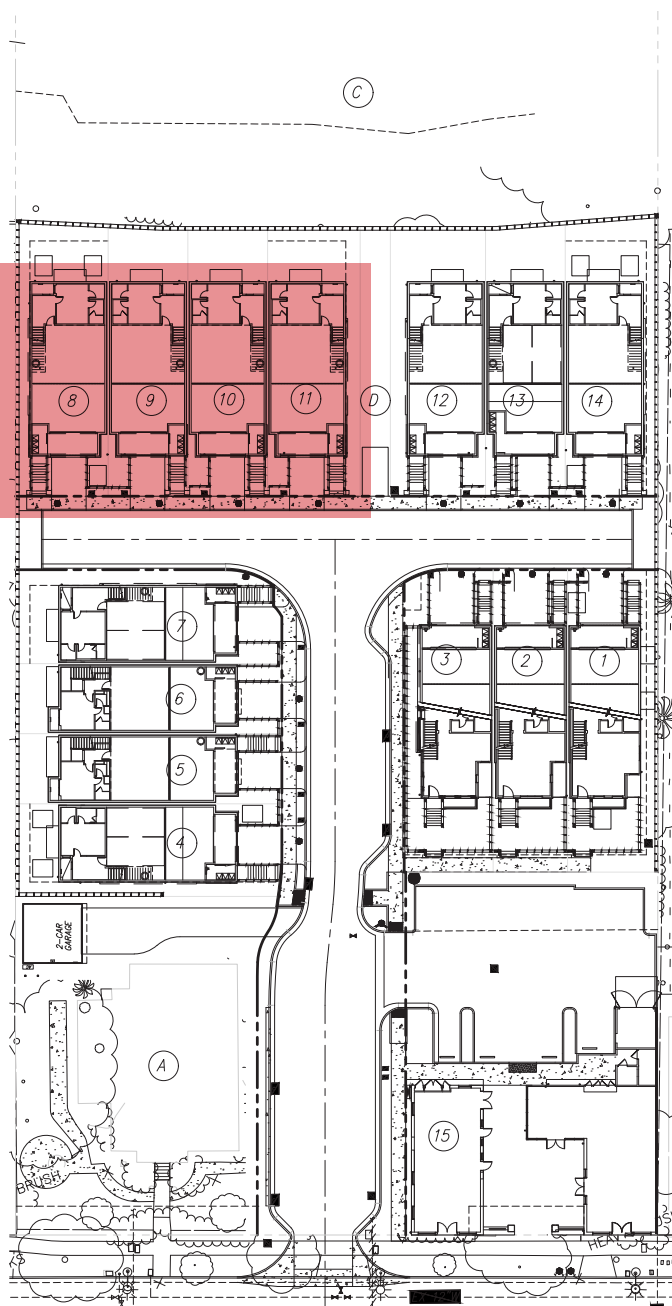
LOT 8-11 FLOOR PLAN

BASEMENT FLOOR



ROBSON HOMES

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DESIGN REVIEW APPLICATION



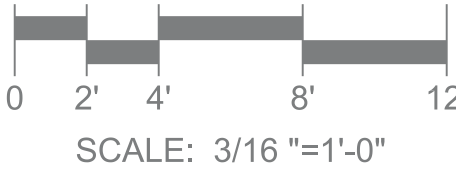
TOTAL GROSS AREA - PLAN 2A	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,578 SF
SECOND FLOOR	1,624 SF
TOTAL	3,642 SF

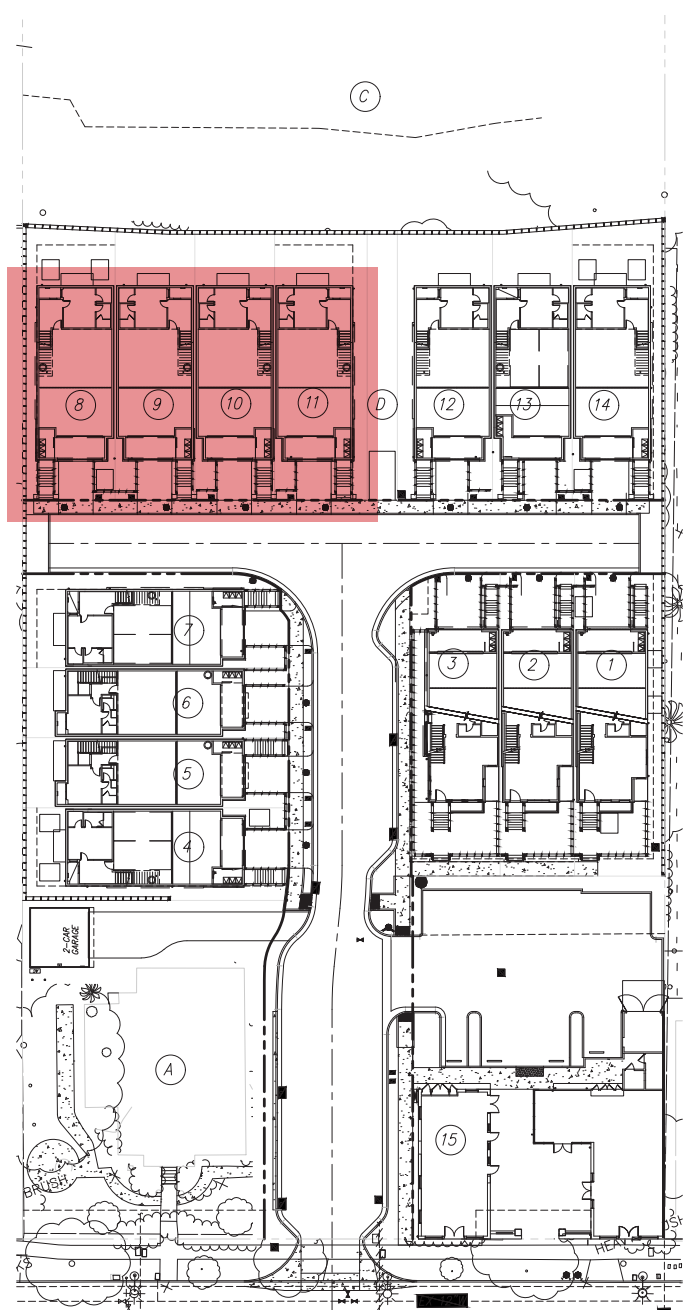
TOTAL GROSS AREA - PLAN 2B	
BASEMENT FLOOR	440 SF
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SECOND FLOOR	1,645 SF
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PLAN 2A, 2B
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

LOT 8-11 FLOOR PLAN
FIRST FLOOR





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PLEASANTON, CALIFORNIA

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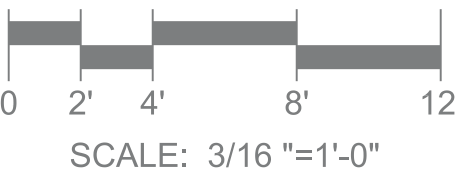
TOTAL GROSS AREA - PLAN 2A	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,578 SF
SECOND FLOOR	1,624 SF
TOTAL	3,642 SF

TOTAL GROSS AREA - PLAN 2B	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,600 SF
SECOND FLOOR	1,645 SF
TOTAL	3,685 SF

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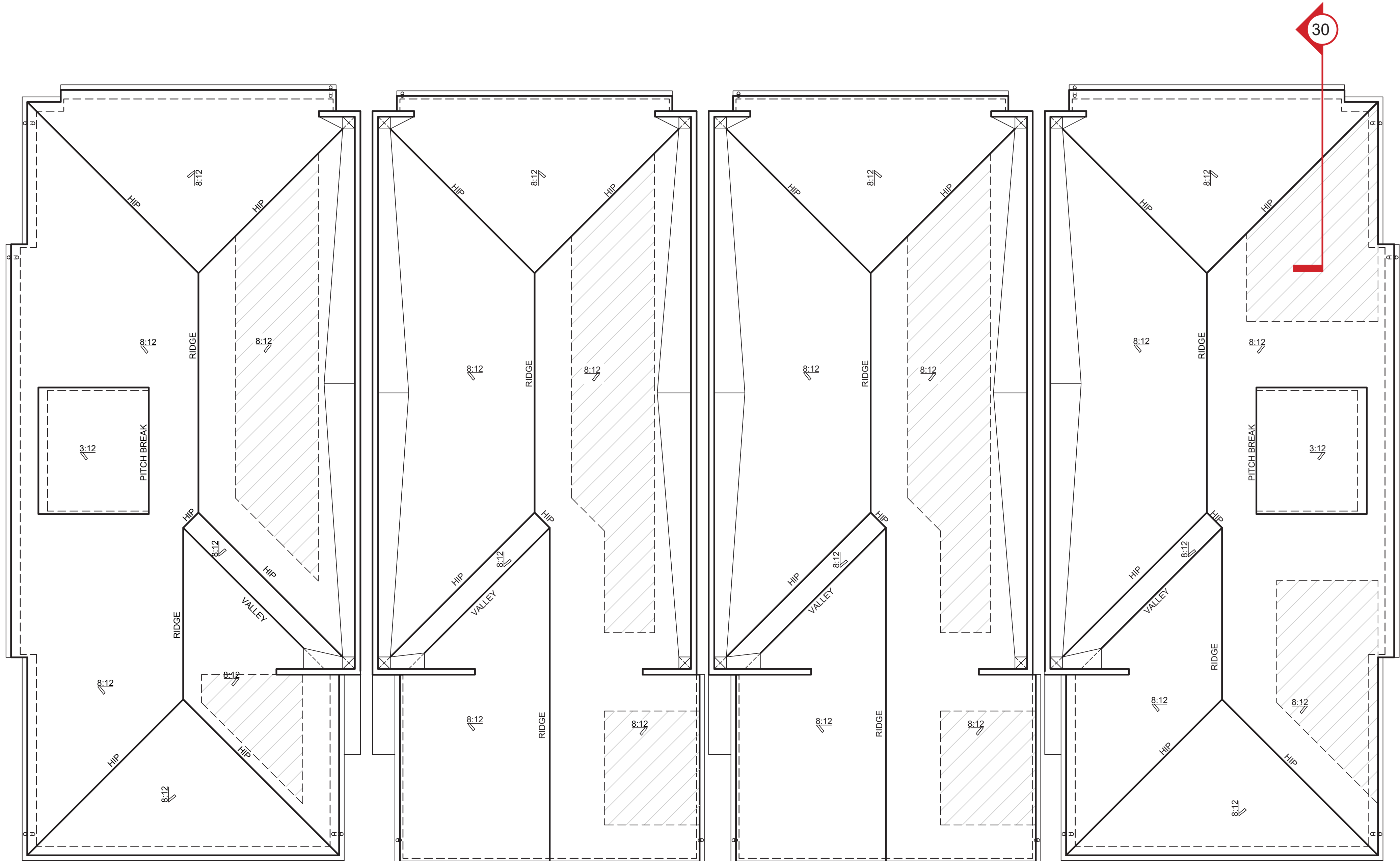
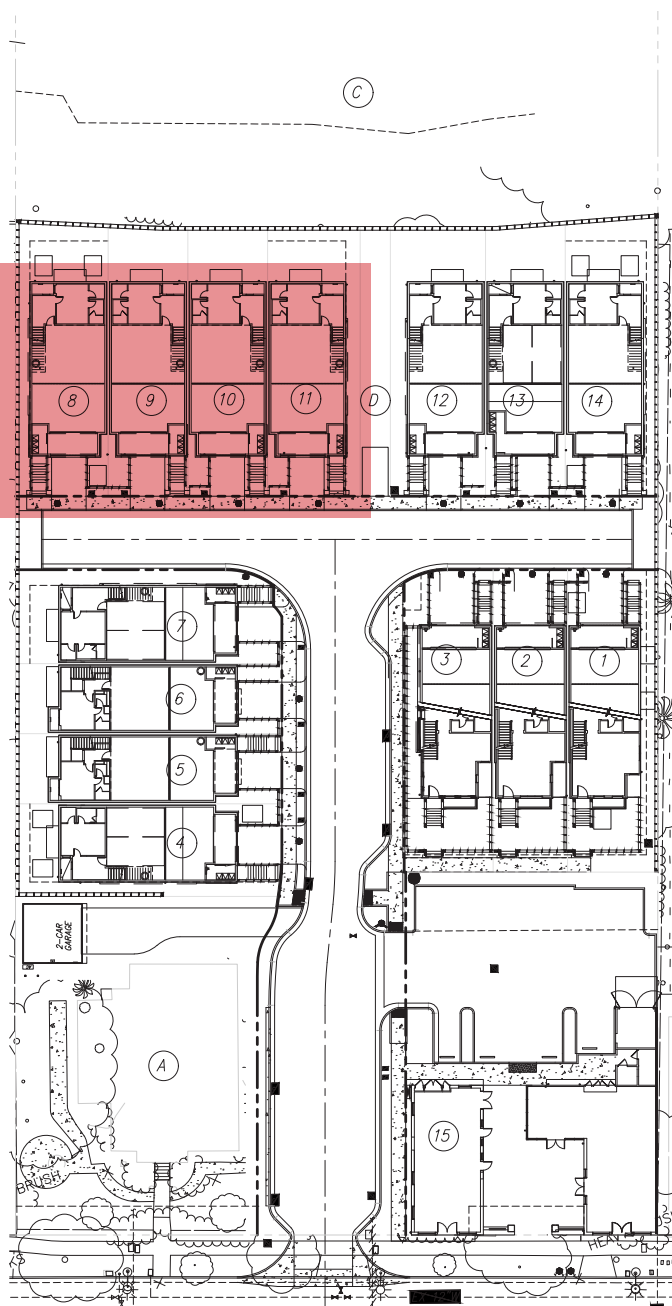
PLAN 2A, 2B
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

LOT 8-11 FLOOR PLAN
SECOND FLOOR



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PLAN 2BR
LOT 8

PLAN 2A
LOT 9

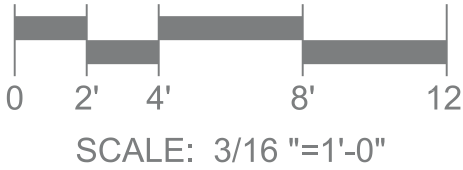
PLAN 2A
LOT 10

PLAN 2B
LOT 11

LOT 8-11 ROOF PLAN

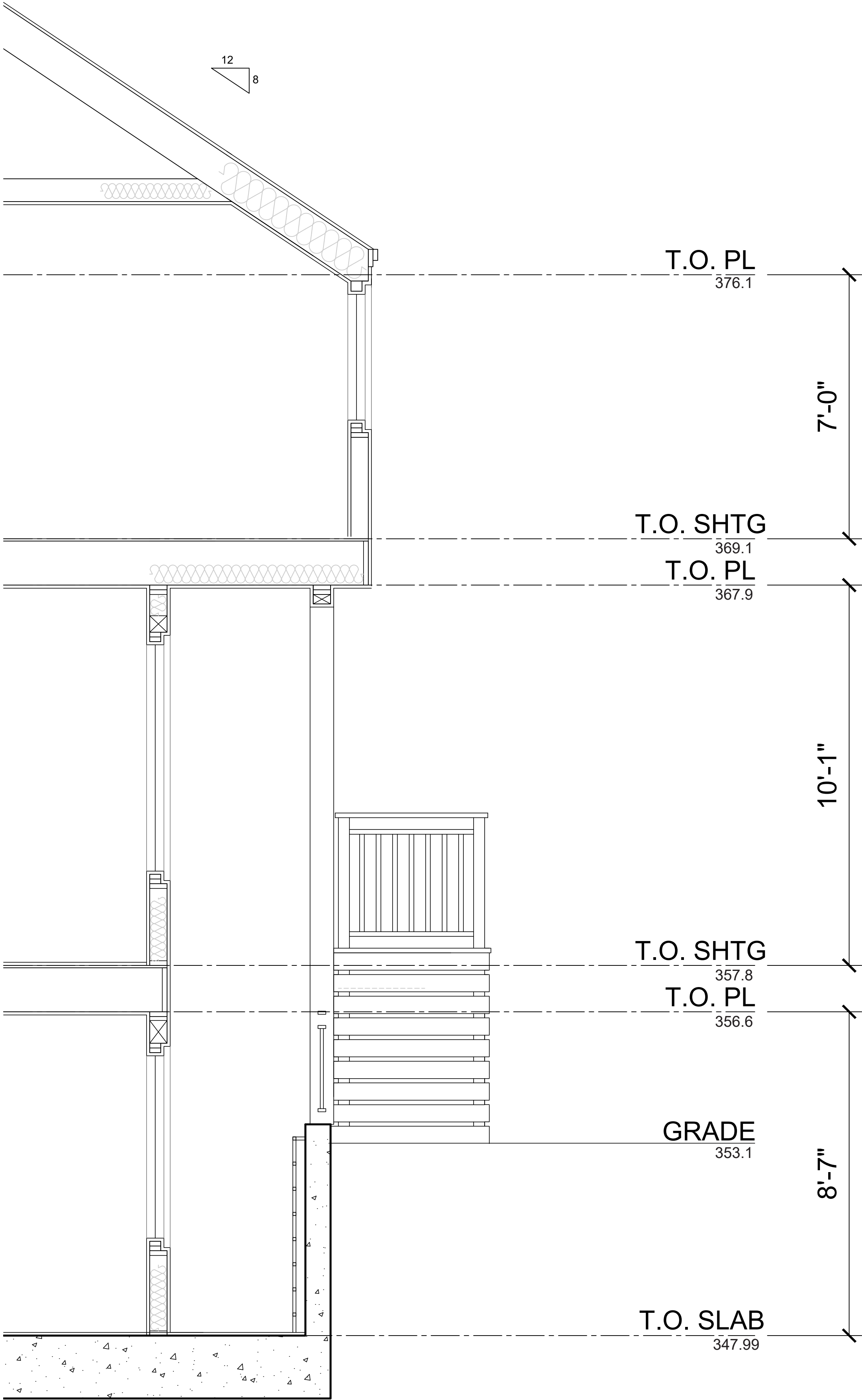
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ROBSON HOMES

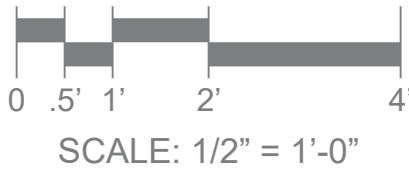
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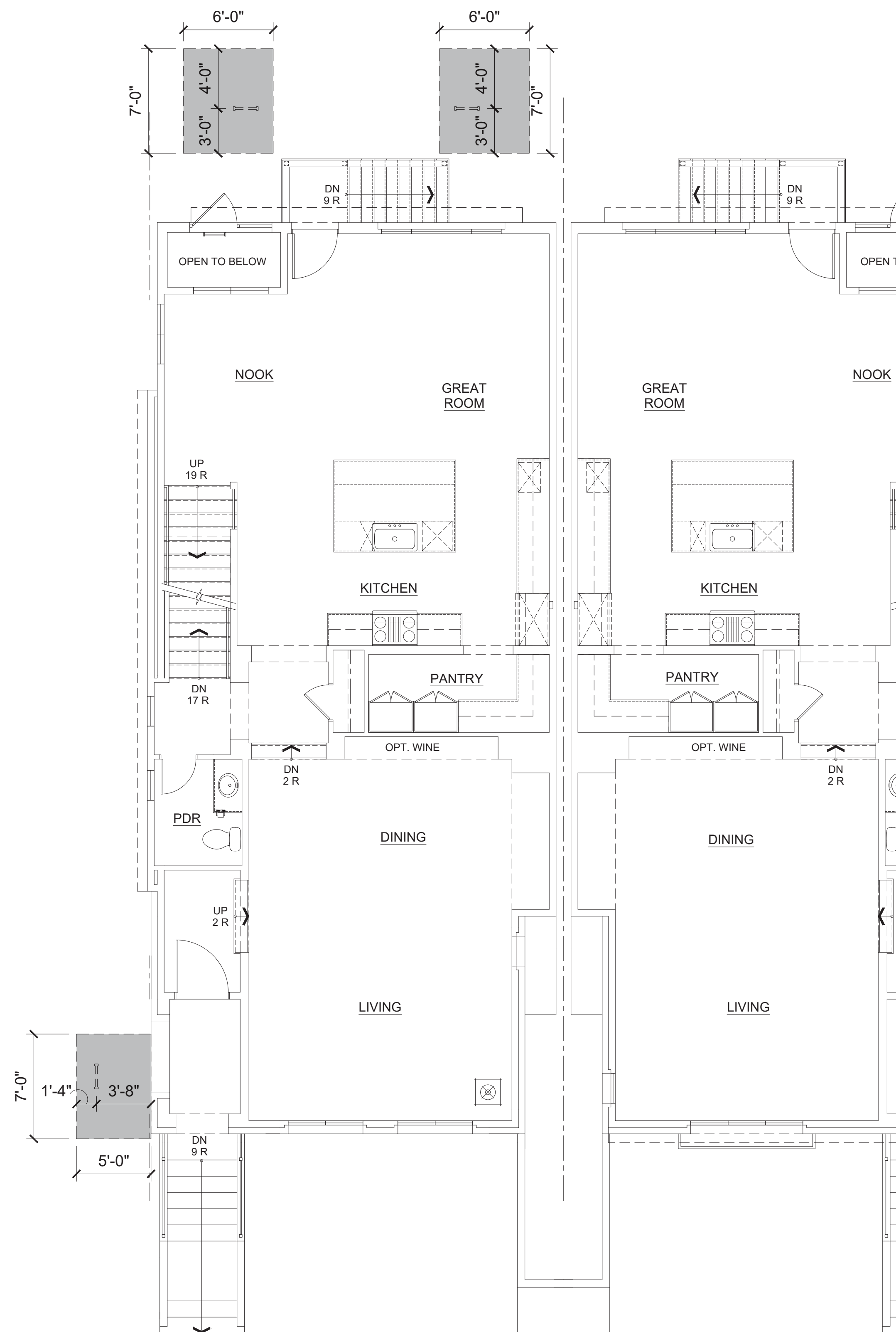
DESIGN REVIEW APPLICATION

WALL SECTION
LOT 11



ROBSON HOMES

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FRONT



REAR

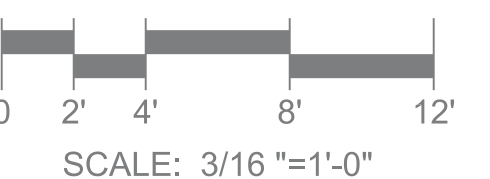


LEFT

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PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

LOT 8
LADDER PAD EXHIBIT



ROBSON HOMES

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LOT 12-14 ELEVATIONS

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

ROBSON  HOMES

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PLAN 2CR
LOT 12
LEFT



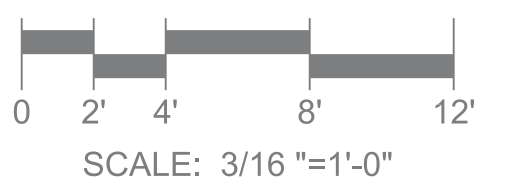
PLAN 2C
LOT 14
RIGHT



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PLEASANTON, CALIFORNIA

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LOT 12-14 ELEVATIONS
COLORED



ROBSON HOMES

20046.01 09/05/2024



LOT 12-14 ELEVATIONS

BLACK AND WHITE

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

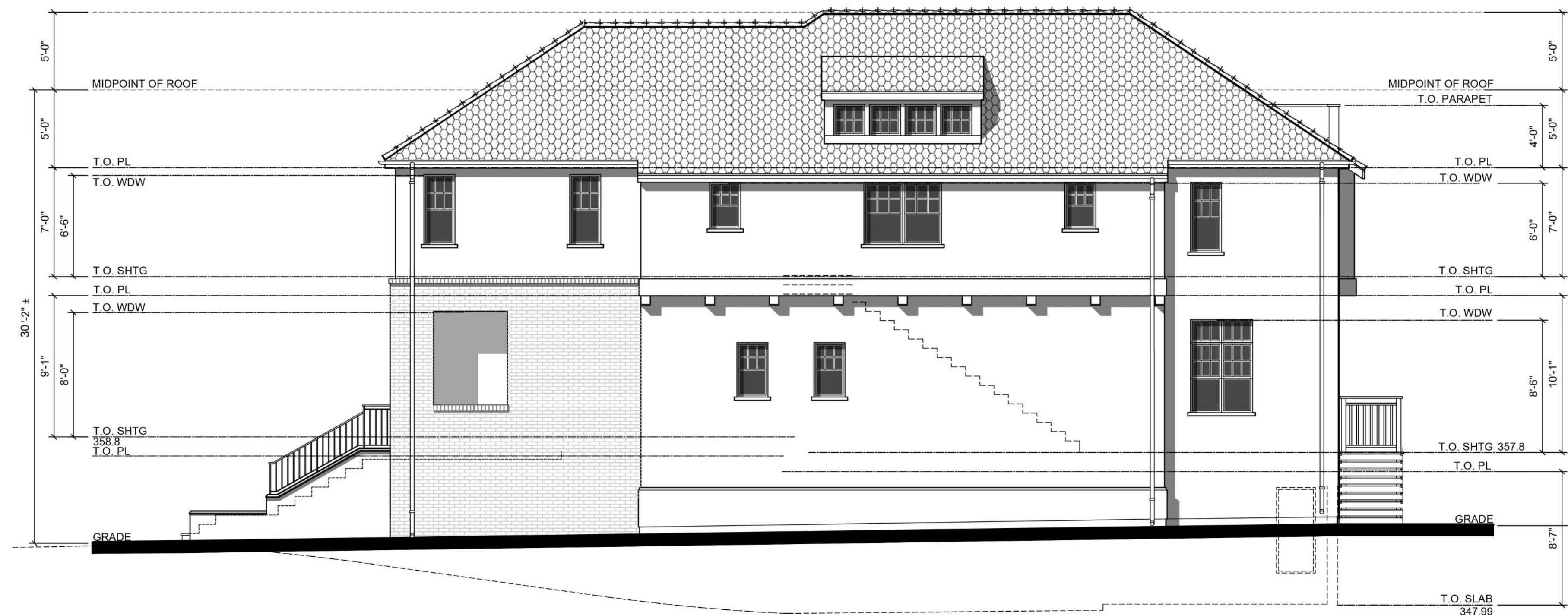
DESIGN REVIEW APPLICATION

ROBSON  HOMES

20046.01 09/05/2024



PLAN 2CR
LOT 12
LEFT



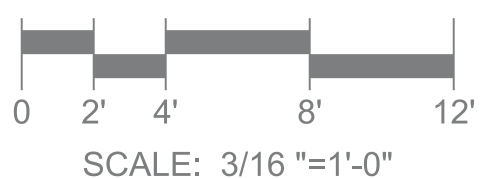
PLAN 2C
LOT 14
RIGHT



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

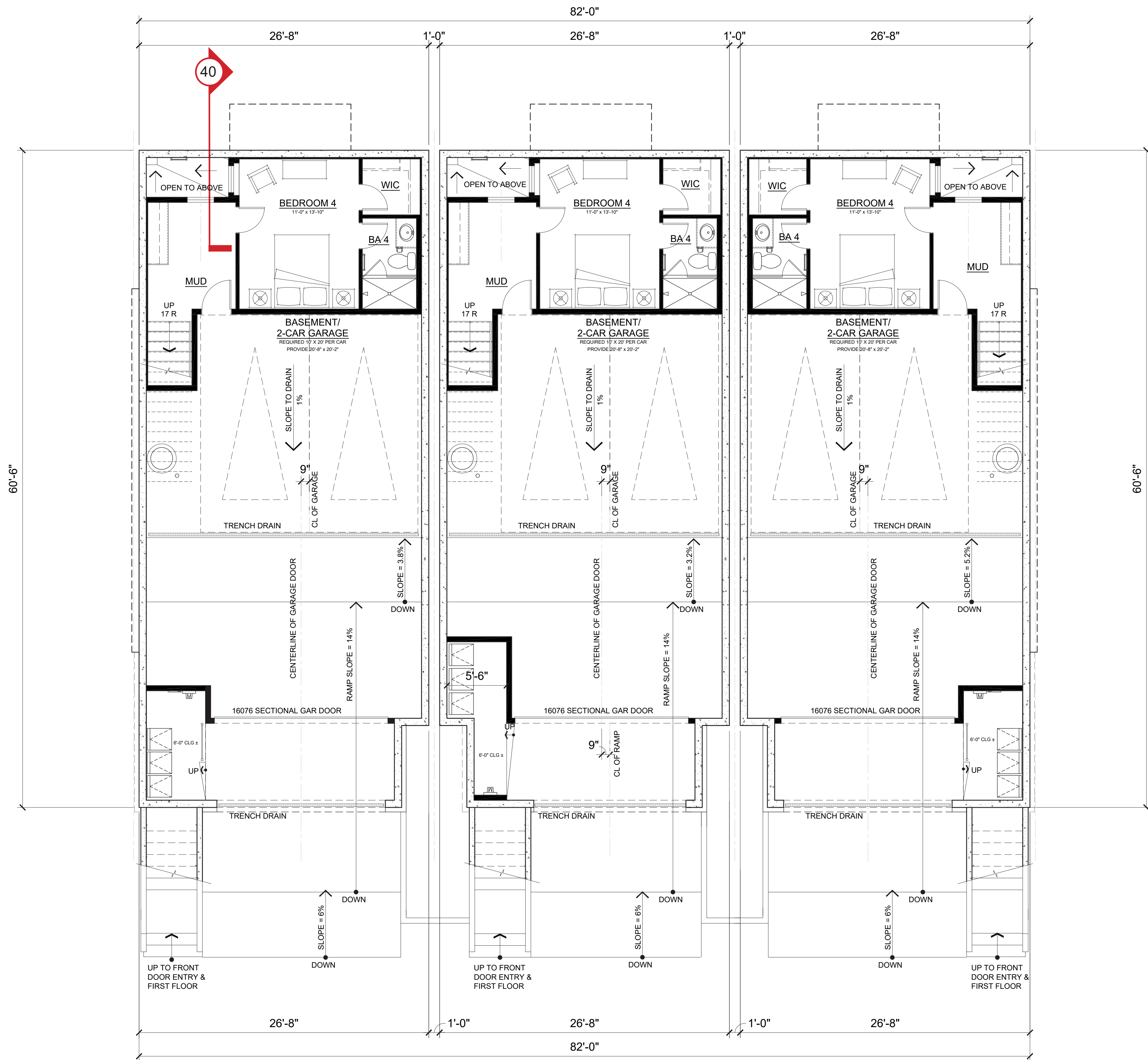
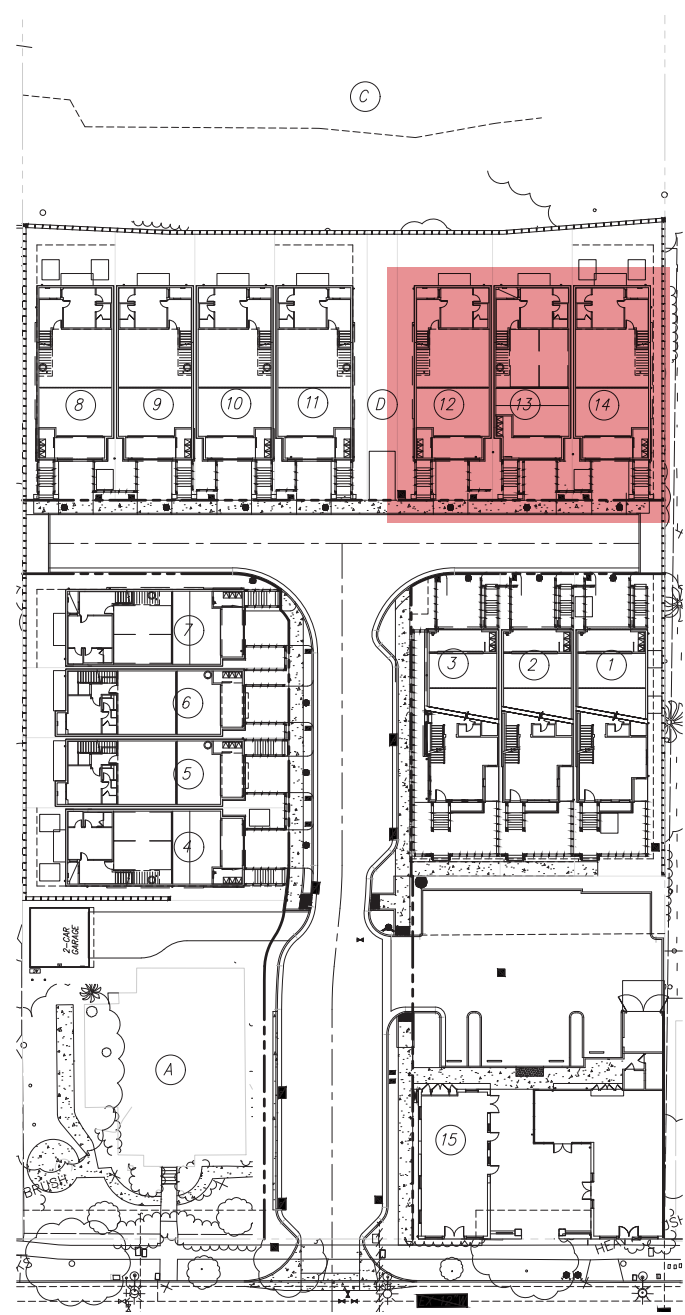
DESIGN REVIEW APPLICATION

LOT 12-14 ELEVATIONS



ROBSON  HOMES

20046.01 09/05/2024



TOTAL GROSS AREA - PLAN 2C	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,600 SF
SECOND FLOOR	1,645 SF
TOTAL	3,685 SF

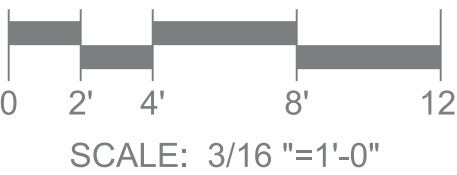
TOTAL GROSS AREA - PLAN 2D	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,543 SF
SECOND FLOOR	1,565 SF
TOTAL	3,548 SF

GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS, INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;

PLAN 2C, 2D
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

LOT 12-14 FLOOR PLAN

BASEMENT FLOOR



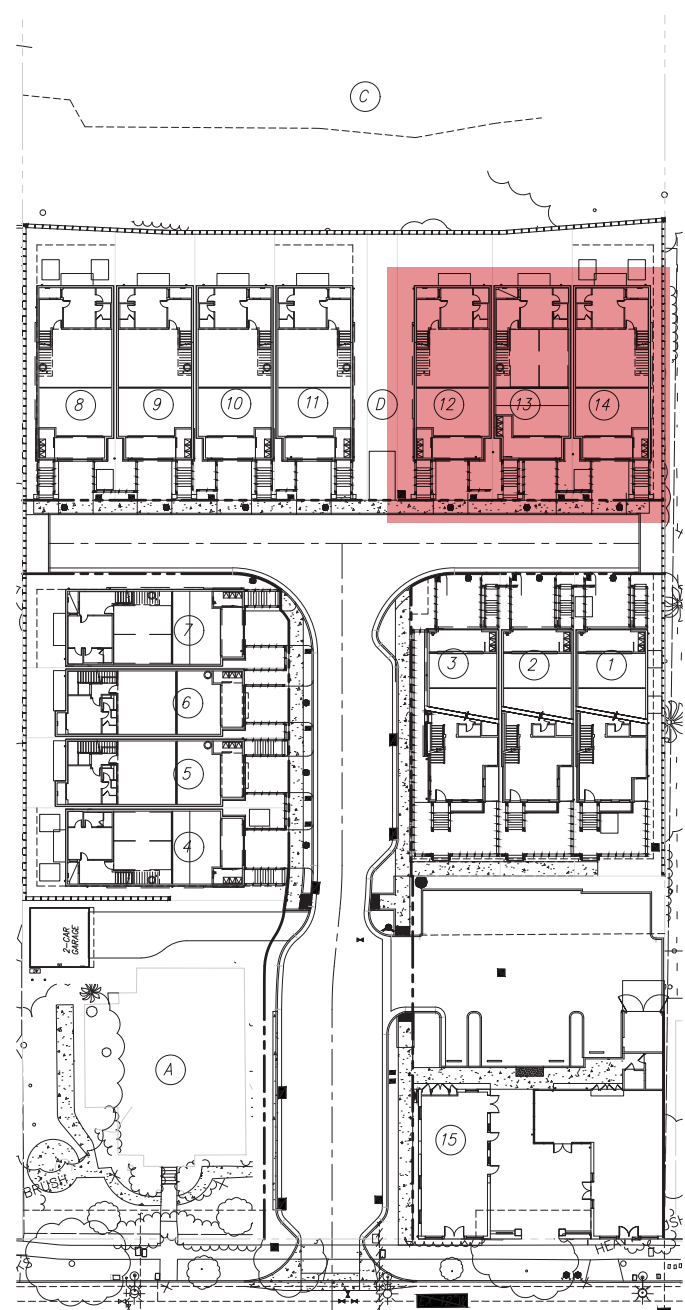
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

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PLAN 2CR
LOT 12

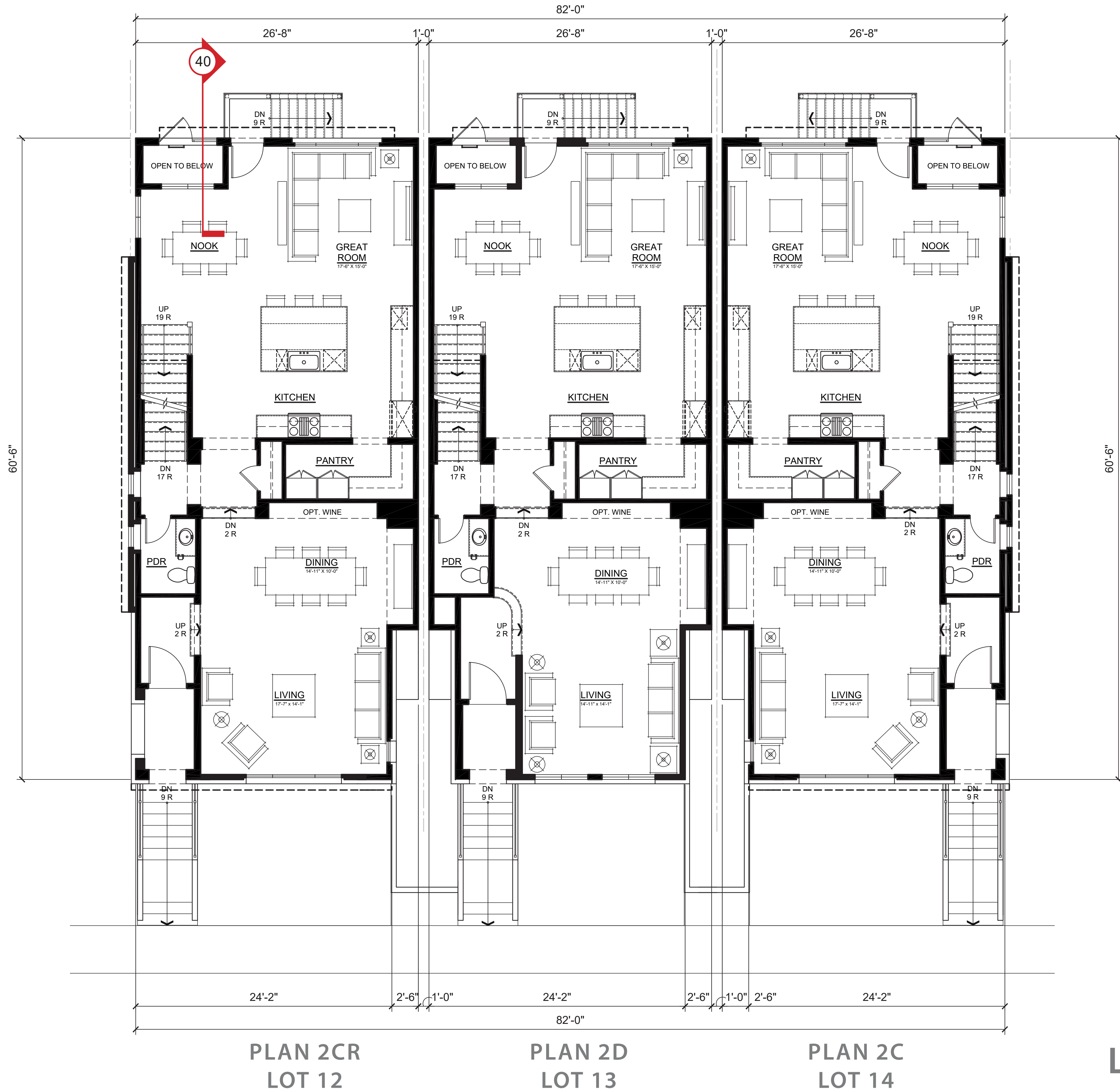
PLAN 2D
LOT 13

PLAN 2C
LOT 14



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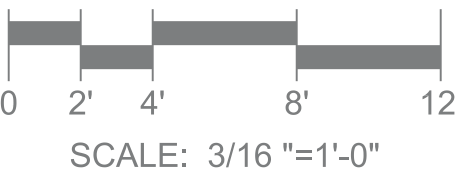
TOTAL GROSS AREA - PLAN 2C	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,600 SF
SECOND FLOOR	1,645 SF
TOTAL	3,685 SF

TOTAL GROSS AREA - PLAN 2D	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,543 SF
SECOND FLOOR	1,565 SF
TOTAL	3,548 SF

GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS, INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;

PLAN 2C, 2D
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

LOT 12-14 FLOOR PLAN
FIRST FLOOR



ROBSON HOMES

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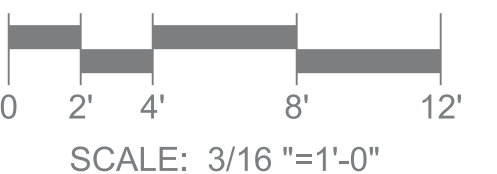
PLAN 2CR
LOT 12

PLAN 2D
LOT 13

PLAN 2C
LOT 14

PLAN 2C, 2D
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE

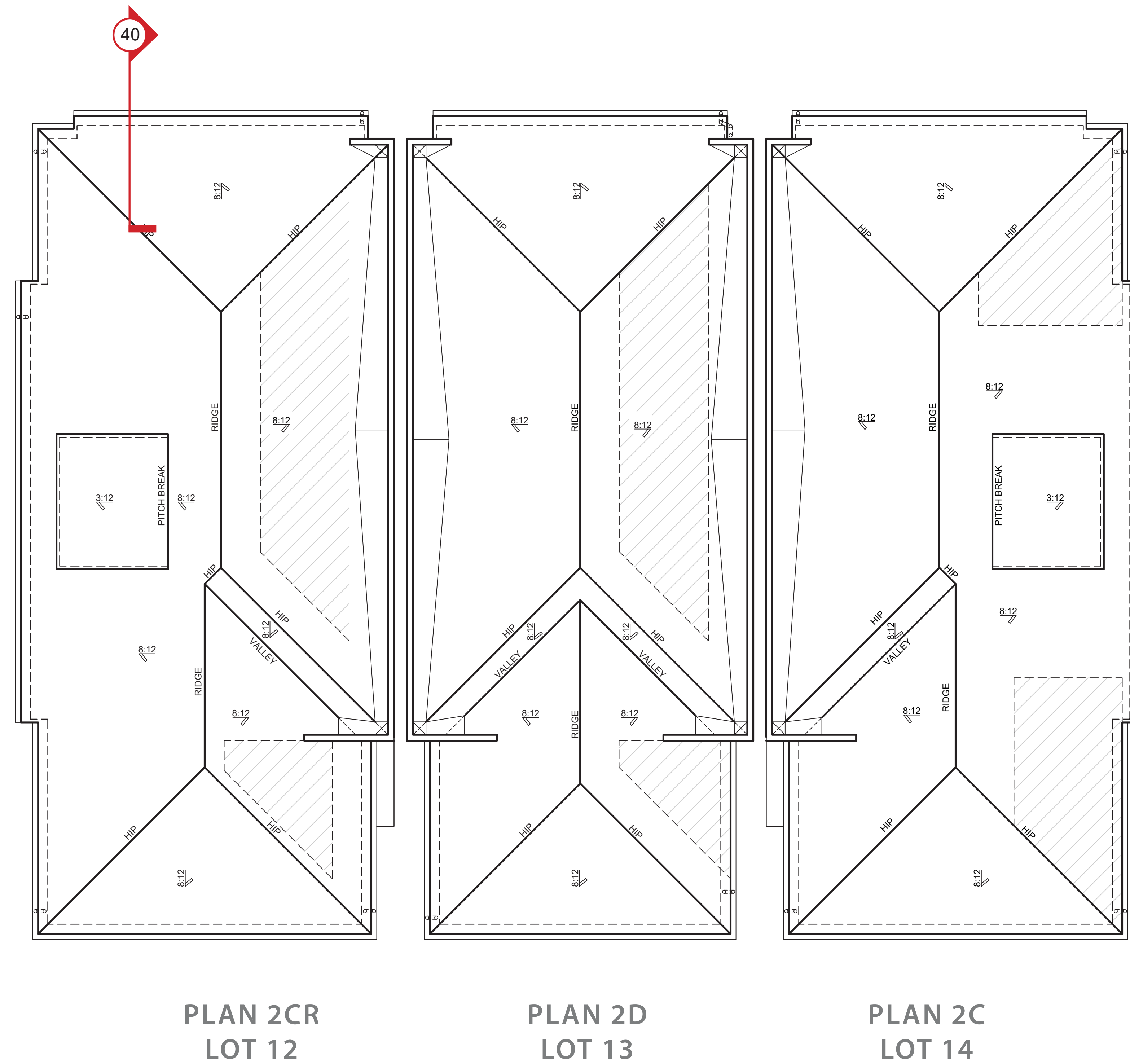
LOT 12-14 FLOOR PLAN
SECOND FLOOR



TOTAL GROSS AREA - PLAN 2C	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,600 SF
SECOND FLOOR	1,645 SF
TOTAL	3,685 SF

TOTAL GROSS AREA - PLAN 2D	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,543 SF
SECOND FLOOR	1,565 SF
TOTAL	3,548 SF

GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS, INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;



LOT 12-14 ROOF PLAN



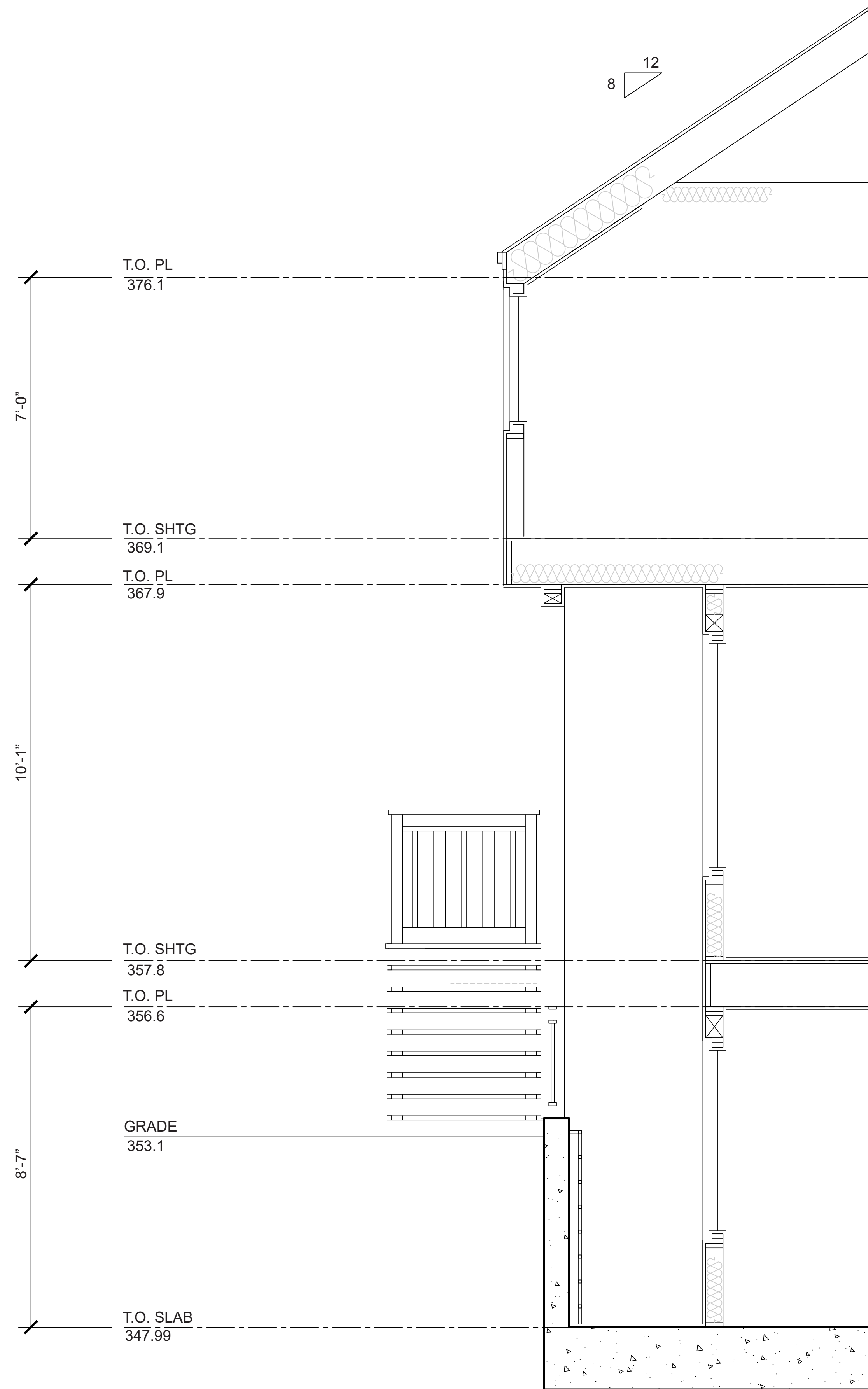
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

0 2' 4' 8' 12'
SCALE: 3/16"=1'-0"

ROBSON HOMES

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475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

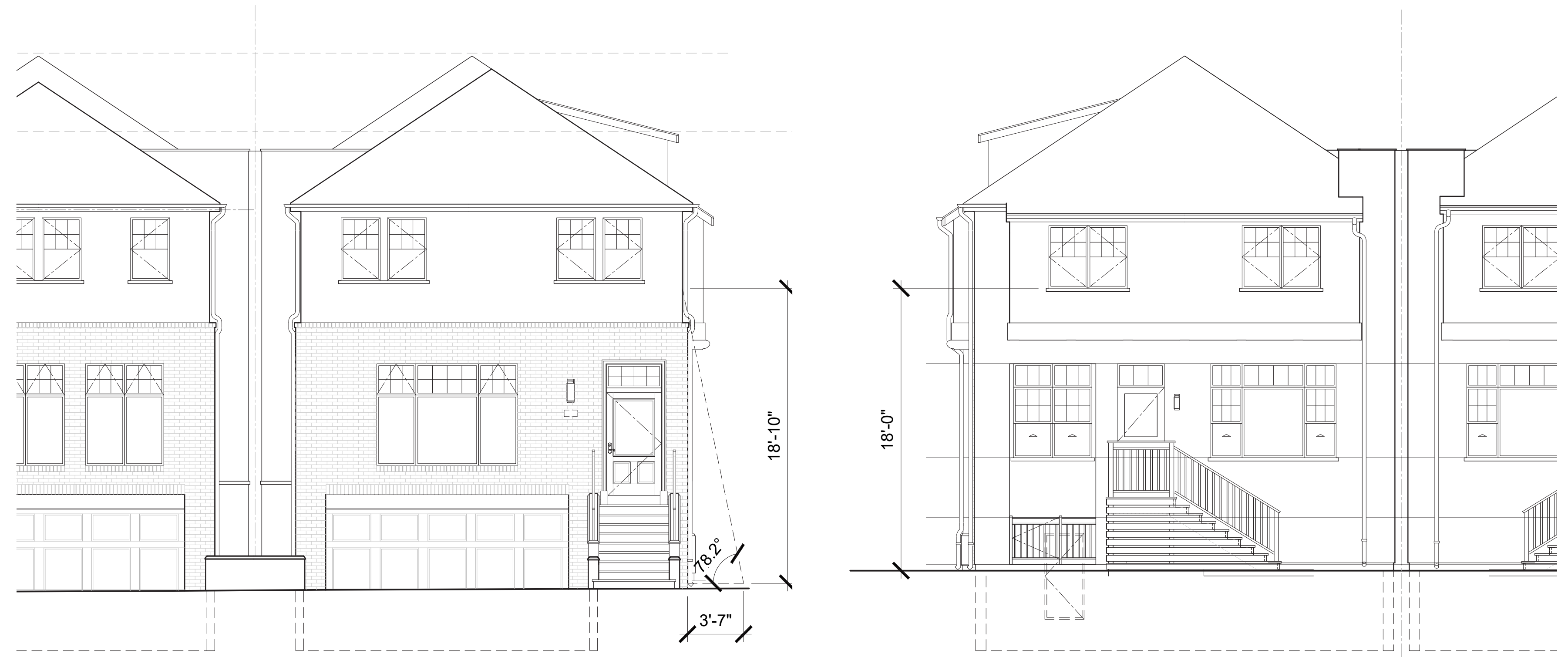
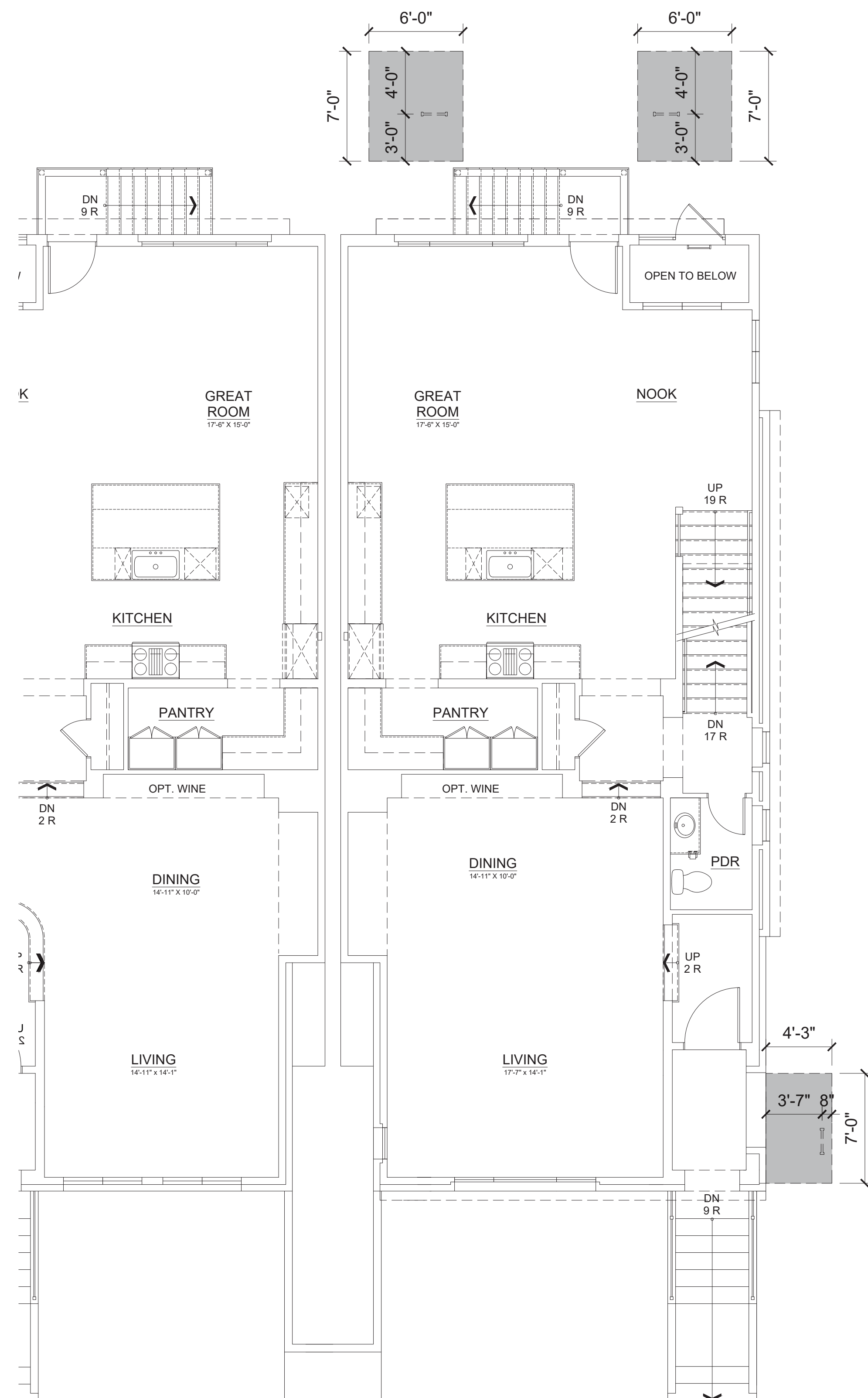
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WALL SECTION
LOT 12



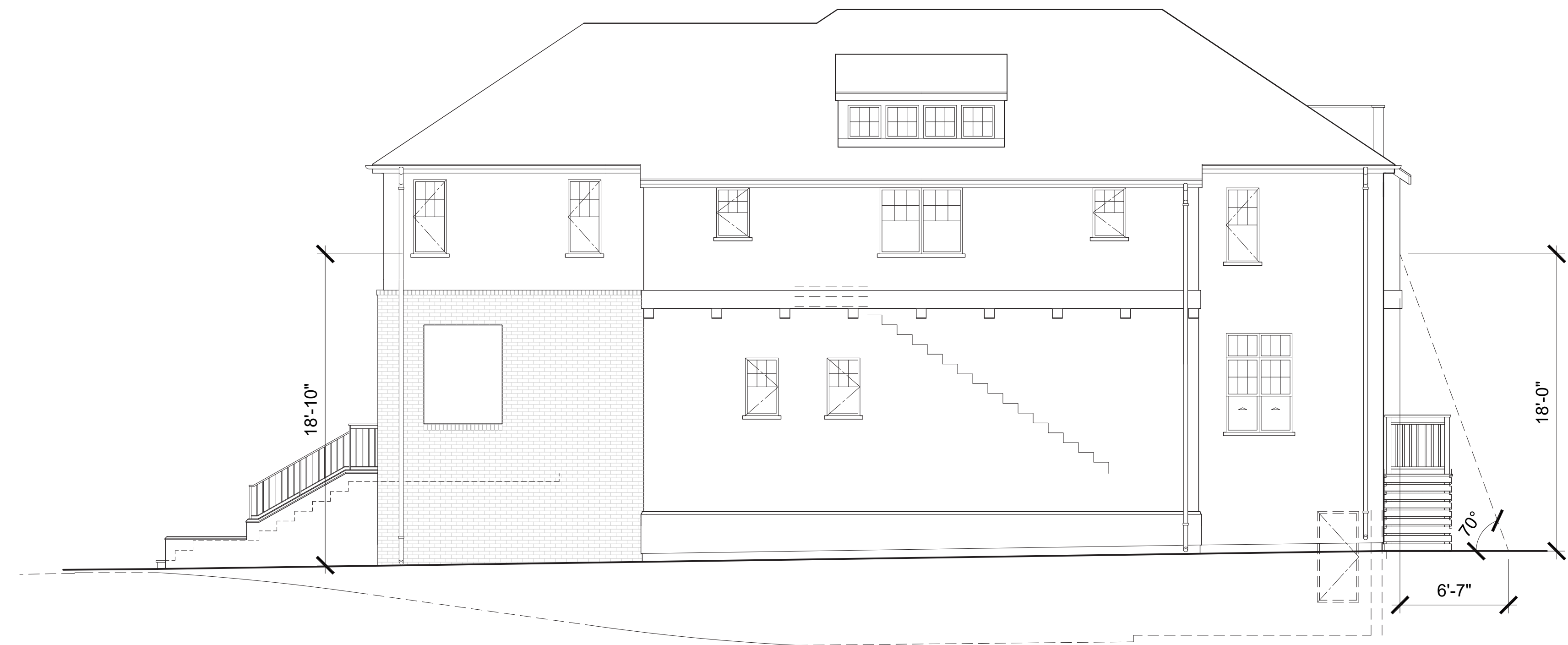
ROBSON HOMES

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FRONT

REAR

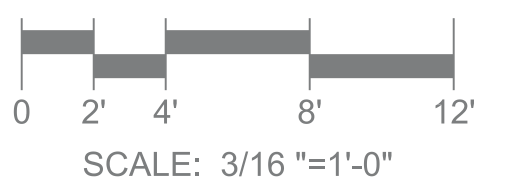


RIGHT

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

LOT 14
LADDER PAD EXHIBIT

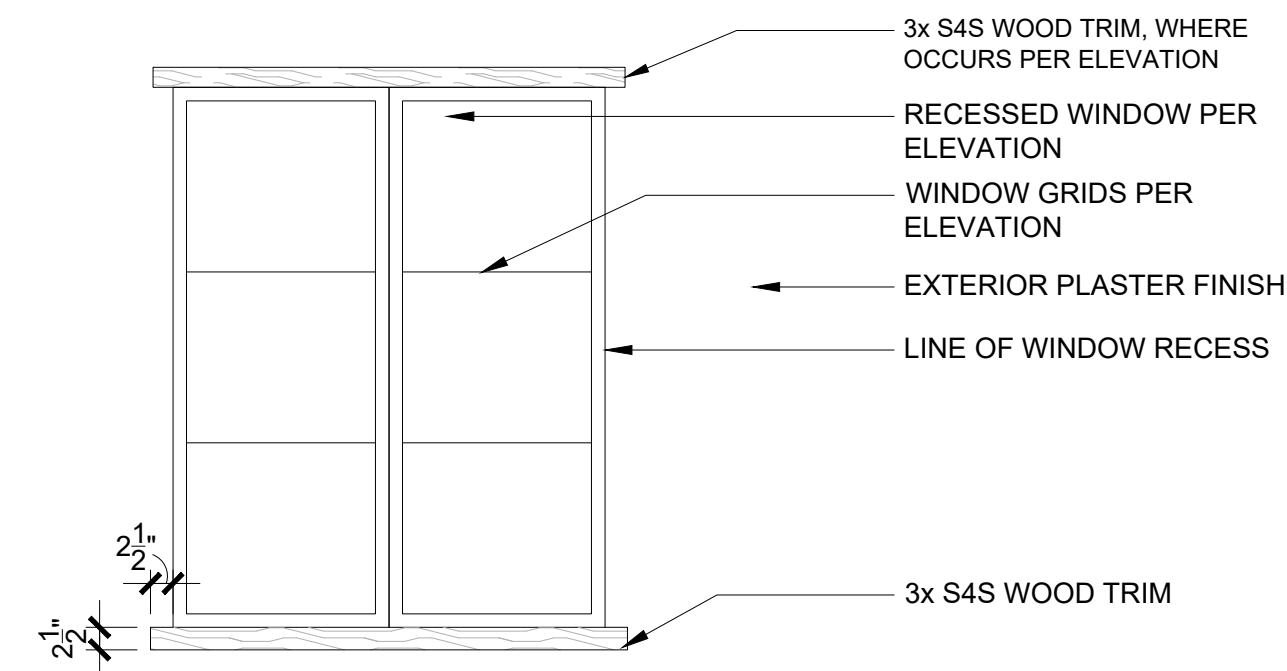


ROBSON HOMES

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ROOFING
ASPHALT COMPOSITION SHINGLE ROOF WITH 2X4 S4S FASCIA BOARD OVER 2X6 S4S FASCIA BOARD. SEE COLOR SCHEMES FOR MORE INFORMATION.

TRIM AT WINDOWS IN STUCCO WALL
5.5" DEEP RECESSED VINYL WINDOWS WITH HIGH DENSITY FOAM FILL. 3x S4S WOOD TRIM AT HEAD AND SILL.



BRICK BAND
ROWLOCK COURSE BRICK BAND WITH 1" OFFSET FROM BRICK FINISH BELOW. PAINTED PER COLOR SCHEME.

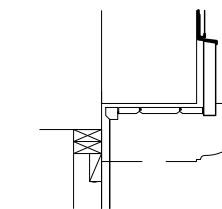
FIBERGLASS ENTRY DOOR
PRECAST TRIM PER COLOR SCHEME

BRICK BAND
ROWLOCK COURSE BRICK BAND WITH 1" OFFSET FROM BRICK FINISH BELOW. PAINTED PER COLOR SCHEME.

ENTRY STAIR
STUCCO WALL WITH PRECAST CAP PER COLOR SCHEME WITH WROUGHT IRON HAND RAIL, PER COLOR SCHEME.

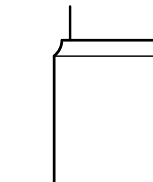
GARAGE DOOR
PANEL-STYLE GARAGE DOOR WITH NO WINDOWS

BAND AND CORBEL AT CANTILEVERS
2x10 S4S WOOD TRIM, NOTCH AROUND CORBEL. 6X8 S4S WOOD CORBEL, SEE ELEVATION FOR SPACING AND LOCATION. 1x6 S4S T&G WOOD AT CEILING.



WALL FINISH
EXTERIOR PLASTER FINISH PAINTED PER COLOR SCHEME

STUCCO WAINSCOT
FINISH COAT STUCCO OVER 2" SHAPED FOAM TRIM



CORROSION RESISTANT METAL DOWNSPOUT

RECESSED TRIM AT WINDOWS IN BRICK WALL
BRICK HEAD AND JAMB FINISH PAINTED PER COLOR SCHEME

WALL FINISH
BRICK FINISH PAINTED PER COLOR SCHEME

GUARDRAIL
WROUGHT IRON RAIL FOR FALL PROTECTION AT LIGHT WELL AND BALCONIES. PAINTED TO MATCH WINDOWS.

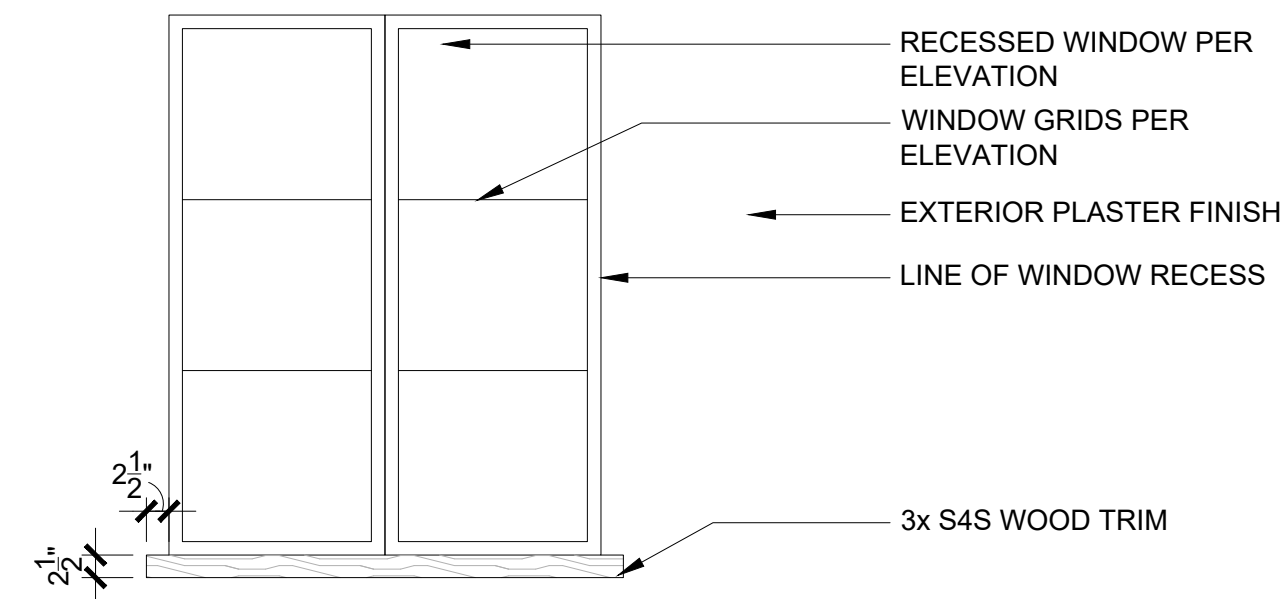
WALL FINISH
STUCCO LANDSCAPE WALL WITH PRECAST CAP PER COLOR SCHEME

SCHEMATIC DETAILS

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PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

TRIM AT WINDOWS IN STUCCO WALL
5.5" DEEP RECESSED VINYL WINDOWS WITH HIGH
DENSITY FOAM FILL. 3x S4S WOOD TRIM AT SILL.



CORROSION RESISTANT
METAL DOWNSPOUT

RECESSED WINDOWS IN BRICK WALL
BRICK HEAD AND JAMB FINISH PAINTED PER
COLOR SCHEME

WALL FINISH
BRICK FINISH PAINTED PER COLOR SCHEME

GUARDRAIL
WROUGHT IRON RAIL FOR FALL PROTECTION
AT LIGHT WELL AND BALCONIES.
PAINTED TO MATCH WINDOWS.

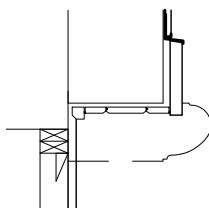
BRICK HEADER
SOLDIER COURSE BRICK HEADER TO ALIGN
WITH BRICK WALL FINISH ABOVE. PAINTED
PER COLOR SCHEME.

WALL FINISH
STUCCO LANDSCAPE WALL WITH
PRECAST CAP PER COLOR SCHEME

ROOFING
ASPHALT COMPOSITION SHINGLE ROOF WITH 2X4 S4S
FASCIA BOARD OVER 2X6 S4S FASCIA BOARD. SEE
COLOR SCHEMES FOR MORE INFORMATION.

WALL FINISH
EXTERIOR PLASTER FINISH
PAINTED PER COLOR SCHEME

BAND AND CORBEL AT CANTILEVERS
2x10 S4S WOOD TRIM, NOTCH AROUND
CORBEL. 6X8 S4S WOOD CORBEL, SEE
ELEVATION FOR SPACING AND LOCATION.
1x6 S4S T&G WOOD AT CEILING.



FIBERGLASS DOOR WITH TRANSOM ABOVE
BRICK HEAD AND JAMB PAINTED
PER COLOR SCHEME

GARAGE DOOR
PANEL-STYLE GARAGE DOOR
WITH NO WINDOWS

ENTRY STAIR
STUCCO WALL WITH PAINTED FULL BRICK
CAP PER COLOR SCHEME WITH WROUGHT
IRON HAND RAIL, PER COLOR SCHEME.

SCHEMATIC DETAILS

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



LEFT



RIGHT



FRONT



REAR

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

BARONE HOUSE - EXISTING ELEVATIONS

COLORED

0 2' 4' 8' 12'
SCALE: 3/16"=1'-0"

ROBSON HOMES

20046.01 09/05/2024



LEFT



FRONT



RIGHT



REAR

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

BARONE HOUSE - EXISTING ELEVATIONS

BLACK AND WHITE

0 2' 4' 8' 12'
SCALE: 3/16"=1'-0"

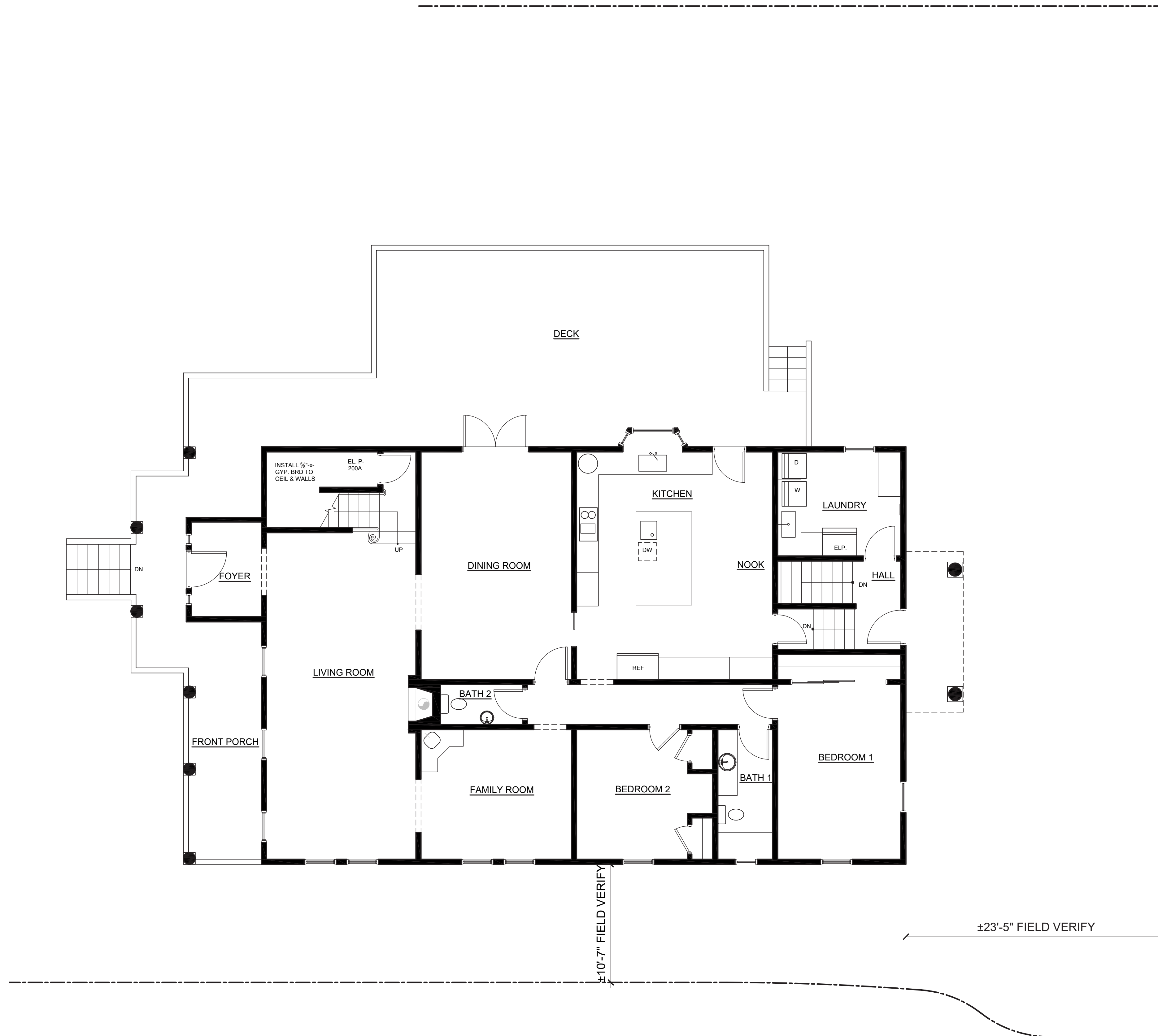
ROBSON HOMES

20046.01 09/05/2024

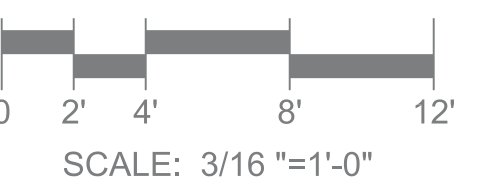


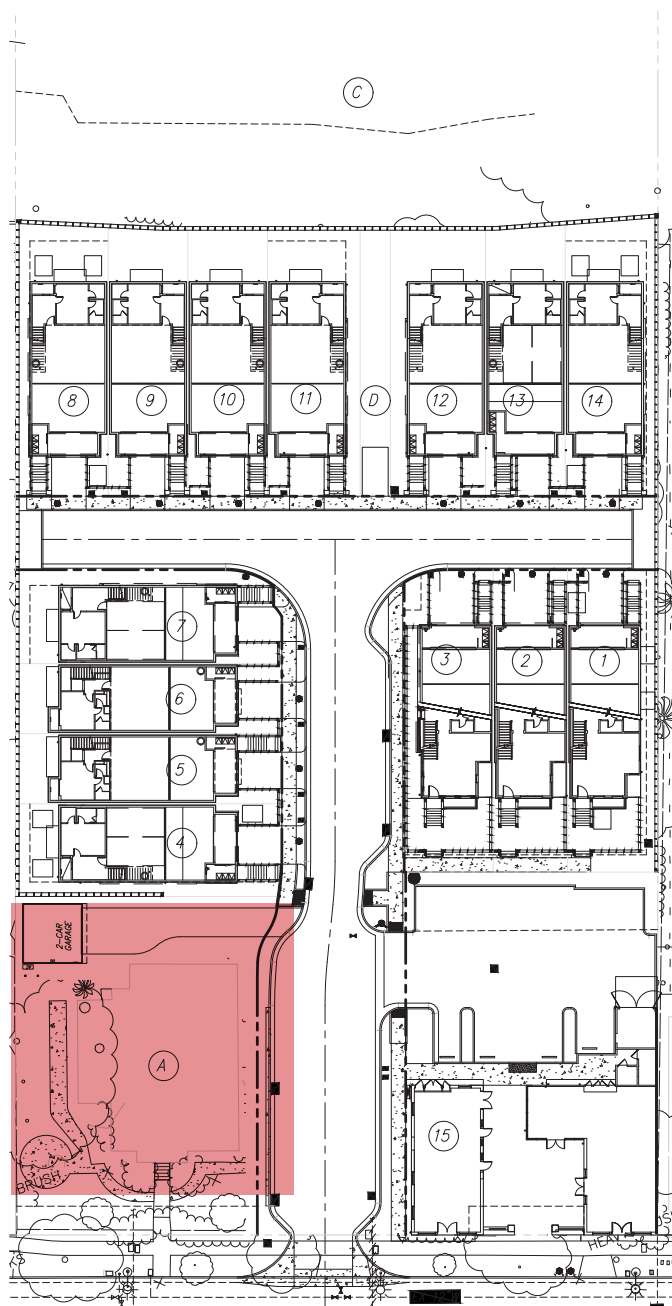
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



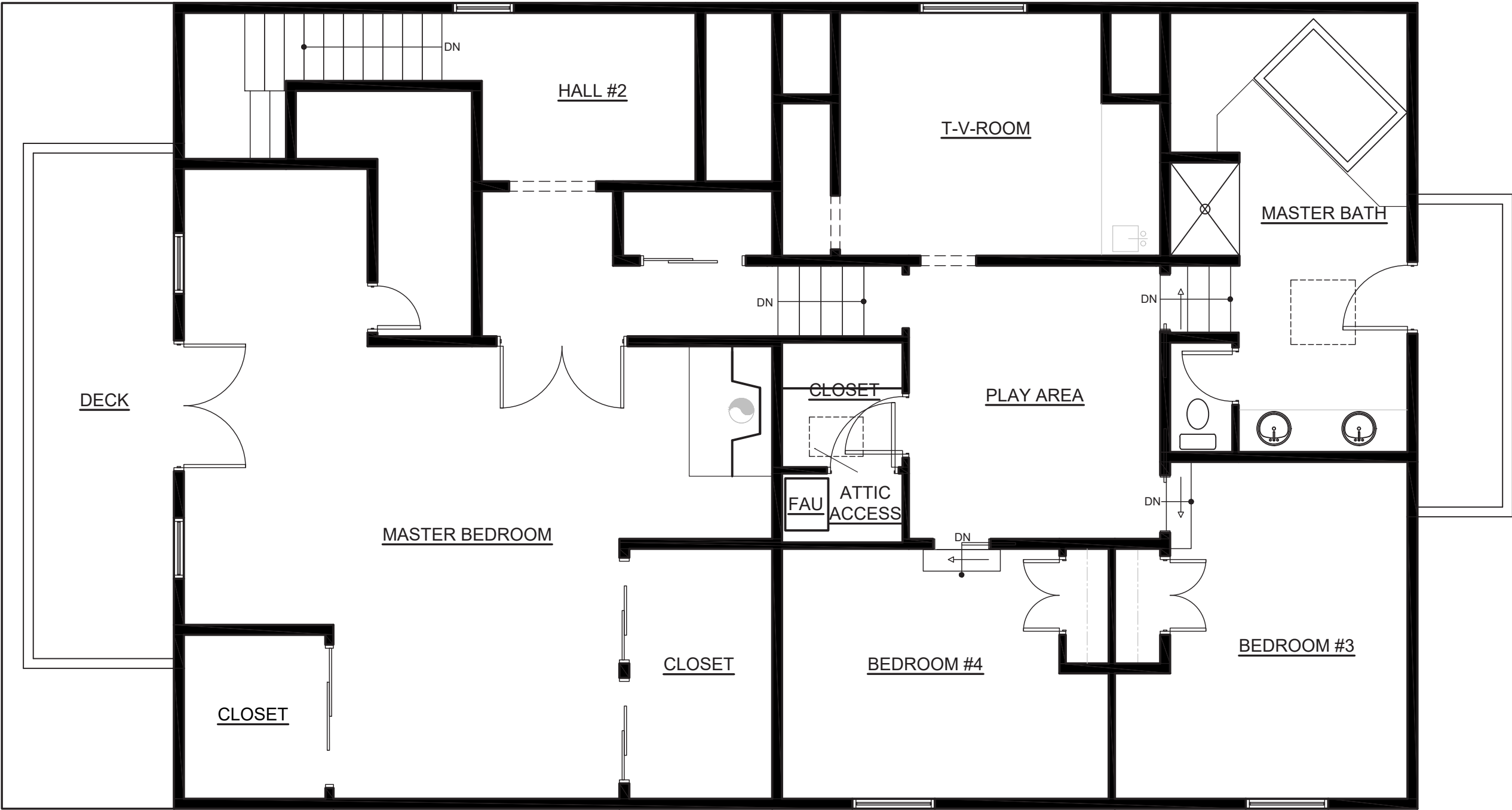
BARONE HOUSE - EXISTING FLOOR PLAN
FIRST FLOOR



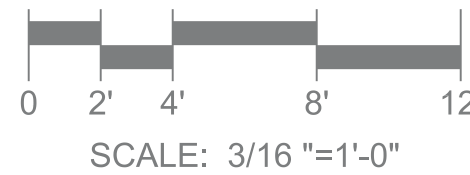


475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

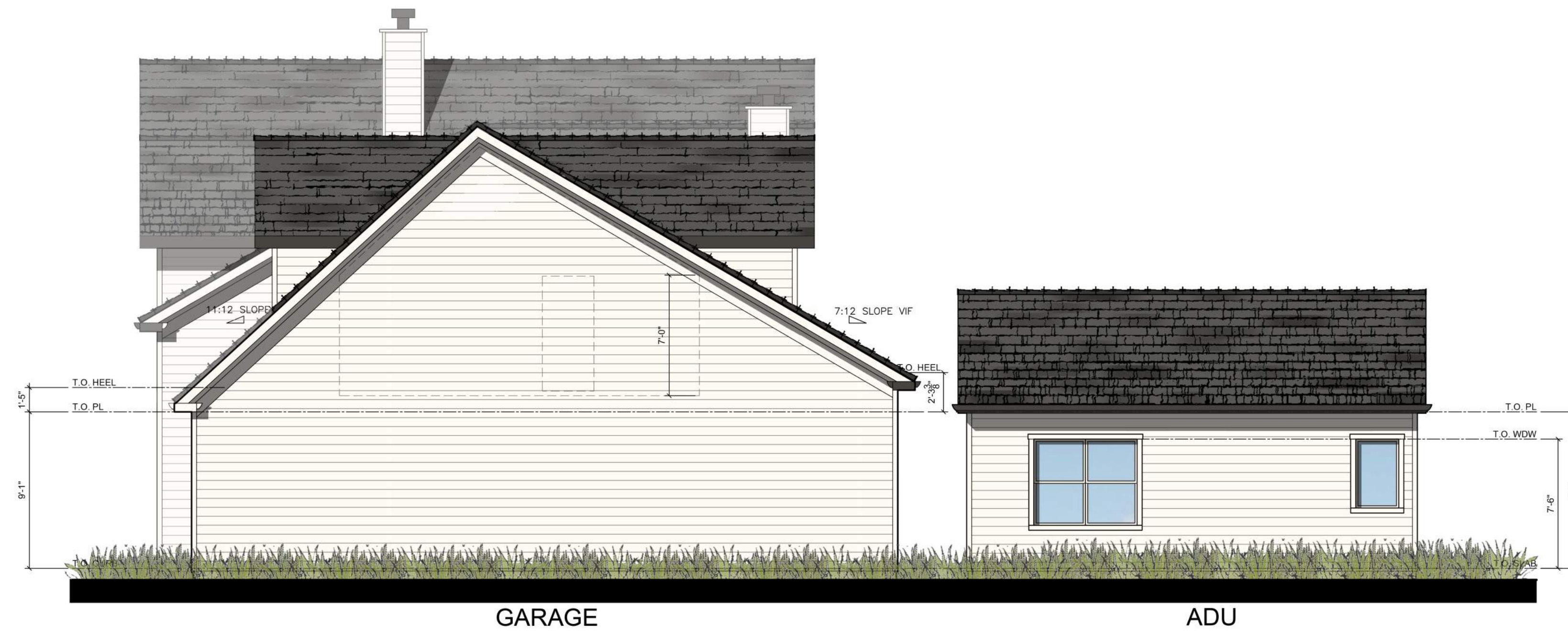


BARONE HOUSE - EXISTING FLOOR PLAN
SECOND FLOOR





FRONT



GARAGE

ADU

REAR

BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS COLORED

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

0 2' 4' 8' 12'
SCALE: 3/16"=1'-0"

ROBSON HOMES

20046.01 09/05/2024



GARAGE

LEFT



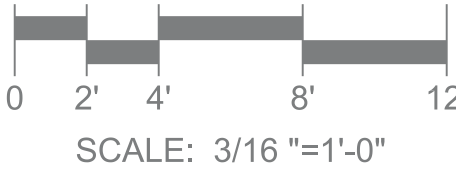
GARAGE

RIGHT

BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS
COLORED

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION





LEFT



FRONT



RIGHT

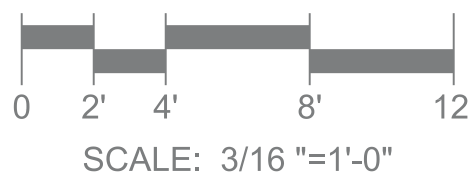


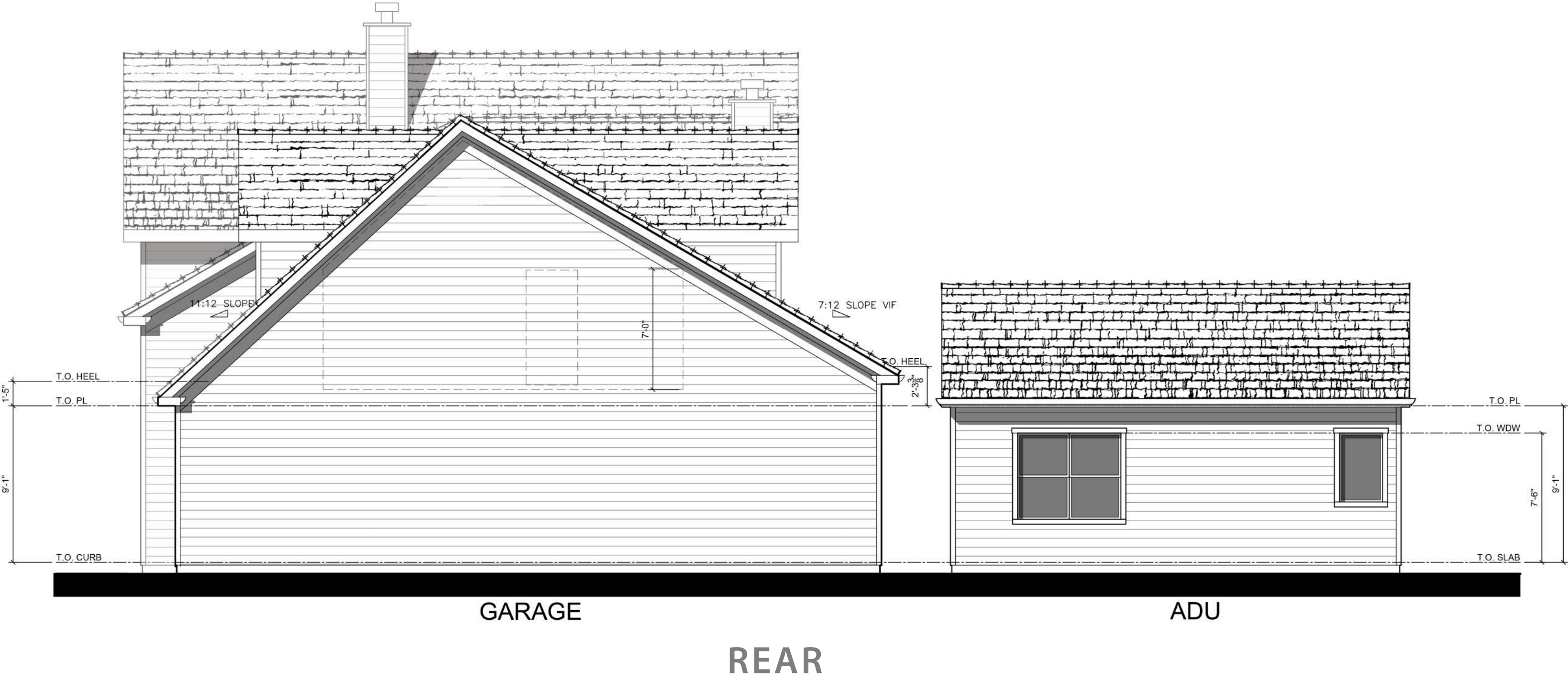
REAR

BARONE HOUSE - PROPOSED ADU ELEVATIONS
COLORED

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION





BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS

BLACK AND WHITE

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

0 2' 4' 8' 12'
SCALE: 3/16"=1'-0"

ROBSON HOMES

20046.01 09/05/2024



LEFT



RIGHT

BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS

BLACK AND WHITE

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

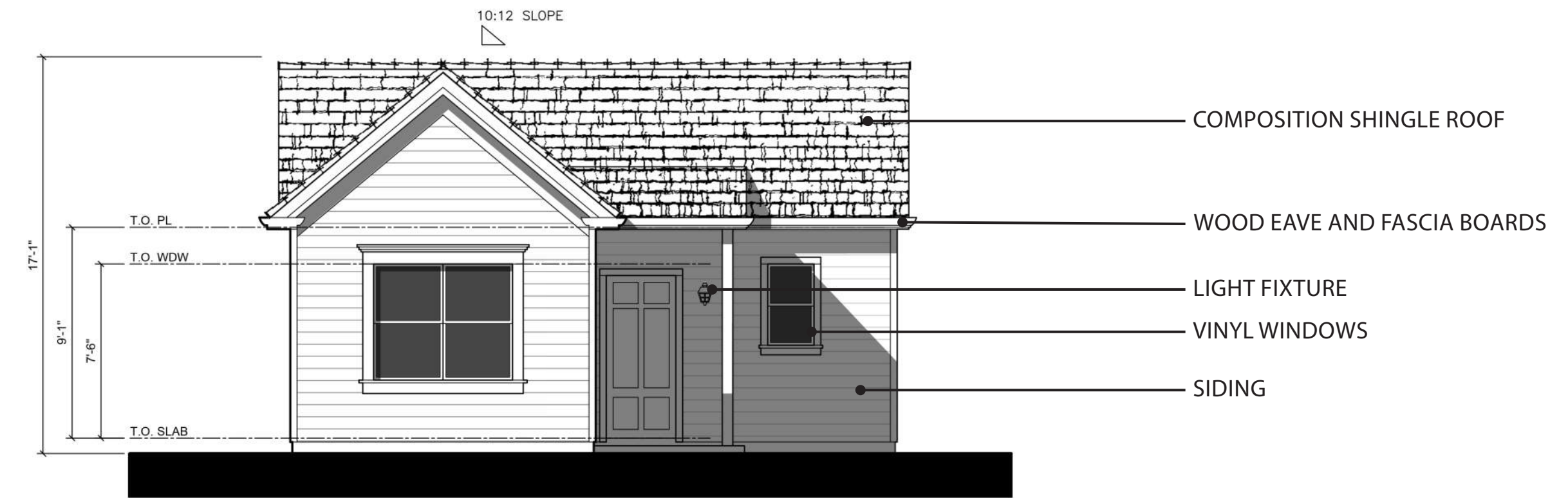
0 2' 4' 8' 12'
SCALE: 3/16"=1'-0"

ROBSON HOMES

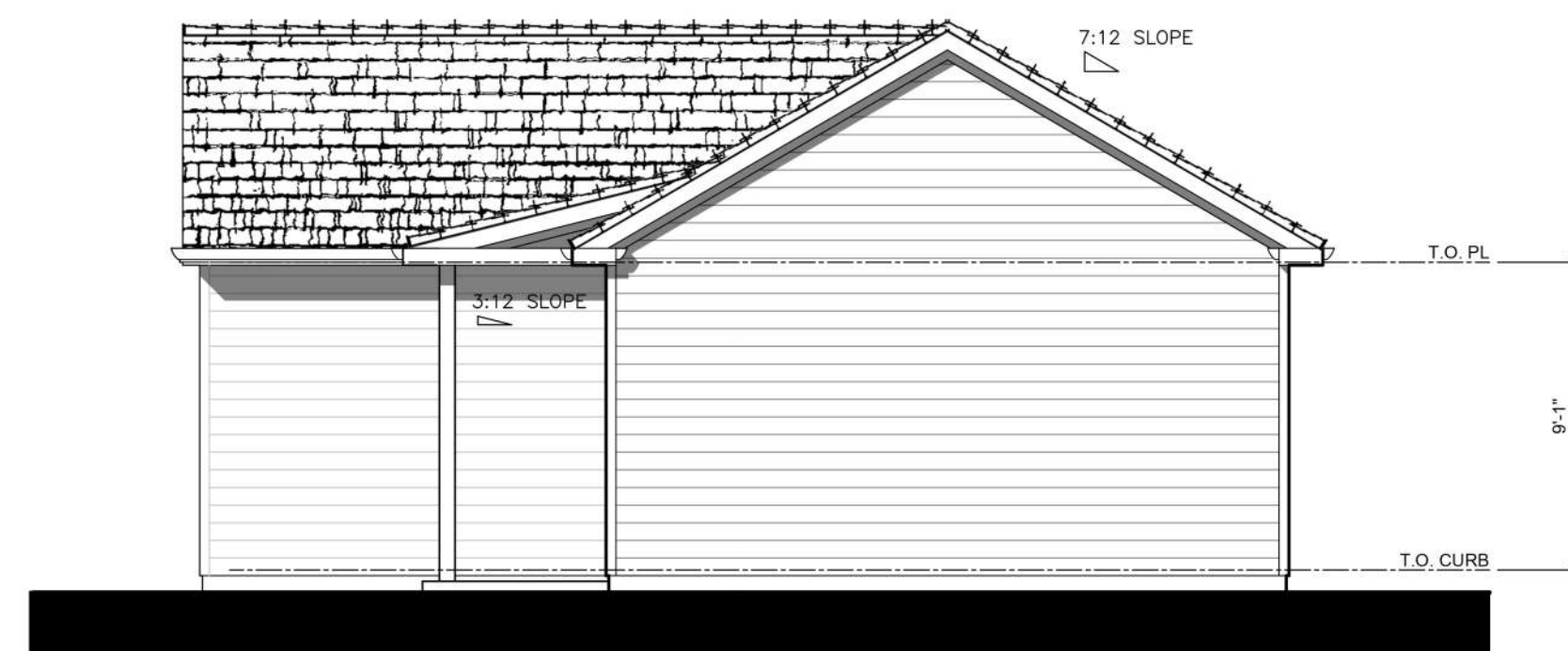
20046.01 09/05/2024



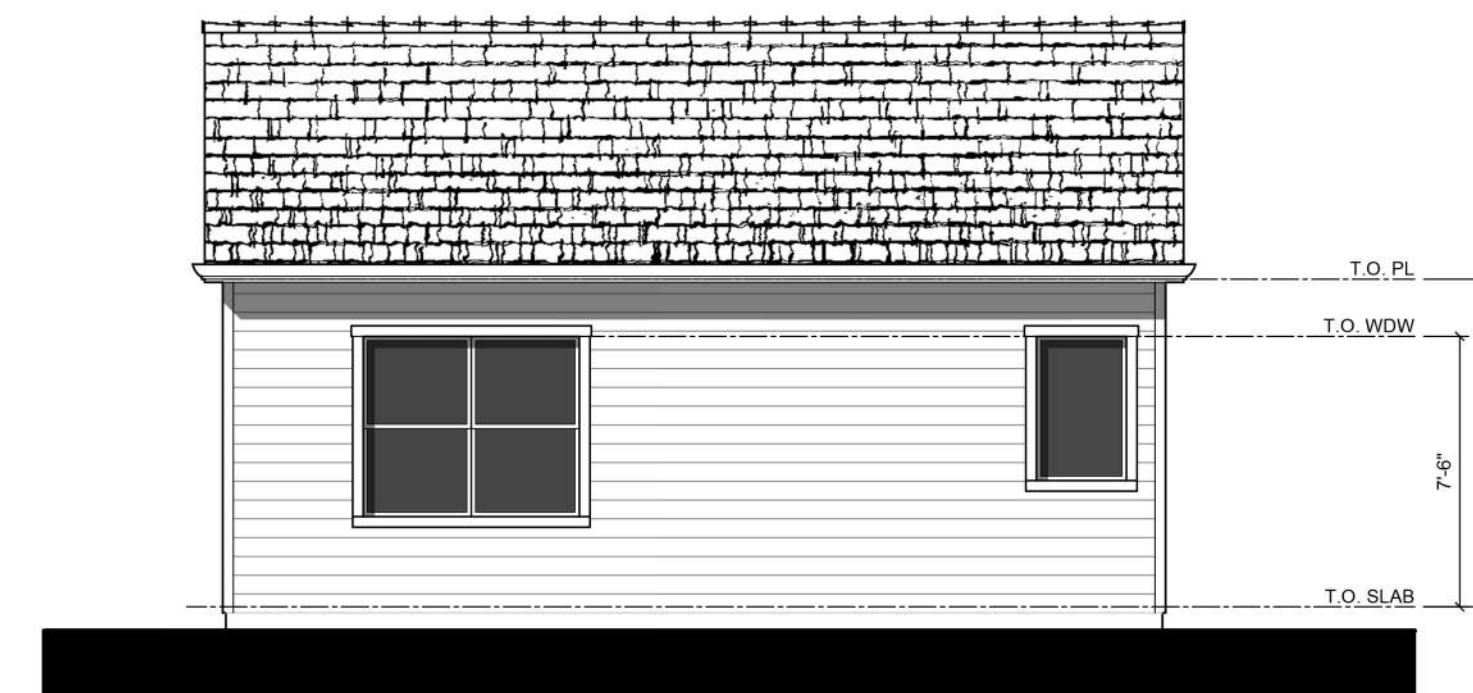
LEFT



FRONT



RIGHT



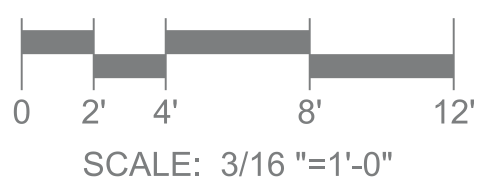
REAR

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

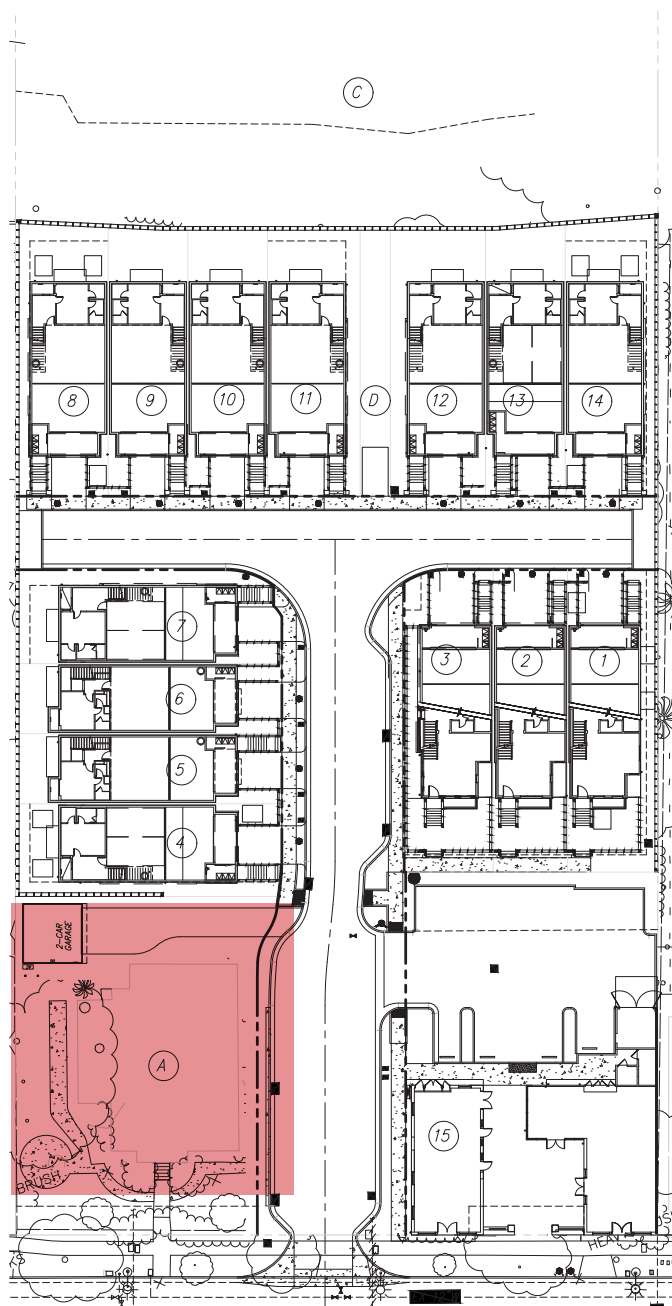
BARONE HOUSE - PROPOSED ADU ELEVATIONS

BLACK AND WHITE



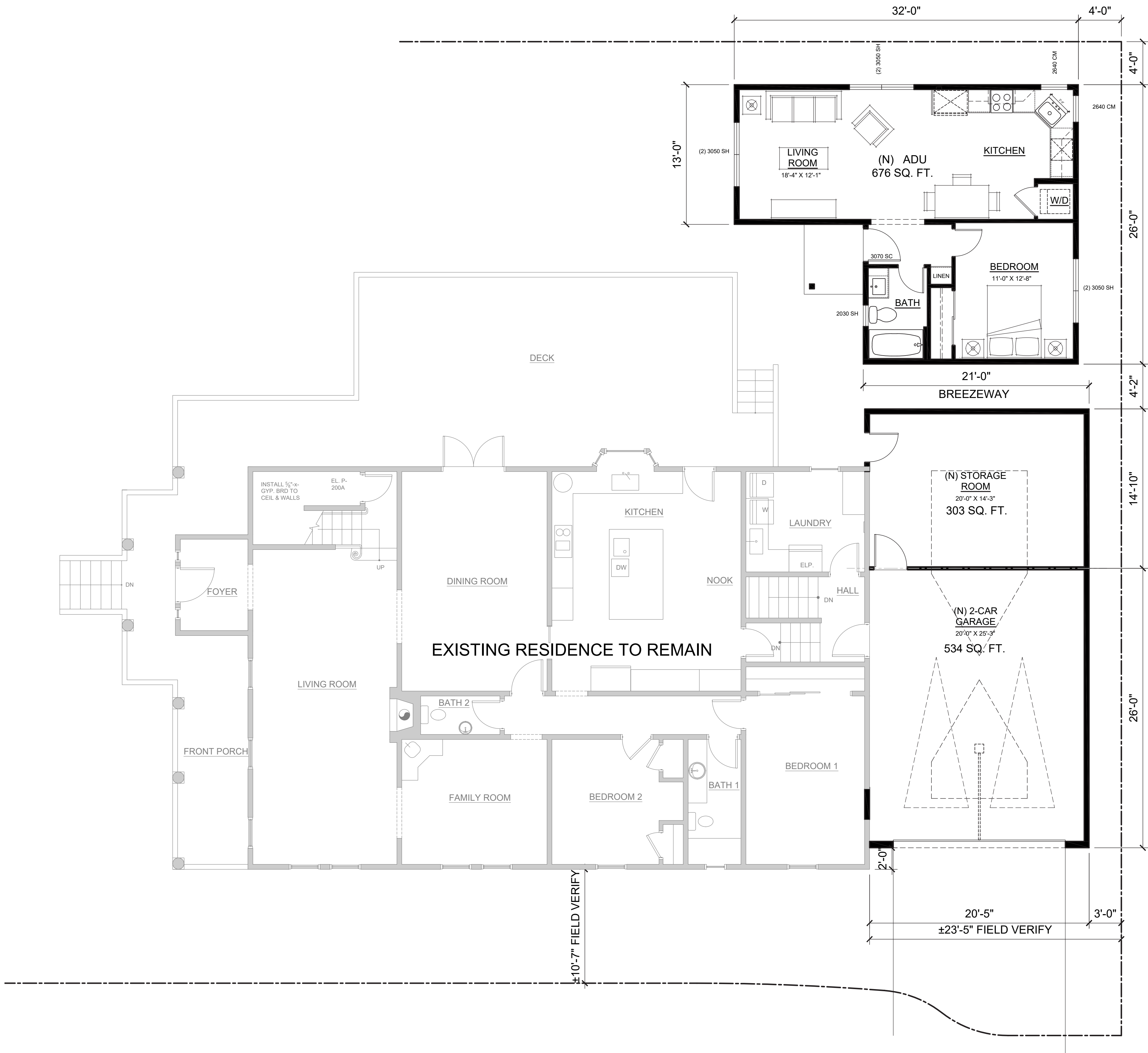
ROBSON HOMES

20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



TOTAL GROSS AREA - ADU	
FIRST FLOOR	676 SF
TOTAL	676 SF

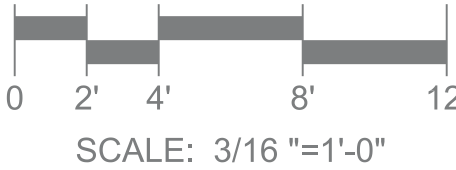
TOTAL GROSS AREA - GARAGE	
FIRST FLOOR	837 SF
TOTAL	837 SF

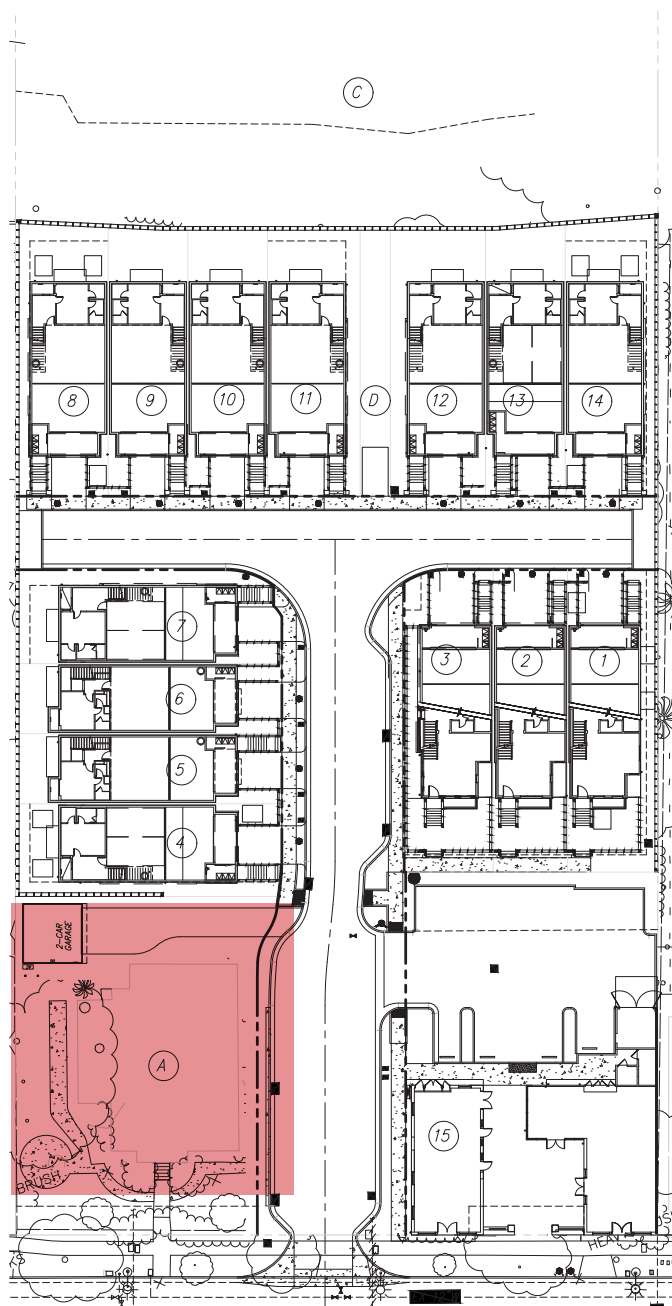
GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS, INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;

ADU
1 BEDROOM + 1 BATH

GARAGE
2-CAR GARAGE
STORAGE ROOM
ATTIC

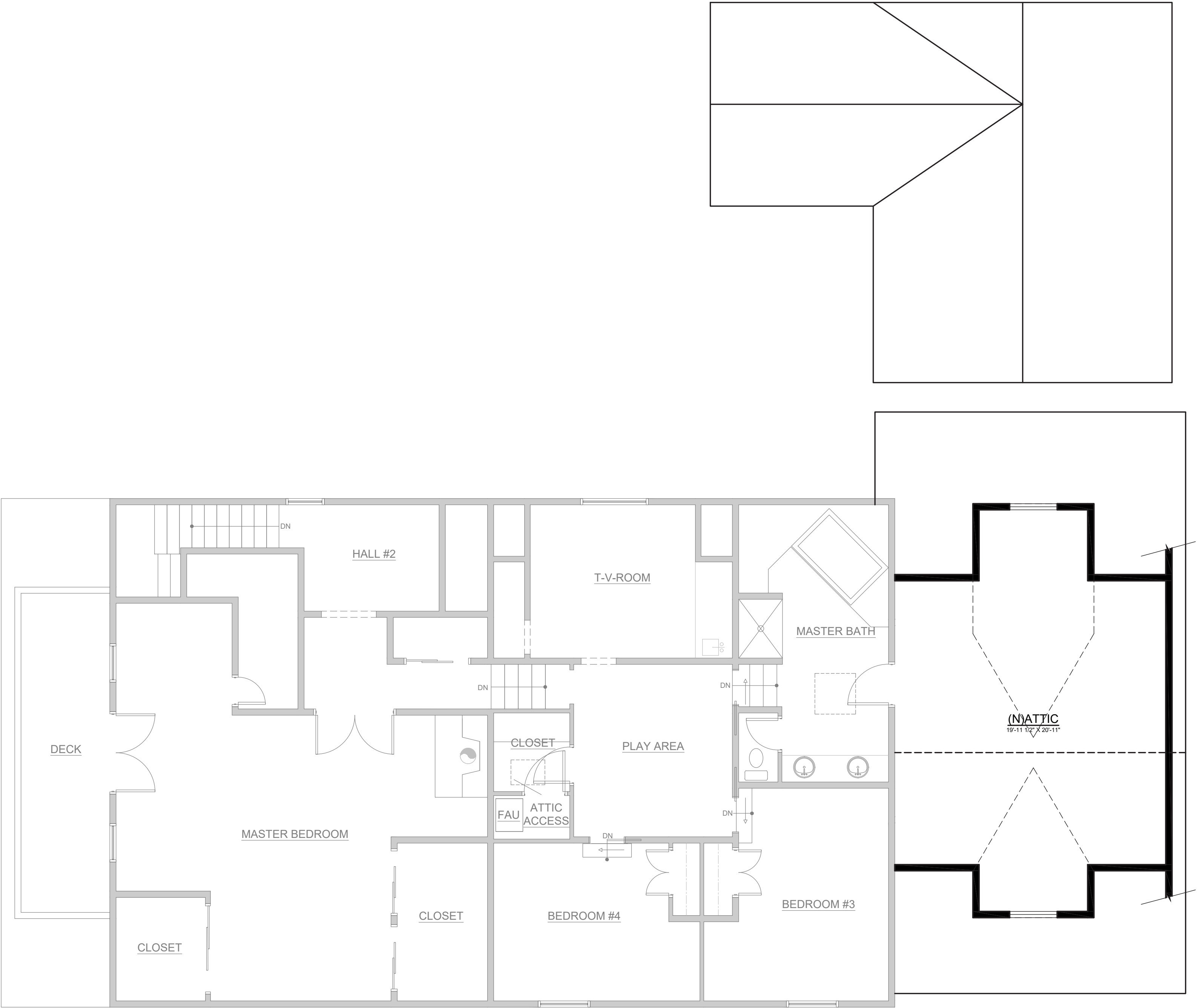
BARONE HOUSE - PROPOSED FLOOR PLAN
FIRST FLOOR





475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



TOTAL GROSS AREA - ADU	
FIRST FLOOR	676 SF
TOTAL	676 SF

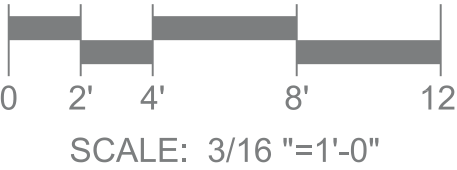
TOTAL GROSS AREA - GARAGE	
FIRST FLOOR	837 SF
ATTIC	523 SF
TOTAL	837 SF

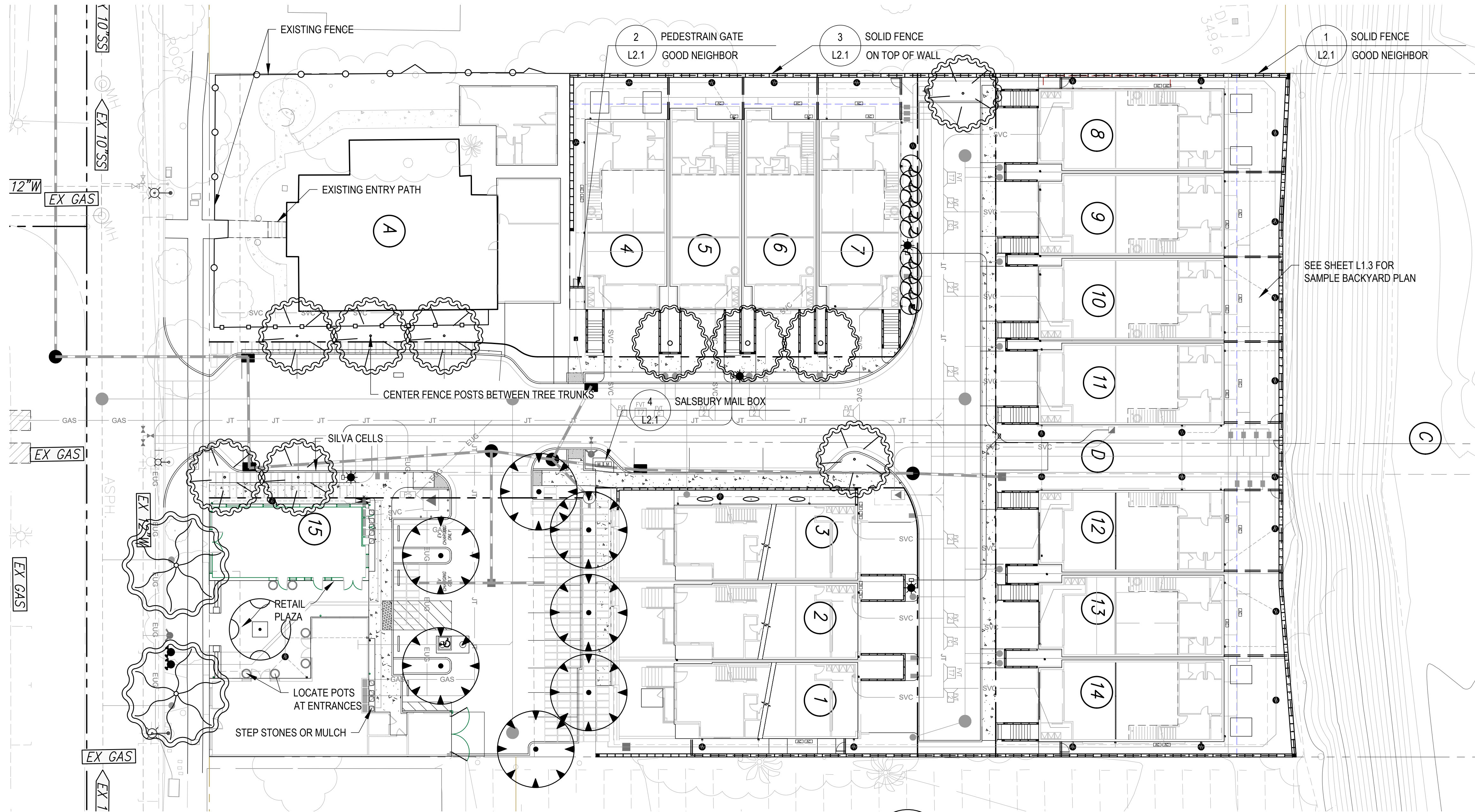
GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS; INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING;

ADU
1 BEDROOM + 1 BATH

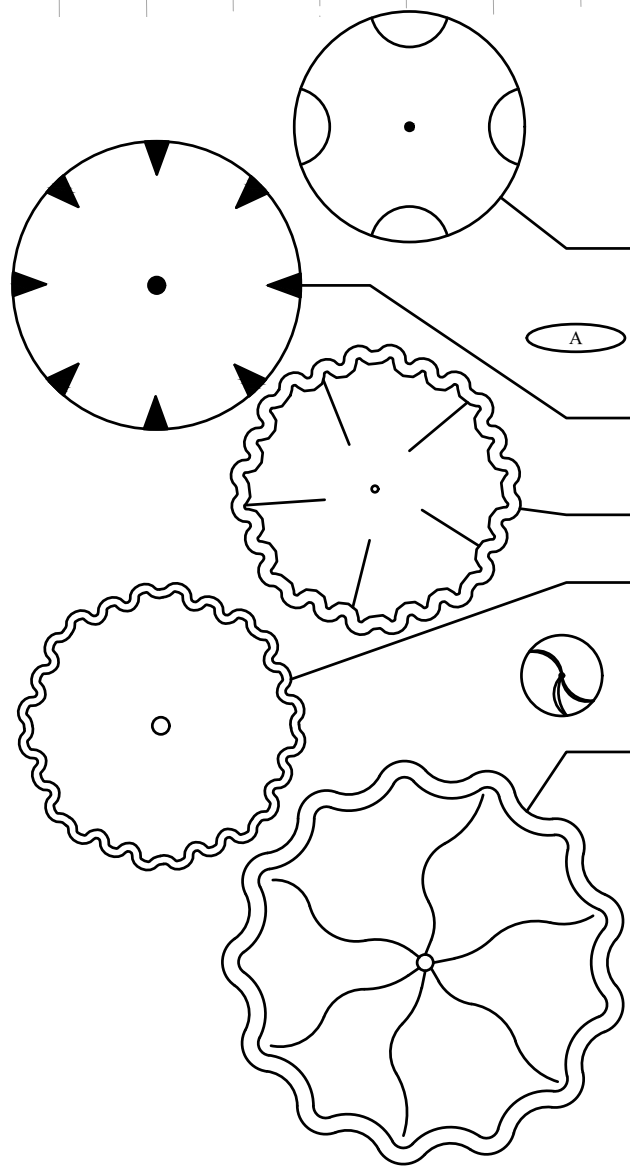
GARAGE
2-CAR GARAGE
STORAGE ROOM
ATTIC

BARONE HOUSE - PROPOSED FLOOR PLAN
SECOND FLOOR





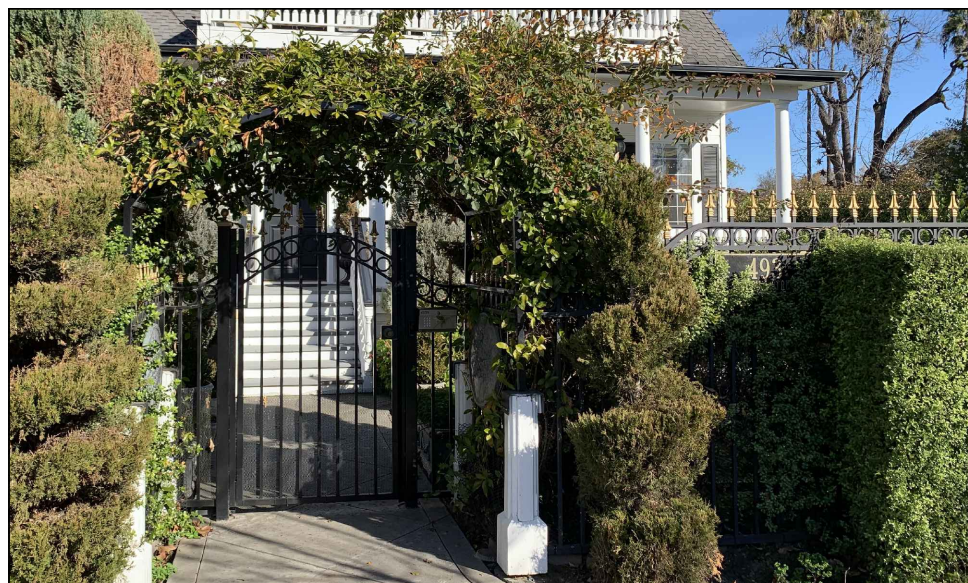
LEGEND		
	FENCE	EXISTING FENCE
	FENCE	PROPOSED FENCE TO MATCH EXISTING
	FENCE	VIEW FENCE ADJACENT TO CREEK
	FENCE	GOOD NEIGHBOR FENCE 6' TALL. SEE L2.1 DETAIL #1
	FENCE ON TOP OF WALL	SEE L2.1 DETAIL #3



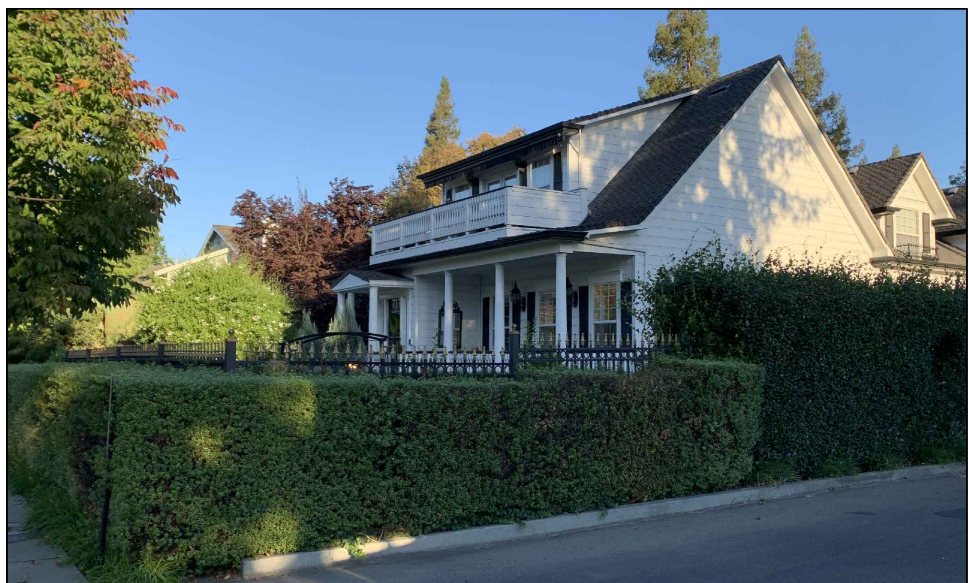
SITE TREES				
NAME	COUNT	SIZE	WUCOLS	NOTES
ACER RUBRUM 'OCTOBER GLORY'	1	24"	M	
MALUS ESPALIER	3	24"	M	APPLE ESPALIER
PISTACIA CHINENSIS 'KEITH DAVEY'	7	24"	L	
PLATANUS X ACERIFOLIA 'COLUMBIA' 15G	6	15G	M	
PLATANUS X ACERIFOLIA 'COLUMBIA' 24	3	24"	M	
PODOCARPUS MACROPHYLLUS	9	24"	M	
QUERCUS LOBATA	2	24"	VL	
25 - 24" BOX TREES AND 6 - 15G TREES PROVIDED				

TREE REMOVAL TABLE			
TREE #	TREE NAME	DIAMETER (IN.)	STATUS
1721	PRUNUS CERASIFERA	13	RETAIN
1722	TILIA AMERICANA	27	RETAIN
1723	ACER RUBRUM	5	RETAIN
1724	SEQUOIA SEMPERVIRENS	32	RETAIN
1725	JUGLANS NIGRA	24	RETAIN
1726	SEQUOIA SEMPERVIRENS	32	RETAIN
1727	LAURUS NOBILIS	9, 10, 5, 6, 6, 4	REMOVE
1728	ROBINIA PSEUDOACACIA	27	REMOVE
1729	QUERCUS LOBATA	30	REMOVE
1730	QUERCUS AGRIFOLIA	33"	REMOVE
1731	EUCALYPTUS CAMALDULENSIS	8, 8, 2	REMOVE
1732	SCHINUS TEREBINTHIFOLIA	10	REMOVE
1733	SEQUOIA SEMPERVIRENS	37	REMOVE
1734	SEQUOIA SEMPERVIRENS	33	REMOVE
1735	SEQUOIA SEMPERVIRENS	30	REMOVE
1736	SEQUOIA SEMPERVIRENS	37	REMOVE
1737	SEQUOIA SEMPERVIRENS	32	REMOVE
1738	SEQUOIA SEMPERVIRENS	32	REMOVE
1739	WASHINGTONIA ROBUSTA	16	REMOVE
1740	SEQUOIA SEMPERVIRENS	32	REMOVE
1741	SEQUOIA SEMPERVIRENS	32	REMOVE
1742	SEQUOIA SEMPERVIRENS	32	REMOVE
1743	CELTIS AUSTRALIS	10, 7, 9	REMOVE
1744	SEQUOIA SEMPERVIRENS	30	REMOVE
1745	SEQUOIA SEMPERVIRENS	30	REMOVE
1746	SEQUOIA SEMPERVIRENS	36	REMOVE
1747	ACER NEGUNDO	9, 15	REMOVE
1748	LIGUSTRUM LUCIDUM	10, 8	REMOVE
1749	WASHINGTONIA ROBUSTA	18	REMOVE
1750	WASHINGTONIA ROBUSTA	18	REMOVE
1751	PRUNUS AMERICANA	10, 12	REMOVE
1752	PRUNUS AMERICAN	7, 9, 10, 8	REMOVE
1753	LIGUSTRUM LUCIDUM	9, 9, 7, 4	REMOVE
1754	WASHINGTONIA ROBUSTA	19	REMOVE
1755	LIGUSTRUM LUCIDUM	10, 8	REMOVE
1756	QUERCUS AGRIFOLIA	10	REMOVE
1757	PRUNUS AMERICANA	5, 6, 4	REMOVE
1758	WASHINGTONIA ROBUSTA	18	REMOVE
1759	WASHINGTONIA ROBUSTA	18	REMOVE
1760	WASHINGTONIA ROBUSTA	18	REMOVE
1761	PRUNUS AMERICANA	12	REMOVE
1762	PRUNUS AMERICANA	15	REMOVE
1763	PRUNUS AMERICANA	10	REMOVE
1764	OLEA EUROPEA	11, 8	REMOVE
1765	QUERCUS LOBATA	10	RETAIN
1766	JUGLAS NIGRA	64	REMOVE
1767	FRAXINUS PENNSYLVANICA	10	RETAIN
1768	FRAXINUS PENNSYLVANICA	1	RETAIN
1769	FRAXINUS PENNSYLVANICA	7	RETAIN
1770	FRAXINUS PENNSYLVANICA	3	RETAIN
1771	FRAXINUS PENNSYLVANICA	9	RETAIN

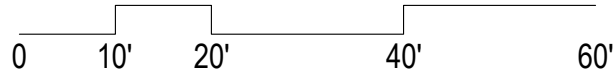
- NOTE:
- LANDSCAPE PLANS WILL COMPLY WITH THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE (MWELLO) AND BAY FRIENDLY BASICS LANDSCAPE CHECKLIST
 - SEE ARBORIST REPORT FOR TREE PROTECTION RECOMMENDATIONS
 - REAR YARDS FOR LOTS 8 - 14 WILL BE A HARDSCAPE DESIGN WITH RAISED PLANTERS. ALL IRRIGATION AND STORMWATER WILL BE COLLECTED AND DIRECTED TO ONSITE STORMWATER FACILITIES. NO WATER WILL BE DIRECTLY RELEASED INTO THE CREEK. SEE SHEET L1.3 FOR SAMPLE PLAN.
 - TREES PLANTED AT ENTRY ADJACENT TO LOT A AND 11 MUST BE CENTERED BETWEEN PARKING SPOTS (IN LINE WITH PARKING STRIPING). FENCE POSTS MUST NOT ALIGN WITH TREE TRUNKS. CENTER POSTS BETWEEN TREE TRUNKS



LOT A EXISTING FENCE



LOT A EXISTING FENCE



475 & 493 ST. JOHN
PLEASANTON, CA

LANDSCAPE PLAN

DESIGN

PO BOX 485
BEN LOMOND, CA 95005
(831) 336-3100

FOCUS

DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION

REVISED: 6/25/2024
DESIGN BY: RJD
DRAWN BY: KH, MO
SCALE: 1"=20'-0"

L1.1



- SURFACE PARKING AREA

TOTAL: 4,352 SF

SHADE: 2,291 SF

SHADE REQUIRED: 50% MIN.

SHADE PROVIDED: 52.6%
- HARDSCAPE AREA

TOTAL: 1,173 SF

SHADE: 289 SF

SHADE REQUIRED: 20% MIN.

SHADE PROVIDED: 24.6%
- LANDSCAPE AREA

TOTAL: 1,572 SF

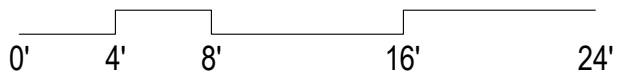
SHADE: 722 SF

SHADE REQUIRED: 20% MIN.

SHADE PROVIDED: 43.3%

SITE TREES				
NAME	COUNT	SIZE	PROJECTED TREE CANOPY	PROJECT TREE CANOPY, 200 SF MIN PLANTER
ACER RUBRUM 'OCTOBER GLORY'	1	24"	10'	15'
PISTACIA CHINENSIS 'KEITH DAVEY'	7	24"	25'	35'

DIAMETER OF TREE CANOPY PROJECTED AT 15 YEARS GROWTH. FOR APPROVED CANOPY SIZES REFER TO THE CITY OF PLEASANTON SHADE GUIDELINES FOR COMMERCIAL PROPERTY.



475 & 493 ST. JOHN
PLEASANTON, CA

SHADE TREE PLAN

DESIGN

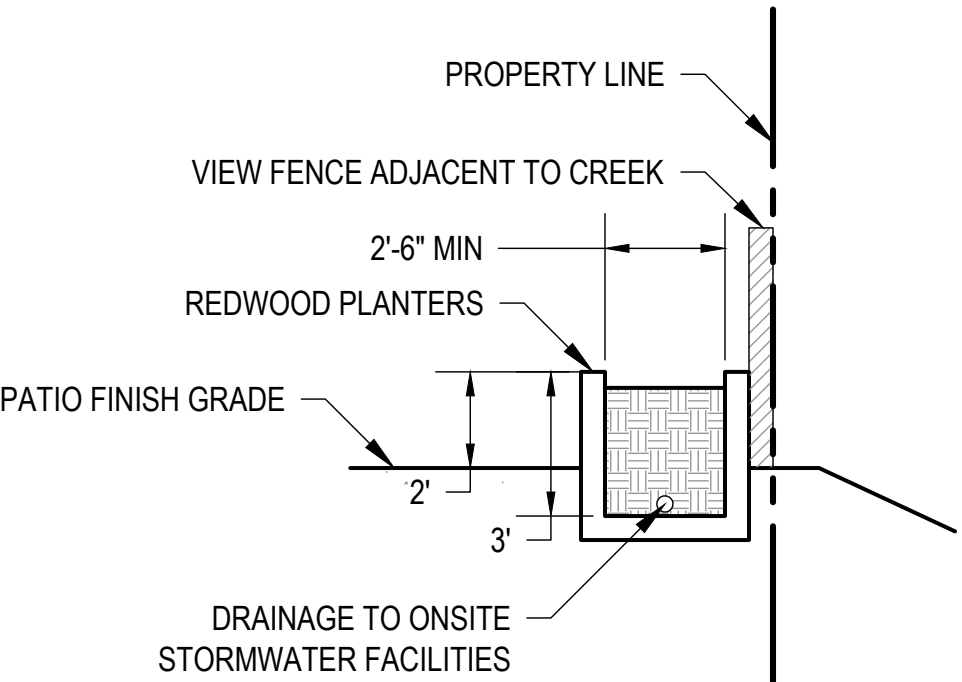
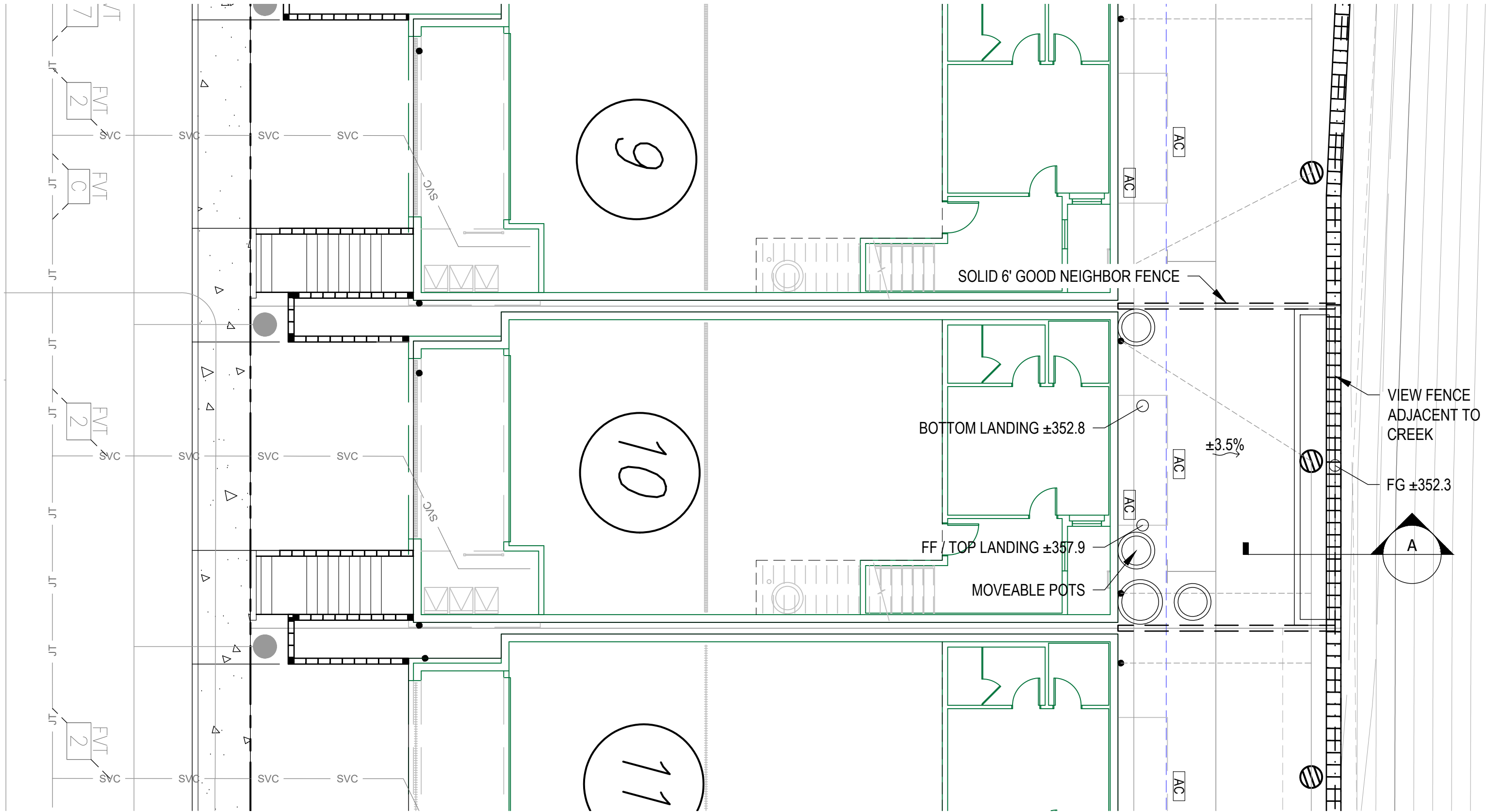
PO BOX 485
BEN LOMOND, CA 95005
(831) 336-3100

FOCUS

DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION

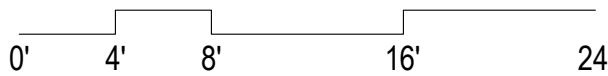


REVISED: 6/25/2024
DESIGN BY: RJD
DRAWN BY: KH
SCALE: 1/8"=1'-0"



A RAISED PLANTER
TYPICAL SECTION
SCALE: 1/4"=1'-0"

NOTE:
- LANDSCAPE PLANS WILL COMPLY WITH THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE (MWELLO) AND BAY FRIENDLY BASICS LANDSCAPE CHECKLIST
- REAR YARDS FOR LOTS 8 - 14 WILL BE A HARDSCAPE DESIGN WITH RAISED PLANTERS. ALL IRRIGATION AND STORMWATER WILL BE COLLECTED AND DIRECTED TO ONSITE STORMWATER FACILITIES. NO WATER WILL BE DIRECTLY RELEASED INTO THE CREEK.
- FINAL RAISED PLANTER SIZE, LOCATION, AND LAYOUT TO BE DETERMINED BASED ON HOMEOWNER INPUT



475 & 493 ST. JOHN
PLEASANTON, CA

TYPICAL BACKYARD ENLARGEMENT PLAN

DESIGN

PO BOX 485
BEN LOMOND, CA 95005
(831) 336-3100

FOCUS

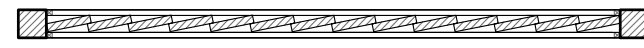
DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION



REVISED: 1/19/2023
DESIGN BY: RJD
DRAWN BY: KH
SCALE: 1/8"=1'-0"

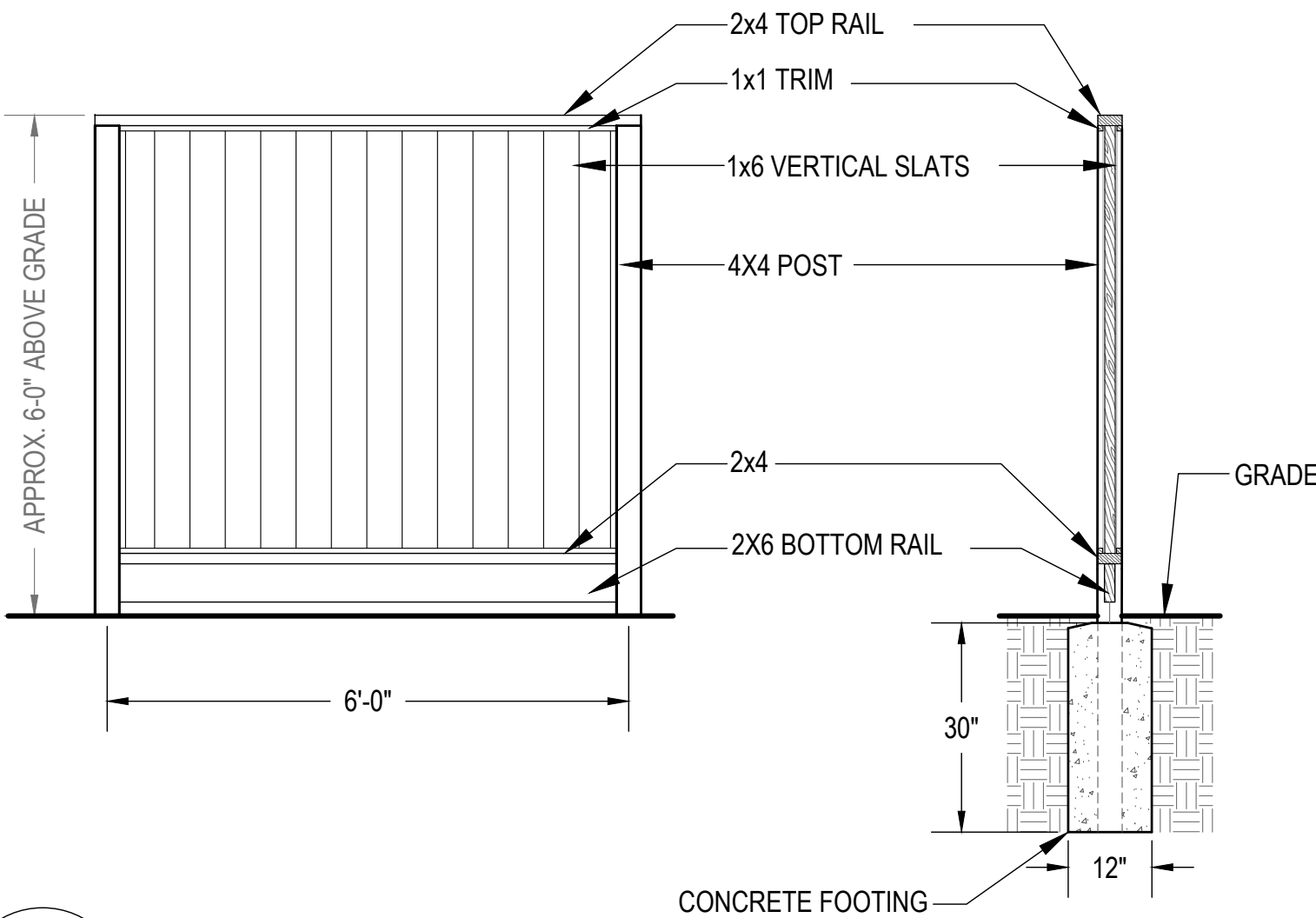
L1.3

PLAN



ELEVATION

SECTION

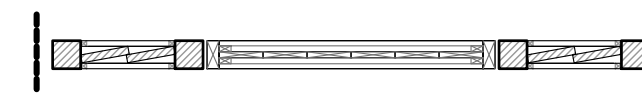


1

SOLID FENCE
GOOD NEIGHBOR

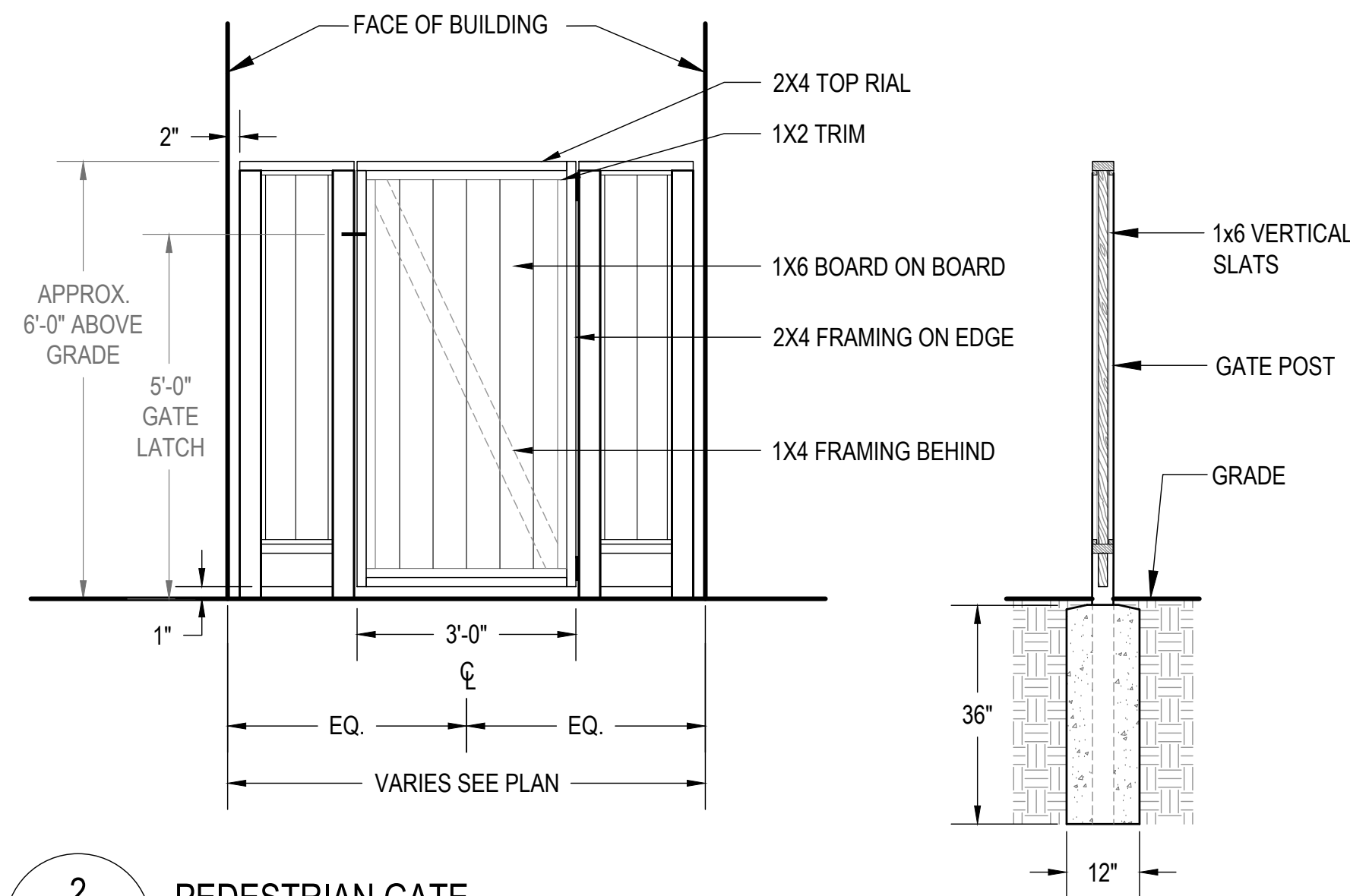
SCALE: 1/2"=1'-0"

PLAN



ELEVATION

SECTION



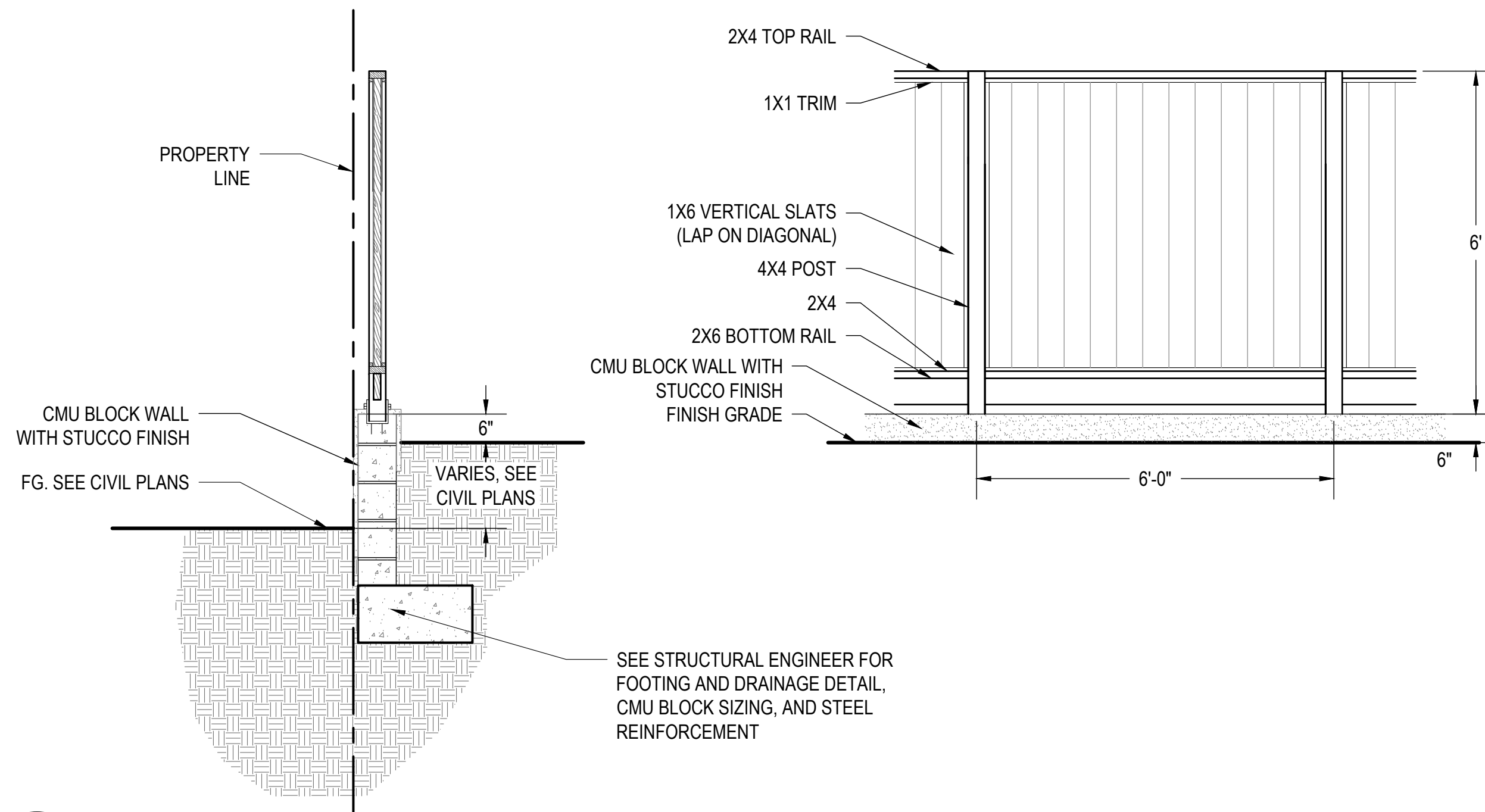
2

PEDESTRIAN GATE
GOOD NEIGHBOR

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

SECTION

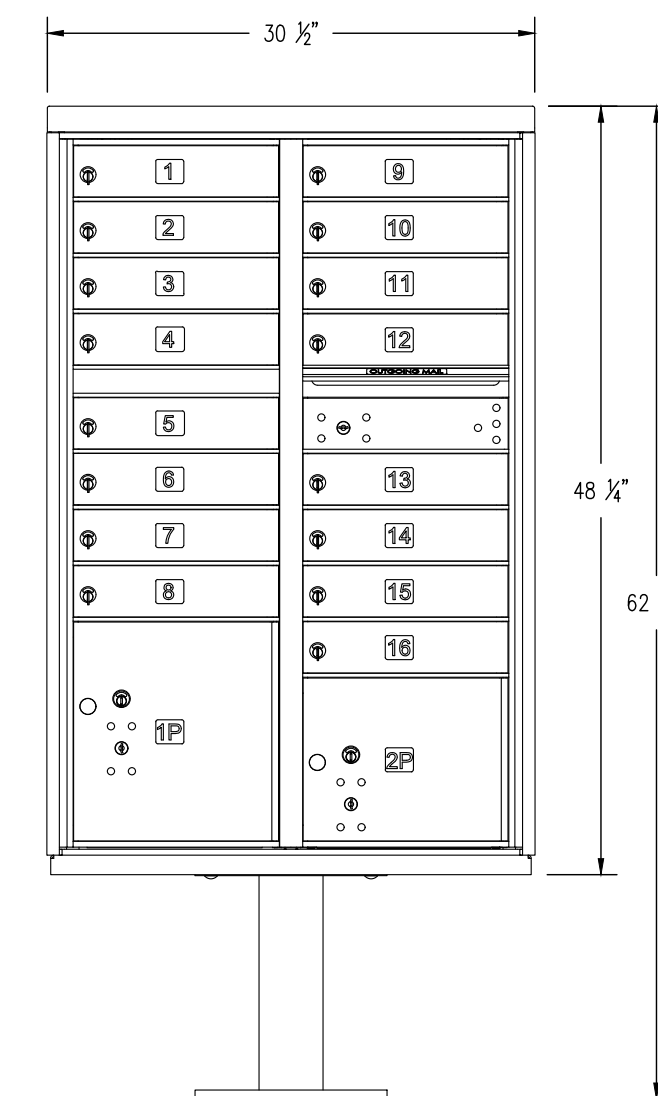
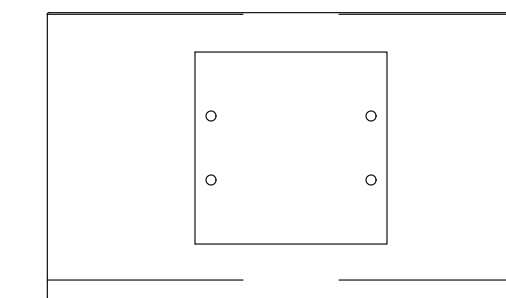
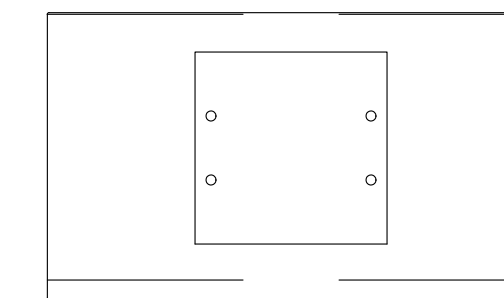
ELEVATION



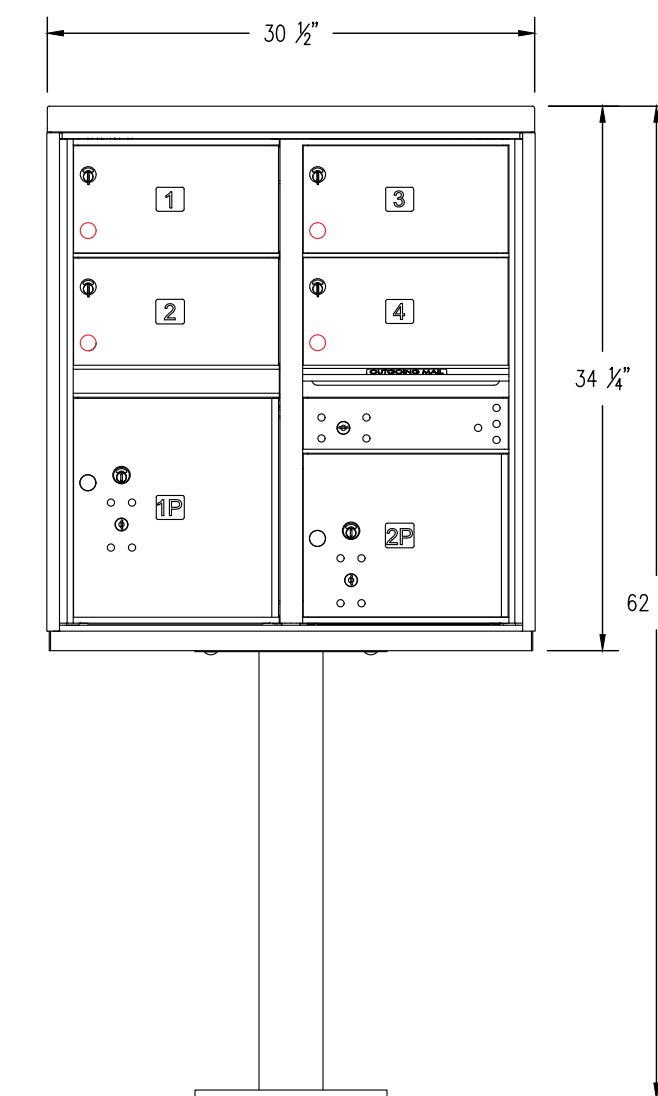
3

SOLID FENCE
ON TOP OF WALL

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



CLUSTER MAILBOX #3316SAN-U



CLUSTER MAILBOX #3305SAN-U

4

SALSBURY MAILBOX

SCALE: 1"=1'-0"

475 & 493 ST. JOHN
PLEASANTON, CA

LANDSCAPE
DETAILS

DESIGN

PO BOX 485
BEN LOMOND, CA 95005
(831) 336-3100

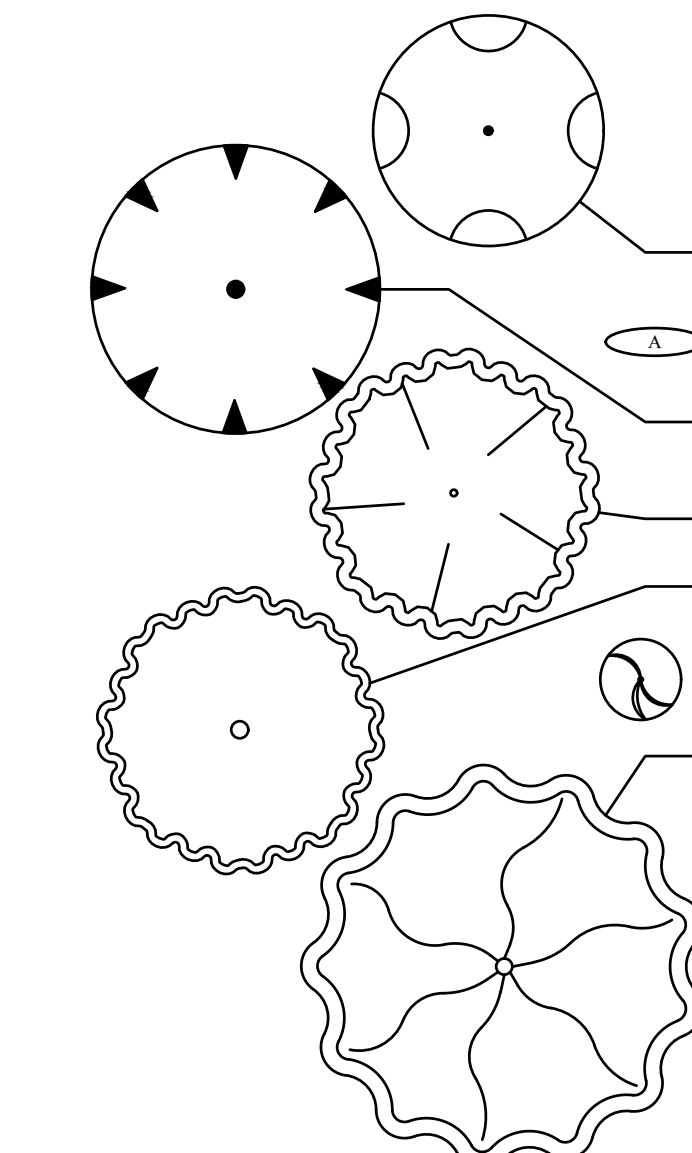
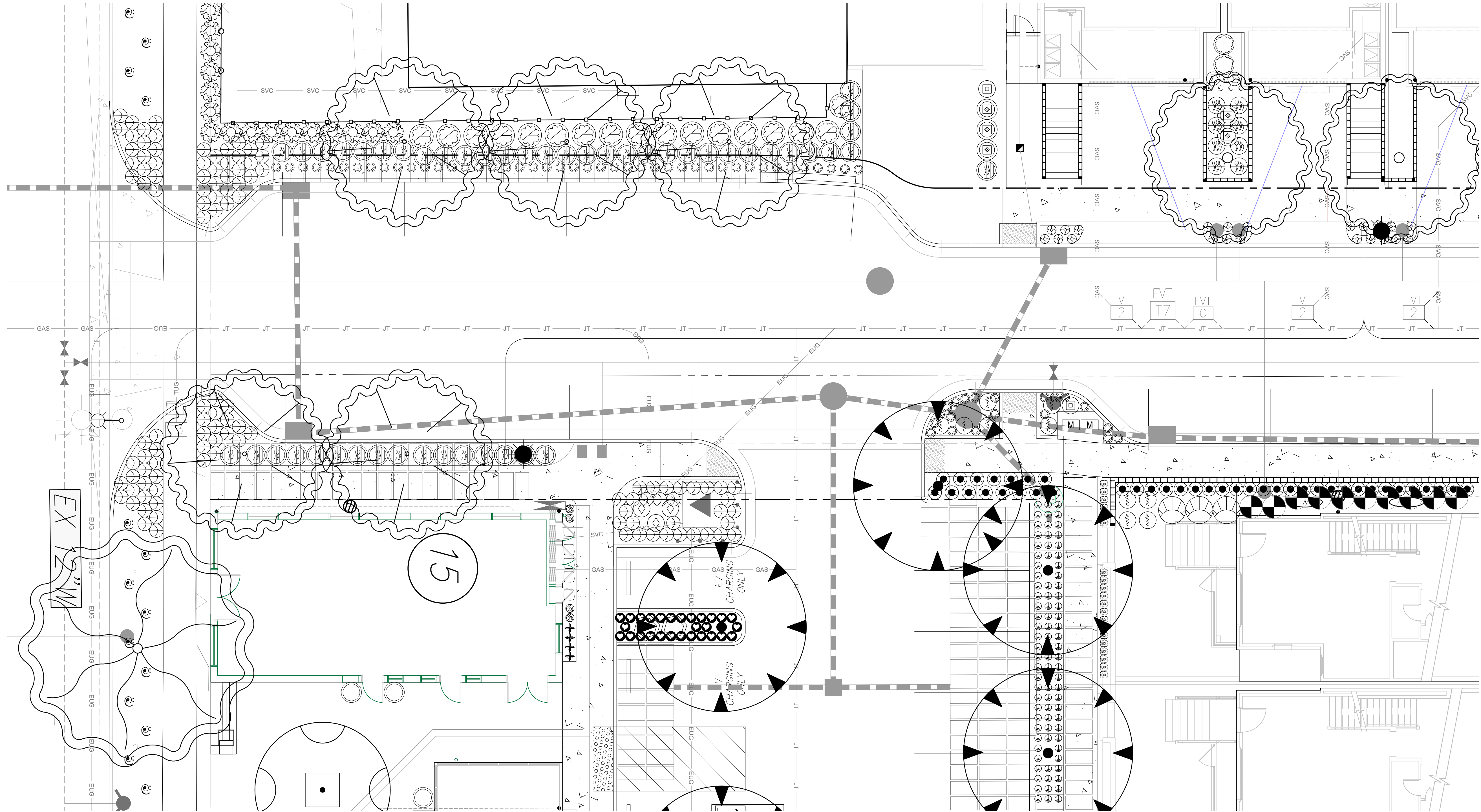
FOCUS

DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION



REVISED: 6/25/2024
DESIGN BY: RJD
DRAWN BY: KH
SCALE: AS NOTED

L2.1



SITE TREES				
NAME	COUNT	SIZE	WUCOLS	NOTES
ACER RUBRUM 'OCTOBER GLORY'	1	24"	M	
MALUS ESPALIER	3	24"	M	APPLE ESPALIER
PISTACIA CHINENSIS 'KEITH DAVEY'	7	24"	L	
PLATANUS X ACERIFOLIA 'COLUMBIA' 15G	6	15G	M	
PLATANUS X ACERIFOLIA 'COLUMBIA' 24	3	24"	M	
PODOCARPUS MACROPHYLLUS	9	24"	M	
QUERCUS LOBATA	2	24"	VL	

25 - 24" BOX TREES AND 6 - 15G TREES PROVIDED

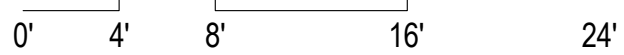
TYPICAL PLANTING PLAN				
NAME	COUNT	SIZE	WUCOLS	NOTES
AGAPANTHUS HYBRID 'MP003' EVER AMETHYST	94	5G	L	LOW WATER PER UCDAVIS PLANT IRRIGATION TRAILS
ARCTOSTAPHYLOS UVA-URSI 'POINT REYES'	14	1G	VL	4" O.C.
BUXUS 'GREEN BEAUTY'	20	1G	M	TOPIARY BALL, 14" O.C.
CAMELLIA JAPONICA 'NUCCIO'S GEM'	2	15G	M	
COREOPSIS AURICULATA 'NANA'	24	1G	L	
ERIGERON KARVINSKIANUS 'MOERHEIMII'	41	1G	L	
EUONYMUS JAPONICUS 'GREEN SPIRE'	16	15G	L	
FRAGARIA CHAVAL	28	1G	M	
GERANIUM X CANTABRIGIENSE 'BICKOVO'	5	1G	L	15"O.C. LOW WATER ACCORDING TO L.A. EXPERIENCE
HELLEBORUS ANGUSTIFOLIUS	4	1G	L	18"O.C. - CHRISTMAS ROSE
HYDRANGEA ARBORESCENS 'ANNABELLE'	2	5G	L	LOW WATER ACCORDING TO L.A. EXPERIENCE
KNIPHOFIA 'CHRISTMAS CHEER'	2	5G	L	LOW WATER ACCORDING TO L.A. EXPERIENCE
KNIPHOFIA UVARIA 'POCO MONRROVIA'	22	1G	L	
LOMANDRA CONFERTIFOLIA SSP. RUBIGINOSA 'PACIFIC SKY'	2	1G	L	
LOMANDRA LONGIFOLIA 'ROMA13'	9	5G	L	PLATINUM BEAUTY
MUHLENBERGIA RIGENS	10	5G	L	

TYPICAL PLANTING PLAN CONTINUED				
NAME	COUNT	SIZE	WUCOLS	NOTES
MUHLENBERGIA RIGENS	10	5G	L	
NEPHROLEPS CORDIFOLIA	4	5G	M	
OSMANTHUS HETEROPHYLLUS	10	15G	L	
PRUNUS CAROLINIANA 'BRIGHT N TIGHT' 24	17	24"	L	
RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'	3	5G	L	
ROSA 'FLOWER CARPET WHITE'	3	2G	M	30"O.C. LOW WATER ACCORDING TO L.A. EXPERIENCE
ROSMARINUS OFFICINALIS 'TUSCAN BLUE'	2	5G	L	48"O.C.
SALVIA LEUCANTHA 5	3	5G	L	
TULBAGHIA VIOLACEA	86	1G	L	

ARTIFICIAL TURF OR MEADOW WITH GRASS CRETE PER FIRE LADDER REQUIREMENTS

SILVA CELL PLANTING				
NAME	COUNT	SIZE	WUCOLS	NOTES
AGAPANTHUS HYBRID 'MP003' EVER AMETHYST	18	5G	L	LOW WATER PER UCDAVIS PLANT IRRIGATION TRAILS
COREOPSIS AURICULATA 'NANA'	40	1G	L	
LOMANDRA LONGIFOLIA 'ROMA13'	40	5G	L	PLATINUM BEAUTY

NOTE: LANDSCAPE PLANS WILL COMPLY WITH THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE (MWELLO) AND BAY FRIENDLY BASICS LANDSCAPE CHECKLIST



475 & 493 ST. JOHN
PLEASANTON, CA

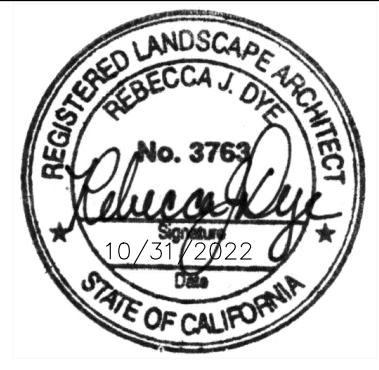
TYPICAL PLANTING
PLAN

DESIGN

PO BOX 485
BEN LOMOND, CA 95005
(831) 336-3100

FOCUS

DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION



REVISED: 6/25/2024
DESIGN BY: RJD
DRAWN BY: KH, MO
SCALE: 1/8"=1'-0"

SHRUBS:



AGAVE DESMETIANA 'VARIEGATA'



ALOE STRIATA



ANIGOZANTHUS SP.



BUDDLEIA DAVIDII 'ATTRACTION'



BUXUS 'GREEN BEAUTY'



CAMELLIA JAPONICA
'NUCCIO'S GEM'



CAMELLIA JAPONICA
'NUCCIO'S PEARL'



CAMELLIA JAPONICA
'PINK PERFECTION'



CHONDROPETALUM TECTORUM
'EL CAMPO'



DAPHNE X TRANSATLANTICA
'BLAFRA'



HESPERALOE PARVIFLORA



HYDRANGEA ARBORESCENS
'ANNABELLE'



HYDRANGEA MACROPHYLLA
'BAILMER'



KNIPHOFIA 'CHRISTMAS CHEER'



LAVANDULA X HETEROPHYLLA



LIMONIUM PEREZII



LOMANDRA CONFERTIFOLIA SSP.
RUBIGINOSA PACIFIC SKY



LOMANDRA LONGIFOLIA BREEZE



LOMANDRA PLATINUM BEAUTY™



MUHLENBERGIA 'PINK FLAMINGO'



MUHLENBERGIA RIGENS



MUHLENBERGIA CAPILLARIS



NEPHROLEPIS CORDIFOLIA



OLEA EUROPAEA 'MONTRA'



OSMANTHUS HETEROPHYLLUS



PHORMIUM COLENZOI
'CHOCOLATE BABY'



PYRACANTHA X 'MONELF'



PYRACANTHA X 'MONELF'



RHAMNUS CALIFORNICA
'LEATHERLEAF'



RIBES SANGUINEUM



ROSA 'FLOWER CARPET WHITE'



ROSA 'ICEBERG'



ROSMARINUS OFFICINALIS
'TUSCAN BLUE'



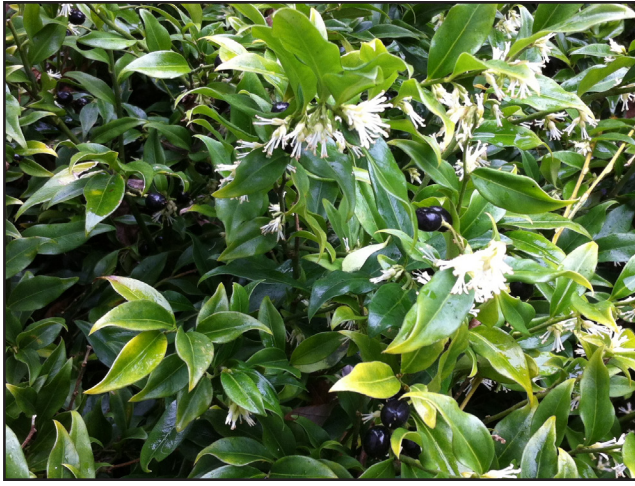
SALVIA 'AMISTAD'



SALVIA CHIAPENSIS



SALVIA LEUCANTHA



SARCOCOCCA RUSCIFOLIA



SYRINGA VULGARIS



THUJA OCCIDENTALIS 'EMERALD
GREEN'



VIBURNUM OPULUS

475 & 493 ST. JOHN
PLEASANTON, CA

PLANT PALLET

DESIGN

PO BOX 485
BEN LOMOND, CA 95005
(831) 336-3100

FOCUS

DESIGN FOCUS

LANDSCAPE ARCHITECTURE
& CONSTRUCTION



REVISED: 05/27/2022
DESIGN BY: N/A
DRAWN BY: KH
SCALE: NTS

L3.2

GROUNDCOVERS AND HERBACEOUS PLANTS:



ACHEILLEA 'MOONSHINE'



' AGAPANTHUS 'BABY PETE'



ARCTOSTAPHYLOS 'PACIFIC MIST'



ARCTOSTAPHYLOS UVA-URSI
'POINT REYES'



CAREX DIVULSA



CEANOTHUS GLORIOSUS 'ANCHOR
BAY'



COTONEASTER CONGESTUS
'LIKIANG'



ECHEVERIA COLORATA



ERIGERON KARVINSKIANUS
'MOERHEIMII'



FRAGARIA VESCA



GERANIUM X 'ROZANNE'



GERANIUM x CANTABRIGIENSE
'BIOKOVO'



HELLEBORUS 'SPARKLING
DIAMOND'



HELLEBORUS X HYBRIDUS
'AMETHYST GEM'



HEUCHERA MAXIMA



IRIS GERMANICA



NEPETA FAASSENII 'BLUE WONDER'



SEDUM 'AUTUMN JOY'

BIORETENTION PLANT IMAGES:



AGAPANTHUS 'BABY PETE'



BUDDLEJA ALTERNIFOLIA



CALYCANTHUS OCCIDENTALIS



CANNA 'EREBUS'



CAREX DIVULSA



CHONDROPETALUM TECTORUM
'EL CAMPO'



CLEMATIS ARMANDII
'HENDERSONII RUBRA'



CORNUS STOLONIFERA



DATURA WHITE



DISTICTIS BUCCINATORIA



HEMEROCALLIS 'AZTEC CHALICE'



HEMEROCALLIS 'CRANBERRY BABY'



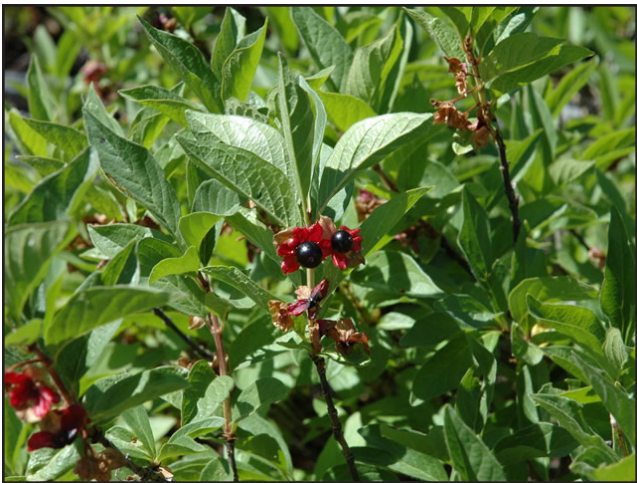
IRIS ENSATA 'BENI BOTAN'



JUNCUS PALLIDUS



LOMANDRA LONGIFOLIA BREEZE



LONICERA INVOLUCRATA



MISCANTHUS SINENSIS
'MORNING LIGHT'



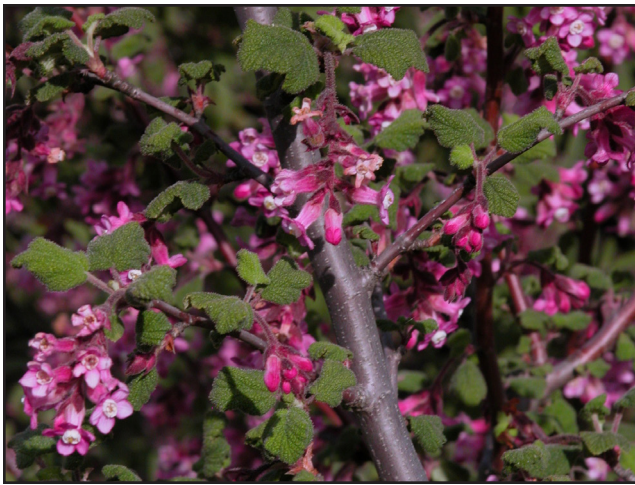
MUHLENBERGIA RIGENS



PENSTEMON X GLOXINOIDES
'MIDNIGHT'



RHAMNUS CALIFORNICA
'LEATHERLEAF'



RIBES SANGUINEUM



WOODWARDIA FIMBRIATA

475 & 493 ST. JOHN
PLEASANTON, CA

PLANT PALLET

DESIGN

PO BOX 485
BEN LOMOND, CA 95005
(831) 336-3100

FOCUS

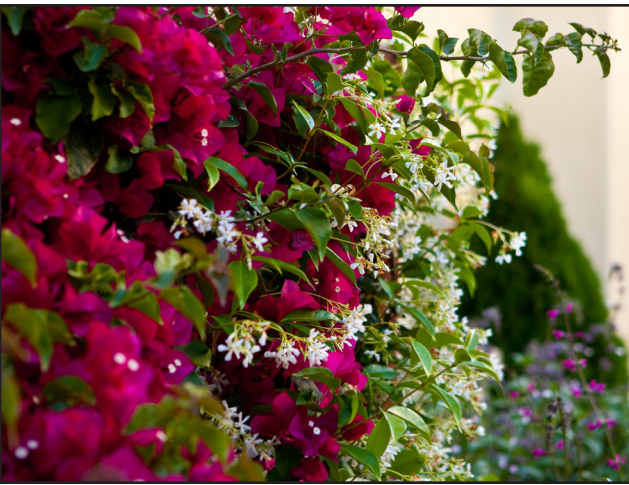
DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION



REVISED: 05/27/2022
DESIGN BY: N/A
DRAWN BY: KH
SCALE: NTS

L3.3

VINES:



BOUGAINVILLEA 'BARBARA KARST'-
TRACHELOSPERMUM JASMINOIDES



DISTICTIS BUCCINATORIA



HARDENBERGIA VIOLACEA 'HAPPY
WANDERER'



ROSA 'SALLY HOLMES'



WISTERIA SINENSIS
'COOKE'S PURPLE'

PARKSTRIP PLANTS:



ACHILLEA 'MOONSHINE'



AGAPANTHUS 'BABY PETE'



KNIPHOFIA THOMSONII



LOMANDRA LONGIFOLIA BREEZE



NEPETA X FAASSENII 'BLUE
WONDER'

MULTI TREES/BUSHES:



CITRUS SINENSIS 'WASHINGTON'
(ORANGE)



CITRUS x MEYERI (LEMON)



FORTUNELLA MARGARITA
'NAGAMI' BUSH



PRUNUS ARMENIACA (APRICOT)



PRUNUS AVIUM (CHERRY)



PUNICA GRANATUM
(POMEGRANITE)

TREE IMAGES:



ACER NEGUNDO



ARBUTUS 'MARINA'



LAGERSTROEMIA X 'MUSKOGEE'



PISTACIA CHINENSIS



QUERCUS AGRIFOLIA



QUERCUS LOBATA



QUERCUS SUBER

475 & 493 ST. JOHN
PLEASANTON, CA

PLANT PALLET

DESIGN

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(831) 336-3100

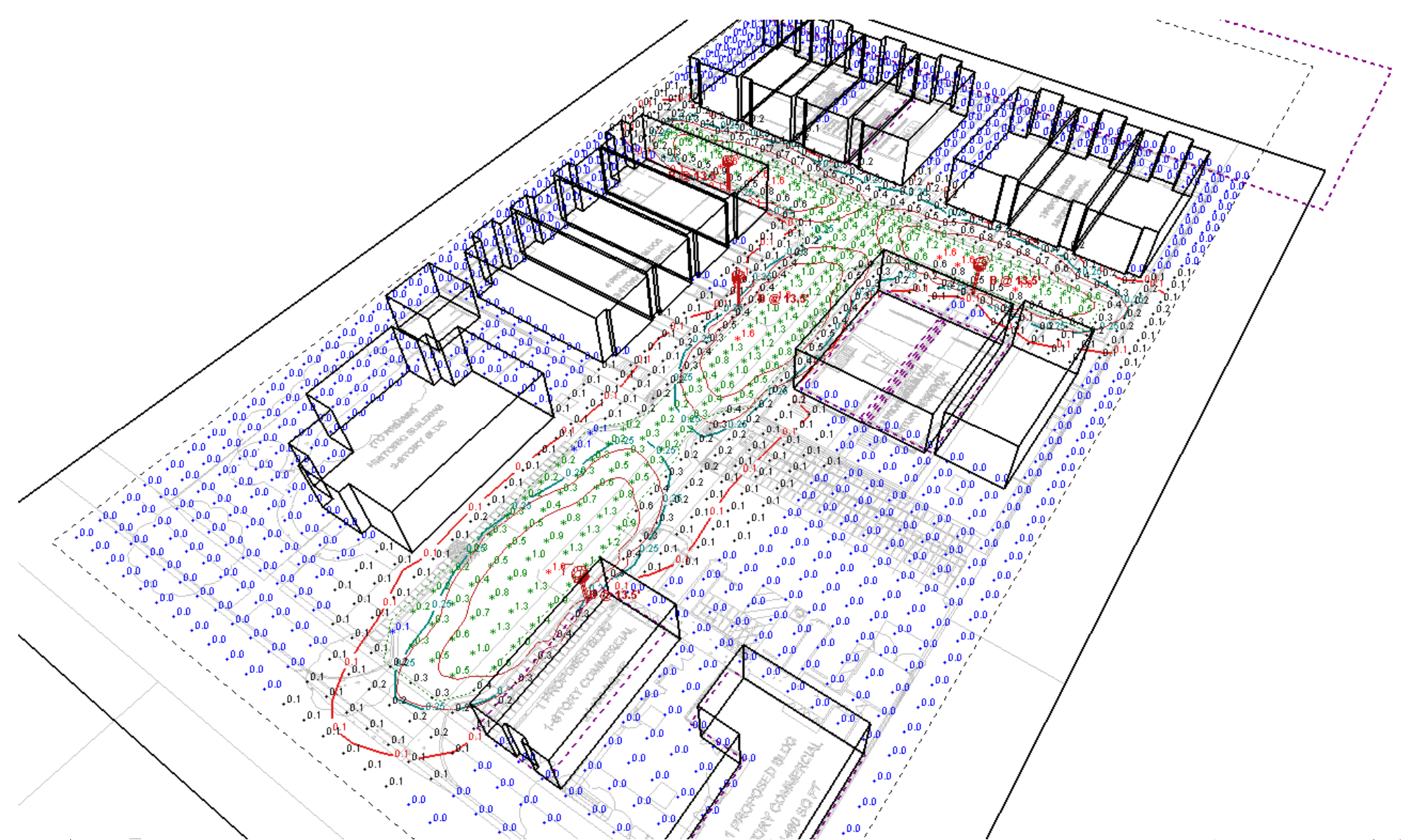
FOCUS

DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION



REVISED: 05/27/2022
DESIGN BY: N/A
DRAWN BY: KH
SCALE: NTS

L3.4



The figure is a detailed site plan for a proposed development. It shows a large rectangular area outlined in red, representing the proposed building footprint. Within this area, there are several smaller rectangular areas outlined in blue, representing existing buildings. The map is surrounded by a grid of red lines, likely representing property boundaries or survey lines. The map includes a north arrow in the top right corner and a scale bar in the bottom left corner. The map is titled 'Figure 1: Proposed Development Area'.

Scale - 1" = 20ft

This application design is not a professional engineering drawing, and the design, including reported data and calculated results, is provided for informational purposes only, without any warranty as to accuracy, completeness, safety or otherwise. The design is the result of calculations made using Visual360® lighting application software, photometric/radiometric data measured in a laboratory, and certain computational and modeling assumptions.

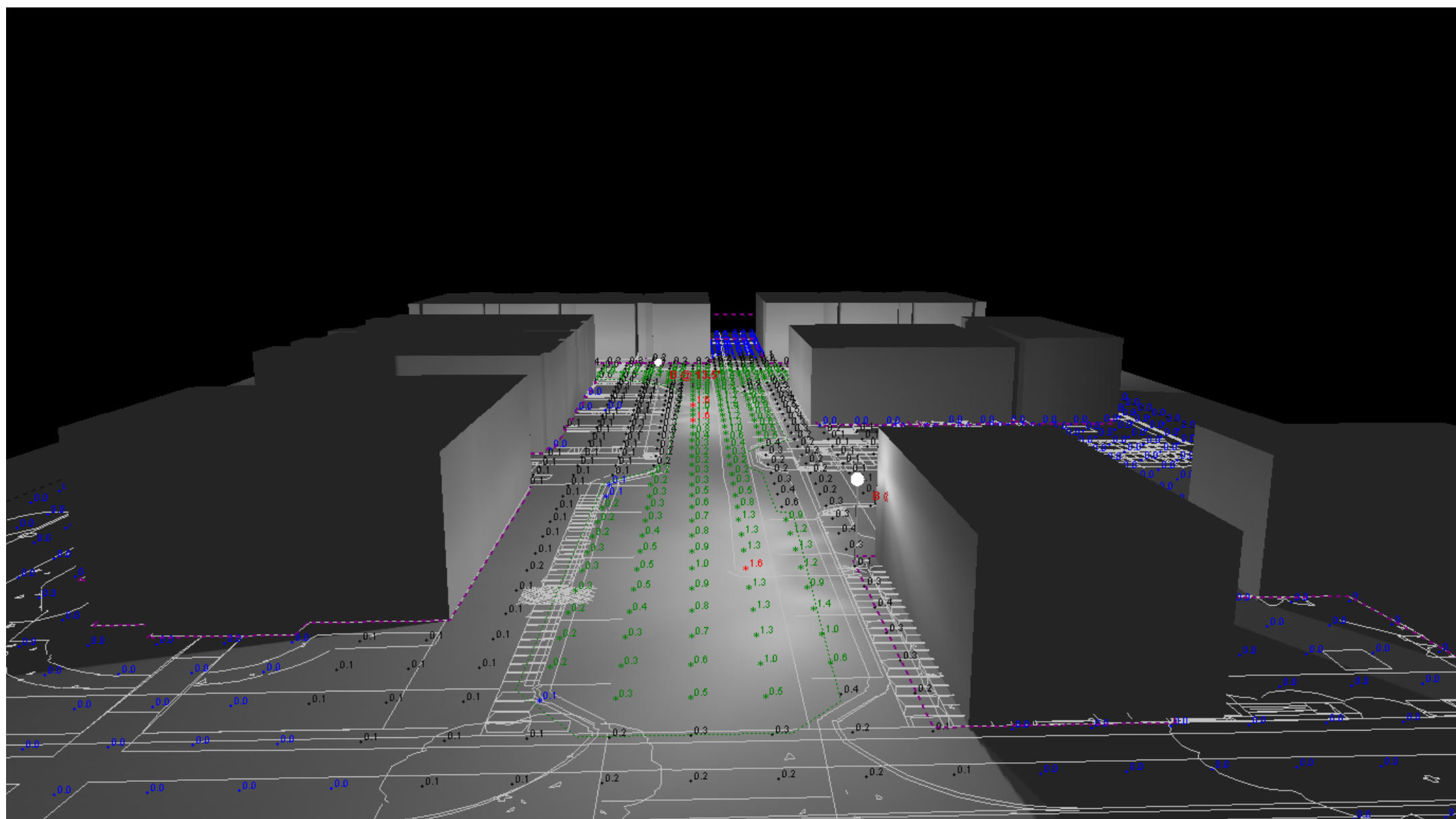
Far-field photometric/radiometric data may have been used to perform one or more calculations. Photometric/radiometric data is typically collected under far-field measurement conditions; far-field data is not generally representative of near-field geometric conditions. When using far-field photometric/radiometric data, the Visual software applies certain generalizing assumptions to approximate near-field performance. These approximations may result in significant inaccuracies in individual calculated luminous and/or radiant power quantities in areas where a source is in close proximity to a particular surface or point.

The modeling of radiant flux exchange used in the Visual software requires a uniform surface across each reflecting surface. The Visual software approximates the uniform surface expanse condition by adaptively subdividing surfaces with non-uniform exitance into sub-surfaces with sufficiently uniform exitance gradients. Practical restrictions, due to computer hardware limits, may prevent this subdivision procedure from subdividing surfaces with high exitance gradients into sufficiently uniform sub-surfaces, introducing error into calculated values.

Calculations performed by the Visual software assume that all reflected flux is reflected in a perfectly diffuse (Lambertian) and spectrally uniform manner across the spectral range being analyzed. If actual reflective characteristics differ from these assumptions, observed luminous and/or radiant power quantities may differ from predicted quantities.

Calculations performed by the Visual software assume that the geometry of the surfaces being modeled is accurately and completely defined. If the geometry of the surfaces is not accurately defined, the accuracy of the calculations may be adversely affected. In addition, the accuracy of the application design may be adversely affected if information about the physical space provided to Acuity Brands Lighting is incomplete, inaccurate, outdated or not in the required format (including but not limited to floor plans, space layout, reflected ceiling plans, physical structures, electrical design or specifications); if incorrect assumptions are made because of such deficiencies in the information provided, or if typical assumptions made about the depicted physical space are not appropriate for the space. Furthermore, actual field performance may differ from performance calculated using laboratory measurements as the result of miscalculations related to deficiencies in the information provided about the physical space, degradation factors in the end-user environment (including, but not limited to, voltage variation and dirt accumulation), or other factors not modeled in the application design.

It is the obligation of the end-user to consult with appropriately qualified Professional Engineer(s) to determine whether this application design meets the applicable requirements for performance, code compliance, safety, suitability and effectiveness for use in a particular application. In no event will Acuity Brands Lighting be responsible for any loss resulting from any use of this application design.



Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Number Lamps	Lumens Per Lamp	Light Loss Factor	Description	Wattage	Distribution
	B	4	Holophane	GDV3 P30 40K XXXX GL3 GDVBS318	1	6169	0.91	GranVile Gen3, P30 Performance Package, 4000K CRI, 70CRI, Type 3 distribution, no trim with 180deg House Side Shields	61	TYPE IV, MEDIUM, BUS RATING: B1 - U1 - C5

1. Readings shown are based on a total LLF of as shown at grade. Data references the extrapolated performance projections in a 25c ambient based on 10,000 hrs of LED testing (per IESNA LM-80-08 and projected per IESNA TM-21-11).
2. Please refer to the "luminaire locations" for mounting heights.
3. Product information can be obtained at www.Holophone.com or through your local agency.



Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
ROADWAY SUMMARY	X	0.8 fc	1.6 fc	0.1 fc	16.0:1	8.0:1
SPILL SUMMARY	+	0.2 fc	1.6 fc	0.0 fc	N/A	N/A

St. Johns Development

THE MONUMENT LINE OF ST. JOHN STREET SHOWN AS NORTH 70°23'47" WEST
AS PER TRACT 8326, BOOK 351 PAGE 86, ALAMEDA COUNTY RECORDS.

BRASS DISK SET IN CONCRETE, 42 FEET NORTHWEST OF THE CENTERLINE OF FIRST STREET, AT THE SOUTHWESTERLY CORNER OF A CONCRETE BRIDGE OVER ARROYO DEL VALLE, 18 FEET NORTHWEST OF THE END OF A CONCRETE WALL AND 1/2 FOOT SOUTHEAST OF THE CONCRETE WALL; STAMPED "P 929 RESET 1999".

ELEVATION = 364.3 (NAVD88)

CITY OF PLEASANTON, COUNTY OF ALAMEDA, CALIFORNIA

FOR: ROBSON HOMES, LLC

1. OWNER:

1. OWNER:
JOSEPH AND MARICELA BARONE
C/O: ROBSON HOMES, LLC
2185 THE ALAMEDA
SAN JOSE, CA 95126
TEL: (408) 345-1767
CONTACT: RICHARD YEE
2. DEVELOPER:
ROBSON HOMES, LLC
2185 THE ALAMEDA
SAN JOSE, CA 95126
TEL: (408) 345-1767
CONTACT: RICHARD YEE
3. CIVIL ENGINEER:
RUGGERI-JENSEN-AZAR
4690 CHABOT DRIVE, SUITE 200
PLEASANTON, CA 94508
TEL: (925) 227-9100
CONTACT: DOMINIC CARUCCI, RCE 85585
4. ARCHITECT:
ROBERT HIDEY ARCHITECTS
3337 MICHELSON DRIVE, SUITE 170
IRVINE, CA 92612
TEL: (949) 655-1550
CONTACT: ERIN HIDEY-NELSON
5. LANDSCAPE ARCHITECT:
DESIGN FOCUS INTERNATIONAL
P.O. BOX 485
BEN LOMOND, CA 95005
TEL: (831) 336-3100
CONTACT: KATIE HERMAN
6. PROPERTY DESCRIPTION:
REAL PROPERTY IN THE CITY OF PLEASANTON, COUNTY OF ALAMEDA, STATE OF CALIFORNIA, DESCRIBED
AS FOLLOWS:

PARCEL ONE:

A PORTION OF BLOCK "A" OF THE TOWN OF PLEASANTON, ACCORDING TO THE MAP THEREOF FILED SEPTEMBER 20, 1869, IN THE OFFICE OF THE COUNTY RECORDER OF ALAMEDA COUNTY, AND OF RECORD IN MAP BOOK 3, PAGE 35, BOUNDED AS FOLLOWS:

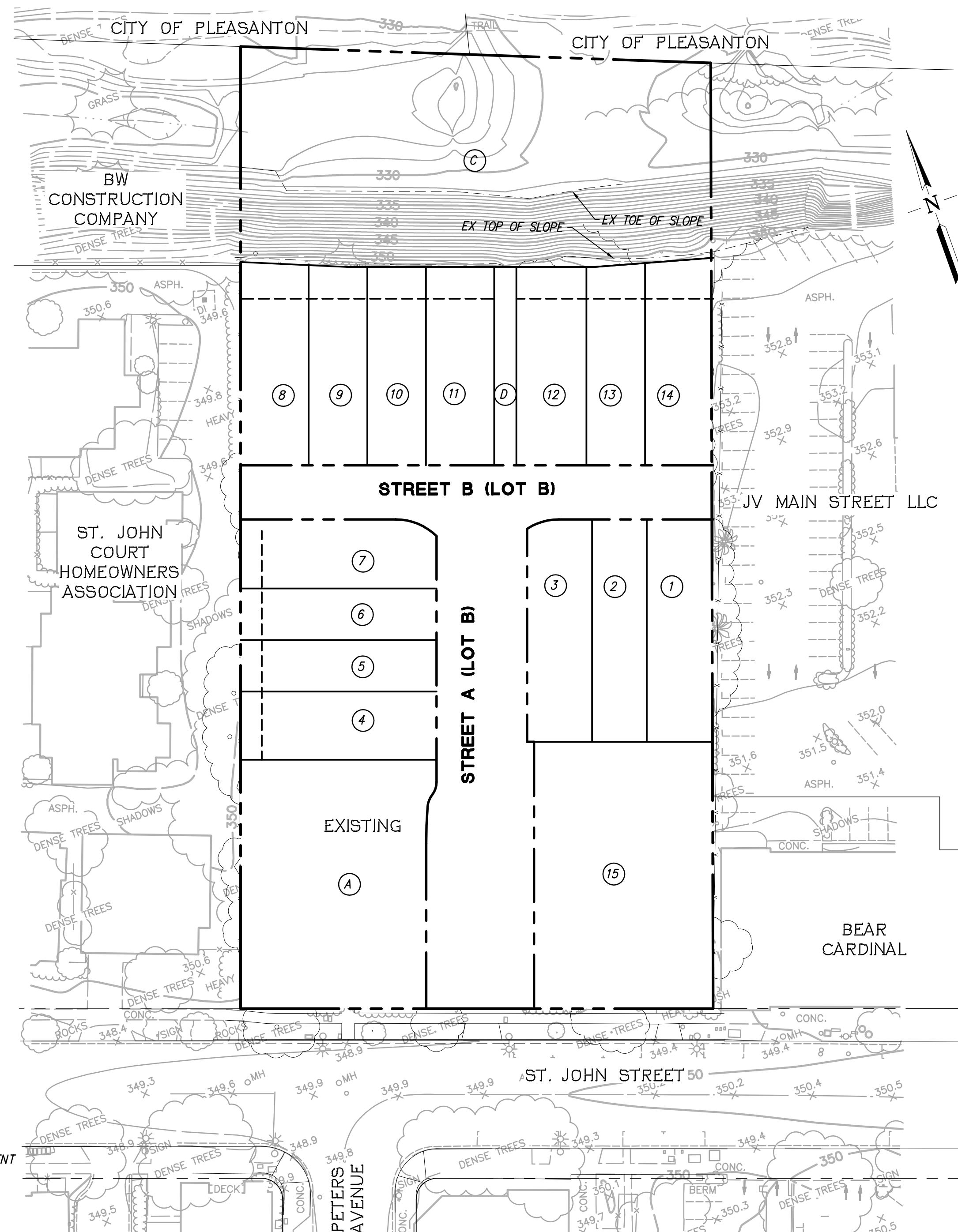
COMMENCING AT THE INTERSECTION OF THE NORTHERN LINE OF ST. JOHN STREET, WITH THE WESTERN LINE OF MAIN STREET, AS SAID STREETS ARE SHOWN ON SAID MAP, RUNNING THENCE ALONG SAID LINE OF ST. JOHN STREET NORTH 71° 06' WEST 207.00 FEET TO A POINT DISTANT THEREON SOUTH 21° 06' EAST 103.00 FEET FROM THE EASTERN LINE OF THE PARCEL OF LAND DESCRIBED IN THE DEED BY JOHN W. KOTTLINGER AND MARY R. KOTTLINGER, HIS WIFE TO JOSEPH DERENDINGER, DATED AUGUST 18, 1881, RECORDED AUGUST 22, 1881 IN BOOK 225 OF DEEDS, PAGE 432, ALAMEDA COUNTY, CALIFORNIA, THE LAST DETERMINED POINT BEING THE ACTUAL POINT OF BEGINNING, THENCE CONTINUING ALONG SAID LINE OF ST. JOHN STREET NORTH 18° 54' WEST 103.00 FEET TO SAID NORTHERN LINE OF SAID DERENDINGER PARCEL; THENCE ALONG SAID MENTIONED LINE PARALLEL WITH SAID LINE OF MAIN STREET, NORTH 18° 54' EAST 48.77 FEET TO THE SOUTHERN LINE OF PLOT NO. 1 OF THE BERNEL PORTION OF RANCHO EL VALLE DE SAN JOSE, THENCE ALONG THE LAST MENTIONED LINE SOUTH 69° 17' 05" EAST 101.05 FEET TO A LINE DRAWN NORTH 18° 54' EAST FROM A POINT ON SAID LINE OF ST. JOHN STREET DISTANT THEREON SOUTH 71° 06' EAST 101.00 FEET FROM SAID LINE OF DERENDINGER PARCEL; THENCE ALONG THE LINE SO DRAWN SOUTH 18° 54' WEST 330.57 FEET TO A POINT DISTANT THEREON NORTH 18° 54' EAST 115.00 FEET FROM SAID LINE OF ST. JOHN STREET; THENCE SOUTH 18° 54' WEST 115.00 FEET TO THE ACTUAL POINT OF BEGINNING.

PARCEL TWO:

AT THE INTERSECTION OF THE NORTHERN LINE OF ST. JOHN'S STREET WITH THE WESTERN LINE OF HAIGHT STREET, AS SAID STREETS ARE SHOWN ON THE MAP HEREAFTER REFERRED TO; RUNNING THENCE NORTHERLY ALONG THE EASTERN LINE OF THE LANDS NOW OR FORMERLY OF C. B. STANGE, 505 FEET, MORE OR LESS, TO THE POINT OF BEGINNING; THENCE NORTHERLY ALONG THE WESTERN LINE OF THE LANDS NOW OR FORMERLY OF C. B. STANGE, 505 FEET, MORE OR LESS, TO THE MIDDLE OF ARROYO DEL VALLE AND THE LINE DIVIDING PLOTS 1 AND 3 OF THE RANCHO EL VALLE DE SAN JOSE; THENCE EASTERLY ALONG SAID DIVIDING LINE 121 FEET, MORE OR LESS, TO THE NORTHWESTERN CORNER OF THE LANDS NOW OR FORMERLY OF C. B. STANGE; THENCE SOUTHERLY ALONG THE WESTERN LINE OF THE LANDS NOW OR FORMERLY OF C. B. STANGE, 120 FEET, MORE OR LESS, TO THE POINT OF BEGINNING; THENCE SOUTHERLY ALONG THE NORTHERN LINE OF ST. JOHN'S STREET, AND THENCE WESTERLY ALONG SAID LINE OF ST. JOHN'S STREET 120 FEET TO THE POINT OF BEGINNING.

BEING A PORTION OF BLOCK LETTERED "A" AND OF HAIGHT STREET, AS SAID BLOCK AND STREET ARE DELINEATED AND SO DESIGNATED UPON THAT CERTAIN MAP ENTITLED, "MAP OF THE TOWN OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA, 1869", FILED SEPTEMBER 20, 1869, MAP BOOK 3, PAGE 35, ALAMEDA COUNTY RECORDS, ALSO A PORTION OF ARROYO DEL VALLE LYING NORTH OF SAID BLOCK "A" AND HAIGHT STREET.

4. ASSESSOR'S PARCEL NUMBER: 94-114-7 & 94-114-8
8. CURRENT USE: COMMERCIAL BUILDING
9. PROPOSED USE: MIXED USE
10. EXISTING ZONING: CENTRAL COMMERCIAL (CC)
11. PROPOSED ZONING: PUD (PUD)
12. GROSS SITE AREA: 2.3± ACRES (100,436 SF)
13. TOTAL NUMBER OF PROPOSED LOTS: 19
14. TOTAL NUMBER OF NEW RESIDENTIAL UNITS 14
15. UTILITIES:
- a. WATER: CITY OF PLEASANTON
- b. SANITARY SEWER: CITY OF PLEASANTON
- c. STORM DRAIN: CITY OF PLEASANTON
- d. FIRE: LIVERMORE-PLEASANTON FIRE DEPARTMENT
- e. GAS AND ELECTRIC: PACIFIC GAS AND ELECTRIC
- f. TELEPHONE: AT&T
- g. CABLE TV: COMCAST
16. TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON AERIAL TOPOGRAPHIC SURVEY PREPARED BY RADMAN IN OCTOBER 2020 AND FIELD SURVEY BY RJA IN DECEMBER 2020.
17. LOT 15 WILL BE MAINTAINED BY THE COMMERCIAL ASSOCIATION.
18. THIS PROPERTY LIES WITHIN FLOOD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) AS SHOWN IN FLOOD INSURANCE RATE MAP, COMMUNITY MAP NO. 06001C0317G, DATED AUGUST 3, 2009.
18. ALL ON-SITE STREETS ARE PRIVATE AND WILL BE OWNER MAINTAINED BY HOMEOWNER'S ASSOCIATION.



NOT TO SCALE

SHEET NO.

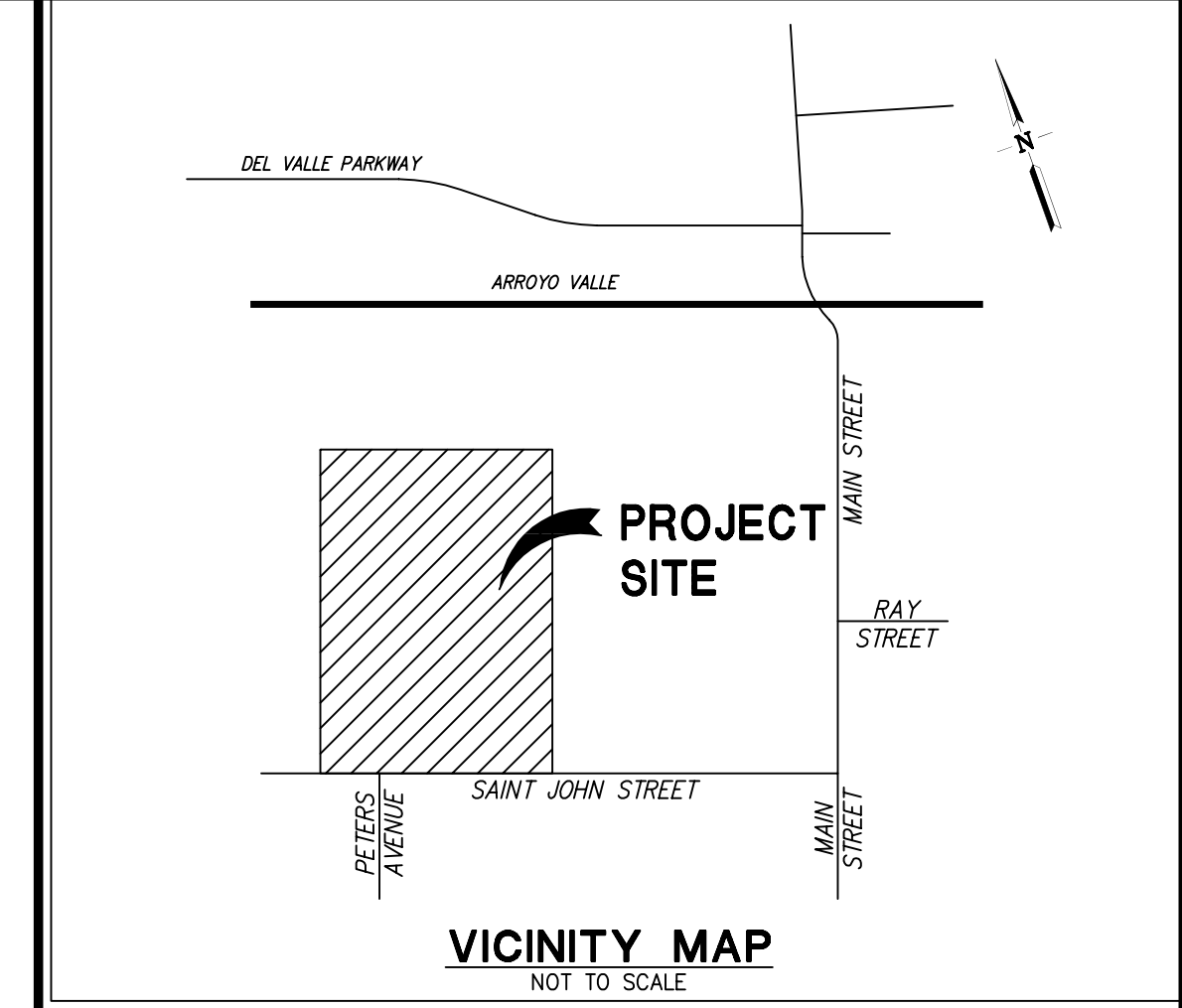
DESCRIPTION

CIVIL

TM1.1	TITLE SHEET
TM2.1	EXISTING CONDITIONS PLAN
TM3.1	PROPOSED LOTTING PLAN
TM4.1	PRELIMINARY GRADING & DRAINAGE PLAN
TM5.1	PRELIMINARY UTILITY PLAN
TM6.1	PRELIMINARY STORM WATER TREATMENT PLAN
TM7.1	PRELIMINARY STORM WATER TREATMENT PLAN

ABBREVIATIONS

AB	AGGREGATE BASE	PCC	POINT OF COMPOUND CURVATURE
AC	ASPHALT CONCRETE	PIV	POST INDICATOR VALVE
AD	AREA DRAIN	PL	PROPERTY LINE
ARV	AIR RELEASE VALVE	PMAE	PRIVATE MAINTENANCE ACCESS
BC	BEGINNING OF CURVE	EASEMENT	
BO	BLOWOFF	PPAE	PRIVATE PEDESTRIAN ACCESS EASEMENT
BW	BOTTOM OF WALL	PRC	POINT OF REVERSE CURVE
CL	CENTER LINE	PRUE	PRIVATE SERVICES AND UTILITY
COMM	COMMUNICATION	EASEMENT	
DI	DRAIN INLET	PSDE	PRIVATE STORM DRAIN EASEMENT
DIP	DUCTILE IRON PIPE	PSE	PRIVATE SERVICE EASEMENT
DW	DOMESTIC WATER	PSSE	PRIVATE SANITARY SEWER EASEMENT
EAE	EMERGENCY ACCESS EASEMENT	PUE	PUBLIC UTILITY EASEMENT
EC	END OF CURVE	PVAE	PRIVATE VEHICLE ACCESS EASEMENT
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT	PVAW	PRIVATE VEHICLE ACCESS WAY
EX	EXISTING	PVC	POLYVINYL CHLORIDE PIPE
FC	FACE OF CURB	RCP	REINFORCED CONCRETE PIPE
FG	FINISHED FLOOR	RET	CURB RETURN
FF	FINISHED GRADE	RW	RIGHT OF WAY
FH	FIRE HYDRANT	SD	STORM DRAIN
FL	FLOW LINE	SS	SANITARY SEWER
FS	FIRE SERVICE	SNS	STREET NAME SIGN
FW	FIRE WATER	SL	STREET LIGHT
GE	GARAGE ELEVATION	STA	STATION
GB	GRADE BREAK	STD	STANDARD
HDPE	HIGH-DENSITY POLYETHYLENE PIPE	SWI	STORM WATER INLET
HP	HIGH POINT	SWK	SIDEWALK
INV	INVERT ELEVATION	SSE	SANITARY SEWER EASEMENT
LF	LINEAR FOOT	TC	TOP OF CURB
LP	LOW POINT	TCM	TREATMENT CONTROL MEASURE
MAX	MAXIMUM	TCF	TOP OF FLUSH CURB
ME	MAINTENANCE EASEMENT	TG	TOP OF GRATE
MH	MANHOLE	TMC	TOP OF MOUNTABLE CURB
MIN	MINIMUM	TRW	TOP OF RETAINING WALL
P	PAD ELEVATION	TW	TOP OF WALL
PAE	PUBLIC ACCESS EASEMENT	TYP	TYPICAL
PAY	PAVEMENT	W(R)	RECYCLED WATER
		WL	WATER LINE
		WLE	WATER LINE EASEMENT



LEGEND

PROPOSED	DESCRIPTION	EXISTING
	TRACT BOUNDARY	
	LOT LINE	
	RIGHT OF WAY	
	CENTER LINE	
	MATCH LINE	
	RETAINING WALL	
	EASEMENT LINE	
	STORM DRAIN	
	SANITARY SEWER	
	POTABLE WATER	
	RECYCLED WATER	
	CURB & GUTTER	
	SAWCUT	
	SIDEWALK	
	EARTH OR GRASS SWALE	
	VALLEY GUTTER	
	STORM WATER INLET	
	DROP INLET	
	AREA DRAIN	
	BUBBLE UP	
	MANHOLE	
	SANITARY SEWER CLEAN OUT	
	SANITARY SEWER LATERAL	
	FIRE HYDRANT	
	BLOW OFF	
	WATER SERVICE WITH METER BOX	
	BACKFLOW DEVICE	
	WATER VALVE	
	AIR RELEASE VALVE	
	POST INDICATOR VALVE	
	FIRE DEPARTMENT CONNECTION	
	SINGLE ARM STREET LIGHT	
	DOUBLE ARM STREET LIGHT	
	POST TOP LIGHT	
	PEDESTRIAN LIGHT	
	MONUMENT	
	TRAFFIC SIGN	
	STREET NAME SIGN	
	FENCE	
	BARRICADE	
	CURB RAMP	
	CONTOUR ELEVATIONS	
	SPOT ELEVATION	
	NEW ASPHALT PAVEMENT	
	BIO-RETENTION AREA	

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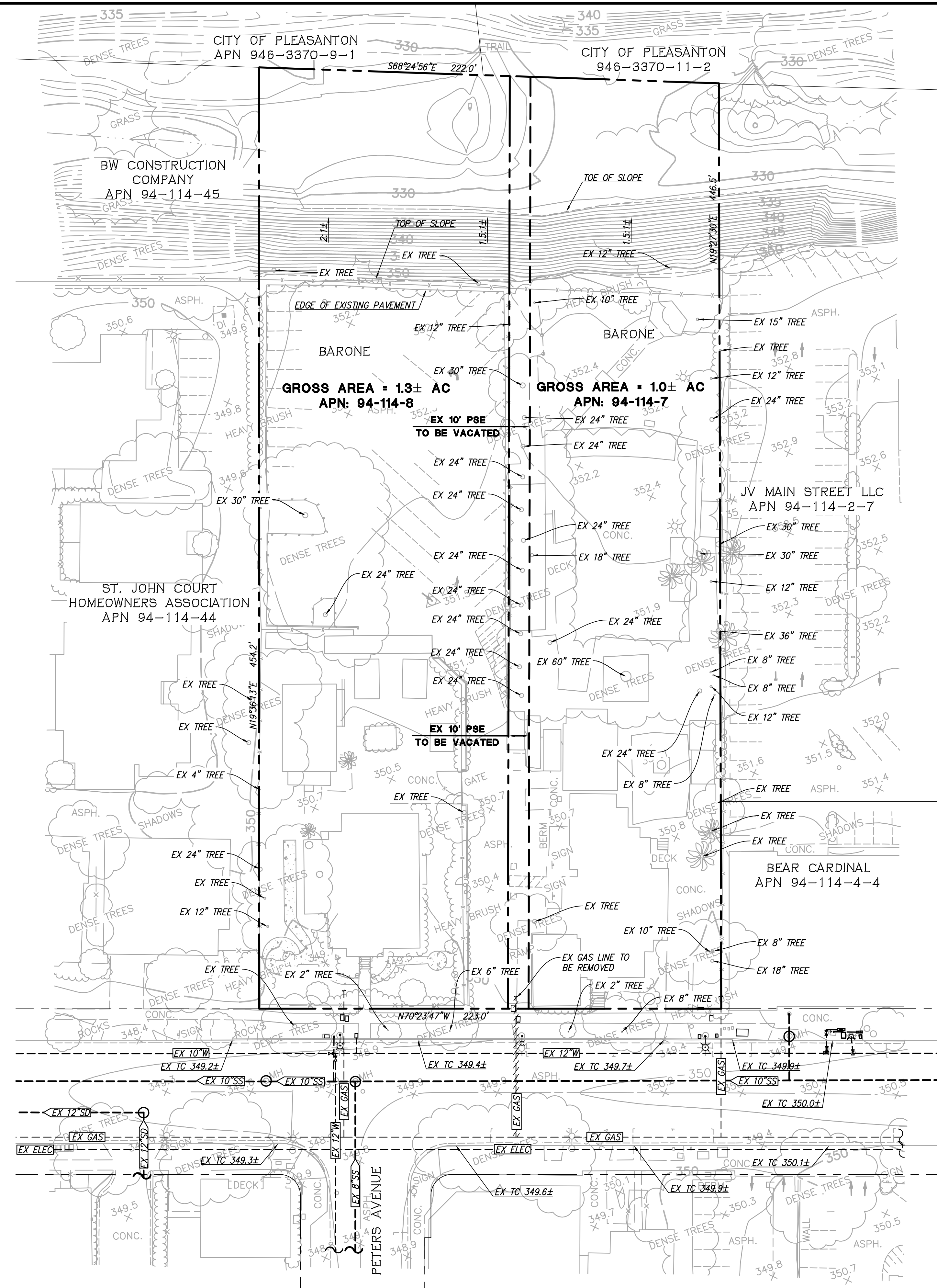
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 PHONE: (925) 227-9100 FAX: (925) 227-9300

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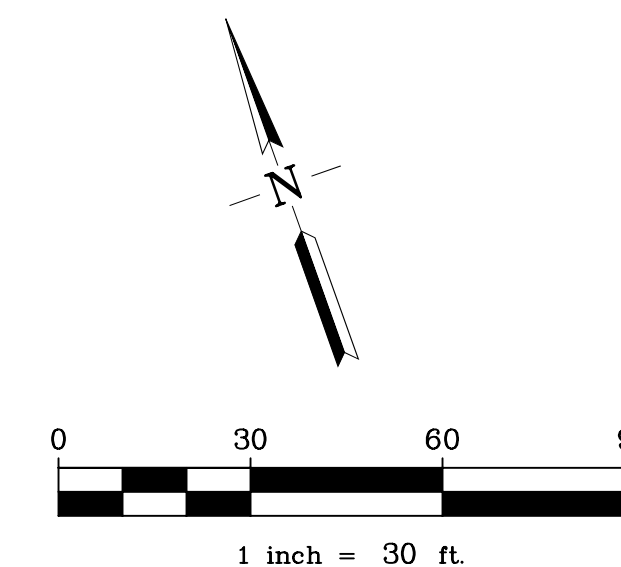
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EXISTING CONDITIONS PLAN

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FOR: ROBSON HOMES, LLC



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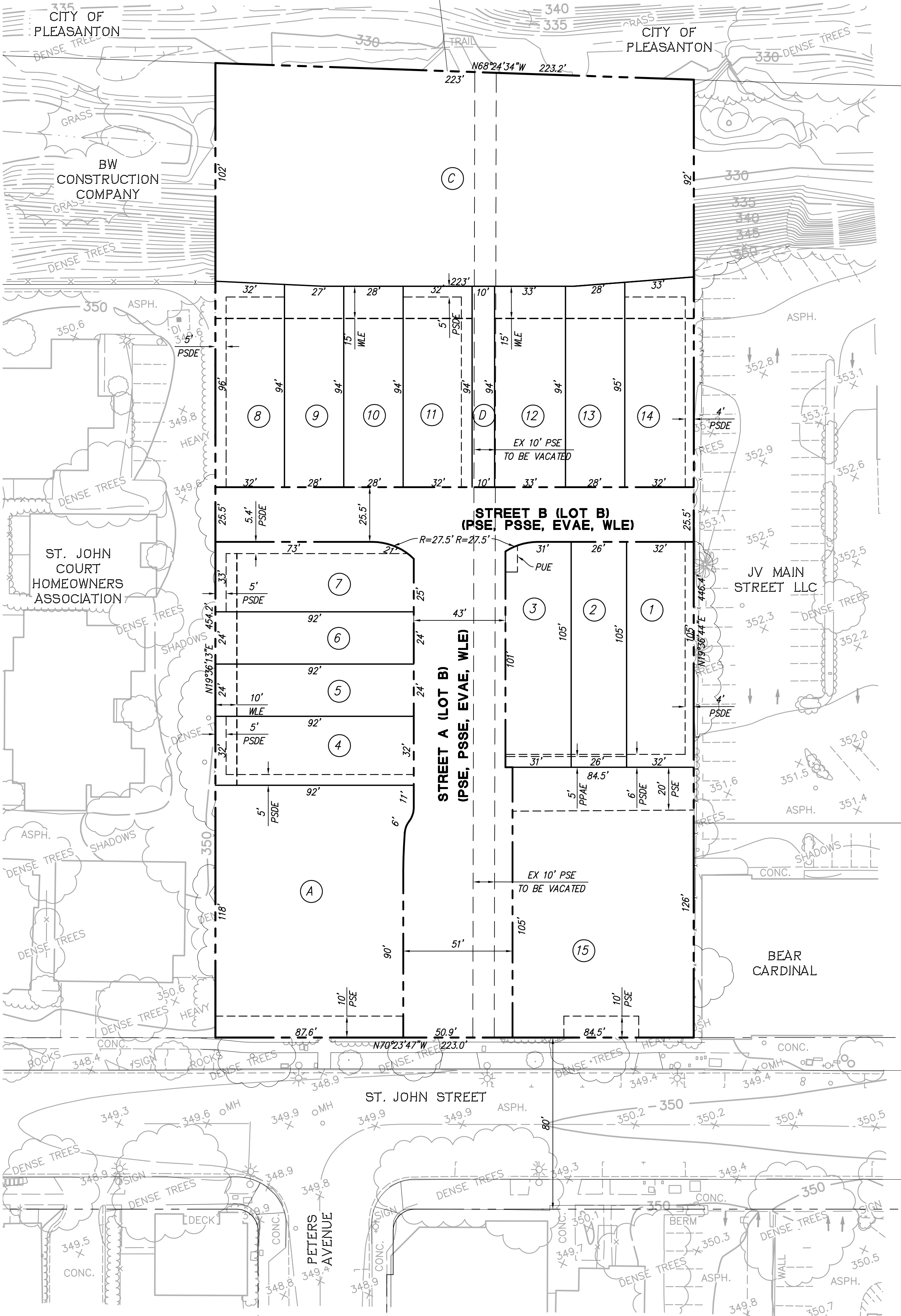
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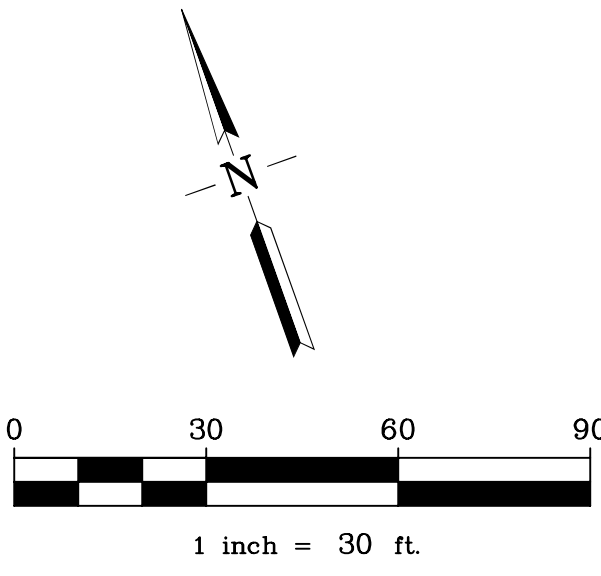
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LOT AREA TABLE	
LOT NO.	LOT AREA (SF)
A	10,387
B	16,529
C	22,162
D	982
1	3,290
2	2,713
3	3,197
4	2,974
5	2,250
6	2,250
7	2,967
8	3,064
9	2,599
10	2,591
11	3,012
12	3,095
13	2,613
14	3,113
15	10,648
TOTAL:	100,436



PROPOSED LOTTING PLAN
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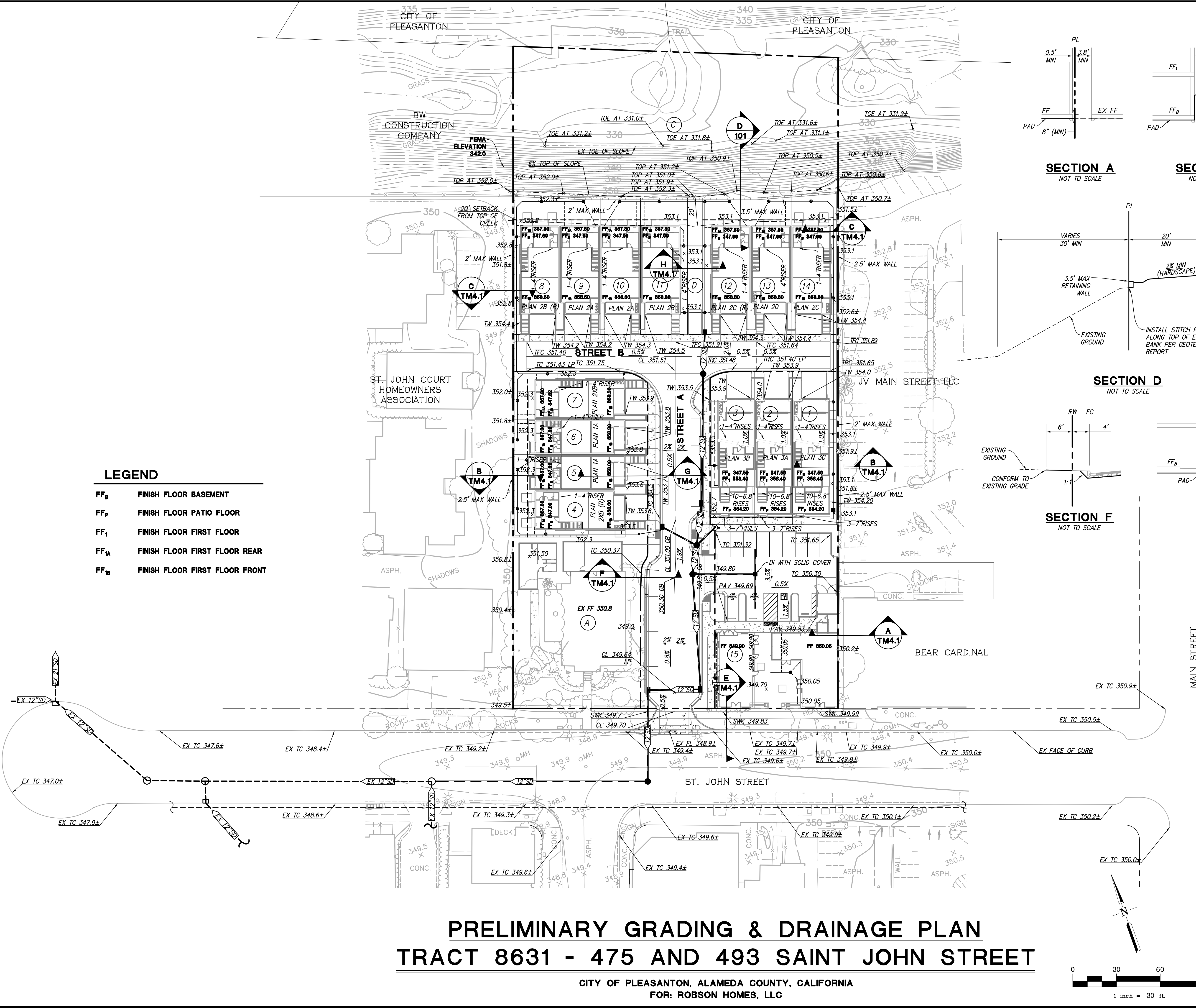
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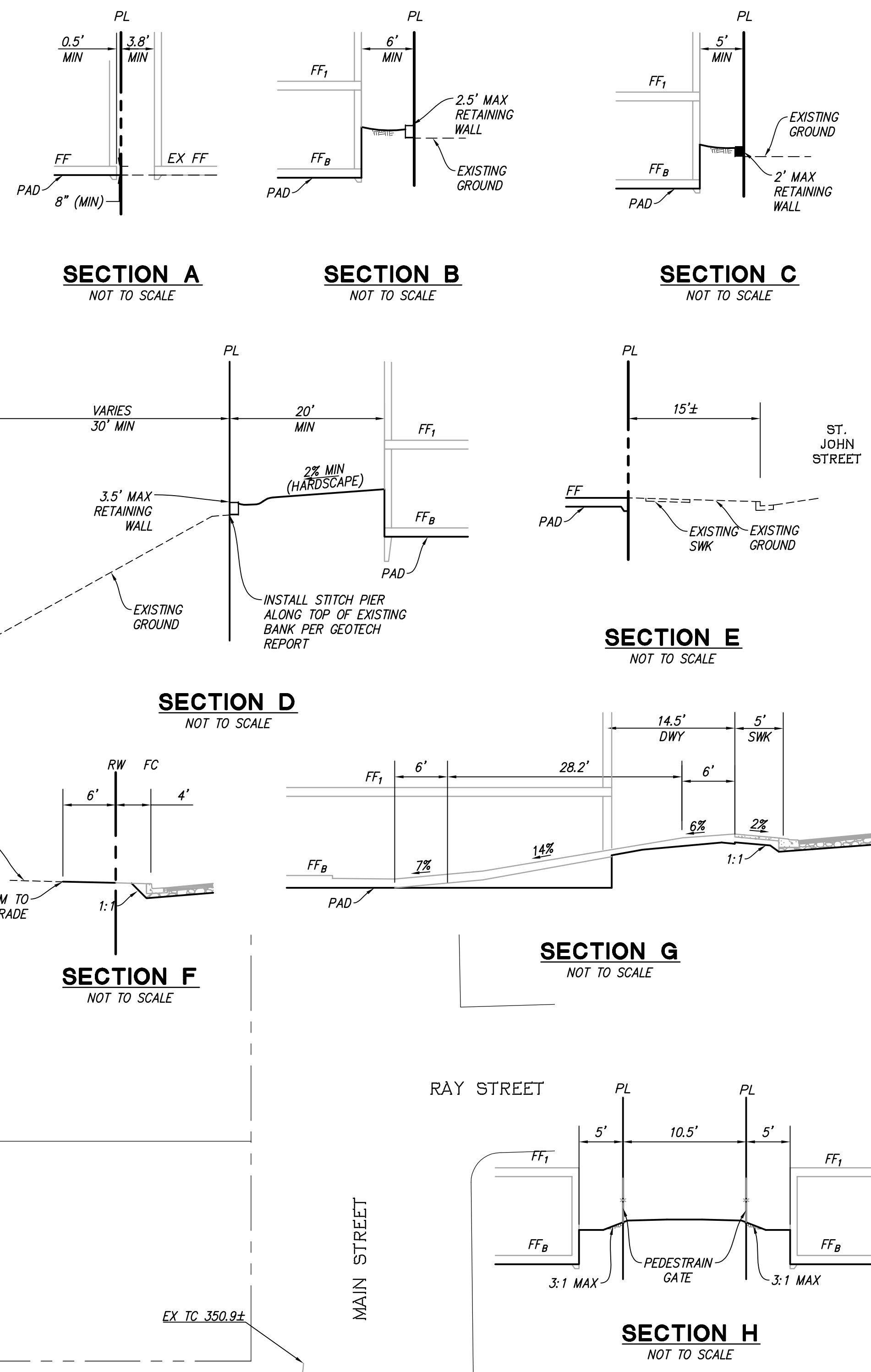
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LEGEND

FF _B	FINISH FLOOR BASEMENT
FF _P	FINISH FLOOR PATIO FLOOR
FF ₁	FINISH FLOOR FIRST FLOOR
FF _{1R}	FINISH FLOOR FIRST FLOOR REAR
FF _{1F}	FINISH FLOOR FIRST FLOOR FRONT



LEGEND

PROPOSED SILVA CELL

NOTE:
THE SHALLOW SOIL WITH ELEVATED LEAD APPEARS TO BE LOCATED IN THE VICINITY OF CURRENT AND FORMER STRUCTURES AT THE SITE. THE VERTICAL EXTENT OF THE ELEVATED LEAD APPEARS TO BE LIMITED TO THE UPPER 2 FEET. THE HORIZONTAL EXTENT COULD NOT BE FULLY DELINEATED DUE TO THE PRESENCE OF ON-SITE STRUCTURES.

PRELIMINARY GRADING & DRAINAGE PLAN
TRACT 8631 - 475 AND 493 SAINT JOHN STREET
CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC

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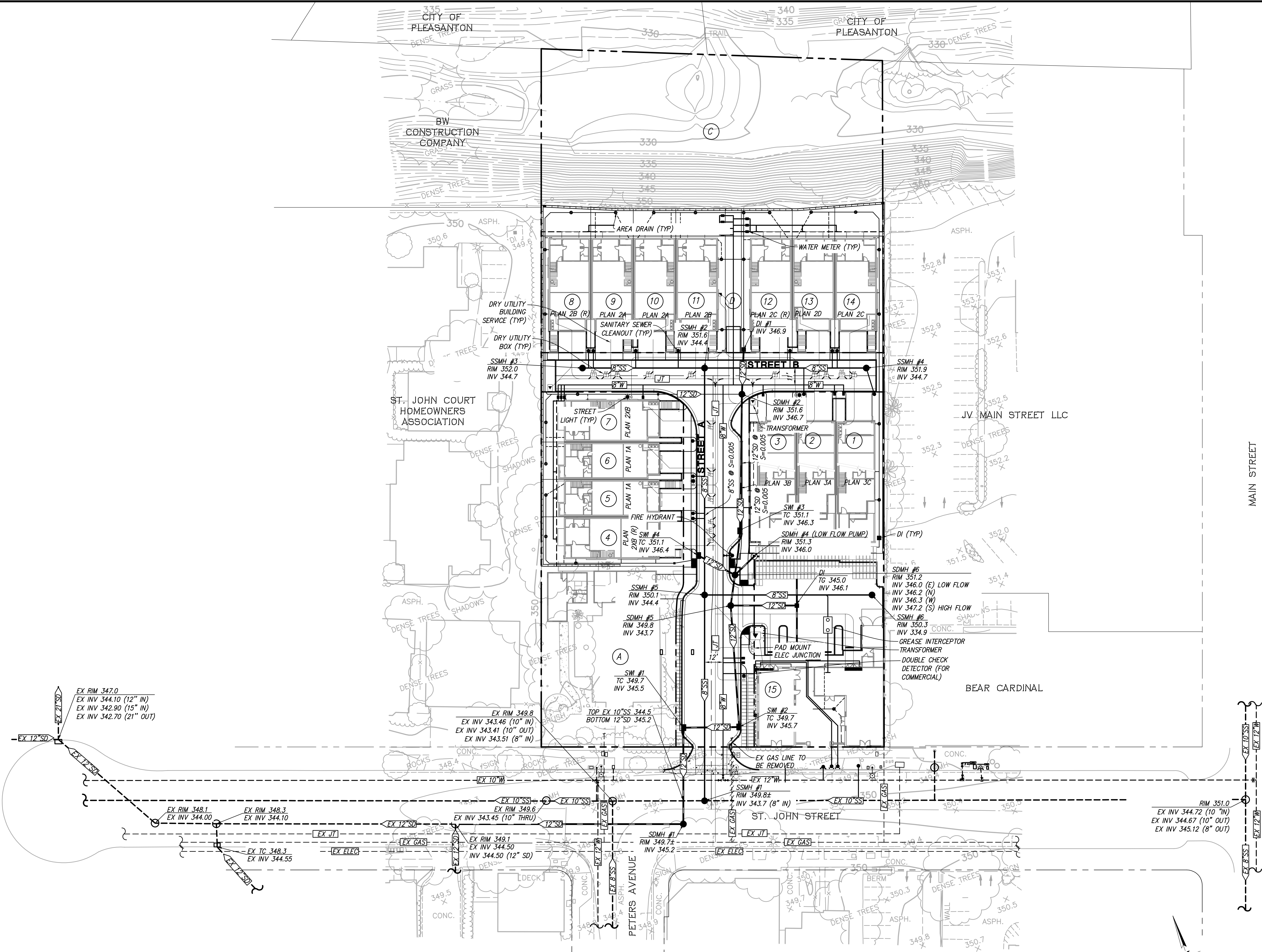
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PRELIMINARY UTILITY PLAN
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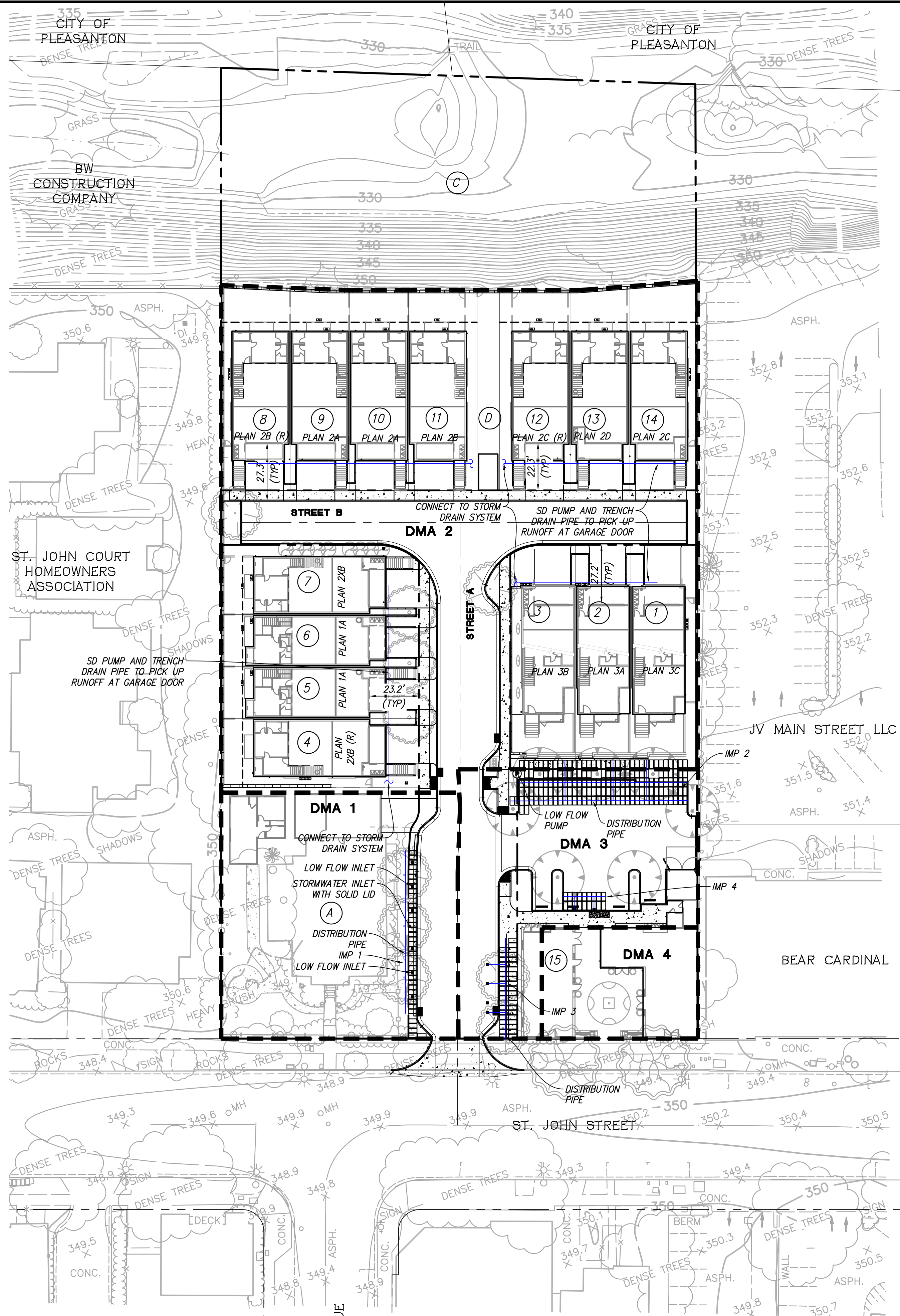
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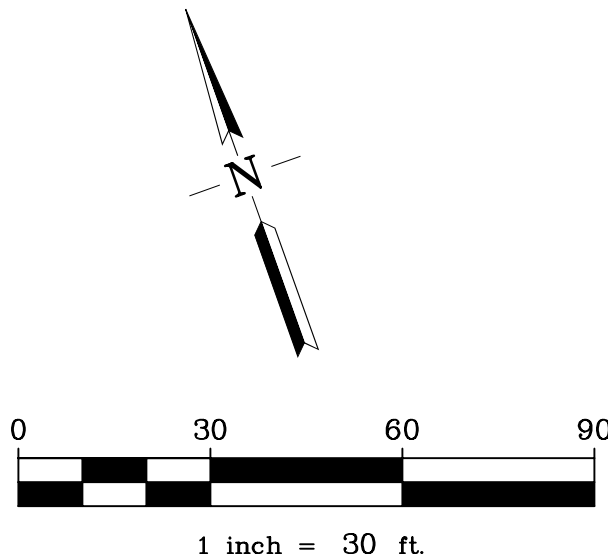


STORMWATER TREATMENT CALCULATIONS						
DMA#	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	TREATMENT AREA REQUIRED (SF)	TREATMENT AREA PROVIDED (SF)	PROPOSED SIZING RATIO
1	7,785	4,551	8,240	330	355	4%
2	36,629	14,764	38,105	1,524	1,617	4%
3	8,646	2,114	8,857	354	356	4%
4	3,749	36	3,753	150	165	4%
TOTAL	56,809	21,465	58,956	2,358	2,493	NA

- NOTES:
- THE ABOVE CALCULATIONS ARE BASED ON THE ALAMEDA COUNTYWIDE CLEAN WATER PROGRAM, C.3 STORMWATER TECHNICAL GUIDANCE, DATED FEBRUARY 8, 2021, AND THE FOLLOWING CRITERIA:
 - EFFECTIVE IMPERVIOUS AREA = IMPERVIOUS AREA + 10% OF PERVIOUS AREA
 - 0.2 INCHES/HOUR RAINFALL INTENSITY ON 100% OF EFFECTIVE IMPERVIOUS AREA.
 - SOIL FOR TREATMENT MEDIUM WITH A 5 INCHES/HOUR INFILTRATION RATE.
 - SIZING FACTOR OF 0.04 IS CALCULATED ON THE FOLLOWING CRITERIA:
 - $(0.2 \text{ IN/HR}) / (5 \text{ IN/HR}) = 0.04$
 - C.3 STORMWATER TREATMENT CALCULATIONS:
 - PRE-DEVELOPMENT IMPERVIOUS SURFACE AREA = 58,180 SF
 - HYDROMODIFICATION IS NOT REQUIRED SINCE POST DEVELOPMENT IMPERVIOUS AREA IS LESS THAN PRE-DEVELOPMENT CONDITION.

- LEGEND
- PROPOSED SILVA CELLS
 - DRAINAGE MANAGEMENT AREA (DMA)

PRELIMINARY STORM WATER TREATMENT PLAN
TRACT 8631 - 475 AND 493 SAINT JOHN STREET
CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC

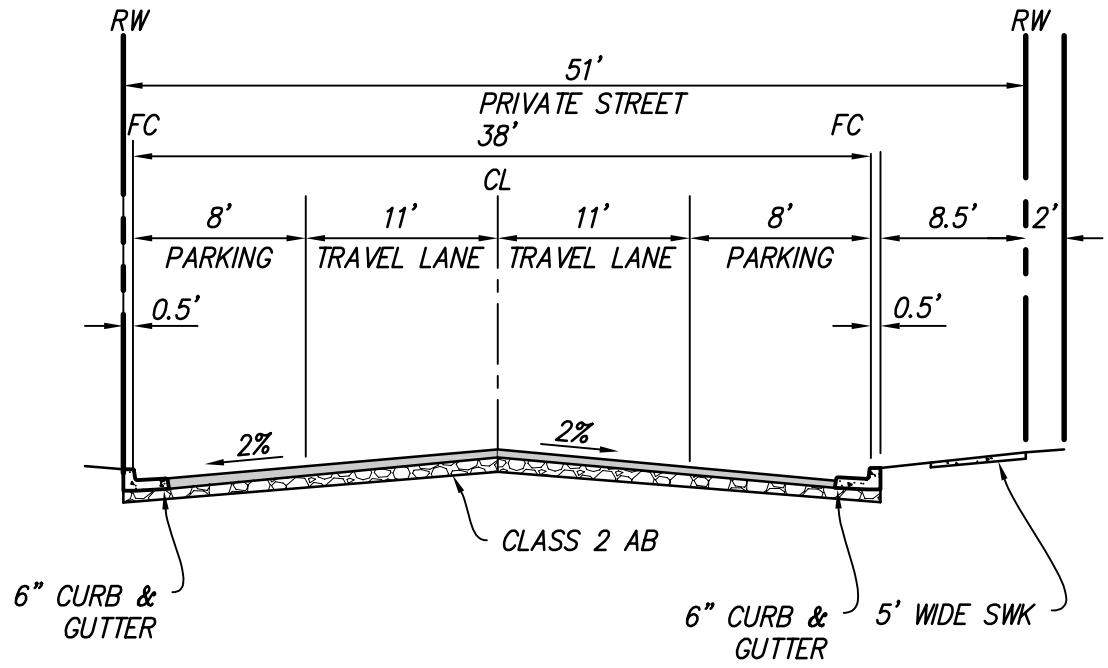
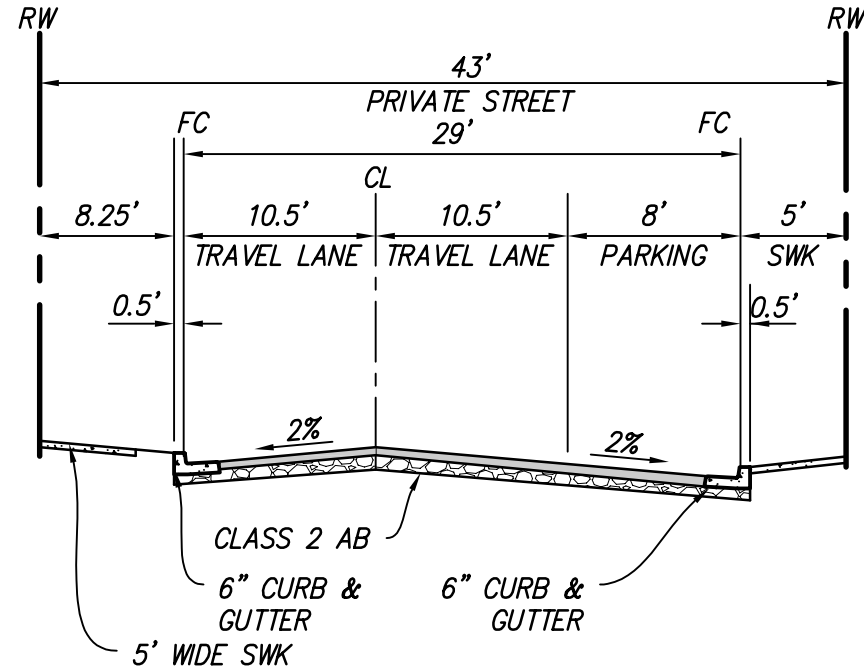
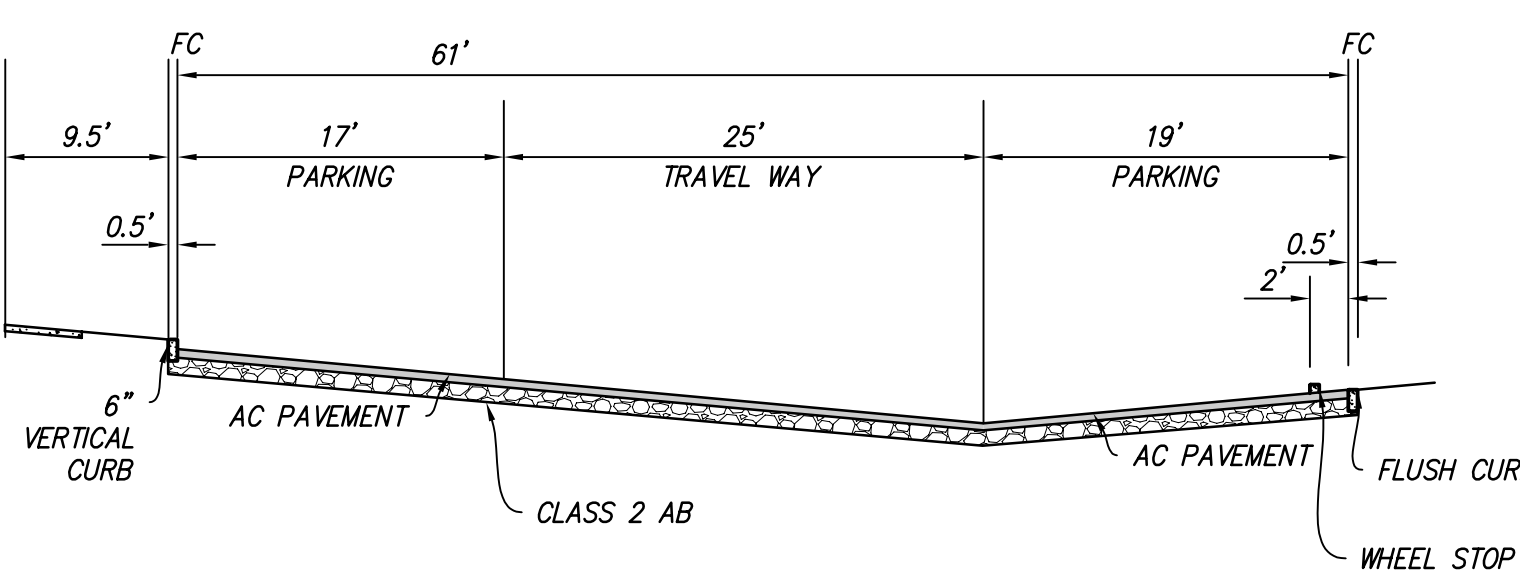
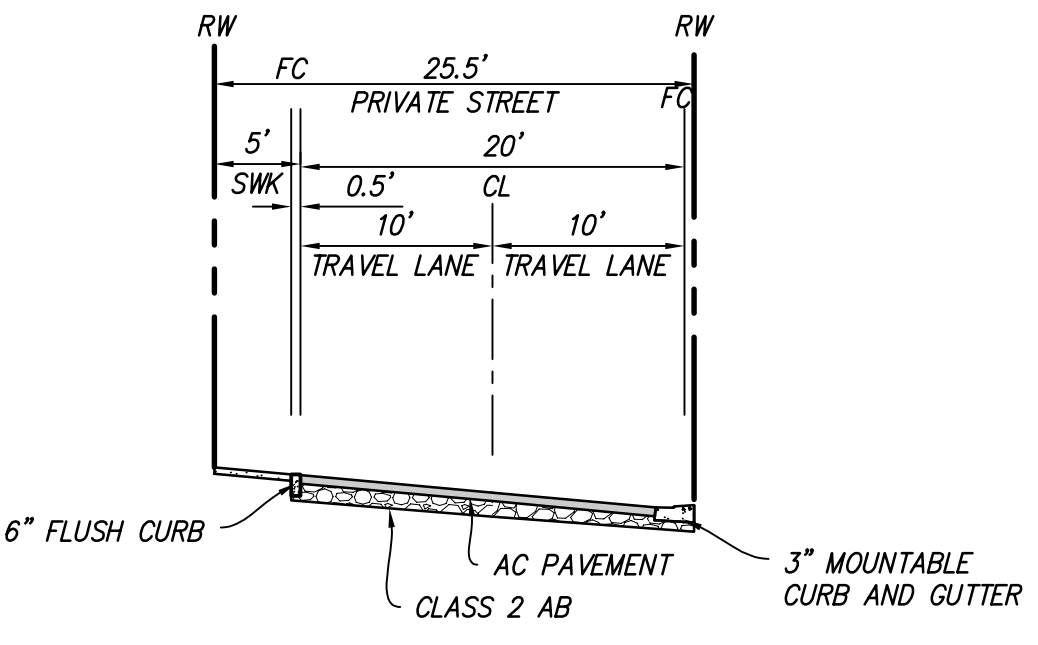
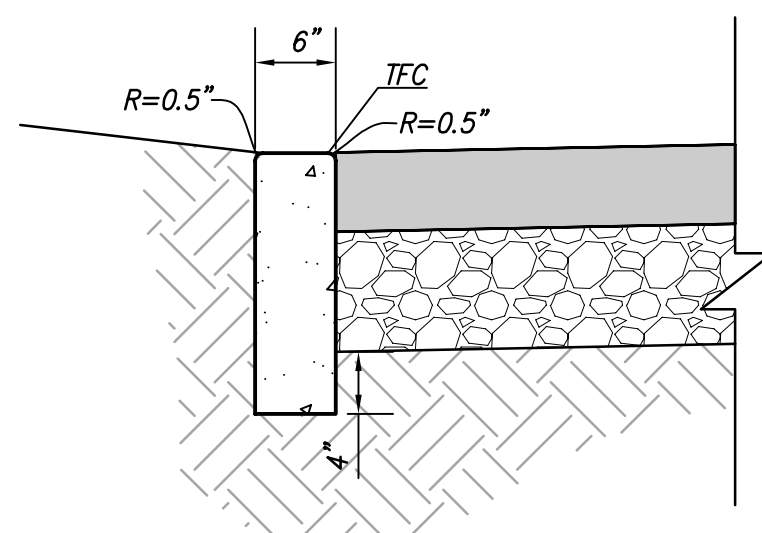
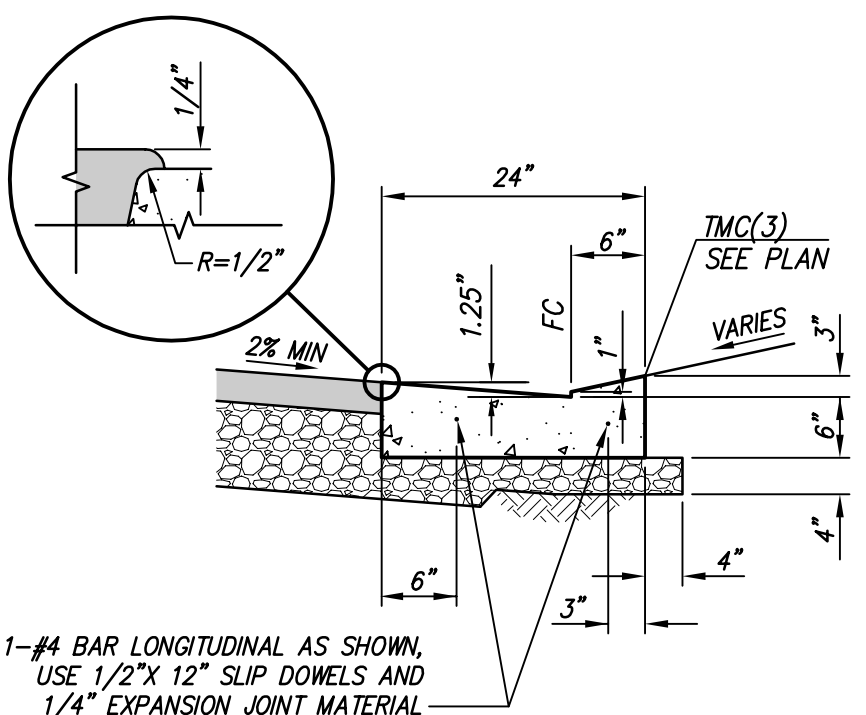
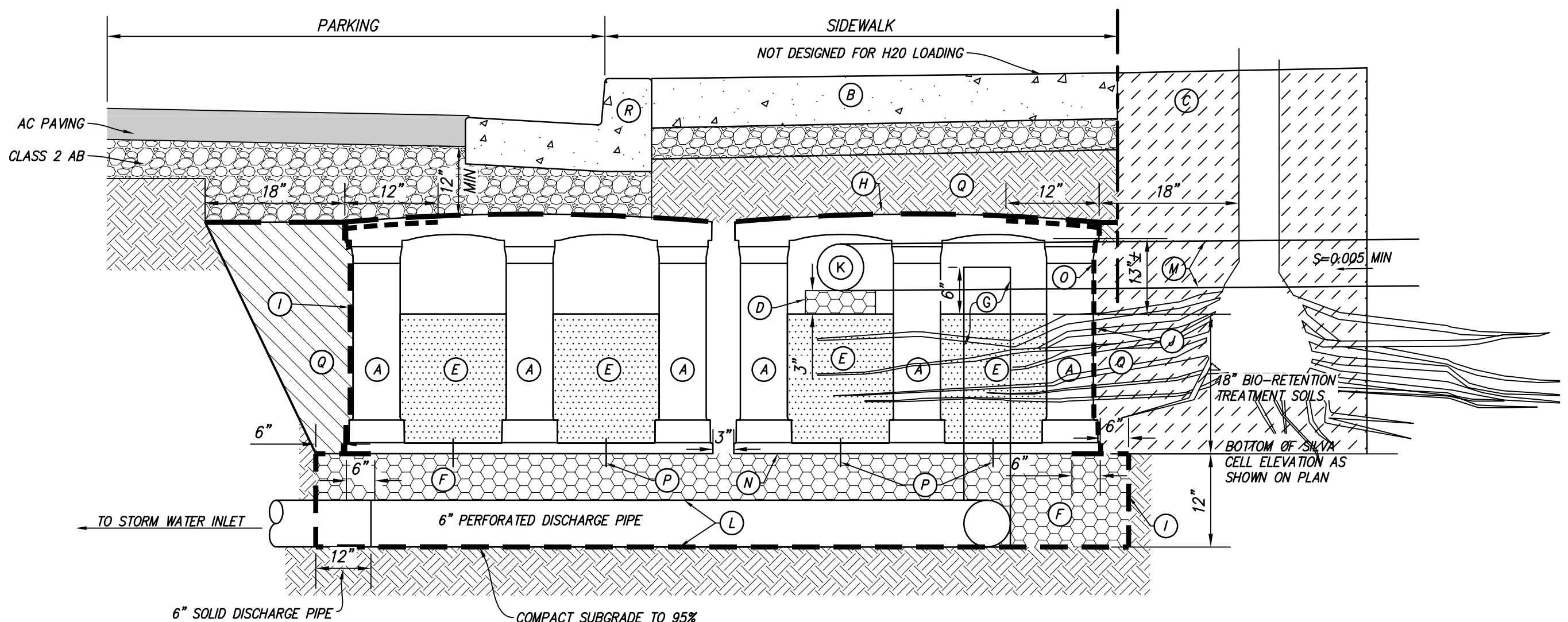
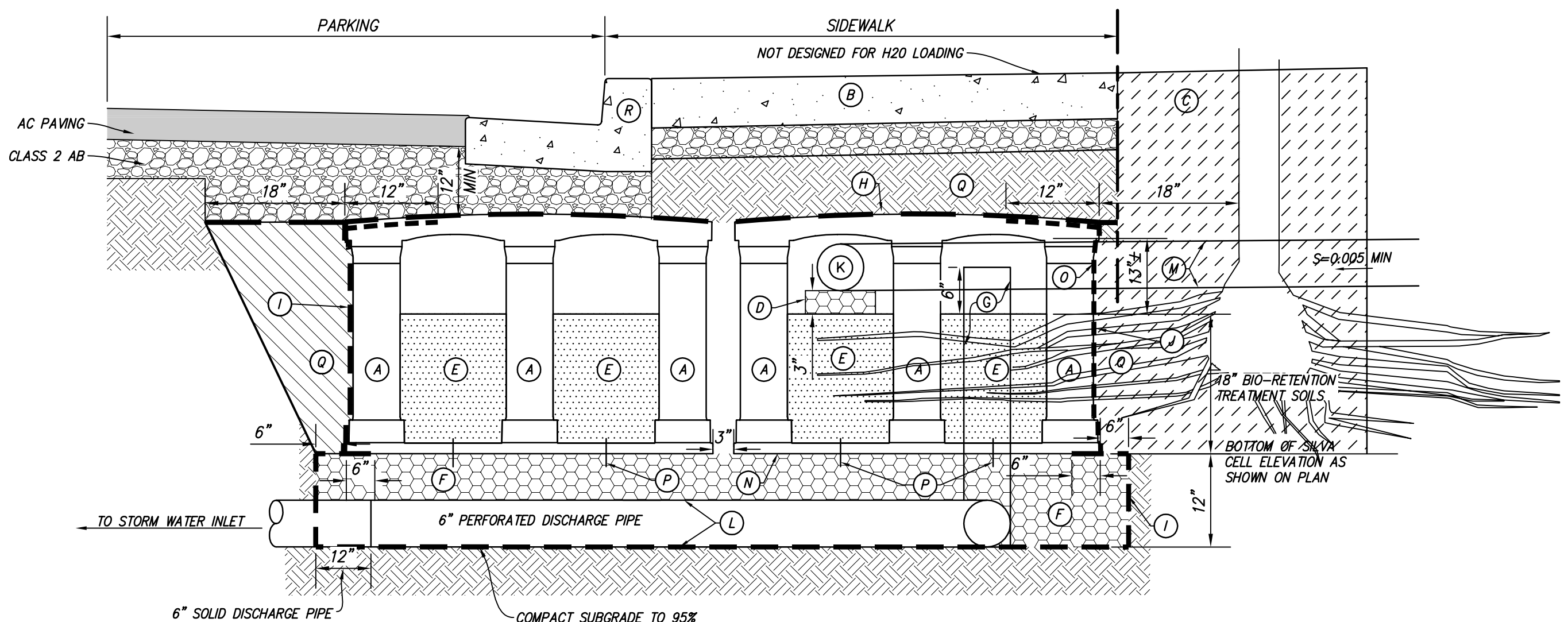
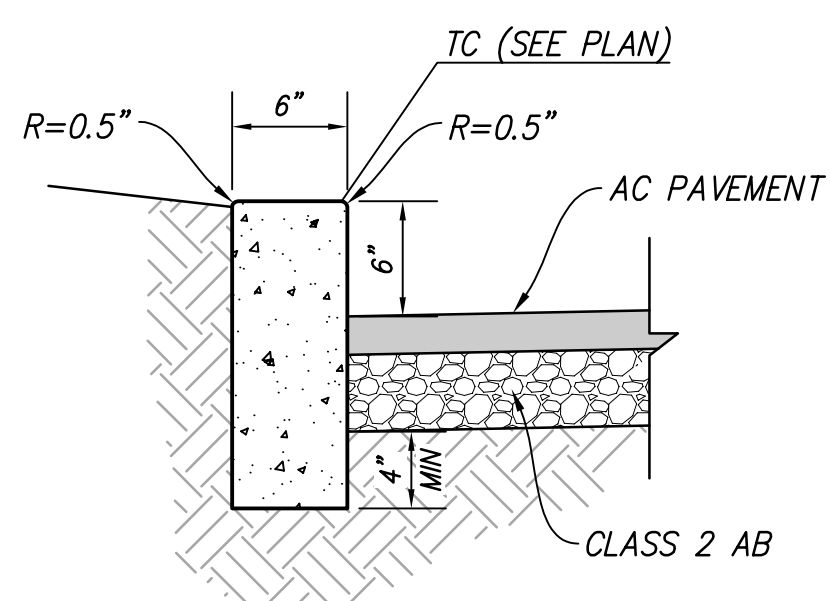
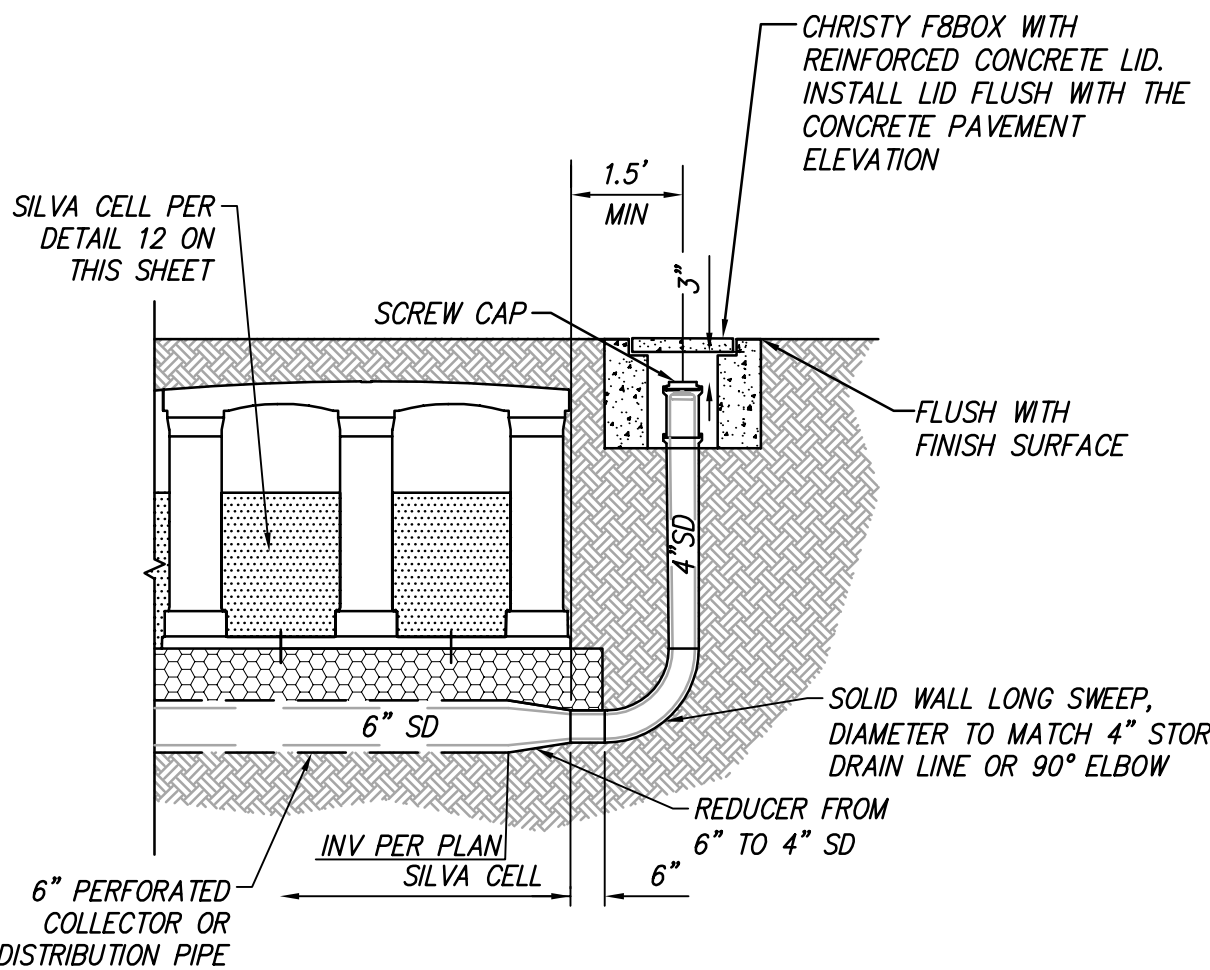
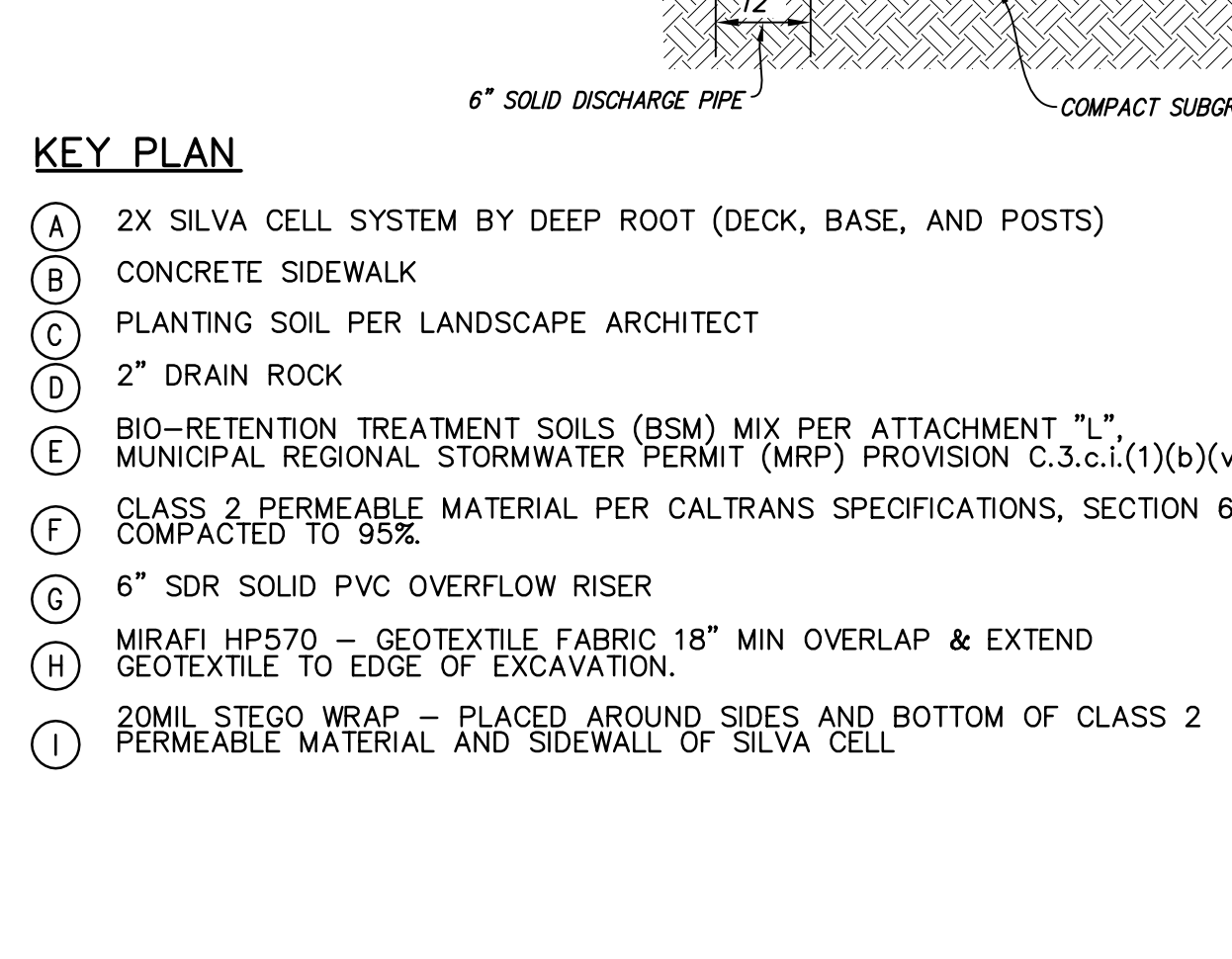
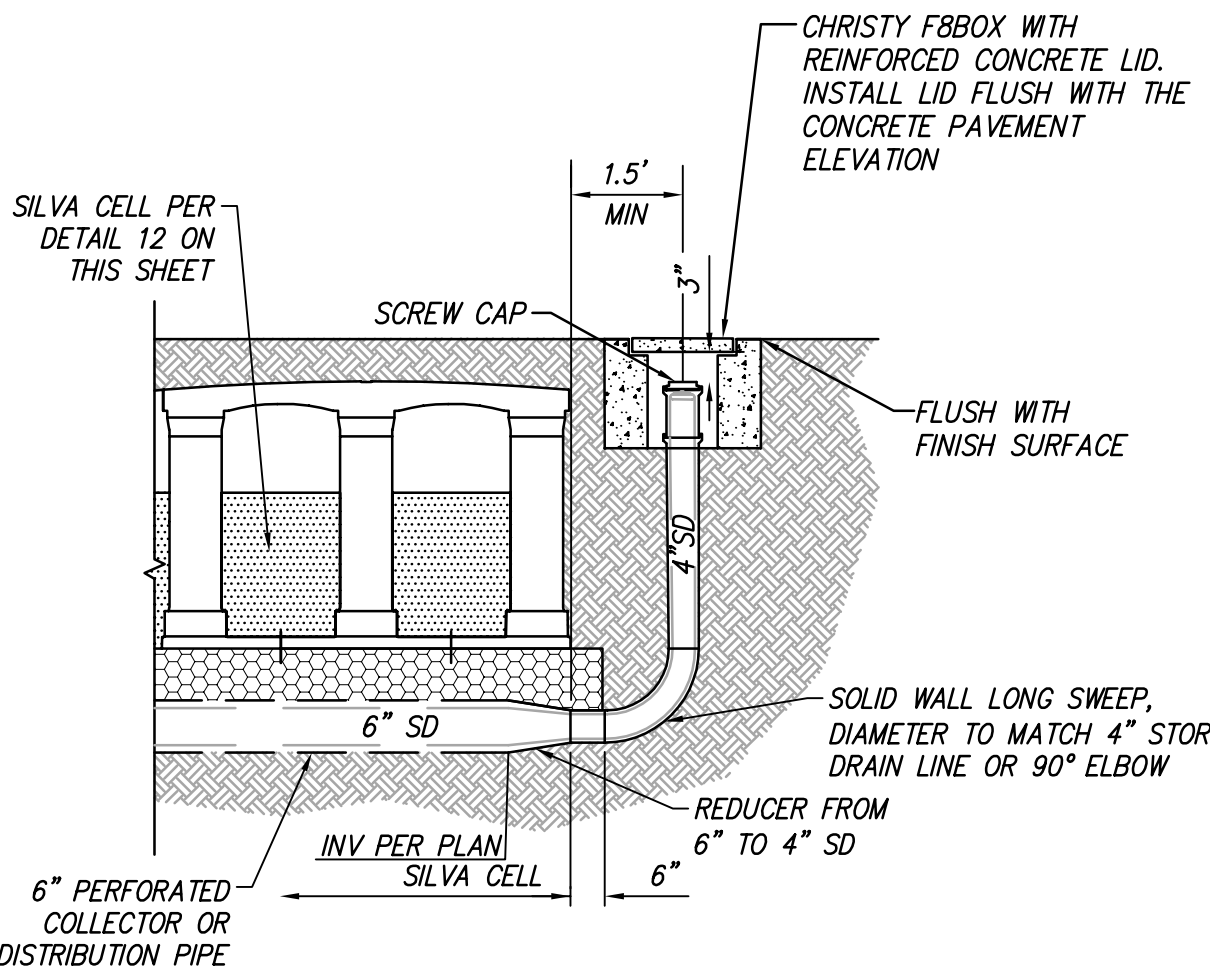




RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
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 NOT TO SCALE		 NOT TO SCALE		 NOT TO SCALE		 NOT TO SCALE	
1		2		3		4	
STREET A (BY LOTS A AND 15)		STREET A (BY LOTS 4-7)		PARKING LOT		STREET B	
 NOT TO SCALE		 NOT TO SCALE		 NOT TO SCALE		 NOT TO SCALE	
5		6		7		8	
6" FLUSH CURB		3" MOUNTABLE CURB & GUTTER		TYPICAL SILVA CELL DETAIL		SILVA CELL CLEANOUT DETAIL	
 NOT TO SCALE		 NOT TO SCALE		 NOT TO SCALE		 NOT TO SCALE	
7		8		9			
6" VERTICAL CURB		SILVA CELL CLEANOUT DETAIL		TYPICAL SILVA CELL DETAIL			

TYPICAL SECTIONS & DETAILS

TRACT 8631 - 475 AND 493 SAINT JOHN STREET

CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC



RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
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475 and 493 St. John Street Mixed-Use Project

Addendum to the City of Pleasanton Downtown Specific Plan Final Environmental Impact Report (SCH #2001032014)

prepared by

City of Pleasanton
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, California 94566
Contact: Natalie Amos, Associate Planner, (925) 931-5613

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

October 2024



RINCON CONSULTANTS, INC. SINCE 1994

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Appendix A California Emissions Estimator Model Calculations

Appendix B Historic Resources Evaluation

Appendix C Archaeological Resources Assessment

Appendix D Geotechnical Investigation

Appendix E Phase I Environmental Site Assessment and Subsurface Investigation

Appendix F Roadway Construction Noise Model Results

1 Introduction

This document is an Addendum to the *Downtown Specific Plan Environmental Impact Report* (Final EIR) (State Clearinghouse #2001032014), which was prepared for the City of Pleasanton's Downtown Specific Plan, hereinafter referred to as the "DSP." The Final EIR, which is incorporated herein by reference, was certified in May 2019 by the City of Pleasanton.

The 475 and 493 St. John's Street Mixed-Use Project (hereinafter referred to as "the Barone's project") would involve changes to the previously approved DSP analyzed in the Final EIR. Therefore, some modifications and additions are necessary to the previously certified Final EIR for the DSP.

Pursuant to Section 15164 of the *CEQA Guidelines*, codified in Sections 15000 *et seq.* of Title 14 of the California Code of Regulations (CCR), a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15612 calling for preparation of a subsequent EIR have occurred. Under Section 15162 (a), where an EIR has been certified for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, that there are substantial changes in the project or circumstances or substantially important new information that will cause the project to have significant new impacts or substantially increase the severity of previously identified significant impacts.

Specifically, the *CEQA Guidelines* state:

- The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred (Section 15164 (a)).
- An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration (Section 15164 (c)).
- The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project (Section 15164 (d)).
- A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence (Section 15164 (e)).

This addendum has been prepared in accordance with relevant provisions of CEQA (California Public Resources Code Section 21000, *et seq.*) and the *CEQA Guidelines*. It describes the Barone's project and compares its impacts to those identified in the Final EIR for the DSP. The analysis demonstrates that the Barone's project does not require the preparation of a subsequent EIR.

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2 Project Location and Existing Conditions

The project site is located at the north end of downtown Pleasanton at 475 and 493 St. John Street, which is within the DSP area analyzed in the Final EIR (see Figure 1). The project site consists of two parcels, both of which have frontages along St. John Street on their southern boundary and abut the Arroyo del Valle on their northern boundary, and combine to comprise approximately 2.3 acres (see Figure 2). Both parcels, 475 St. John Street (Assessor Parcel Number [APN] 94-114-7) and 493 St. John Street (APN 94-114-8) are developed. The project site currently includes one single-family residence (constructed in 1887), one single-story accessory dwelling unit, one restaurant (Barone's), surface parking, an outdoor cabana entertainment area, and various structures ancillary to Barone's restaurant operations. Some existing structures are shown in Figure 3, with accompanying captions. The project site has approximately 51 trees of 18 different species, 34 of which are "Heritage Trees," as defined by PMC Chapter 17.16.

The project site is bordered to the north by City-owned open space, to the east by the Pleasanton Hotel and Rose Hotel, to the south by offices and single-family residences across St. John Street, and to the west by the St. John Court townhomes. The open space to the north is the Arroyo del Valle and associated riparian vegetation, which is shown in Figure 4. The DSP describes the Arroyo del Valle as an unchannelized¹ stream that flows east to west north of the project site and collects stormwater drainage. While the project site is relatively flat with a gentle downward slope to the south, there is a steep downward slope to the stream bed adjacent to the north boundary of the project site.

Transportation Access

Regional access to the project site is provided via Interstate 680 (I-680). The project site is served by regional transit including the Altamont Commuter Express (ACE); ACE's Pleasanton station is located 0.6 miles southwest of the project site with an AM peak hour headway of 65 minutes and PM peak hour headway of 60 minutes. Several Livermore Amador Valley Transit Authority bus stops are within 0.5 miles of the project site.

¹ I.e., a channel that has not been modified to provide flood protection.

Figure 1 Regional Location

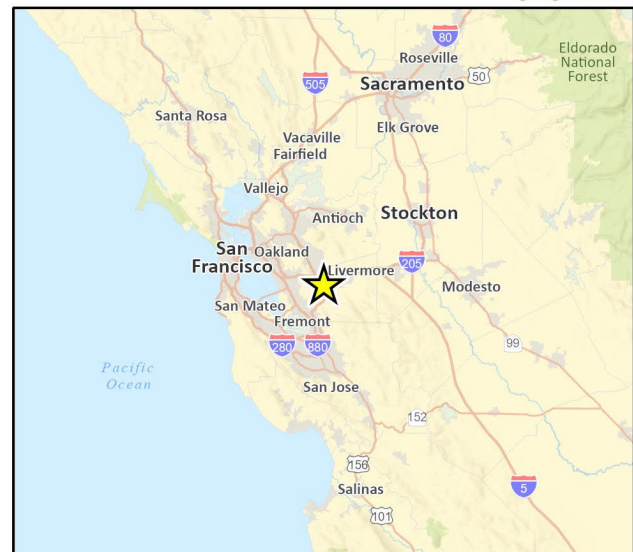
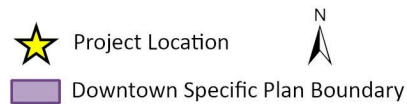
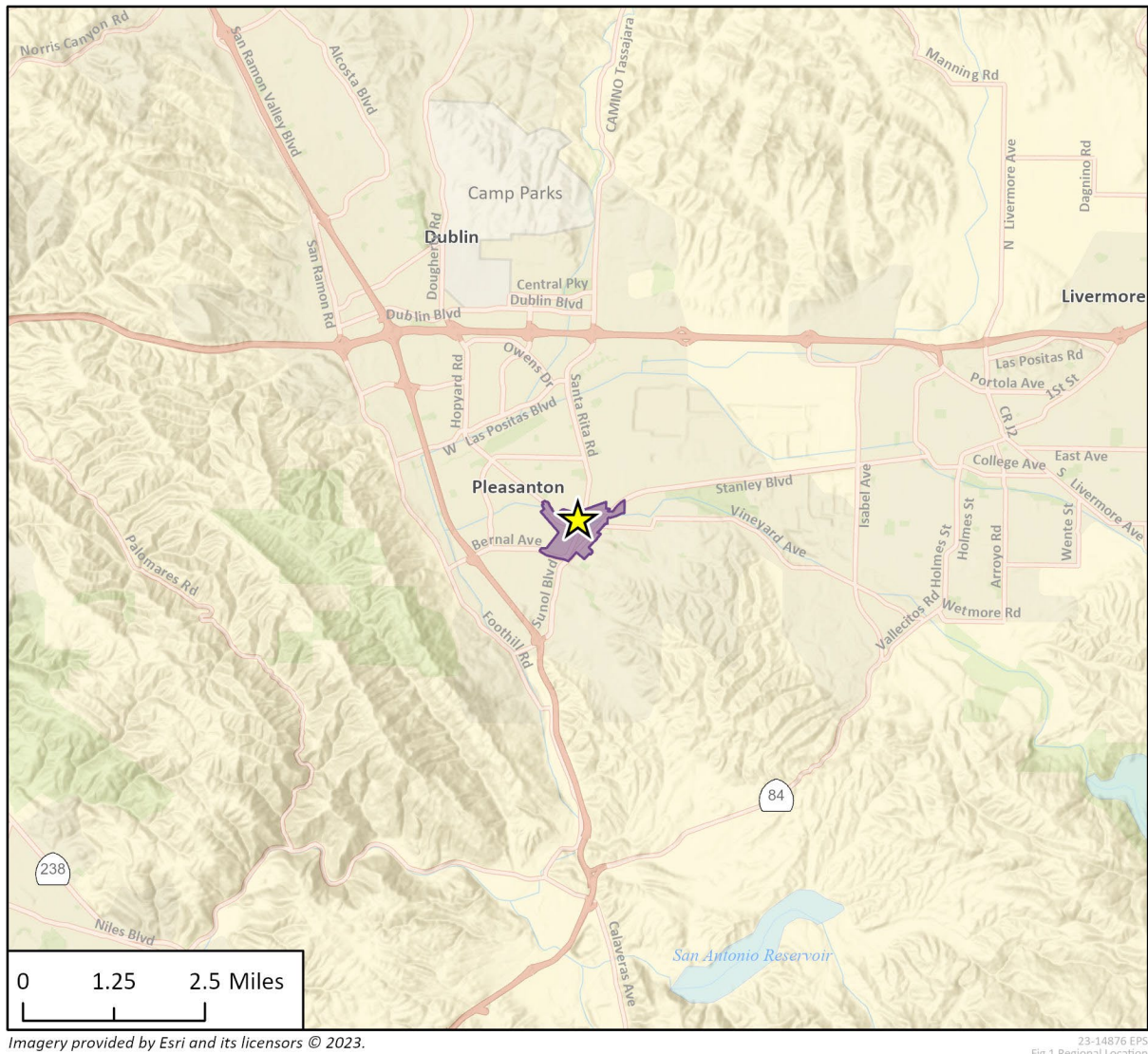


Figure 2 Project Site



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23-148/6 EPS
Fig 2 Project Location

Figure 3 Project Site Photographs



Photograph 1. Existing single-family residence at 493 St. John Street, looking north from St. John Street.



Photograph 2. Existing restaurant at 475 St. John Street and main driveway, looking north from St. John Street.



Photograph 3. Surface parking and northern fence line at 493 St. John Street, looking northwest from interior of the project site.



Photograph 4. Gazebo and landscaped area in the northeast corner of 475 St. John Street, looking northeast.

Figure 4 Arroyo Del Valle



Photograph 1. Northeast corner of 493 St. John Street, looking north through the chain-link fence separating the project site from Arroyo del Valle.



Photograph 2. Northern edge of 475 St. John Street, looking east along the property line between the project site (right, across the hedgerow) and Arroyo del Valle (to the left).

General Plan Designation, Downtown Specific Plan Designation, and Zoning

The project site has two General Plan designations: 1) Commercial and Offices (Retail/Highway/Service Commercial Business and Professional Offices); and 2) Public Health and Safety with a Wildland Overlay. The Commercial and Offices designation allows for retail, highway, service commercial, and business/professional offices with floor area ratios (FAR) not to exceed 300 percent for projects within the DSP area. The Public Health and Safety designation applies to land set aside for protection from geologic, topographic, fire, or other hazards, on which no new development is permitted. The Wildlands Overlay is used to identify wildlife corridors and valuable plant and wildlife habitat, like the Arroyo del Valle. Most of the project site (specifically the developed area) is designated as Commercial and Offices, while the northern portion abutting Arroyo del Valle is designated as Public Health and Safety with a Wildland Overlay.

The project site has two DSP designations: 1) Downtown Commercial and 2) Open Space Arroyo. Downtown Commercial allows commercial uses on the ground floor with a range of uses allowed on upper floors and development intensities consistent with zoning discussed below. Ground floor residential may be located behind commercial development on properties elsewhere in the district subject to specific criteria (i.e., criteria of DSP Policy LD-P.15). Pursuant to Policy LD-P.15 of the DSP, the Downtown Commercial designation of the project site may redevelop to a residential mixed-use project with approval of a Planned Unit Development (PUD) application to rezone the property and evaluate appropriate density and design. Policy LD-P.15 also notes that a residential-only project is not desirable, and that the existing residence is required to remain. Open Space Arroyo refers to land set aside for the protection of public health and safety adjacent to the Arroyo del Valle. The project site is split between the two designations similar to under the General Plan, discussed above.

The entirety of the project site is zoned both Central Commercial (C-C) and Downtown Revitalization District. The purpose of C-C zoning is to maintain compactness and encourage more intensive development, while maintaining district efficiency; required development conditions of approval and permitted uses are mandated in Pleasanton Municipal Code (PMC) Section 18.44. Pursuant to PMC sections 18.44.080B and 18.08.338, the C-C zoning designation allows mixed-use redevelopment that includes residential uses. The Downtown Revitalization District has a variety of purposes, specific to protecting and revitalizing the City's downtown area; specific requirements are laid out in PMC Section 18.74.

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3 Project Description

The project applicant proposes a different land use than was designated in the DSP, specifically to construct and operate a mixed residential and commercial development. The characteristics of the proposed project and modifications to the uses envisioned in the DSP are listed in more detail in Table 1 in Section 3.1 below. The Barone's project would involve demolition of all development on the site with the exception of the existing single-family residence, and construction of 14 detached two-story single-family residences and two commercial buildings of approximately 1,300 and 1,800 square feet, respectively. The project would also include the addition of an attached garage to the rear of the existing single-family residence and construction of a one-story, detached accessory dwelling unit (ADU) immediately north of the proposed attached garage. The project site would be accessed via a new private street and the two commercial buildings would be accessible via a new public courtyard. The private street would be accessed via St. John Street. Pedestrian access to the project site would be provided via the existing sidewalks on St. John Street. The proposed project layout is shown in Figure 5.

The proposed residential buildings would be wood-framed structures on post-tensioned slab foundations. The single-family residences would be constructed with one of five floor plans of varying size. The floor plans, features, and areas are described below.

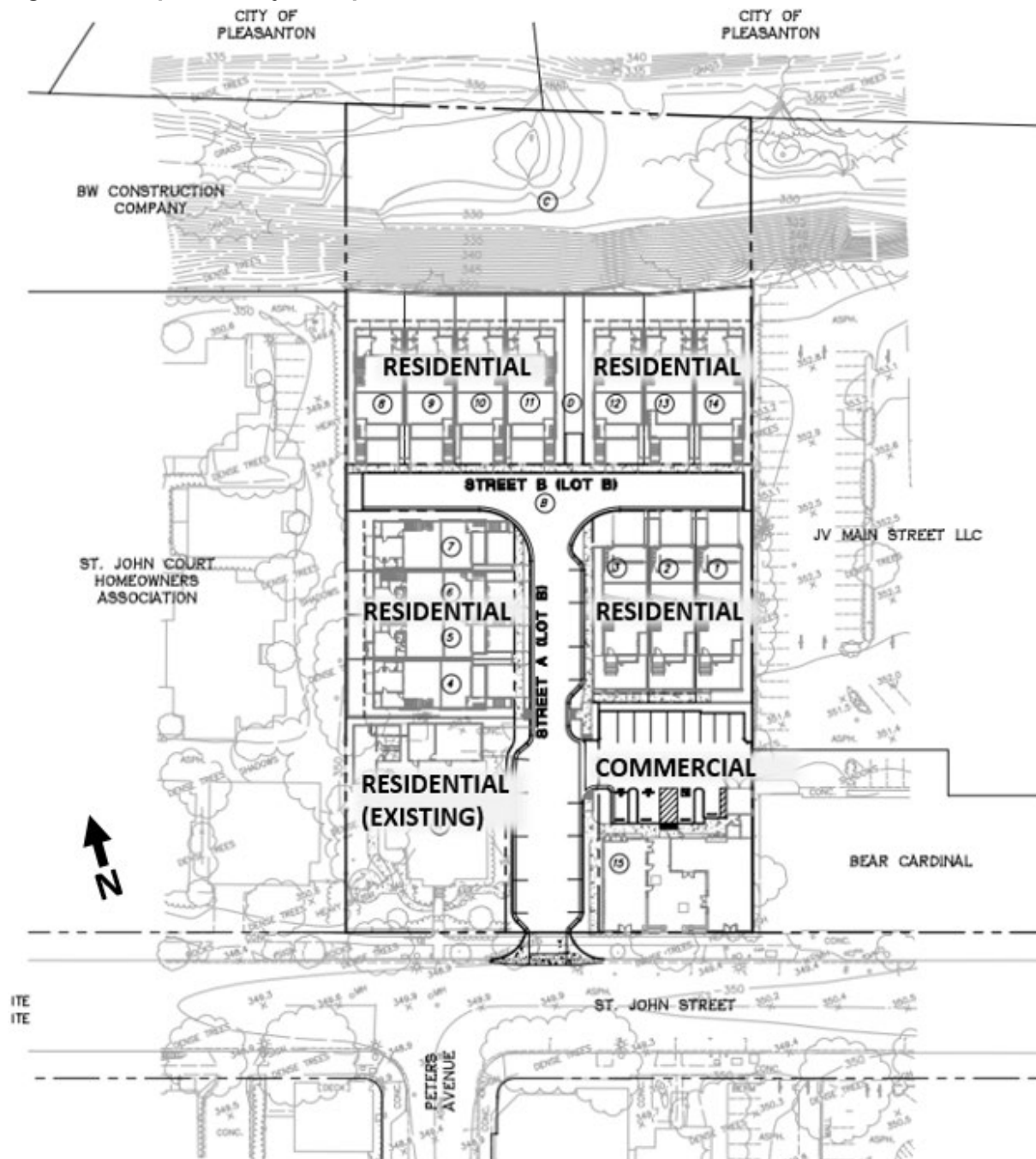
- Plan 1 would include 4 bedrooms and 3.5 bathrooms comprising 3,316 square feet
- Plan 2A would include 4 bedrooms and 3.5 bathrooms comprising 3,642 square feet
- Plan 2B would include 4 bedrooms and 4.5 bathrooms comprising 3,783 square feet
- Plan 3A would include 4 bedrooms and 3.5 bathrooms comprising 3,355 square feet
- Plan 3B would include 4 bedrooms and 3.5 bathrooms comprising 3,401 square feet

The building heights would range from 28 feet and 5 inches to 31 feet and 2 inches. Each residence would include office flex space and a two-car garage. No basements are proposed. Utilities would be constructed underground and would connect to existing utilities (potable water, sanitary sewage, and stormwater drainage) that currently serve St. John Street. The private street would be constructed at widths to accommodate emergency vehicle turning radii. In addition to garage parking, there would be 11 guest parking spaces on the private street and 2 EV-charging parking stalls for the commercial buildings.

The proposed commercial buildings would be constructed to the east of the proposed private street and west of the existing adjacent Rose Hotel, and would have frontages along St. John Street. An approximately 1,560 square foot plaza would be in between the two commercial buildings. Each building would be one story, with a maximum height of 23 feet. The total floor to area ratio on the commercial lot, including both buildings, attached restroom, and trash room, would be 0.28.

The proposed project would retain 12 existing trees and remove 39 existing trees, 34 of which are considered "Heritage trees" and would require a tree removal permit (PMC Chapter 17.16). The project would also include planting approximately 36 new trees, which would primarily be planted along the proposed private road and within the commercial parking lot. Erosion control with native plants, native grass mixes, and various shrubs would be planted throughout the project site. Plants would be drought tolerant, California native, Mediterranean species, or other appropriate species. No invasive species as listed by the California Invasive Plant Council would be used.

Figure 5 Proposed Project Layout



Source: Robson Homes

Residences along the Arroyo del Valle creek would be set back 20 feet from the top of the existing bank (PMC Section 9.14.090) and would be a hardscape design with raised planters. Irrigation and stormwater would be collected and directed to onsite stormwater facilities which would include bioretention areas and silva cells. No water would be directly released into the creek. The project would result in 55,425 square feet of impervious surface and would result in a net decrease in impervious area within the project site. Approximately 44,763 square feet of pervious area would remain out of the total 2.3-acre project site.

Green Building Features

The proposed project would include several sustainability features to help reduce greenhouse gas (GHG) emissions and meet City-wide sustainability goals. The project would comply with the 2022 California Green Building Standards Code (CALGreen) as well as PMC Chapter 17.50, *Green Building*. The project would be Leadership in Energy and Environmental Design (LEED) silver certified.

Pursuant to PMC Section 20.26.370, *Section 5.106.13 added—All-electric buildings*, the proposed residences would be all-electric and would have no natural gas or propane plumbing installed. Electricity would be the sole source of energy for space and water heating. The residential portion of the proposed project would include a photovoltaic solar array on the roof of all houses pursuant to the California Energy Code. The proposed commercial buildings would use natural gas. Heating, ventilating, and air conditioning system (HVAC) systems to be installed as part of the project would incorporate the lowest global warming potential refrigerants. The project would provide adequate recycling, compost, and landfill containers to meet Senate Bill 1383 and comply with PMC Chapter 9.20, *Garbage*. The project would incorporate water-efficiency measures, including efficient water fixtures and climate adapted plantings.

Construction

Construction would commence towards the end of 2024 or early 2025, which is within the DSP's planning horizon of 2040. Overall construction of the Barone's project would take approximately 26 months, including demolition, site preparation, grading, building construction, paving, and architectural coating. Construction would occur on all days, except for Sundays and holidays from approximately 8 a.m. to 8 p.m. (within PMC regulations). All structures on the project site would be demolished, except for the single-family residence, resulting in a total of 1,877 square feet of demolished buildings. Grading would likely result in approximately 4,200 cubic yards of material being exported from the site, and material would be hauled to the Pleasanton Landfill at 3110 Busch Road. All construction equipment would be staged onsite and several pieces of equipment would include the use of only Tier 3 and Tier 4 engines, as detailed in Section 5.2, *Air Quality*. The project would comply with PMC Chapter 9.21, *Construction and Demolition Debris*, and achieve recycling or reuse of at least 90 percent of Portland cement concrete and asphalt concrete and at least 75 percent of the remaining construction and demolition debris.

Required Approvals

Prior to development the following discretionary approvals from the City would be required:

- PUD Mixed-Use application to rezone the two parcels from C-C to PUD-MU
- Building Permit for addition and ADU on existing residential property

Furthermore, while not anticipated, if the project were to result in alterations to the riparian corridor of Arroyo del Valle or discharge of stormwater into Arroyo del Valle, Waste Discharge Requirements from the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) and a Lake or Streambed Alteration (LSA) Agreement from the California Department of Fish and Wildlife (CDFW) may be required. It is not expected that the project would result in the discharge of dredged or fill materials into Arroyo del Valle; accordingly, a Clean Water Act Section 404 permit from the U.S. Army Corps of Engineers is not anticipated to be required.

3.1 Summary of Proposed Changes

Key differences between the DSP analyzed in the Final EIR and the Barone's project that are relevant to the environmental analysis are summarized in Table 1.

Table 1 Changes to Previously Approved Project

Project Characteristic ¹	DSP (Allowable/Required)	Barone's Project (Proposed)
Maximum Building Height		
Existing Single-Family Residence to Remain	40 feet	30 feet (two stories)
14 Proposed Single-Family Residences	40 feet	Maximum of 31 feet 2 inches
2 Proposed Commercial Buildings	40 feet	23 feet (one story)
Total Residential Units	Allowable with rezone to PUD pursuant to DSP Policy LD-P.15	15 units
Existing Single-Family Residence to Remain	Must remain, be remodeled, or enlarged	Remain as is (1 unit)
14 Proposed Single-Family Residences	Mixed-use redevelopment with residential allowed with PUD application approval	14 units
Floor Area Ratios		
Residential	300 percent	51 percent
Non-Residential	300 percent	29 percent
Parking		
Residential	28 spaces	53 spaces ²
Non-Residential	10 spaces	14 spaces

sf = square feet

¹While existing zoning does not allow residential, project characteristics are listed assuming one of the two project approvals occurs

²Includes 2 covered private spaces per unit, 1 space per driveway of each unit, and 11 guest spaces along the proposed private street

Potential growth associated with buildout of the DSP and development associated with the project are shown in Table 2.

Table 2 DSP and Proposed Project Potential Growth

Characteristic	DSP Projected Growth	Barone's Project
Housing Units	370	14 + one Accessory Dwelling Unit
Population ²	1,000	40
Non-Residential SF	260,700	3,100
Jobs ³	500	6

¹Potential Growth numbers shown in the DSP (Allowable/Required) column consist of growth projection numbers for the entire DSP area.

²Assuming 2.83 people per household and housing vacancy rate of 3.6% (methodology used in the Final EIR)

³Assuming 510 sf per retail job (methodology used in the Final EIR)

4 Decision Not to Prepare Subsequent EIR

As outlined in Section 15164 of the *CEQA Guidelines*, a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in *CEQA Guidelines* Section 15162 calling for preparation of a subsequent EIR have occurred.

The impact analysis that follows demonstrates that the Barone's project would not introduce new, significant environmental impacts beyond those that have already been identified and characterized in the Final EIR and that there are no substantial changes in the project or circumstances or substantially important new information that would cause the project to have significant new impacts or substantially increase previously identified significant impacts. None of the conditions described in *CEQA Guidelines* Section 15162 that would call for preparation of a subsequent EIR have occurred or would occur because of the Barone's project. Therefore, this addendum is the appropriate level of environmental documentation to provide under CEQA. The City of Pleasanton will include this addendum, along with the Final EIR for the DSP, in its consideration of the Barone's project.

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5 Environmental Impacts of the Proposed Changes to the Original Project

This addendum evaluates the changes proposed under the Barone’s project compared to the DSP against the *CEQA Guidelines* Section 15162 criteria, to determine whether a subsequent EIR is necessary for the Barone’s project. The existing environmental conditions on and around the project site are substantially the same under present conditions as those described in the Final EIR.

Appendix G of the *CEQA Guidelines* provides a checklist of environmental issues areas suggested for assessment in a CEQA analysis. The Final EIR addressed all of these environmental issue areas. The issue areas studied included the following:

- | | |
|--|----------------------------------|
| ▪ Aesthetics | ▪ Land Use and Planning |
| ▪ Agricultural and Forestry Resources ² | ▪ Mineral Resources ² |
| ▪ Air Quality | ▪ Noise and Vibration |
| ▪ Biological Resources | ▪ Population and Housing |
| ▪ Cultural Resources | ▪ Public Services |
| ▪ Energy | ▪ Recreation |
| ▪ Geology and Soils | ▪ Transportation/Traffic |
| ▪ Greenhouse Gas Emissions | ▪ Tribal Cultural Resources |
| ▪ Hazards and Hazardous Materials | ▪ Utilities |
| ▪ Hydrology and Water Quality | ▪ Wildfire ³ |

To provide a thorough and conservative analysis of potential impacts associated with the Barone’s project, this addendum addresses all 20 environmental issue areas included in Appendix G of the current *CEQA Guidelines*.

Potential environmental impacts of the Barone’s project are analyzed to determine if they are consistent with the impact analysis provided in the Final EIR, and if additional mitigation measures are required to minimize or avoid further potential impacts. Where the following analysis identifies impacts, discussion of previously identified mitigation measures from the Final EIR and existing applicable policies and regulations are discussed, as relevant, with respect to mitigating potential impacts from the Barone’s project. Topics with the greatest potential for different impacts are addressed first, followed by briefer discussions of topics with minimal potential for different impacts, based on the scope and scale of the proposed project modifications.

² Agricultural and Forestry Resources and Mineral Resources are discussed in Section 3.14, Impacts not Potentially Significant, of the DSP EIR.

³ Wildfire was discussed in Section 3.7, *Hazards and Hazardous Materials*, of the DSP EIR.

5.1 Aesthetics

Impacts Identified in the Certified Final EIR

The DSP identifies Arroyo del Valle as a scenic resource within the DSP area. The Final EIR determined that development facilitated by the DSP would not have a substantial adverse effect on scenic vistas, as there are limited scenic vistas in the DSP area and all development would be required to conform to applicable existing regulations, development standards, and design standards that address the preservation of public scenic vistas. Design standards, included in the Land Use and Design chapter of the DSP, include but are not limited to building design standards for businesses in the downtown area.

There are no designated State Scenic Highways in the DSP area, and accordingly development facilitated by the DSP would not damage scenic resources within a State Scenic Highway. The Final EIR determined that implementation of the DSP would not substantially degrade the existing visual character or quality of the DSP area and its surroundings, as proposed development or redevelopment would be required to conform with DSP policies that preserve and enhance the character of the DSP area. Additionally, while new development under the DSP would add new sources of light and glare to the DSP area, existing and proposed policies and regulations would minimize impacts to day- and nighttime views of the DSP area. Overall, the Final EIR concluded that implementation of the DSP would result in less than significant impacts to aesthetics.

Impacts of the Barone's Project

The project site is immediately south of Arroyo del Valle. Public views of Arroyo del Valle from St. John Street are already limited by existing development and trees along the arroyo. Therefore, the proposed project would not have a substantial adverse effect on a public scenic vista, and impacts would be less than significant. As identified in the Final EIR, there are no State Scenic Highways in the DSP area, and the project would not damage scenic resources within a State Scenic Highway. There would be no impact.

Although the project applicant proposes a different land use than what was designated in the DSP and would alter the visual character of the site through the introduction of more intense development, the project would still be required to conform with DSP policies that aim to preserve and enhance the character of the downtown area. These policies include the Downtown Design Guidelines, which provide guidance for new construction and redevelopment in the DSP area. The Downtown Design Guidelines include guidance for the siting, construction, architectural style, and signage for businesses and residences in the downtown area to encourage new development to fit in with the established pattern of the downtown. Therefore, with compliance with existing policies, the project would not substantially degrade the existing visual character or quality of the DSP area and its surroundings, and impacts would be less than significant. Similar to the conclusions of the Final EIR, the project would add new sources of light and glare; however, the project site and surrounding areas are urbanized and already have sources of light and glare; further, new lighting included in the project would be required to conform with the Downtown Design Guidelines, which outline standards for allowable lighting and lighted signs in different districts of the downtown, require exterior lighting to be shielded and be compatible with residential surroundings, and call for the use of tinted windows in storefronts to reduce glare. Therefore, the project would result in less than significant impacts related to light and glare.

Overall, the proposed project would have a less than significant impact to aesthetics, similar to the Final EIR for the DSP.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to aesthetics, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to those identified in the Final EIR, and no significant new or substantially increased aesthetics impacts would occur compared to those discussed in the Final EIR.

5.2 Air Quality

Impacts Identified in the Certified Final EIR

The Final EIR determined that implementation of the DSP would not conflict with or obstruct implementation of the applicable air quality plan, the Bay Area Air Quality Management District's (BAAQMD) 2017 Clean Air Plan. The analysis therein demonstrated the DSP would support the primary goals of the Clean Air Plan, would include applicable control measures from the Clean Air Plan, and would not hinder implementation of any control measures. Impacts would be less than significant.

The Final EIR determined that development facilitated by the DSP would violate air quality standards, contribute substantially to existing or projected air quality violations, and would result in a cumulatively considerable net increase in criteria pollutants for which the region is in nonattainment. The DSP would involve implementation of Mitigation Measure AQ-1, which would require development projects facilitated by the DSP to prepare a technical assessment that evaluates construction-related air quality impacts, and Mitigation Measure AQ-2, which would require development projects facilitated by the DSP to prepare a technical assessment that evaluates operation-related air quality impacts. However, even with implementation of these mitigation measures, development facilitated by the DSP would generate ozone and particulate matter, criteria pollutants for which the region is in nonattainment. Impacts would be significant and unavoidable.

Impacts of the Barone's Project

In accordance with Mitigation Measures AQ-1 and AQ-2 of the DSP, a technical assessment of the project's construction and operational air quality impacts is provided below.

Air Quality Standards

CONSTRUCTION EMISSIONS

Construction associated with the Barone's project would generate short term emissions of criteria air pollutants. The criteria air pollutants of primary concern within the project area include ozone (O₃) precursor pollutants (i.e., reactive organic gases [ROG] and nitric oxide [NO_x]) and particulate matter with diameter 10 microns or less and 2.5 microns or less (PM₁₀ and PM_{2.5}). Construction generated emissions are of temporary duration, lasting only as long as construction activities occur,

but would be considered to result in a significant air quality impact if the volume of pollutants generated exceeds BAAQMD’s thresholds of significance.

Temporary generation of construction emissions would result from demolition, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The duration of construction activities associated with the Barone’s project is estimated to last approximately 26 months. Construction-generated emissions associated with the Barone’s project were calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses project-specific information, including the project’s land uses, square footages for different uses (e.g., residential, and commercial), and location, to model a project’s construction and operational emissions. Estimated average daily construction-generated emissions for the proposed project are summarized in Table 3.

Table 3 Project Construction Emissions

	Average Daily Emissions (lbs./day)					
	ROG	NOX	CO	SOX	PM10 (exhaust)	PM2.5 (exhaust)
2025	2	20	23	<1	1	1
2026	2	13	15	<1	<1	<1
2027	<1	<1	<1	<	<1	<1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	N/A	82	54
Threshold Exceeded?	No	No	N/A	N/A	No	No

Lbs./day = pounds per day; ROG = reactive organic gases; NOx = nitrogen oxide; CO = carbon monoxide; PM10 = particulate matter with a diameter no more than 10 microns; PM2.5 = particulate matter with a diameter no more than 2.5 microns; SOx = sulfur oxide
N/A = notapplicable (no BAAQMD threshold for CO or SOX); BAAQMD = Bay Area Air Quality Management District.
Source: See CalEEMod worksheets in Appendix A.

As shown in Table 3, construction-related emissions would not exceed BAAQMD thresholds. BAAQMD does not have quantitative thresholds for fugitive dust emissions during construction. The City requires implementation of a dust control plan, pursuant to the standard condition of approval (COA) included below, which would reduce fugitive dust during construction. The dust control plan may include Best Management Practices (BMPs from Table 5-2 of BAAQMD’s 2022 CEQA Guidelines (BAAQMD 2023). The City also has a standard COA that would designate a “disturbance coordinator” in case of complaints regarding construction fugitive dust. Given that construction would be temporary, and the standard COAs would be implemented, impacts from fugitive dust would be less than significant. Therefore, although the DSP anticipated significant and unavoidable impacts for regional air pollutants, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant.

Standard Conditions of Approval

- Dust Control Plan: The applicant shall submit a written dust control plan or procedure with the first submittal of the grading and improvement plans to the Engineering Department subject to the review and approval of the Director of Engineering/City Engineer.
- 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.

OPERATIONAL EMISSIONS

Operation of the Barone’s project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment) and mobile sources (i.e., vehicle trips to and from the Barone’s project site). Pursuant to PMC Section 20.26.370, *Section 5.106.13 added—All-electric buildings*, the proposed residences would not consume natural gas; therefore, energy source emissions would not be generated by the residences. Emissions from the existing restaurant is subtracted from the Barone’s project operational emissions to determine the net increase of air quality emissions from the project. Table 4 summarizes the project’s maximum daily operational emissions by emission source.

Table 4 Project Operational Emissions

Sources	Average Daily Emissions (pounds/day)					
	ROG	NOx	CO	PM10	PM2.5	SOx
Mobile	<1	<1	3	1	<1	<1
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
<i>Existing Emissions</i>	(1)	(<1)	(3)	(1)	(<1)	(<1)
Net Project Emissions	1	0	<1	<1	<1	<1
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A
Sources	Annual Emissions (tons/year)					
	ROG	NOx	CO	PM10	PM2.5	SOx
Mobile	<1	<1	1	<1	<1	<1
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
<i>Existing Emissions</i>	(<1)	(<1)	(1)	(<1)	(<1)	(<1)
Total Project Emissions	<1	0	<1	<1	<1	<1
BAAQMD Thresholds	10	10	N/A	15	10	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

Lbs./day = pounds per day; ROG = reactive organic gases; NOx = nitrogen oxide; CO = carbon monoxide; PM10 = particulate matter with a diameter no more than 10 microns; PM2.5 = particulate matter with a diameter no more than 2.5 microns; SOx = sulfur oxide
N/A = not applicable (no BAAQMD threshold for CO or SOx); BAAQMD = Bay Area Air Quality Management District.

Source: Average daily and annual emissions. See Table 2.6 “Operations Emissions by Sector, Mitigated”. See CalEEMod worksheets in Appendix A. Numbers may not add up due to rounding.

The DSP EIR anticipated operational emissions for ROG and PM_{2.5} would have a significant and unavoidable impact. However, as shown in Table 4, operational emissions of the project would not exceed BAAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

CARBON MONOXIDE HOTSPOTS

The Barone's project would generate approximately 239 daily vehicle trips during the weekday, 159 daily vehicle trips on Saturday, and 128 daily vehicle trips on Sunday. The trip generation rates for single family and commercial building developments were based on average trip rates from the Institute of Transportation Engineers (ITE) 10th edition of the Trip Generation Manual (California Air Pollution Control Officers Association [CAPCOA] 2022). BAAQMD recommends comparing project's attributes with the following screening criteria as a first step to evaluating whether the project would result in the generation of carbon monoxide concentrations that would substantially contribute to an exceedance of the *Thresholds of Significance*. The project would result in a less than significant impact to localized carbon monoxide concentrations if:

1. The project is consistent with an applicable congestion management program for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at the affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage).

As discussed further in Section 5.12, *Traffic and Transportation*, the project would result in a net decrease in vehicle trips compared to trips generated by existing land uses within the project site. Therefore, the project would not conflict with the Alameda County Congestion Management Program. According to the City of Pleasanton Traffic Volume Map, the traffic volumes in 2020 near the project site have an existing traffic volume of 12,000 vehicles per day (City of Pleasanton 2020). Therefore, the estimated 12,239 vehicle trips per day on the intersection of Saint John Street and Santa Rita Road would not exceed the thresholds of 44,000 vehicles per hour or 24,000 vehicles per hour as outlined in screening criteria 2 and 3 above. Therefore, the project would result in a less than significant impact related to carbon monoxide concentrations. Sensitive Receptors and Substantial Pollutant Concentrations.

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the State and federal governments as toxic air contaminants (TACs). The greatest potential for TAC emissions during construction would be diesel particulate emissions from heavy equipment operations. The Barone's project construction would occur over approximately 26 months. The nearest sensitive receptors include the single-family residence located within the project site, and residences adjacent to the project site to the west. The Barone's project would be consistent with the applicable Clean Air Plan requirements and control strategies intended to reduce emissions from construction equipment and activities. The Barone's project would be required to comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction.

The project would incorporate advanced engine tiers into construction equipment, such as loaders, excavators, and rollers, which would be equipped with either Tier 3 or Tier 4 engines. Some construction equipment would be equipped with diesel particulate filter technology. In addition, pursuant to Mitigation Measure AQ-1 of the Final EIR, this analysis conducted project-specific analysis using CalEEMod and found construction emissions were well below BAAQMD's regional thresholds. Therefore, construction health impacts would be less than significant.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). CARB guidelines recommend siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses. The Barone's project is not near potential sources of TAC emissions as listed above. In addition, single-family units and general commercial land uses are not considered land uses that generate substantial TAC emissions based on reviewing the air toxic sources listed in CARB's guidelines. Therefore, the expected hazardous TACs generated on site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the proposed land uses would be below thresholds warranting further study under the California Accidental Release Program. The Barone's project would not expose off-site sensitive receptors to significant amounts of carcinogenic or TACs. Therefore, operational impacts would be less than significant.

ODORS

The project would generate oil and diesel fuel odors during construction from equipment use. The odors would be limited to the construction period and would be intermittent and temporary. Furthermore, these odors would dissipate rapidly with distance from in-use construction equipment. Accordingly, project construction would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people, and impacts would be less than significant.

According to the BAAQMD's 2022 *CEQA Guidelines* (2023), land uses associated with odor complaints to include, but not limited to, wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The Barone's project, single-family with commercial retail land uses, would not include any of these uses. Operational odor emissions would be limited to odors associated with vehicle engine exhaust and trash receptacles. Solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

CONSISTENCY WITH BAAQMD CLEAN AIR PLAN

The California CAA requires that air districts create a Clean Air Plan (2017 CAP) that describes how the jurisdiction will meet air quality standards. The most recently adopted air quality plan is the 2017 CAP. The 2017 CAP does not include control measures that apply directly to individual development projects. Instead, the control strategy includes control measures related to stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants. A project that would not support the 2017 CAP's goals would not be consistent with the 2017 CAP. On an individual project basis, consistency with BAAQMD quantitative thresholds is interpreted as demonstrating support for the CAP's goals. As

shown in Table 3 and Table 4), the project would not result in exceedances of BAAQMD thresholds for criteria air pollutants with mitigation incorporated and thus would not conflict with the 2017 CAP's goal to attain air quality standards. Furthermore, as shown in Table 5, the proposed project would include applicable control measures from the 2017 CAP and would not disrupt or hinder implementation of such control measures. Therefore, project impacts related to consistency with the 2017 CAP would be less than significant.

Table 5 Project Consistency with Applicable Control Measures of 2017 CAP

Control Measure	Evaluation
TR9: Bicycle and Pedestrian Access and Facilities. Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.	Consistent. The project would include bicycle parking spaces consistent with the latest Title 24 CALGreen Standards.
EN2: Decrease Electricity Demand. Work with local governments to adopt additional energy-efficiency policies and programs. Support local government energy efficiency program via best practices, model ordinances, and technical support. Work with partners to develop messaging to decrease electricity demand during peak times.	Consistent. The proposed project would be required to comply with the energy efficiency standards of the latest Title 24 (including the California Energy Code and CALGreen). The Title 24 standards are updated every three years and become increasingly more stringent over time. In addition, a photovoltaic (PV) solar array on the roof of all residences would be installed pursuant to the California Energy Code.
BL1: Green Buildings. Collaborate with partners such as KyotoUSA to identify energy-related improvements and opportunities for on-site renewable energy systems in school districts; investigate funding strategies to implement upgrades. Identify barriers to effective local implementation of the CALGreen (Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Work with ABAG's BayREN program to make additional funding available for energy-related projects in the buildings sector. Engage with additional partners to target reducing emissions from specific types of buildings.	Consistent. The proposed project would include a PV system consistent with the latest Title 24 Standards. The proposed residences would be all-electric and would have no natural gas or propane plumbing installed. The CALGreen standards are updated every three years and become increasingly more stringent over time.
WR2: Support Water Conservation. Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing buildings; incorporate into local planning guidance.	Consistent. The proposed project would be required to comply with water conservation standards of CALGreen that are in effect at that time. The project would incorporate water-efficiency measures, including efficient water fixtures and climate adapted plantings.

Source: BAAQMD 2017

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to air quality, and no new mitigation measures are necessary. The DSP policies, applicable City COAs, and Mitigation Measures which were required for the original project, would remain applicable.

Conclusion

The DSP found air quality impacts to be significant and unavoidable. However, the Barone project impacts would be less than significant, and no significant new or substantially increased air quality impacts would occur compared to the original project.

5.3 Biological Resources

Impacts Identified in the Certified Final EIR

The Final EIR recognizes that although the DSP area is mostly developed, it includes Arroyo del Valle, a westward flowing stream that originates in northeastern Santa Clara County and feeds into Lake Del Valle. The Final EIR identifies habitat of special status species located along Arroyo del Valle, including but not limited to habitat for California red-legged frog, California tiger salamander, Chinook salmon, and western pond turtle. In other parts of the DSP area, special-status species including but not limited to Crotch bumble bee, western bumble bee, and Alameda whipsnake have been recorded. Because the DSP would discourage development along Arroyo del Valle, and DSP Policy LD-P.62 would require projects around Arroyo del Valle to implement measures to minimize potentially negative effects, the Final EIR determined that implementation of the DSP would not have a substantial adverse effect on special-status species. Similarly, because the DSP included policies to support implementation of the Zone 7 Stream Management Master Plan, the Final EIR concluded that the DSP would not result in substantial adverse effects to riparian habitat or other sensitive natural communities.

The Final EIR determined that the DSP would not result in a substantial adverse effect on federally protected wetlands, including portions of Arroyo del Valle, as development projects facilitated by the DSP would be required to comply with existing regulations such as Section 404 of the Clean Water Act and Pleasanton's Watercourse Protection Ordinance. Additionally, the DSP includes policies that require developers of projects located along Arroyo del Valle to assess existing conditions and prepare channel/habitat restoration plans and wildlife and habitat monitoring programs. Therefore, the Final EIR concludes that implementation of the DSP would not result in substantial adverse effects to resident or migratory wildlife and would not impede the use of wildlife nursery sites.

Additionally, the Final EIR determined that the DSP would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, as the DSP would require developers to implement measures to protect existing trees and biological resources. The Final EIR also concluded that the DSP would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plans. Overall, the Final EIR concluded that the DSP would result in less than significant impacts to biological resources.

Impacts of the Barone's Project

The project site is immediately south of and adjacent to Arroyo del Valle, and the project would include construction of residences in the northern portion of the project site along Arroyo del Valle. The project site is within the Wildland Overlay of the City's General Plan and has a DSP designation of Open Space Arroyo. Residences would be set back 20 feet from the top of the existing bank, and the project would not include modifications to the bed, channel or banks of Arroyo del Valle.

During construction, the project would involve excavation and grading activities that could result in erosion and sedimentation within Arroyo del Valle. Potential spills from construction equipment could result in contamination of Arroyo del Valle, which would be a potentially substantial adverse effect on special-status species, sensitive natural communities, and wetlands. However, the project would be required to conform with the policies of the DSP, several of which aim to protect and enhance the condition of Arroyo del Valle. Applicable DSP policies include:

LD-P.66. Conservation of the Arroyo del Valle. Require developers of future projects involving land within and adjacent to the Arroyo del Valle to implement the following measures to minimize potentially negative impacts to the Arroyo:

- Coordinate with the appropriate environmental regulatory agencies and secure all required construction and grading permits.
- Conduct an assessment of existing conditions, including topography, waterline location, trees, and other major natural site features.
- Identify the existing plant and wildlife communities and species.
- Prepare detailed channel/habitat restoration and enhancement plans for project impact areas that retain or enhance existing channel hydraulic capacity.
- Prepare wildlife and habitat monitoring programs to ensure the long-term success of channel/habitat restoration and enhancement plans.

The proposed project would be required to comply with the provisions of construction and grading permits, as outlined in the policy above. Although it is not anticipated that the project would require ground disturbance within the riparian corridor of Arroyo del Valle, the project applicant would be required to prepare a channel/habitat restoration and enhancement plan if Arroyo del Valle or its riparian habitat are impacted by construction ground disturbance or stormwater discharge. Additionally, state and federal wetland and waters protections such as Clean Water Act, Porter-Cologne Water Quality Control Act, and California Fish and Game Code would also apply, and the appropriate authorizations would be required to be secured prior to construction in coordination with the environmental regulatory agencies. Further, as described further in Section 4.9, *Hydrology and Water Quality*, the project would disturb more than one acre of land and the project applicant would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) pursuant to the National Pollutant Discharge Elimination System (NPDES) General Permit (Permit No. CAS612008). As described therein, compliance with state regulations would avoid and minimize erosion and contamination to the extent feasible by requiring erosion and sediment controls and runoff water quality monitoring.

In operation, the proposed project would result in a net decrease in impervious surfaces compared to existing conditions, which would not generate additional stormwater runoff. Additionally, the project would involve irrigation of landscaped areas. Stormwater and irrigation water runoff into Arroyo del Valle could have an adverse effect on special status species, sensitive natural communities, and state and federally protected wetlands/waters. However, stormwater and irrigation water from the project site would be collected and directed to onsite bioretention areas and Silva cells, and no water would be directly released into Arroyo del Valle. This project feature is consistent with Chapter 9.14, Stormwater Management and Discharge Control of the PMC; additionally, the project would be subject to the following DSP policy:

LD-P.67. Best Management Practices. Require developers and business owners to operate projects to minimize impacts to the Arroyo.

- Require the owners of new businesses that locate adjacent to the Arroyo to implement strategies to avoid trash and other waste from entering the Arroyo, including, covering trash cans so that wildlife cannot access them; properly disposing of food waste; and prohibiting dumping.

Compliance with required stormwater controls and implementation of the above DSP policy would minimize stormwater runoff and pollution in Arroyo del Valle. Therefore, the proposed project would not result in substantial adverse effects to special status species, habitat, sensitive natural communities, or wetlands associated with Arroyo del Valle during operation. Impacts would be less than significant.

The proposed project would occur adjacent to Arroyo del Valle, which provides a corridor for movement of native fish and wildlife species, including special status species such as California red-legged frog, California tiger salamander, western pond turtle, and Chinook salmon. However, the project site is located within an urban setting with existing roads and development; the existing area to be developed adjacent to the creek is a paved parking lot with chain-link fencing; and the new residences would be set back 20 feet from the top of the existing bank; therefore, the proposed project would not substantially interfere with fish and wildlife movement compared with existing conditions. Impacts would be less than significant.

The proposed project would involve removal of 39 trees on the project site, 34 of which are considered “Heritage trees” pursuant to PMC Chapter 17.16. The project applicant would be required to obtain a tree removal permit from the City. In addition, the project applicant would be required to comply with the following City standard COAs associated with tree removal:

Standard Conditions of Approval

- **Tree Report.** The applicant shall comply with the recommendations of the tree report prepared by Richard Gessner of March Consulting Arborists dated December 3, 2020. 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.
- **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:
 - \$200 credit for a 15-gallon size replacement tree;
 - \$400 credit for a 24-inch box size replacement tree; and
 - \$800 credit for a 36-inch box size replacement tree.
- **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.

- **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.”
- **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:
 - No existing tree may be trimmed or pruned without prior approval by the City Landscape Architect.
 - 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.
 - Nothing may be stored within the dripline of the tree canopies. This includes equipment, oil, gas, chemicals, harmful materials, fill or storage.
 - 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.
 - No sign, wires, or ropes shall be attached to the trees.
 - No stockpiling/storage of construction materials, fill, etc., shall take place underneath or within 5-feet of the dripline of the existing trees.
 - No equipment or temporary structures shall be placed within or beneath the dripline of the existing trees.

With compliance with PMC Chapter 17.16 and City standard conditions of approval, the project would not conflict with local policies or ordinances protecting biological resources, including a tree preservation policy or ordinance.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to biological resources, and no new mitigation measures are necessary. The DSP policies and applicable City COAs, which were required for the original project, would remain applicable.

Conclusion

Impacts would be less than significant, similar to impacts identified in the Final EIR for the DSP, and no significant new or substantially increased biological resources impacts would occur compared to those identified for the DSP.

5.4 Cultural, Historic, and Tribal Cultural Resources

Impacts Identified in the Certified Final EIR

Historical Resources

The Final EIR concluded that implementation of the DSP would not result in a substantial adverse change in the significance of a historic resource, as the DSP does not propose redevelopment of historic properties. Although future development and redevelopment facilitated by the DSP could affect historic resources, the DSP includes policies to protect historic buildings from demolition and that modifications to historic buildings closely reflect the existing architectural character of the building. With implementation of existing General Plan policies, state regulations, and DSP policies, the DSP would result in less than significant impacts to historical resources.

Archaeological Resources

The Final EIR states that implementation of the DSP could cause an adverse change in the significance of an archaeological resource during grading and excavation for projects facilitated by the DSP. However, existing General Plan policies would minimize or avoid impacts by requiring the protection and preservation of archaeological resources. The Final EIR determined that compliance with General Plan policies would reduce the DSP's potential impacts to archaeological resources to a less than significant level.

Paleontological Resources

The Final EIR states that there are no known fossil localities in the DSP area, but that there is potential for unknown paleontological resources to be discovered during development allowed under the DSP given the presence of fossils in the Livermore-Amador Valley region. The Final EIR concluded that the implementation program HP-I.7 in the DSP would ensure that potential impacts to paleontological resources would be less than significant.

Human Remains

The Final EIR states that human remains, particularly those interred outside of formal cemeteries, could be disturbed during grading and excavation activities of projects facilitated by the DSP. The discovery of human remains is regulated by Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 and 7052. Accordingly, the Final EIR concludes that with compliance with these regulations, impacts of the DSP on human remains would be less than significant.

Tribal Cultural Resources

The Final EIR identifies that there are no previously recorded tribal cultural resources within or adjacent to the DSP area but acknowledges that there is moderate potential for discovery of tribal cultural resources along Arroyo del Valle and other parts of Pleasanton. As part of preparation of the DSP EIR, the City of Pleasanton sent notification letters to tribes affiliated with the DSP area pursuant to the provisions of Assembly Bill (AB) 52. The Final EIR notes that no tribes submitted a request for consultation. The Final EIR states that tribal cultural resources could be encountered during grading and excavation activities for projects facilitated by the DSP; however, the City's General Plan contains policies that would serve to minimize or avoid impacts as they require protection and preservation of such resources. Additionally, the Final EIR states that future projects

would be required to comply with the provisions of Assembly Bill (AB) 52 and incorporate tribal consultation into the CEQA environmental review process. The Final EIR concludes that with existing General Plan policies and state requirements, the impact of the DSP on tribal cultural resources would be less than significant.

Overall, impacts to historical resources, archaeological resources, paleontological resources, human remains, and tribal cultural resources would be less than significant.

Impacts of the Barone's Project

Historical Resources

The following analysis incorporates information from the Historic Resources Evaluation (HRE) prepared for the project by TreanorHL in February 2021. The HRE is included as Appendix B to this Addendum.

The project site is primarily occupied by a restaurant building, which was originally constructed prior to 1888 and incorporates small, recent additions on every building façade. A single-story, gable-roof building and four small single-story structures are adjacent to the restaurant building and dining area, and these structures were added to the site within the last two decades. The single-family residence within the project site, 493 St. John Street, was also constructed prior to 1888 and has experienced several modifications since its original construction, including window replacement, relocation of the main entrance, siding replacement, and several other small additions. The accessory dwelling unit associated with the house was constructed by 1943. Additionally, three prefabricated single-story accessory structures are associated with the house, all of which were added to the site within the last five years (Appendix B).

Due to their age, the restaurant building and the single-family residence required evaluation for eligibility for listing on the National Register of Historic Places (NRHP) under Criterion A or the California Register of Historical Resources (CRHR) under Criterion 1. These criteria pertain to properties associated with events that have made a significant contribution to the broad patterns of local or regional history. The HRE determined that the restaurant and the single-family residence are not eligible for listing under other criteria of the NRHP or CRHR, and the other accessory structures on the site are not eligible for listing under any criteria of the NRHP or CRHR (Appendix B).

The HRE evaluated the integrity of the restaurant and the single-family residence to determine if the properties qualified for listing in the NRHP and CRHR under Criterion A and Criterion 1, respectively. The HRE determined that although the restaurant building retains integrity for remaining in its original location, the property does not retain integrity of its original form and massing, its original scale, or its original use as a residential structure. Therefore, the HRE concludes the restaurant building does not retain sufficient integrity to be significant under Criterion A of the NRHP and Criterion 1 of the CRHR, and the property is not eligible for listing as a historic resource (Appendix B). Similarly, although the single-family residence retains integrity for remaining in its original location, the residence has been substantially altered and does not retain integrity of its original architectural style, design and workmanship. Additionally, the residence does not retain integrity of setting due to surrounding new development. Therefore, the HRE concludes that the single-family residence does not retain sufficient integrity to be significant under Criterion A of the NRHP and Criterion 1 of the CRHR, and the property is not eligible for listing as a historic resource (Appendix B).

The project would involve demolition of the restaurant structure, while the single-family residence would remain on site. Because the restaurant does not qualify as a historic resource, its removal

would not result in a substantial adverse change in the significance of a historical resource. Additionally, because the single-family residence does not qualify as a historic resource, development adjacent to the residence would not result in a substantial adverse change in the significance of a historical resource by altering its setting. Impacts would be less than significant, similar to those discussed in the Final EIR for the DSP as a whole.

Archaeological Resources

The following analysis incorporates information from the Archaeological Resources Assessment (ARA) prepared for the proposed project by Rincon Consultants, Inc., in October 2023. The ARA is included as Appendix C. The ARA included a records search of the Northwest Information Center (NWIC) at Sonoma State University, and of the NRHP, CRHR, the California Historical Landmarks list, the Built Environment Resources Directory, and the Archaeological Determination of Eligibility list. Background and archival research undertaken as part of the ARA included a review of historical aerial photographs and topographic maps, geologic maps, soils maps, and previously conducted archaeological resource evaluation. The complete results of these searches are discussed in Appendix C. The ARA also included a pedestrian survey of the project site. Exposed ground surfaces were examined for artifacts, ecofacts, soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historical debris (e.g., metal, glass, ceramics).

The records search identified 10 previously conducted cultural resources studies within a 0.5 mile radius of the project, two of which are the studies of the restaurant building and single-family residence within the project site performed by TreanorHL and documented in the HRE (Appendix B). No other previously conducted studies overlap with the project site, and none of these surveys identified archaeological resources (Appendix C). The geologic maps review identified that the project site has high sensitivity for buried archaeological resources due to underlying soil types and proximity to Arroyo del Valle. The field survey did not identify archaeological resources (Appendix C).

The ARA did not identify archaeological resources or archaeological deposits in the project site. However, the lack of surface evidence of archaeological materials does not preclude their subsurface existence. Due to the project site's geologic setting and its proximity to Arroyo Valle, there is a high potential for buried archaeological deposits to be extant within the project site. Construction of the project could result in a substantial adverse change in the significance of an archaeological resource, which would be significant impact.

Pleasanton's General Plan includes Program 5.2, which requires new development to "follow the recommendations contained within archaeological and historical architecture studies regarding rehabilitation or preservation of archaeologically or historically significant structures and sites" (City of Pleasanton 2005). The ARA includes recommendations that would involve implementation of a worker environmental awareness program, archaeological monitoring during construction, and archaeological resource recovery protocol if resources are encountered during construction. Accordingly, the project would involve implementation of the recommendations within the ARA as conditions of approval, and the project would not result in a substantial adverse change in the significance of an archaeological resource with compliance with General Plan Program 5.2 and the recommendations made in the ARA. Impacts to archaeological resources would not be greater than those anticipated in the Final EIR. The recommended conditions of approval to implement Program 5.2 are as follows:

CONDITIONS OF APPROVAL

- **Worker Environmental Awareness Program:** Prior to the start of ground disturbance, the construction crew should participate in on-site training on the proper procedures to follow if cultural resources are uncovered during excavations, site preparation, or other related activities. This Worker Environmental Awareness Program should include a comprehensive discussion of applicable laws and penalties under the law, samples or visuals of artifacts that might be found in the vicinity of the Project site, a discussion of what such artifacts may look like when partially buried or wholly buried and then freshly exposed, a discussion of what prehistoric and historic-period archaeological deposits look like at the surface and when exposed during construction, and instruction that employees are to halt work in the vicinity of a discovery (within 50 feet). This information should be provided in a kick-off meeting or with an informational brochure that outlines reporting procedures in the event of a discovery, which would be provided to all individuals working on-site.
- **Archaeological Monitoring:** Archaeological monitoring under the direction of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) should be performed during permitted ground disturbing activities. Activities that would require an archaeological monitor include mass grading and excavation with mechanical equipment. Based on the level of prior development within the project site, Rincon recommends that archaeological monitoring be initiated once ground disturbing activities such as rough grading encounter previously undisturbed soils. Undisturbed soils are expected to be encountered roughly 18 inches below the ground surface in landscaped areas or paved areas. Activities requiring the use of hand tools are not recommended for monitoring. During monitoring, the monitors will examine the work areas for the presence of prehistoric artifacts (e.g., chipped stone tools and production debris, stone milling tools, ceramics), historic-period debris (e.g., metal, glass, ceramics), and/or soil discoloration that might indicate the presence of a cultural midden. Each monitor should maintain a daily log documenting ground disturbing activity, work locations, description, and provenience of any archaeological discoveries (if any), and any necessary action items for monitoring. Archaeological monitoring may be reduced or terminated at the discretion of the archaeologist in consultation with the City, as warranted by conditions such as encountering bedrock, the presence of fill soil, or negative findings during initial ground disturbance. If monitoring is reduced to spot-checking, spot-checking should occur when ground disturbance moves to a new location or when ground disturbance will extend to depths not previously excavated (unless those depths are within bedrock).
- **Unanticipated Discovery of Cultural Resources:** In the event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric, then a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource proves to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, a qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of CCR Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant

impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing as appropriate, and the resulting documentation shall be submitted to the regional repository of the California Historical Resources Information System, per CCR Guidelines Section 15126.4(b)(3)(C).

Paleontological Resources

Ground-disturbing construction activities in previously undisturbed sediments with high paleontological sensitivity could result in significant impacts to paleontological resources. Significant impacts to paleontological resources include the destruction, damage, or loss of scientifically important paleontological resources or associated stratigraphic data.

The Barone's project site is mapped as Quaternary (Holocene) floodplain deposits by Helley and Graymer (1997). Holocene floodplain deposits consist of gray sandy or silty clay with occasional lenses of silt, sand, or gravel. Test borings conducted for the project's geotechnical investigation encountered a 7-inch layer of asphalt and artificial fill, clay, and sandy silt from 7 inches to 12 feet, and clayey to gravelly sand from 12 to 48 feet (Geo-Logic Associates 2020). The description of the sediments from 7 inches to 12 feet, which are anticipated to be the only sediments impacted by Barone's project construction, generally agrees with the description of Quaternary (Holocene) floodplain deposits of Helley and Graymer (1997). Holocene-aged sediments are generally considered too young (i.e., less than 5,000 years old) to preserve paleontological resources, as described in the Society of Vertebrates Paleontology (SVP; 2010) guidelines. Therefore, Quaternary (Holocene) floodplain deposits have low paleontological sensitivity.

Holocene-aged geologic units, such as Quaternary (Holocene) floodplain deposits, may be underlain by older (i.e., 5,000 years old or more), higher-sensitivity sediments in the subsurface. The depth at which this transition to 5,000-year-old sediments occurs is unknown. Ground-disturbing construction activities for the Barone's project will include grading for building pads and excavations for new utilities, sewer lines, and storm water infrastructure, that is expected to require up to 4,200 CY of excavated sediment. Grading for building pads is expected to reach as much as 5 feet below the surface. At this depth, it is unlikely that 5,000-year-old sediments will occur. Excavations for utility lines and stormwater infrastructure will reach as much as 9 feet below the surface. Although it is more likely that older, potentially paleontologically sensitive sediments will be encountered at this greater depth, the overall volume of such sediments would be small. Therefore, the potential impacts to paleontological resources as a result of the Barone's project are the same as those identified in the Final EIR.

Human Remains

As discussed in the Final EIR, human remains could be disturbed during project grading and excavation activities. The discovery of human remains is regulated by Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 and 7052. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD must complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner. With adherence to existing regulations, impacts to human remains would be less than significant.

Tribal Cultural Resources

Rincon Consultants sent a Sacred Lands File (SLF) search request to the Native American Heritage Commission. On August 27, 2023, the Native American Heritage Commission responded that the results of the search were negative (Appendix C). As described above, the City of Pleasanton did not receive requests for AB 52 consultation during preparation of the Final EIR. Pursuant to Public Resources Code Section 21808.3.1, the lead agency of a project must begin Native American Consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Because this project is analyzed as an addendum to the DSP Final EIR, AB 52 consultation for this project is not required.

Effects and Mitigation Measures

Historical Resources

No new or substantially more severe significant effects would occur to historical resources compared to those identified in the Final EIR, and no new mitigation measures are necessary.

Archaeological and Tribal Cultural Resources

No new or substantially more severe significant effects would occur to archaeological resources or tribal cultural resources compared to those identified in the Final EIR, and no mitigation measures are necessary. The recommendations included in the ARA (Appendix C), listed under *Impacts of the Barone's Project* above, would be implemented as part of the project as conditions of approval pursuant to Program 5.2 of the City's General Plan.

Paleontological Resources

No new or substantially more severe significant effects would occur to paleontological resources compared to those identified in the Final EIR, and no new mitigation measures are necessary. Implementation Plan HP-I.7 of the DSP would remain applicable.

Human Remains

No new or substantially more severe significant effects would occur to human remains compared to those identified in the Final EIR, and no new mitigation measures are necessary.

Conclusion

Historical Resources

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased historical resources impacts would occur compared to those identified in the Final EIR.

Archaeological and Tribal Cultural Resources

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased archaeological or tribal cultural resources impacts would occur compared to those identified in the Final EIR.

Paleontological Resources

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased paleontological resources impacts would occur compared to those identified in the Final EIR.

Human Remains

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased impacts to human remains would occur compared to those identified in the Final EIR.

5.5 Energy and Greenhouse Gas Emissions

Impacts Identified in the Certified Final EIR

Greenhouse Gas Emissions

The Final EIR determined that development facilitated by the DSP would directly or indirectly generate greenhouse gas (GHG) emissions that would have a significant impact on the environment, and impacts would be significant and unavoidable. The Final EIR concludes that construction emissions associated with buildout of the DSP would result in less than significant impacts as the air district for the project region, BAAQMD, has not established thresholds for construction-related GHG emissions. However, operation of development facilitated by the DSP would generate GHG emissions associated with vehicle trips, natural gas and electricity use, waste and wastewater generation, and landscaping activities. The DSP would comply with statewide GHG emissions reduction goals and include mitigation to reduce GHG emissions, and the Final DSP EIR includes Mitigation Measure GHG-1, which aims to reduce GHG emissions associated with new development. However, development facilitated by the DSP would generate GHG emissions that would exceed the efficiency threshold that would indicate “substantial progress” toward the emissions reduction target of Executive Order S-3-05, and impacts would be significant and unavoidable. Similarly, although the DSP would not conflict with the City’s Climate Action Plan, DSP would conflict with state plans to reduce GHG emissions because it would result in GHG emissions that exceed the efficiency threshold and impacts would be significant and unavoidable.

Energy

The Final EIR determined that development facilitated by the DSP would not result in wasteful, inefficient, or unnecessary consumption of energy during project construction or operation. Although the DSP would result in a net increase in energy consumption, the DSP includes several policies related to encouraging alternative transit, supporting sustainable land use patterns, and encouraging energy efficiency, and these policies would decrease the demand for energy on a per capita and per service population basis. Impacts would be less than significant. The Final EIR also determined that the DSP would not conflict with the California Building Code (CBC) Energy Efficiency Standards, state vehicle GHG emissions reductions targets, or other applicable energy conservation regulations, and impacts would be less than significant.

Impacts of the Barone's Project

Greenhouse Gas Emissions

The Barone's project's construction and operational GHG emissions were estimated using CalEEMod, version 2022.1. In accordance with Association of Environmental Professional's (AEP) recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's annual GHG emissions (AEP 2016). Operational emissions modeled include mobile source emissions, energy emissions, area emissions, refrigerant emissions, water and waste emissions. The trip generation rates for single family and commercial land uses were based on average trip rates from the Institute of Transportation Engineers (ITE) 10th edition of the Trip Generation Manual (CAPCOA 2022). Emissions attributed to energy use include electricity and natural gas consumption by appliances as well as for space and water heating. The project would add 3.0kilowatt PV systems for each of the 14 proposed single-family residences. It is assumed 12 kilowatts-hours per day would be generated per 3.0 kilowatt PV systems (Energy Matters 2023). Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings. The thresholds of significance used to evaluate the significance of GHG emissions under the proposed project are consistent with the recently adopted City of Pleasanton Climate Action Plan (CAP) emission reduction targets. The CAP set a target of 4.1 MT of CO₂e per capita by 2030. Analysis of the Barone's project utilizes this target for evaluating the net change in GHG emissions as compared to existing conditions.

The DSP EIR found GHG emissions would not achieve the 2040 efficiency threshold of 1.7 MT of CO₂e and impacts would be significant and unavoidable. As shown in Table 6, construction associated with the Barone's project would generate 969 MT of CO₂e. Amortized over a 30-year period pursuant to AEP guidance, construction associated with the project would generate 32 MT of CO₂e per year. As shown in Table 7, the Barone's project would generate a net increase over the existing use of approximately 23 MT of CO₂e per year during operation. Total emissions (amortized construction emissions plus annual operation emissions) would be 1.3 MT of CO₂e per year per capita (conservatively rounded up to the nearest tenth). These emissions would not exceed the 4.1 MT of CO₂e per year per capita goal developed to demonstrate consistency with the latest state-level policies. Therefore, GHG impacts would be less than significant, and would be a reduced impact compared to DSP EIR findings.

Table 6 Construction GHG Emissions

Year	Emissions (MT of CO ₂ e)
2025	592
2026	374
2027	3
Total	969
Amortized over 30 years	32

MT = metric tons; CO₂e = carbon dioxide equivalents

Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling worksheets.

Table 7 Combined Annual Emissions

Emission Source	Annual Emissions (MT CO₂e)
Construction¹	32
Operational	23
Mobile	144
Area	<1
Energy	11
Water	3
Waste	4
Refrigerant	<1
<i>Existing</i>	(139)
Net Emissions	55
Emissions Per Capita	44 (41 residents and 6 employees)
	1.3
City of Pleasanton CAP Numeric Threshold (MT of CO₂e per Capita)	4.1
Exceed Threshold?	No

MT CO₂e = metric tons of carbon dioxide equivalent

¹ Amortized construction related GHG emissions over 30 years

Source: See Appendix A for the CalEEMod worksheets

Plan Consistency

Several plans have been adopted to reduce GHG emissions in Pleasanton and at the State level, including the CARB's 2022 Scoping Plan and the City of Pleasanton CAP. Similar to the DSP EIR, the Barone's project would comply with applicable State and local energy efficiency, renewable energy, green building, water conservation, and solid waste diversion requirements for new construction. The proposed residences would include all-electric appliances and would include a 3.0 kilowatt solar panel for each of the proposed single family residences. In addition, two electric vehicle parking charging stations would be installed for the commercial buildings. The project would also be located a quarter mile from existing transit and other commercial and residential land uses. The project would be Leadership in Energy and Environmental Design (LEED) silver certified. Pursuant to PMC Section 20.26.370, *Section 5.106.13 added—All-electric buildings* the proposed residences would be all-electric and would have no natural gas or propane plumbing installed.

As a result, the Barone's project would be consistent with the CARB's 2022 Scoping Plan goal to decarbonize buildings and electrify transportation, as well as consistent with the Pleasanton CAP threshold. In addition, the project would be consistent with Pleasanton's Primary CAP 2.0 actions, such as BE-1 Advance the Decarbonization of Building, BE-3 Expand Use of Renewable Energy, TLU-1 Advance Vehicle decarbonization, and WR-1 Improve Water Supply & Increase Conservation. Therefore, the project would not result in cumulatively considerable GHG emissions.

Energy

CONSTRUCTION

Construction of the Barone's project would result in short-term consumption of energy from the use of construction equipment and processes. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary grid power may also be needed for construction trailers or electric construction equipment. Energy use during construction would be temporary in nature, and construction equipment used would be typical of construction projects in the region. Similar to the manufacturers utilizing energy conservation methods to reduce costs, it is reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. The project would comply with the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which imposes limits on idling and restricts the use of older vehicles. This would reduce fuel consumption and lead to the use of fuel-efficient vehicles on the construction site. Construction equipment would be maintained to applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. The CALGreen Building Standards Code includes specific requirements related to recycling, construction materials, and energy efficiency standards that would apply to construction of the proposed project to minimize wasteful, inefficient, and unnecessary energy consumption. Therefore, project construction would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and no impact would occur. Impacts would not be greater than those determined in the Final EIR.

OPERATION

Operational energy use would include use of transportation fuel. California requires that all motorists use California Reformulated Gasoline, a cleaner formulation of gasoline that results in lower emissions of ozone, CO and other air pollutants when burned. The introduction of mixed commercial and residential land uses, close to one another, further promotes a higher-density mixed-use land use pattern that is intended to reduce vehicle trip lengths and subsequent transportation energy use.

In addition to transportation energy use, operation of the project would consume electricity for building heating and power, lighting, and water conveyance, among other operational requirements. The proposed project would increase the total amount of electricity consumed compared to the existing uses on the project site. In compliance with the PMC, the project would not utilize natural gas for the proposed residential uses. Project energy consumed would represent an incremental increase in energy usage compared to existing energy use in Pleasanton, and the project would implement energy-efficient components to reduce energy demand. Additionally, the project would meet CALGreen specific requirements for energy efficiency in new development and would incorporate Water Efficient Landscape Ordinance features. Therefore, construction and operation of the proposed project would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy and this impact would be less than significant.

Overall, the project would result in less than significant impacts related to energy.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to greenhouse gas emissions and energy compared to those identified in the Final EIR, and no new mitigation measures are necessary.

Conclusion

Impacts related to greenhouse gas emissions would be less than significant, and would be reduced compared to the significant and unavoidable impacts identified in the Final EIR. Impacts related to energy would be less than significant, similar to the Final EIR. No significant new or substantially increased greenhouse gas emissions or energy impacts would occur compared to those identified in the Final EIR.

5.6 Geology and Seismicity

Impacts Identified in the Certified Final EIR

The Final EIR determined that although the DSP area does not overlie a known earthquake fault, the DSP area is within a seismically active region and would be subject to strong ground shaking, liquefaction, and lateral spreading. However, development in the DSP area would be subject to several existing state and local regulations that require site-specific geological investigations and design elements to minimize susceptibility to seismic events. Development would be required to comply with Chapter 17.12.050 of PMC, which requires preparation of geotechnical investigation reports to characterize existing geologic hazards and risks. Additionally, several existing General Plan policies would restrict development in hazardous areas, sloped lots, and earthquake fault zones. Due to the generally flat topography of the DSP area, there is a low probability of landslides. Therefore, the Final EIR concludes that implementation of the DSP would not expose people or structures to risk of loss, injury, or death associated with earthquake fault zones, strong seismic ground shaking, liquefaction, or landslides, and impacts would be less than significant.

Development within the DSP area would be required to connect to existing wastewater infrastructure and would not utilize alternative wastewater disposal systems or septic tanks. The Final EIR determined that the DSP would have no impact related to soils incapable of adequately supporting the use of septic tanks or other wastewater disposal systems.

Impacts of the Barone's Project

The following analysis incorporates information from the Geotechnical Investigation prepared for the project by Geo-Logic Associates in June 2022. The Geotechnical Investigation is included as Appendix D. Section 1803.1.1.3 of the California Building Code (CBC) states that the building department of each locality (in this case the Pleasanton Building Division) must approve the soil investigation if it determines that the recommended action is likely to prevent structural damage in each dwelling. Further, as a condition of the building permit, the approved recommended action must be incorporated in the construction of each dwelling. Therefore, pursuant to the PMC and the CBC, the recommendations included in the Geotechnical Investigation (Appendix D) would be incorporated into the design of the project and verified by the City prior to issuance of a building permit.

As determined in the Final EIR for the DSP, the DSP area does not overlie a known earthquake fault or landslide hazards areas; therefore, the proposed project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or landslides. However, as discussed in the Final EIR, the DSP area is within a seismically active region, and the proposed project would be subject to strong seismic ground shaking. Risks associated with ground shaking would be minimized by compliance with CBC engineering design and construction measures, which require foundations and other structural support features to resist or absorb damaging forces from strong ground shaking. Although nothing can ensure that proposed structures do not fail under seismic stress, proper engineering can minimize the risk to life and property. Additionally, as described above, the project would be required to incorporate recommendations made in the Geotechnical Investigation. These recommendations would minimize the impacts of ground shaking, including but not limited to recommendations for subgrade preparation, materials for fill, compaction of fill, and foundation construction, and the impacts of localized erosion along Arroyo del Valle (Appendix D).

The Geotechnical Investigation identified that some subsurface soils at the project site are prone to liquefaction during seismic ground shaking. The Geotechnical Investigation recommends including post-tensioned slab foundations in proposed structures, which would accommodate settlement during liquefaction (Appendix D). Additionally, the Geotechnical Investigation includes other recommendations to reduce risks associated with liquefaction, including but not limited to soil moisture content control and selection of fill material. As described above, the project would be required to incorporate recommendations made in the Geotechnical Report, and risks associated with liquefaction would be minimized to the extent feasible. Therefore, the project would not cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction. Impacts would be less than significant.

As described further in Section 4.8, *Hydrology, Drainage, and Water Quality*, the project site is greater than one acre and would be subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ) adopted by the State Water Resources Control Board (SWRCB). Compliance with the NPDES permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require the development of a stormwater pollution prevention plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary. Compliance with the Construction General Permit is reinforced through the PMC in Chapter 9.14, *Stormwater Management and Discharge Control*. Section 9.14.090(b)(3) of this chapter prohibits development within 20 feet of the top of a bank or within 30 feet of the creek centerline unless a written permit has been obtained from the Public Works Director. The project would be required to include recommendations made within the Geotechnical Investigation, including the installation of stitch piers along the top of the existing creek bank to retain the soil and surcharge forces from behind the piers. Compliance with the Construction General Permit and PMC would ensure that the project would not result in substantial soil erosion or the loss of topsoil. Impacts would be less than significant.

The Geotechnical Investigation evaluated soils at the project site and determined that soils have low expansion potential (Appendix D). Additionally, as discussed previously, the project would be required to comply with the CBC and the recommendations of the Geotechnical Investigation, which would further minimize risk associated with expansive soils. Therefore, the project would not result in substantial direct or indirect risks to life or property associated with expansive soils, and impacts would be less than significant.

As discussed in the Final EIR for the DSP, development in the DSP area would be required to connect to existing wastewater systems. The project would not involve use of a septic system or alternative wastewater systems, and there would be no impact.

Overall, with compliance with the CBC, PMC, and the recommendations made within the Geotechnical Investigation, the proposed project would have less than significant impacts associated with geology and seismicity.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to geology and seismicity compared with those identified in the Final EIR, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased geology and seismicity impacts would occur compared to those identified in the Final EIR.

5.7 Hazards and Hazardous Materials

Impacts Identified in the Certified Final EIR

Because the DSP would facilitate the development of commercial uses, the Final EIR acknowledges that development could require the routine use, transport, and disposal of hazardous materials. These materials would be subject to several federal, state, and local regulations pertaining to the use, transportation, treatment, disposal, and accidental release of hazardous materials, and compliance with these regulations would minimize the potential for the DSP to result in a significant hazard to the public or environment related to hazardous materials. Similarly, because the DSP would not introduce land uses that would handle or emit large amounts of hazardous materials such as industrial land uses, the Final EIR concludes impacts related to the release of hazardous materials would be less than significant.

The DSP would introduce a variety of land uses within 0.25 mile of three existing Pleasanton Unified School District schools, as well as multiple childcare centers. While construction and operation of projects facilitated by the DSP would involve the use of hazardous materials, they would be in small quantities and would not present a substantial risk to nearby schools and childcare centers. As discussed above, the use, transport, and disposal of hazardous materials would be subject to several federal, state, and local regulations that would minimize the risk of hazardous emissions. Therefore, the Final EIR concludes that compliance with existing regulations would minimize impacts to schools and childcare centers to a less than significant level.

The Final EIR identified 11 sites in the DSP area which are located on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5, one of which is active. The Final EIR concludes that compliance with existing federal, state, and local regulations pertaining to development on designated hazardous materials sites would minimize potential impacts to a less than significant level.

The Final EIR determined that there are no airports within two miles of the DSP area and development facilitated by the DSP would not be subject to safety hazards associated with an airport or private airstrip. Impacts would be less than significant.

The DSP area is subject to the emergency response and operation plans of Alameda County and the City of Pleasanton. The Final EIR determined that development facilitated by the DSP would be subject to DSP policies regarding emergency access, as well as PMC design standards for new roads and buildings which would ensure adequate emergency vehicle access. Therefore, the Final EIR concludes that compliance with the DSP policies and the PMC would minimize impacts related to emergency evacuation or response to a less than significant level.

Because the DSP area is not adjacent to undeveloped lands or wildlands, the risk of wildfire is low and the Final EIR concluded that development facilitated by the DSP would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

Impacts of the Barone's Project

The following analysis incorporates information from the Phase I Environmental Site Assessment and Subsurface Investigation (ESA) prepared for the project by Ramboll Consulting, Inc. In November 2020. The ESA is included as Appendix E. The ESA identified one recognized environmental condition within the project site, which consisted of areas of elevated lead in shallow soil. The top two feet of soil near current and former structures within the site contain concentrations of lead that exceed State regulatory screening criteria for residential land use but is below federal thresholds. Grading for building pads is expected to reach as much as three feet below the surface and excavations for utility lines and stormwater infrastructure would reach as much as nine feet below the surface. The ESA also identified a potential former underground storage tank within the project site; however, subsurface soil sampling did not identify fuel constituents or other contaminants that exceed screening criteria for residential land use, and no further investigation was recommended (Appendix E).

The project would result in the construction and operation of a new mixed-use development. Project construction would include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, or project site soils containing elevated levels of lead. If spilled, these substances could pose a risk to the environment and to human health. However, as discussed in the Final EIR, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Such regulation includes U.S. Department of Transportation regulations (Hazardous Materials Transport Act, 49 Code of Federal Regulations, Resources Conservation and Recovery Act, Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5), and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). Additionally, project construction would involve grading of soils potentially contaminated with lead and demolition of all structures on site except the existing single-family residence, and due to their age, these structures may contain asbestos. Demolition and grading could result in upset and

release of asbestos and lead into the environment. Demolition and construction would be required to comply with BAAQMD Regulation 11, Rule 2, which intends to control the emission of asbestos during demolition and construction activities. Rule 2 requires surveys for asbestos to be conducted prior to demolition activities that would disturb materials that might contain asbestos. BAAQMD also collects fees for demolition activities subject to this rule (BAAQMD 2018). Construction would also be required to comply with California Code of Regulations, Section 1532.1, which requires testing, monitoring, containment, and disposal of lead-based materials, such that exposure does not exceed CalOSHA standards. Compliance with BAAQMD and State regulations would minimize the emission of asbestos during project demolition, and impacts would be less than significant.

As discussed in the Final EIR, the operation of residential and commercial uses would not require the routine use, transport, and disposal of hazardous materials, and likewise, the commercial and residential uses proposed as part of the project would not involve hazardous materials other than those used for typical household and landscape activities and vehicular operation. The minimal amounts of household hazardous wastes on-site would not create a significant hazard to the public or the environment. However, given the presence of up to two feet of soils contaminated with lead on the project site, there would be the potential for future residents to be exposed to contaminated soils. City of Pleasanton General Plan Program 17.1 calls for environmental investigations to ensure that soils, groundwater, and buildings affected by hazard material releases from prior land uses, including lead, would not have the potential to affect the health and safety of future property owners or users. Since the environmental investigation (Phase I ESA and Subsurface Investigation, as included as Appendix E) found lead soil contamination, the City would apply a COA to implement this General Plan program. Suggested text for the implementing COA is presented below. With implementation of COAs as required by General Plan Program 17.1, this impact would be less than significant.

Condition of Approval

- **Soil Remediation:** Where soil is identified to be present within the construction envelope at the project site at chemical concentrations exceeding ESLs and/or hazardous waste screening thresholds for contaminants in soil (California Code of Regulations [CCR] Title 22, Section 66261.24), the project applicant shall retain a qualified environmental consultant (PG or PE) to properly dispose of the contaminated soil. The qualified environmental consultant shall utilize the project site analytical results for waste characterization purposes prior to offsite transportation or disposal of potentially impacted soils or other impacted wastes. The qualified consultant shall provide disposal recommendations and arrange for proper disposal of the waste soils or other impacted wastes (as necessary), and/or provide recommendations for remedial engineering controls, if appropriate. Remediation of impacted soils and/or implementation of remedial engineering controls may require additional delineation of subsurface impacts; additional analytical testing per landfill or recycling facility requirements; soil excavation; and offsite disposal or recycling. The City shall review and approve the project site disposal recommendations prior to transportation of waste soils offsite, and review and approve remedial engineering controls, prior to construction. The project applicant shall review and implement the project site disposal recommendations prior to transportation of waste soils offsite and review and implement the remedial engineering controls prior to construction. The City shall review and approve the project site disposal recommendations and remedial engineering controls prior to issuing a grading permit.

A search of the SWRCB GeoTracker database and the California Department of Toxic Substances Control EnviroStor database was conducted in September 2024. The project site is not within 0.25-mile of a cleanup site shown on the EnviroStor database (California Department of Toxic Substances Control 2024). The project site is within 0.25-mile of seven cleanup sites shown on the GeoTracker database (SWRCB 2024). Five of the sites are listed as “completed – case closed,” which indicates that required remediation has occurred and the project is no longer a hazards or hazardous materials concern. The two active cleanup sites are dry cleaning facilities. These sites are 0.2 mile south of the project site, and the proposed project would not involve modifications to these cleanup sites. The ESA included an environmental regulatory database review, and determined there are no hazardous materials sites within or adjacent to the project site (Appendix E). Therefore, the project site would not be located on a site included on a list of hazardous materials sites, and there would be no impact.

The nearest school to the project site is Amador Valley School, located approximately 0.25 mile north of the project site. Shining Light Preschool and several over childcare centers are located within 0.25 mile of the project site. As described above, the project would not involve the routine use of hazardous materials and would not emit hazardous emissions or handle hazardous materials within one-quarter mile of a school. Impacts would be less than significant.

The nearest airport to the project site is the Livermore Municipal Airport, which is 3.7 miles northeast of the project site. The project site, like the DSP area, is not within the airport influence area of the airport (Alameda County 2012). Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area, and impacts would be less than significant.

The proposed project would not require road closures and would not impair implementation of or physically interfere with an adopted emergency response or emergency evacuation plan. There would be no impact.

The project site is within a Local Responsibility Area for fire protection services, as designated by the California Department of Forestry and Fire Protection (CAL FIRE). The nearest Very High Fire Hazard Severity Zone (VHFHSZ) is located 1.8 miles southwest of the project site (CAL FIRE 2020). Because the project site is not located in or near state responsibility areas or lands classified as VHFHSZs, the project would not result in wildfire impacts. No impact would occur.

Overall, project impacts associated with hazards and hazardous materials would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to hazards and hazardous materials compared with those identified in the Final EIR, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased hazards and hazardous materials impacts would occur compared to those identified in the Final EIR.

5.8 Hydrology, Drainage, and Water Quality

Impacts Identified in the Certified Final EIR

The Final EIR concluded that the DSP would not violate water quality standards or waste discharge requirements as development facilitated by the DSP would be required to comply with the region's NPDES permit, which includes preparation of a stormwater pollution prevention plan (SWPPP) if applicable, and would also be required to comply with stormwater and erosion control standards outlined in the PMC. Impacts would be less than significant.

The Final EIR includes an analysis of groundwater supply and determined that development facilitated by the DSP would draw have a groundwater demand of 21 acre-feet per year (AFY), which represents 0.6 percent of the City's reasonably available volume of groundwater. Additionally, the Final EIR determined that because the DSP area is already largely built out, development and redevelopment facilitated by the DSP would not increase the total impervious surface area of the DSP area and would not substantially interfere with groundwater recharge. Development would be required to comply with several regional and local programs pertaining to stormwater runoff and groundwater recharge, including the Alameda Countywide C.3 Stormwater Technical Guidance, the Municipal Regional NPDES Permit, the Construction General Permit, and Statewide General Waste Discharge Requirements for sanitary sewer flows. With compliance with existing federal, state, and local programs, the Final EIR concludes that the DSP would not result in substantial decreases in groundwater supply or substantial interference with groundwater recharge and impacts would be less than significant.

Because the DSP area is already largely built out, the Final EIR determined that development facilitated by the DSP would not substantially alter the drainage pattern of the DSP area, including through the alteration of a stream or river. Individual projects would be required to develop and implement a SWPPP with erosion, stormwater control, and sediment control BMPs as required by the Construction General Permit to manage erosion, siltation, and flooding impacts during construction, in operation. If projects facilitated by the DSP result in a net increase in impervious area or are larger than one acre, they would be required to implement hydromodification management BMPs. The Final EIR concludes that compliance with state, regional, and local programs and regulations, development facilitated by the DSP would not result in substantial alterations to the existing drainage pattern of the DSP area and would not result in substantial erosion, siltation, or flooding. Impacts would be less than significant.

The Final EIR determined that development facilitated by the DSP would not substantially degrade water quality. Existing local ordinances in the PMC and DSP policies would minimize and control sources of water pollutants, and impacts related to substantial degradation of water quality would be less than significant.

The Final EIR concludes that because only a small portion of the DSP area is within a designated flood zone (areas adjacent to Arroyo del Valle), development facilitated by the DSP would not impede or redirect flood flows. Further, Policies LD-P.61, LD-P.62, and LD-P.63 would ensure conservation of the Arroyo Del Valle through design and best management practices. PMC Section 9.14.090 prohibits development within 20 feet of the top of a watercourse bank without a permit, which would minimize risks associated with flood hazards and redirection of flood flows. Similarly, because the DSP area is not proximate to the ocean or a large body of water subject to seiche, impacts related to inundation would be less than significant.

Impacts of the Barone's Project

The project site is immediately south of and adjacent to Arroyo del Valle, and the project would include construction of residences in the northern portion of the project site along Arroyo del Valle. The project site is within the Wildland Overlay of the City's General Plan and has a DSP designation of Open Space Arroyo. Residences would be set back 20 feet from the top of the existing bank, and the project would not include modifications to the bed, bank or channel of Arroyo del Valle.

Construction of the proposed project would involve excavation activities that could result in erosion and sedimentation that could substantially degrade surface or groundwater quality. As discussed in Section 4.6, *Geology and Soils*, the project site is greater than one acre and would be subject to the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ) adopted by the SWRCB. Compliance with the NPDES permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require the development of a SWPPP, which must describe the site, the project, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary. The project applicant would be required to submit the SWPPP to the City for approval and to the SWRCB's Stormwater Multiple Application and Report Tracking System. In addition, the project applicant would be required to comply with the following Pleasanton standard conditions of approval:

Standard Conditions of Approval

- **Erosion Control Measures For Subdivisions:** The applicant shall submit an erosion control plan designed by a certified Qualified SWPPP (Stormwater Pollution Prevention Plan) Designer (QSD) for all projects disturbing 1 acre or more or by a California licensed civil engineer or California licensed landscape architect for all projects disturbing less than 1 acre of land, subject to the review and approval of the City Engineer. All cut and fill slopes shall be hydromulched/hydroseeded and stabilized immediately after the completion of grading work and in no case later than October 1, unless otherwise approved by the City Engineer. No grading shall occur between October 1 and April 30 unless erosion control measures are in place, subject to the review and approval of the City Engineer. Such measures shall be maintained until the permanent landscaping is completed to the satisfaction of the City Engineer and the Notice of Termination for the coverage under the Construction General Permit, if applicable, is approved by the California State Water Resources Board.
- **Erosion Control and Hazard Mitigation Bond:** The applicant shall submit a refundable cash deposit to the Engineering Division for erosion control and hazard mitigation in an amount determined by the City Engineer prior to issuance of a encroachment, grading or subdivision permit, whichever occurs first. The City will retain the cash deposit until all work is substantially complete, all areas are stabilized, and all hazards are mitigated to the satisfaction of the City Engineer.
- **Stormwater Treatment:** The project creates and/or replaces 10,000 square feet or more of impervious surface (collectively over the entire project site) and shall comply with Section "C.3.b Regulated Projects" of the NPDES Permit No. CAS612008, and amendments, issued by the San Francisco Bay Regional Water Quality Control Board. The improvements plans shall include the Stormwater Management Plan prepared by a California licensed civil engineer, indicating the

type and locations of stormwater treatment measures to be installed (numbered sequentially for identification purposes), and sizing calculations. The Stormwater Management Plan shall be subject to review and acceptance by the City Engineer, prior to the issuance of an engineering or building permit, whichever occurs first.

- **Stormwater Pollution Prevention Plan:** The applicant shall submit one hard copy and one PDF copy of the Stormwater Pollution Prevention Plan (SWPPP) for review and acceptance by the City Engineer prior to issuance of a building or engineering permit, whichever occurs first. A hard copy of the City-accepted SWPPP shall be available at the project site until all work is complete and engineering and building permits have been finalized. A site specific SWPPP shall be combined with proper and timely installation of the Best Management Practices, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in issuance of correction notices, citations, or a stop work order.
- **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 without specific review and approval by the Director of Community Development.

The DSP also includes policies, listed in Section 4.3, *Biological Resources*, which would minimize the impacts of construction on Arroyo del Valle. Compliance with existing DSP policies and state and local regulations would avoid or minimize erosion and contamination to the extent feasible by requiring erosion and sediment controls and runoff water quality monitoring. With compliance with these existing policies and regulations, the proposed project would not result in violations to water quality standards or waste discharge requirements, and would not otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.

The Final EIR includes an analysis of groundwater supply and estimated water demand for projects associated with envisioned land uses in the DSP area. The project site is currently designated for Downtown Commercial use, and the project would involve changing the site's land use to allow for residential use. Although the project would involve different land uses than what originally envisioned in the DSP, the project would facilitate the development of residential and commercial uses, which is consistent with development envisioned by the DSP and accounted for in its water supply analysis. Therefore, the water demand associated with the proposed project has been accounted for in water supply estimates in the Final EIR. Additionally, the project would result in a net decrease in impervious surface area within the project site, and stormwater and irrigation runoff generated by the project would be collected and directed to onsite bioretention areas and modular suspended pavement systems (often referred to as "Silva cells"). Stormwater would be managed pursuant to Chapter 9.14, *Stormwater Management and Discharge Control*, of the PMC, and no water would be directly released into Arroyo del Valle. Therefore, the project would not substantially alter the drainage pattern of the project site. Impacts would be less than significant.

According to flood maps prepared by the Federal Emergency Management Agency, the portion of the project site that borders Arroyo del Valle is within a Zone AE flood hazard zone, which includes areas subject to a one percent annual chance of a flood (Federal Emergency Management Agency 2023). Arroyo del Valle is also designated as a regulatory floodway, which means that the channel of the arroyo must be maintained so that flood waters may flow through the arroyo without increasing the water surface elevation more than a designated height. The project would not involve construction within the flood hazard zone and residences would be set back 20 feet from the top of the existing bank. Therefore, the proposed project would not impede or redirect flood flows. Additionally, as a primarily residential development, the project would not involve storage of

hazardous materials in large quantities (see Section 4.7, *Hazards and Hazardous Materials*); the project would not risk substantial release of pollutants due to project inundation. Impacts would be less than significant.

Although not discussed in the Final EIR, the project would not conflict with or obstruct implementation of a groundwater management plan. The project site overlies the Livermore Valley Groundwater Basin, which is managed by the Zone 7 Water Agency. As discussed above and further in Section 4.14, *Utilities and Service Systems*, the DSP area would have adequate water supply and would not result in a substantial decrease in groundwater supplies. The project has been accounted for in water demand estimates for the DSP area; therefore, the proposed project would not conflict with or obstruct implementation of a groundwater management plan. Impacts would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to hydrology, drainage, and water quality compared with those identified in the Final EIR, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased hydrology, drainage, and water quality impacts would occur compared to those identified in the Final EIR.

5.9 Land Use, Population, and Housing

Impacts Identified in the Certified Final EIR

The Final EIR determined that the DSP would not physically divide an established community, as the DSP would facilitate infill development of vacant land and redevelopment of existing properties in the urbanized downtown area of Pleasanton. The goals and policies of the DSP, as well as its land use plan, were drafted and designed to promote compatibility with existing land uses. The Final EIR concludes that impacts to physically dividing an established community would be less than significant. Additionally, the Final EIR determined that the DSP would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

The Final EIR determined that the DSP would not directly or indirectly induce substantial population growth. The Final EIR estimated that the DSP would facilitate a 29 percent increase in the DSP area's population by 2040, compared to 2018 population levels, which is equivalent to a 1.2 percent annual increase in DSP area population. The Final EIR determined that this 1.2 percent annual increase is consistent with population projections prepared by the Association of Bay Area Governments, the California Department of Transportation, and the California Department of Finance. Therefore, the DSP would not induce substantial unplanned population growth, and impacts would be less than significant.

Because the DSP is intended to redevelop underutilized properties within the DSP area, the Final EIR determined that development facilitated by the DSP would be unlikely to result in the displacement of significant numbers of existing residents or housing units. The DSP does not propose to convert established residential areas into non-residential land uses, and existing residential areas would

retain a residential land use designation. The Final EIR concludes that impacts related to displacement of people and housing would be less than significant.

Impacts of the Barone's Project

The project site currently has a General Plan land use designation of Commercial and Offices, and Public Health and Safety with a Wildland Overlay. The project site currently has a DSP land use designation of Downtown Commercial and Open Space Arroyo. The project site is currently zoned as Central Commercial and Downtown Revitalization District. The project would involve changing the zoning of the project site to a Planned Unit Development. As summarized in Table 1, the project would be generally consistent with the City's Downtown Development Guidelines, but would require rezoning to allow for the construction of 14 residential units. With completion of a PUD mixed-use application and approval from the City, the project would not conflict with zoning requirements or the site's zoning classification. Additionally, the project would be consistent with the overarching goals of the DSP. Chapter 4, Land Use and Design, of the DSP encourages developing the downtown area as a dynamic mixed use destination with commercial, residential and other mixed land uses, and Goal LD-G.1 of the Land Use and Design chapter encourages improving the downtown's commercial and residential viability. Policy LD-P.15, Map Annotations, of the DSP also states that the project site (475/493 St. John Street) may redevelop to a mixed use project, which allows for residential with approval of a PUD application.

The project would not physically divide an established community. A physical division of an established community typically refers to the construction of a physical feature (such as a wall, roadway, or railroad tracks) or the removal of a means of access (such as a local roadway or bridge) that would impair mobility within an existing community or between communities. The project site is two contiguous private parcels; there are currently no means of access across the project site; and the project would not impair mobility or close an existing street. For these reasons, the project would not physically divide an established community and there would be no impact.

The project would be required to conform with applicable existing General Plan and DSP policies and to comply with the PMC and Pleasanton standard conditions approval that have been adopted for the purpose of avoiding or mitigating an environmental effect. These policies include but are not limited to General Plan Conservation and Open Space Element policies and DSP policies that pertain to enhancement and protection of Arroyo del Valle and other environmental resources within the DSP area, as well as PMC regulations and Pleasanton COAs that pertain to stormwater management, tree protection, cultural resources, and other environmental resources within the city. Therefore, the project would not conflict with policies adopted for this purpose and impacts would be less than significant.

The project would involve demolition of a single-story accessory dwelling unit. The existing single-family residence would remain, and no other residential structures are proposed for demolition. Therefore, the project would not displace a significant number of people or housing units. The project would include construction of 14 attached single-family residences and one ADU. The average number of persons per household in Pleasanton is 2.62 (California Department of Finance 2024a); assuming each proposed residential unit is occupied by an average number of persons per household, and assuming a maximum growth scenario in which all residents would relocate to Pleasanton from elsewhere, the project would generate a population increase of approximately 37 people. As summarized in Table 1, the DSP is anticipated to facilitate an increase of 370 housing units and 1,000 people; the 15 housing units and 40 people associated with the proposed project would represent approximately 4 percent of the anticipated increase in housing units and

population. Therefore, the proposed project has been accounted for in population growth projections for the DSP, and the project would not induce substantial unplanned population growth. Although the project site is not currently designated for residential use under the DSP the addition of residential units would not result in exceedance of anticipated population. The average number of persons per household at present (2024), 2.62 persons, is lower than the estimate used in the Final DSP EIR (2.83 persons). Additionally, the Final EIR estimated the increased population against the city's 2018 population, which was 78,244 people (California Department of Finance 2023b). The population of Pleasanton has since decreased, and the city has a current (2024) population of 75,960 people (California Department of Finance 2024). Therefore, although the DSP did not originally account for residential use at the project site, the project would not result in an increase in population beyond what was estimated in the DSP EIR. Therefore, impacts related to population and housing would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to land use and planning compared with those identified in the Final EIR, and no new or revised mitigation measures are necessary.

Conclusion

There would be no impact, or impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased land use and planning impacts would occur compared to those identified in the Final EIR.

5.10 Noise

Impacts Identified in the Certified Final EIR

The Final EIR determined that noise and vibration-related impacts from new development under the DSP EIR could be divided into short-term impacts (i.e., those impacts related to construction activities) and long-term impacts (i.e., those impacts related to major operational noise sources such as traffic and operational equipment). New development would comply with the construction noise standards and daytime construction hours permitted by the PMC and policies to minimize construction noise. Therefore, construction noise and vibration impacts were found to be less than significant.

The Final EIR stated that audible increases in noise levels generally refer to a change of 3 dB or greater, since this level has been found to be barely perceptible in exterior environments. Compliance with the policies and the noise reduction requirements and design features required under the City's General Plan Noise Element would ensure that implementation of the DSP would not expose persons to or generate noise levels in excess of standards and impacts would be less than significant.

The Final EIR determined that operational noise under the DSP EIR would generate noise associated with outdoor open space and mechanical equipment, such as rooftop-mounted HVAC equipment. These impacts would be less than significant with adherence to the City of Pleasanton's exterior noise standards pursuant to PMC Section 9.04.030 and 9.04.040.

The Final EIR determined that traffic under the DSP EIR would generate new vehicle trips and incrementally increase traffic on area roadways that would increase roadway noise at nearby

residences. However, this increase would be imperceptible and would not result in a substantial permanent increase in ambient noise levels. Traffic noise would be less than significant.

As identified in the Final EIR, there are no private airstrips in the vicinity of the DSP area. Therefore, implementation of the land use changes and policies consistent with the DSP EIR would have no impact related to the exposure of people residing or working in the vicinity of a private airstrip to excessive noise levels.

Impacts of the Barone's Project

Construction Noise

Over the course of a typical construction day, construction equipment would be located approximately 65 feet from the center of the project site to the nearest sensitive receivers but would typically be located at an average distance further away due to the nature of construction where equipment is mobile throughout the day. The nearest sensitive receivers include the -family residence on site, residences adjacent to the project site to the west, and residences across St. John Street to the south and across Arroyo del Valle to the north. Because construction would occur at different distances from the nearby sensitive receivers, construction analysis utilizes the distance to nearby sensitive from the center of the project site.

Table 8 identifies the construction noise levels at the closest sensitive receivers based on the combined use of the three loudest pieces of construction equipment during each phase of construction.

Table 8 Estimated Noise Levels by Construction Phase at Sensitive Receivers

Construction Activity Phase	L _{eq} dBA				
	RCNM Reference Noise Level 50 feet	Residences to the southwest 65 feet	Residences to the west 110 feet	Residences to the south 270 feet	Commercial to the east 110 feet
Demolition	81	79	74	66	74
Site Preparation	81	79	74	66	74
Grading	84	82	77	69	77
Building Construction	82	80	75	67	75
Paving	87	85	80	72	80

Notes: Calculations performed with the FHWA's RCNM software are included in Appendix F.

Noise levels rounded to the nearest whole number.

The City Noise Ordinance allows for maximum sound pressure levels of 86 dBA at any point outside of the property plane. Therefore, noise generated by temporary construction work associated with the project would not exceed the maximum sound pressure levels. As shown in Table 8, construction noise could be as high as approximately 80 dBA L_{eq} at the edge of the project site where paving is expected to occur closest to the nearby sensitive receivers to the west and south. Therefore, construction noise levels with this equipment would not exceed the City of Pleasanton Noise Ordinance threshold of 86 dBA L_{eq} at residential land uses. Therefore, construction noise levels would be less than significant.

Groundborne Vibration

Operation of the project would not include substantial vibration sources. Thus, construction activities would have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and paving of the project site. The greatest vibratory source during construction would be a vibratory roller. Neither blasting nor pile driving would be required for construction of the proposed project. Table 9 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 9 Typical Vibration Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 Feet	Vibration Damage (VdB) at 25 Feet	Single family Residence at 493 St. John Street 65 feet		Multi-family residential to the west 110 feet		Commercial to the east 110 feet	
	PPV	VdB	PPV	VdB	PPV	VdB	PPV	VdB
Vibratory Roller	0.21	94	0.050	75	0.023	82	0.023	75
Large Bulldozer	0.089	87	0.021	68	0.010	75	0.010	68
Loaded Trucks	0.076	86	0.018	67	0.008	74	0.008	67
Small Bulldozer	0.003	58	0.001	39	0.000	46	0.000	39

Sources: FTA 2018

Project construction may require operation of vibratory equipment such as a vibratory roller within approximately 65 feet of the existing on-site residential building to the southwest of the project site along St. John Street from the center of construction activity. A vibratory roller would create approximately 0.210 in/sec PPV and 94 VdB at 25 feet (FTA 2018). This would equal a vibration level of 0.050 in/sec PPV and 82 VdB at a distance of 65 feet. This would be lower than the non-engineered timber and masonry building threshold of 0.2 in/sec PPV and 94 VdB. Therefore, temporary vibration impacts associated with the vibratory roller (and other potential equipment) would be less than significant.

The project would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. No operational vibration impact would occur.

Operational Noise

MECHANICAL EQUIPMENT

The primary on-site operational noise source from the project would be HVAC units for the residential and commercial buildings. There would be three HVAC units on each of the proposed commercial buildings within the project site. Specific planning data for the future HVAC systems are not available at this stage of project design; however, this analysis assumes the use of a typical HVAC system for commercial uses, which has a sound power level of 85 dBA that is equivalent to a sound pressure level (SPL) of 77 dBA at 3 feet. The unit used in this analysis is a 16.7-ton Carrier 38AUD25 split system condenser (see Appendix F for manufacturer's specifications). The project would contain three HVAC units located in a rooftop mechanical area on each commercial building, which has a combined noise level of 82 dBA.

In addition, each residential unit is assumed to have one ground-mounted HVAC unit on each of the proposed residential buildings. For purposes of this analysis, a typical HVAC system for residential uses (2.5-ton Carrier 24ABA4030) was analyzed, which has a sound power level of 73 dBA that is

equivalent to sound pressure level (SPL) of 65 dBA at 3 feet (see Appendix F for manufacturer's specifications).

Pursuant to PMC Section 9.04.030 and 9.04.040, project impacts would be significant if exterior noise levels exceed 60 dBA at a residential property and 70 dBA at a commercial property at any point outside of the property plane. For purposes of this analysis, the closest three units to the sensitive receptor were analyzed. Rooftop mounted HVAC units would be located as close as 140 feet from the nearest residential property west of the project site, and 20 feet from the commercial properties east of the project. Combined noise levels of three HVAC units generated by rooftop HVACs would be approximately 47 dBA L_{eq} at 140 feet and 66 dBA L_{eq} at 20 feet, which would not exceed exterior daytime and nighttime noise standards of 60 dBA L_{eq} for residential properties and 70 dBA L_{eq} for commercial properties. Ground-mounted HVAC units on the proposed residential units would be located as close as 15 feet to the residential property to the west. Noise levels of a residential HVAC unit would be approximately 51 dBA L_{eq} at 15 feet to the residential property to the west, which would not exceed the exterior daytime and nighttime noise standard of 60 dBA L_{eq} at residential properties. In addition, this is a conservative analysis that does not consider possible mechanical equipment shielding or attenuated from the rooftop edges. Therefore, impacts related to HVAC equipment noise would be less than significant.

TRAFFIC NOISE

The Trip Generation Assessment prepared by the City of Pleasanton was used to estimate traffic noise associated with the project. Refer to Section 5.12, *Traffic and Transportation*, for the Trip Generation Assessment. As discussed in Section 5.12, *Traffic and Transportation*, and shown in Table 10, the net vehicle trips would decrease, given the removal of the existing restaurant currently occupying the project site. The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes.

In order for a barely perceptible noise increase of at least 3 dBA to occur, the project would need to result in a doubling of traffic on the affected road segment. Given that vehicle trips generated on the project site would decrease as a result of the project (see Section 5.12, *Traffic and Transportation*), traffic noise on local roadways, such as St. John Street, would also decrease. Therefore, the traffic noise from the project would not result in a noise level increase and traffic noise would be below the barely perceptible noise increase of 3 dBA and impacts would be less than significant.

Airport Noise

The project site remains outside the vicinity of an airport land use plan, public airport, or private airstrip, and no impact would occur.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur related to noise compared with those identified in the Final EIR, and no new or revised mitigation measures are necessary. The Final EIR would continue to apply to the Barone's project. Operational and construction noise impacts would remain less than significant and would not require mitigation.

Conclusion

Noise impacts during construction and operation would be less than significant, similar to the impacts determined in the Final EIR. No significant new or substantially increased noise impacts would occur compared to the original project.

5.11 Public Facilities and Recreation

Impacts Identified in the Certified Final EIR

The Final EIR determined that implementation of the DSP would not result in the need for new or physically altered governmental facilities. The Final EIR reports that the Livermore-Pleasanton Fire Department does not foresee a need for new or expanded facilities to accommodate planned growth within the DSP area, and existing City policies and regulations would reduce the number of calls for fire protection services by minimizing fire risks. Therefore, the DSP would not require new or physically altered fire protection facilities.

The City adopted the Pleasanton Civic Center/Library Master Plan in 2016, which outlines the City's plan to construct a new civic center and library outside of the DSP area. The Final EIR reports that the Pleasanton Police Department does not foresee the need for new or expanded police protection facilities beyond those already planned to accommodate buildout of the DSP. Therefore, the DSP would not require new or physically altered fire facilities.

The Final EIR estimated that the DSP would facilitate an increase of 95 school-aged children. Because the Pleasanton Unified School District anticipated a student population increase at the time the Final EIR was prepared, and because development in the DSP area would be required to pay a School Facility Impact Fee, the Final EIR concluded that impacts to school facilities would be less than significant, and the DSP would not require new or physically altered school facilities.

The DSP would include additional parkland, and the population increase facilitated by the DSP would not cause the City to fall below its target of five acres of parkland per 1,000 residents. Therefore, the DSP would not require new or physically altered park and recreational facilities.

Overall, the DSP would not result in the need for new or physically altered governmental or recreational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other public facilities. The Final EIR determined that impacts would be less than significant.

Impacts of the Barone's Project

As discussed in Section 4.9, *Land Use, Population, and Housing*, the proposed project would not induce a substantial, unplanned increase in population or housing units within the DSP area. The project's anticipated increase in population and housing units was accounted for in the Final EIR for the DSP. As discussed in the Final EIR and summarized above, the DSP would not require new or physically altered governmental facilities or park and recreational facilities. Therefore, the project would also not require new or physically altered governmental facilities or park and recreational facilities. Impacts would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to public facilities and recreation compared with those identified in the Final EIR, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased public facilities and recreation impacts would occur compared to those identified in the Final EIR.

5.12 Traffic and Transportation

The Final EIR was prepared and certified prior to adoption of the final CEQA guidelines that would change the metric of transportation analyses under CEQA from level of service (LOS) to vehicle miles traveled (VMT). LOS, a measure of traffic congestion, was replaced as the metric of transportation analyses by VMT pursuant to Senate Bill 743. While a preliminary assessment of VMT generated by the DSP was prepared, it was included in the Final EIR (Section 3.12, Traffic and Transportation) for informational purposes only.

Changes in regulations after approval of the original EIR do not constitute new information triggering a supplemental or subsequent EIR (*Concerned Dublin Citizens v. City of Dublin* [2013] 214 Cal.App.4th 1301, 1320). Nor does it require a previously analyzed topic, such as the change from the LOS standard to the VMT standard for traffic, to be reassessed under the new requirements (*Olen Properties Corp. v. City of Newport Beach* [2023] 93 Cal.App.5th 270, 280–281). In conformance with this standard, the following analysis is presented in terms of LOS to demonstrate consistency with the Final EIR. A brief VMT analysis is included for informational purposes only.

Impacts Identified in the Certified Final EIR

The Final EIR determined that implementation of the DSP could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness of the circulation system, as vehicle traffic generated by the DSP would result in some intersections to operate at an unacceptable LOS standard. Additionally, queue lengths at several intersections were projected to exceed available vehicle storage at several intersections, which would be considered a significant impact. In terms of VMT, which the Final EIR considered for informational purposes only, the VMT per capita of the DSP area would slightly decrease as a result of the DSP due to goals and policies that would encourage alternative modes of transportation. The Final EIR included mitigation measures TRA-1 through TRA-8, which would involve various modifications to area intersections (including but not limited to installing traffic signals, adding travel lanes or turn lanes, or extending turn lanes) to reduce impacts to LOS and vehicle queuing to a less than significant level. The Final EIR concluded that impacts to traffic and transportation would be less than significant with implementation of mitigation measures and the transit support policies of the DSP.

The Final EIR determined that the DSP would not conflict with an existing applicable congestion management program, or the Alameda County Transportation Commission's Congestion Management Plan. Vehicle traffic generated by the DSP would not cause study intersections on routes of regional significance operate below the standard of LOS E. Additionally, the Final EIR

concluded that the DSP would not result in a change to air traffic patterns and would not substantially increase hazards due to design features, and impacts would be less than significant.

The Final EIR states that emergency accessibility is typically assessed at the project level. Because the DSP includes goals and policies related to the provision of adequate emergency access and because emergency accessibility would be evaluated for individual projects, the DSP would not result in inadequate emergency access and impacts would be less than significant.

The Final EIR states that the DSP is centered on a complete-streets approach, and includes goals and policies related to the performance and safety of transit, bicycle, and pedestrian facilities in the DSP area. However, the bicycle facilities proposed by the DSP are inconsistent with those envisioned in the City's 2018 Bicycle and Pedestrian Master Plan, and the Final EIR includes Mitigation Measure TRA-9, which would involve conducting a feasibility study for bicycle facilities in the DSP area. With this mitigation measure, the DSP would not conflict with adopted policies, plans or programs regarding transit, bicycle, or pedestrian facilities and impacts would be less than significant.

Overall, impacts to traffic and transportation would be less than significant with mitigation.

Impacts of the Barone's Project

The proposed project would not modify or inhibit use of existing bicycle and pedestrian facilities on St. John Street and in the DSP area. Therefore, the project would not conflict with the City's Bicycle and Pedestrian Master Plan.

As discussed above, SB 743 and the subsequent amendment of the CEQA Guidelines was not incorporated into CEQA at the time the Final EIR was prepared and certified, and therefore this analysis is prepared in terms of LOS. As discussed in Section 5.9, *Land Use, Population, and Housing* of this Addendum, the project would generate a population increase of 14 housing units and up to approximately 37 people, and the DSP is anticipated to facilitate an increase of 370 housing units and 1,000 people. The 14 housing units and 37 people associated with the proposed project would represent approximately 4 percent of the anticipated increase in housing units and population associated with the DSP, and the proposed project is within the population growth projections for the DSP as analyzed in the EIR. Additionally, as shown in Table 10, the proposed project would generate a relatively small increase in trips over existing uses at the site, which would not substantially affect the LOS of study intersections in the DSP area. Accordingly, growth associated with the proposed project was captured in the Final EIR's traffic and transportation analysis, and the project would not result in greater impacts to LOS than those identified in the Final EIR.

Table 10 Existing and Estimated Daily Trip Generation

Land Use	Average Rate			Units/Area	Total Trips ¹		
	Weekday	Saturday	Sunday		Weekday	Saturday	Sunday
Existing Conditions							
Residential	7.20	8.76	7.17	2 units	14.4	17.5	14.3
Restaurant	83.8	90.0	72.0	1,877 sq ft	157	169	135
Total Trips					172	187	149
Proposed Project Conditions							
Residential	7.20	8.76	7.17	16 units ²	115	140	115
Downtown commercial	37.0	46.6	19.0	3,107 sq ft	115	145	59
Total					216	268	160
Proposed Project Difference Compared to Existing Conditions							
Residential					+100	+123	+100
Commercial					+115	+145	+60
Restaurant					-157	-169	-135
Total Difference					+58	+99	+25

Existing and estimated trips were calculated using trip generation rates from the *Institute of Transportation Engineers Trip Generation Manual, 11th Edition*.

¹ Total trips were calculated by multiplying the average rate for each land use by the units or the area for that land use (e.g., under Existing Conditions, 7.20 average weekday trips for residential land uses multiplied by 2 residential units is 14 total weekday trips for residential uses).

² The 16 residential units on the project site include two residences to remain plus the 14 proposed units.

As shown above, the trip generation estimates indicate that the proposed project would result in a net increase of 58 weekday trips, 99 Saturday trips, and 25 Sunday trips compared to existing conditions. As explained above Table 10, this information is presented for informational purposes only; because the project would not result in greater impacts to LOS than those identified in the Final EIR, impacts would be less than significant.

Vehicle access to the project site would be available via the existing driveway on St. John Street. Residential, commercial, and emergency vehicles would be able to access and circulate through the project site via this driveway and the proposed internal driveway, which would provide access to each proposed residence and the parking lot of the proposed commercial building. The project driveway is designed to accommodate the turning radii of emergency vehicles, which would be verified by the City prior to issuance of building permits. Additionally, as a primarily residential, mixed-use project, the project would not require incompatible uses, such as farm equipment or other large vehicles, that would increase vehicle hazards at the project site. Therefore, the project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts would be less than significant.

As described above, the project driveway is designed to accommodate the turning radii of emergency vehicles, which would be verified by the City prior to issuance of building permits. Therefore, the project would not result in inadequate emergency access and impacts would be less than significant.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to transportation and circulation, and no new or revised mitigation measures are necessary. The project would not include bicycle facilities or conflict with bicycle and pedestrian plans or infrastructure.

Conclusion

There would be no impact, or impacts would be less than significant and generally reduced compared to the Final EIR, and no significant new or substantially increased transportation impacts would occur compared to those identified in the Final EIR.

5.13 Utilities and Service Systems

Impacts Identified in the Certified Final EIR

The Final EIR determined that development facilitated by the DSP would not violate wastewater treatment requirements of the State Water Resources Control Board (State Water Board) or the San Francisco Regional Water Quality Control Board (RWQCB). Development facilitated by the DSP would be required to comply with existing state and local regulations and policies related to wastewater treatment requirements, and growth facilitated by the DSP is accounted for in the capacity of wastewater treatment facilities. The Final EIR concludes that impacts would be less than significant.

The Water Supply Assessment prepared for the DSP determined that Pleasanton's existing potable water supplies would be sufficient for new demand generated by the DSP. Additionally, the Dublin San Ramon Sanitary District's Wastewater Treatment Plant was determined to have significant remaining capacity. Therefore, the DSP would not require new or expanded water or wastewater facilities, and impacts would be less than significant.

The Final EIR determined that development facilitated by the DSP would not require or result in the construction of new or expanded stormwater facilities, the construction of which could result in significant environmental effects. Development facilitated by the DSP would be required to comply with state, regional, and local requirements to capture, retain, and infiltrate stormwater runoff. The Final EIR concludes that impacts would be less than significant.

The Final EIR determined that landfills that serve the DSP area have sufficient permitted capacity to accommodate the DSP's solid waste disposal needs, and growth facilitated by the DSP would not result in the generation of solid waste that would exceed capacity or federal, state, and local statutes related to solid waste. Impacts would be less than significant.

Impacts of the Barone's Project

As described in Section 4.9, *Land Use, Population, and Housing*, the project would not generate housing units or population growth that would exceed growth anticipated by the DSP and the Final EIR. The project would also include 3,100 square feet of commercial space; the Final EIR anticipated an increase of 260,700 square feet of non-residential space across the Specific Plan area, and the commercial uses included in the proposed project are accounted for in that estimate. Therefore, the proposed project would not generate housing, population, or commercial uses beyond what was evaluated in the Final EIR. The Water Supply Assessment prepared for the Final EIR determined that development facilitated by the DSP would be served by sufficient water supplies. Therefore, the

proposed project would have adequate water supply and would not require or result in the construction of new or expanded water facilities. Additionally, the project would have sufficient water supplies in normal, dry, and multiple dry years. Impacts would be less than significant.

The project site is located in a developed area already served by existing water, wastewater, stormwater, electric power, natural gas, and telecommunication facilities. The proposed project would connect to existing infrastructure. Because the project is accounted for in development anticipated by the Final EIR, the project would not require or result in the construction of new or expanded wastewater, stormwater, electric power, natural gas, and telecommunication facilities. Impacts would be less than significant.

The proposed project would generate solid waste during construction and operation. During construction, the current CalGreen code would require that 65 percent of construction and demolition debris be diverted from landfills. Handling of debris and waste generated during construction would be subject to CalGreen requirements, compliance with which would not impair the attainment of solid waste reduction goals. Operation of the project would generate an estimated 33 tons of solid waste per year. This estimation is based on solid waste generation rates provided by the California Department of Recycling and Recovery (CalRecycle), which estimates that residential uses generate 10 pounds of solid waste per dwelling unit per day and that commercial uses generate 13 pounds of solid waste per 1,000 square feet per day (CalRecycle 2021).⁴

Solid waste from the project site would be collected by Pleasanton Garbage Service and likely sent to the Vasco Road Sanitary Landfill. Table 11 shows the project's estimated solid waste generation and the remaining capacity of this landfill.

Table 11 Generated Solid Waste and Estimated Landfill Capacity

Project Solid Waste Generation (tons/day)	Permitted Throughput of Vasco (tons/day)	Remaining Capacity of Altamont (cubic yards)
0.09	2,518	11,560,000
Source: CalRecycle 2019		

Project generated waste would be less than 0.01 percent of Vasco Road Landfill's allowable waste limit, and the landfill has adequate remaining capacity. Therefore, the project's incremental increase in solid waste would not adversely affect solid waste facilities. Impacts would be less than significant.

Overall, the proposed project would have less than significant impacts related to utilities and service systems.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to utilities and service systems compared with those identified in the Final EIR, and no new mitigation measures are necessary.

⁴ The project would include 14 residences. 14 residences multiplied by 10 pounds of solid waste per day, multiplied by 365 days per year, equals 51,000 pounds of solid waste per year, or 25.5 tons per year. The project would include 3,100 square feet of commercial use. 13 pounds of solid waste per day, multiplied by 3.1 thousand square feet, multiplied by 365 days per year, equals 14,709 pounds of solid waste per year, or 7.4 tons per year. 25.5 tons plus 7.4 tons is approximately 33 tons of solid waste per year.

Conclusion

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased utilities and service systems impacts would occur compared to those identified in the Final EIR.

5.14 Wildfire

Impacts Identified in the Certified Final EIR

The Final EIR analyzed impacts related to wildfire in Section 3.7, *Hazards and Hazardous Materials*.

Impacts of the Barone's Project

The project site is within a Local Responsibility Area for fire protection services as designated by CAL FIRE, but is not in or near a state responsibility area or land classified as very high fire hazard severity zone. The nearest VHFHSZ is located 1.8 miles southwest of the project site (CAL FIRE 2020).

The project would not require roadway closures and would not introduce a significant number of new vehicles to area roadways. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and there would be no impact.

The project site is generally surrounded by urban development and is not adjacent to undeveloped lands or slopes that would be prone to the uncontrolled spread of a wildfire. The project would not require the installation or maintenance of roads, fuel breaks, emergency water sources, power lines, or other utilities that would exacerbate fire risk. Additionally, the project site is generally flat and surrounded by development and would not expose people or structures to flooding or landslides as a result of post-fire slope instability.

Because the project site is not located in or near state responsibility areas or lands classified as VHFHSZs and is in an urbanized area, the project would not result in wildfire impacts. No impact would occur.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to wildfire compared with those identified in the Final EIR, and no new mitigation measures are necessary.

Conclusion

No significant new or substantially increased wildfire impacts would occur compared to those identified in the Final EIR.

5.15 Impacts Not Potentially Significant in the Final EIR

The Final EIR considered agriculture and forestry resources and mineral resources in Section 3.14, *Impacts not Potentially Significant*, of the DSP EIR.

Impacts Identified in the Certified Final EIR

Agriculture and Forestry Resources

The DSP area does not contain lands that are designated as Prime Farmland, Farmland of Statewide Importance, Farmland of Local Importance, or Unique Farmland, and there are no areas zoned for agricultural use or enrolled in a Williamson Act contract. Therefore, the Final EIR concludes that the DSP would have no impact on agricultural resources.

The DSP area supports tree cover but does not contain areas that represent forestry resources as defined by Public Resources Code Section 12220(g) or timber resources as defined by Government Code Section 51104(g). Therefore, the Final EIR concludes that the DSP would have no impact to forestry resources.

Mineral Resources

The DSP area is located entirely within a developed urban area, and there are no identified mineral resources that would be affected or made unavailable by buildout of the DSP. Therefore, the Final EIR concludes that the DSP would have no impact to mineral resources.

Impacts of the Barone's Project

Agriculture and Forestry Resources

As discussed in the Final EIR, the DSP area, including the project site, does not include Farmland, areas zoned for agricultural use, property enrolled in a Williamson Act contract, forestry resources, timber resources, or areas zoned for timber production. The project would have no impacts to agriculture and forestry resources.

Mineral Resources

As discussed in the Final EIR, the DSP area, including the project site, does not include areas known to contain mineral resources, and the project would not affect or make unavailable mineral resources. The project would have no impacts to mineral resources.

Effects and Mitigation Measures

No new or substantially more severe significant effects would occur to agriculture and forestry resources or mineral resources compared to those identified in the Final EIR, and no new mitigation measures are necessary.

Conclusion

Impacts would be less than significant, similar to the Final EIR, and no significant new or substantially increased agriculture and forestry resources or mineral resources impacts would occur compared to those identified in the Final EIR.

5.16 Other CEQA Required Considerations

Impacts Identified in the Certified Final EIR

Growth-Inducing Impacts

The Final EIR determined that although the DSP would result in a population increase, the anticipated population growth would be generally consistent with projections prepared by the Association of Bay Area Governments and the City's General Plan. Additionally, the residential development proposed under the DSP would assist the city in meeting its Regional Housing Needs Allocation goal. The Final EIR also determined that the DSP would not result in the need for new or expanded public facilities and services, and would not result in a jobs-to-housing ratio in downtown Pleasanton that would induce new residential growth.

Cumulative Impacts

The Final EIR includes an analysis of potential cumulative impacts that could occur if implementation of the DSP occurs concurrently with other regional growth and development. The Final EIR determined that the DSP would have a considerable contribution to cumulative impacts related to water supply, but would not otherwise contribute considerably to cumulative impacts.

Significant and Unavoidable Impacts

The Final EIR identified that implementation of the DSP would result in significant and unavoidable impacts to air quality and energy and GHG emissions. While the Final EIR concluded that impacts to transportation and traffic would be less than significant with mitigation, the Final EIR acknowledges that there is no guarantee that roadway modifications outlined in the traffic and transportation mitigation measures would be implemented. Therefore, the Final EIR concludes in this section that potential impacts would remain significant and unavoidable.

Significant Irreversible Environmental Change

The Final EIR acknowledges that implementation of the DSP would involve irretrievable commitments of non-renewable resources, such as water for water demand generated by buildout of the DSP and the commitment of energy sources and increased energy use. Additionally, the DSP would result in irreversible construction-related impacts, such as the consumption of non-renewable building materials. Implementation of the DSP would also result in an irreversible increase in air pollutant and GHG emissions associated with construction and operation of development, and vehicle traffic generated by the DSP.

Impacts of the Barone's Project

The proposed project would not substantially change the discussion and findings presented for the DSP in the Final EIR. The proposed project would not result in buildout beyond what is allowed by the DSP, as proposed land uses would be consistent with downtown land uses envisioned by the DSP. Additionally, the proposed project would not result in greater physical changes to the environment or more intense land uses than what is analyzed in the Final EIR. As described in Sections 4.1 through 4.15 above, the proposed project would not result in new or more severe direct, indirect, or cumulative impacts beyond those identified in the previously certified Final EIR. Therefore, the proposed project would also not result in new or more severe significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, or energy effects beyond those previously discussed in the Final EIR.

6 Conclusion

As discussed in detail in the preceding sections, potential impacts associated with the Barone's project are consistent with potential impacts characterized and mitigated for in the Final EIR. Substantive revisions to the Final EIR are not necessary, because no new significant impacts or significant impacts of substantially greater severity than previously described would occur because of the Barone's project. Thus, the conditions outlined in *CEQA Guidelines* Section 15162(3)(A) and (D) requiring preparation of a subsequent EIR would not be met.

Based on the analysis contained herein, the following determinations are applicable:

- No further evaluation of environmental impacts is required for the Barone's project.
- No subsequent EIR is necessary pursuant to *CEQA Guidelines* Section 15162.
- This addendum is the appropriate level of environmental analysis and documentation for the Barone's project pursuant to *CEQA Guidelines* Section 15164.

Pursuant to *CEQA Guidelines* Section 15164(c), this addendum will be included in the public record for the Final EIR. Documents related to this addendum will be available at the City of Pleasanton Community Development Department, located at 200 Old Bernal Avenue in Pleasanton, California 94566.

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7 References and Preparers

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7.2 List of Preparers

Rincon prepared this addendum under contract to the City of Pleasanton. Persons and firms involved in data gathering, analysis, project management, and quality control include:

Rincon Consultants, Inc.

Abe Leider, AICP CEP, Principal-in-Charge
Jesse Voremberg, MS, Project Manager
Kayleigh Limbach, Environmental Planner
Bill Vosti, Technical Director
Aaron Rojas, Air Quality Analyst
Jesse McCandless, Noise Analyst
Alex Hunt, Natural Resources Director

Appendix A

California Emissions Estimator Model Calculations

Barone's project Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Barone's project
Construction Start Date	1/1/2025
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.00
Precipitation (days)	37.8
Location	493 St John St, Pleasanton, CA 94566, USA
County	Alameda
City	Pleasanton
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1685
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.20

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Single Family Housing	14.0	Dwelling Unit	1.68	36,637	163,980	—	39.0	—
General Office Building	3.10	1000sqft	0.00	3,100	0.00	—	—	—
Parking Lot	25.0	Space	0.22	0.00	0.00	—	—	—
Other Asphalt Surfaces	17.4	1000sqft	0.40	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-10-A	Water Exposed Surfaces
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.47	23.5	27.8	0.04	0.89	0.08	0.95	0.82	0.02	0.83	—	4,081	4,081	0.16	0.04	0.35	4,098
Mit.	2.47	23.5	27.8	0.04	0.89	0.08	0.95	0.82	0.02	0.83	—	4,081	4,081	0.16	0.04	0.35	4,098
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.47	23.6	27.7	0.05	1.00	8.32	9.33	0.92	3.58	4.50	—	4,922	4,922	0.21	0.06	0.02	4,946
Mit.	2.47	23.6	27.7	0.05	1.00	3.35	4.35	0.92	1.42	2.34	—	4,922	4,922	0.21	0.06	0.02	4,946
% Reduced	—	—	—	—	—	60%	53%	—	60%	48%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.10	20.1	23.2	0.04	0.77	0.91	1.68	0.71	0.38	1.09	—	3,561	3,561	0.14	0.04	0.15	3,577
Mit.	2.10	20.1	23.2	0.04	0.77	0.40	1.17	0.71	0.16	0.87	—	3,561	3,561	0.14	0.04	0.15	3,577
% Reduced	—	—	—	—	—	56%	31%	—	58%	21%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.38	3.66	4.23	0.01	0.14	0.17	0.31	0.13	0.07	0.20	—	590	590	0.02	0.01	0.03	592
Mit.	0.38	3.66	4.23	0.01	0.14	0.07	0.21	0.13	0.03	0.16	—	590	590	0.02	0.01	0.03	592
% Reduced	—	—	—	—	—	56%	31%	—	58%	21%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.47	23.5	27.8	0.04	0.89	0.06	0.95	0.82	0.02	0.83	—	4,081	4,081	0.16	0.04	0.35	4,098
2026	2.35	22.8	27.6	0.04	0.81	0.08	0.88	0.75	0.02	0.76	—	4,077	4,077	0.16	0.04	0.33	4,094
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	2.47	23.6	27.7	0.05	1.00	8.32	9.33	0.92	3.58	4.50	—	4,922	4,922	0.21	0.06	0.02	4,946
2026	2.35	22.8	27.6	0.04	0.81	0.06	0.88	0.75	0.02	0.76	—	4,074	4,074	0.16	0.04	0.01	4,090
2027	2.26	0.83	1.16	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	143	143	0.01	< 0.005	< 0.005	143
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.10	20.1	23.2	0.04	0.77	0.91	1.68	0.71	0.38	1.09	—	3,561	3,561	0.14	0.04	0.15	3,577
2026	1.99	12.6	15.3	0.02	0.45	0.04	0.48	0.41	0.01	0.42	—	2,248	2,248	0.09	0.02	0.08	2,257
2027	0.27	0.10	0.14	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.8	16.8	< 0.005	< 0.005	< 0.005	16.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.38	3.66	4.23	0.01	0.14	0.17	0.31	0.13	0.07	0.20	—	590	590	0.02	0.01	0.03	592
2026	0.36	2.30	2.79	< 0.005	0.08	0.01	0.09	0.08	< 0.005	0.08	—	372	372	0.02	< 0.005	0.01	374
2027	0.05	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.78	2.78	< 0.005	< 0.005	< 0.005	2.79

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.47	23.5	27.8	0.04	0.89	0.06	0.95	0.82	0.02	0.83	—	4,081	4,081	0.16	0.04	0.35	4,098
2026	2.35	22.8	27.6	0.04	0.81	0.08	0.88	0.75	0.02	0.76	—	4,077	4,077	0.16	0.04	0.33	4,094
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	2.47	23.6	27.7	0.05	1.00	3.35	4.35	0.92	1.42	2.34	—	4,922	4,922	0.21	0.06	0.02	4,946
2026	2.35	22.8	27.6	0.04	0.81	0.06	0.88	0.75	0.02	0.76	—	4,074	4,074	0.16	0.04	0.01	4,090
2027	2.26	0.83	1.16	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	—	143	143	0.01	< 0.005	< 0.005	143
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2025	2.10	20.1	23.2	0.04	0.77	0.40	1.17	0.71	0.16	0.87	—	3,561	3,561	0.14	0.04	0.15	3,577
2026	1.99	12.6	15.3	0.02	0.45	0.04	0.48	0.41	0.01	0.42	—	2,248	2,248	0.09	0.02	0.08	2,257
2027	0.27	0.10	0.14	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.8	16.8	< 0.005	< 0.005	< 0.005	16.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.38	3.66	4.23	0.01	0.14	0.07	0.21	0.13	0.03	0.16	—	590	590	0.02	0.01	0.03	592
2026	0.36	2.30	2.79	< 0.005	0.08	0.01	0.09	0.08	< 0.005	0.08	—	372	372	0.02	< 0.005	0.01	374
2027	0.05	0.02	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.78	2.78	< 0.005	< 0.005	< 0.005	2.79

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.54	0.38	4.66	0.01	0.01	0.88	0.88	0.01	0.22	0.23	8.48	1,318	1,327	0.95	0.05	3.36	1,370
Mit.	1.54	0.38	4.66	0.01	0.01	0.88	0.88	0.01	0.22	0.23	8.48	1,164	1,172	0.92	0.05	3.36	1,214
% Reduced	—	—	—	—	—	—	—	—	—	—	—	12%	12%	3%	6%	—	11%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.43	0.44	3.63	0.01	0.01	0.88	0.88	0.01	0.22	0.23	8.48	1,261	1,270	0.95	0.06	0.35	1,311
Mit.	1.43	0.44	3.63	0.01	0.01	0.88	0.88	0.01	0.22	0.23	8.48	1,107	1,115	0.93	0.06	0.35	1,155
% Reduced	—	—	—	—	—	—	—	—	—	—	—	12%	12%	3%	5%	—	12%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.44	0.39	3.68	0.01	0.01	0.79	0.80	0.01	0.20	0.21	8.48	1,198	1,207	0.95	0.05	1.51	1,248
Mit.	1.44	0.39	3.68	0.01	0.01	0.79	0.80	0.01	0.20	0.21	8.48	1,044	1,052	0.92	0.05	1.51	1,092

% Reduced	—	—	—	—	—	—	—	—	—	—	—	13%	13%	3%	6%	—	12%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.26	0.07	0.67	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	1.40	198	200	0.16	0.01	0.25	207
Mit.	0.26	0.07	0.67	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	1.40	173	174	0.15	0.01	0.25	181
% Reduced	—	—	—	—	—	—	—	—	—	—	—	13%	13%	3%	6%	—	12%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.51	0.38	3.73	0.01	0.01	0.88	0.88	0.01	0.22	0.23	—	973	973	0.04	0.04	3.09	990
Area	1.04	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.68	2.68	< 0.005	< 0.005	—	2.69
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	333	333	0.05	0.01	—	336
Water	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Waste	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Total	1.54	0.38	4.66	0.01	0.01	0.88	0.88	0.01	0.22	0.23	8.48	1,318	1,327	0.95	0.05	3.36	1,370
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.49	0.44	3.63	0.01	0.01	0.88	0.88	0.01	0.22	0.23	—	918	918	0.05	0.05	0.08	934
Area	0.95	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	333	333	0.05	0.01	—	336
Water	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Waste	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Total	1.43	0.44	3.63	0.01	0.01	0.88	0.88	0.01	0.22	0.23	8.48	1,261	1,270	0.95	0.06	0.35	1,311
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.45	0.38	3.22	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	854	854	0.04	0.04	1.24	869
Area	0.99	< 0.005	0.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.32	1.32	< 0.005	< 0.005	—	1.33
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	333	333	0.05	0.01	—	336
Water	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Waste	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Total	1.44	0.39	3.68	0.01	0.01	0.79	0.80	0.01	0.20	0.21	8.48	1,198	1,207	0.95	0.05	1.51	1,248
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.07	0.59	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	141	141	0.01	0.01	0.20	144
Area	0.18	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.22	0.22	< 0.005	< 0.005	—	0.22
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	55.1	55.1	0.01	< 0.005	—	55.6
Water	—	—	—	—	—	—	—	—	—	—	0.33	1.67	2.00	0.03	< 0.005	—	3.11
Waste	—	—	—	—	—	—	—	—	—	—	1.07	0.00	1.07	0.11	0.00	—	3.75
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	0.26	0.07	0.67	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	1.40	198	200	0.16	0.01	0.25	207

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.51	0.38	3.73	0.01	0.01	0.88	0.88	0.01	0.22	0.23	—	973	973	0.04	0.04	3.09	990
Area	1.04	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.68	2.68	< 0.005	< 0.005	—	2.69

Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	178	178	0.03	< 0.005	—	180
Water	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Waste	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Total	1.54	0.38	4.66	0.01	0.01	0.88	0.88	0.01	0.22	0.23	8.48	1,164	1,172	0.92	0.05	3.36	1,214
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.49	0.44	3.63	0.01	0.01	0.88	0.88	0.01	0.22	0.23	—	918	918	0.05	0.05	0.08	934
Area	0.95	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	178	178	0.03	< 0.005	—	180
Water	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Waste	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Total	1.43	0.44	3.63	0.01	0.01	0.88	0.88	0.01	0.22	0.23	8.48	1,107	1,115	0.93	0.06	0.35	1,155
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.45	0.38	3.22	0.01	0.01	0.79	0.80	0.01	0.20	0.21	—	854	854	0.04	0.04	1.24	869
Area	0.99	< 0.005	0.46	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.32	1.32	< 0.005	< 0.005	—	1.33
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	178	178	0.03	< 0.005	—	180
Water	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Waste	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Total	1.44	0.39	3.68	0.01	0.01	0.79	0.80	0.01	0.20	0.21	8.48	1,044	1,052	0.92	0.05	1.51	1,092
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.08	0.07	0.59	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	141	141	0.01	0.01	0.20	144
Area	0.18	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.22	0.22	< 0.005	< 0.005	—	0.22
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	29.5	29.5	< 0.005	< 0.005	—	29.8
Water	—	—	—	—	—	—	—	—	—	—	0.33	1.67	2.00	0.03	< 0.005	—	3.11

Waste	—	—	—	—	—	—	—	—	—	—	1.07	0.00	1.07	0.11	0.00	—	3.75
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	0.26	0.07	0.67	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	1.40	173	174	0.15	0.01	0.25	181

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.43	14.8	13.9	0.02	0.64	—	0.64	0.59	—	0.59	—	2,311	2,311	0.09	0.02	—	2,319
Demolition	—	—	—	—	—	0.47	0.47	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25.3	25.3	< 0.005	< 0.005	—	25.4
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.19	4.19	< 0.005	< 0.005	—	4.21
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.51	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	120	120	< 0.005	0.01	0.01	122
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.7	35.7	< 0.005	0.01	< 0.005	37.5
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.33	1.33	< 0.005	< 0.005	< 0.005	1.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	0.41
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.07

3.2. Demolition (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.43	14.8	13.9	0.02	0.64	—	0.64	0.59	—	0.59	—	2,311	2,311	0.09	0.02	—	2,319
Demolition	—	—	—	—	—	0.47	0.47	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.16	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	25.3	25.3	< 0.005	< 0.005	—	25.4
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.19	4.19	< 0.005	< 0.005	—	4.21
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.05	0.51	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	120	120	< 0.005	0.01	0.01	122
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.05	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.7	35.7	< 0.005	0.01	< 0.005	37.5
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.33	1.33	< 0.005	< 0.005	< 0.005	1.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	0.41
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.07

3.3. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	20.8	21.7	0.03	0.93	—	0.93	0.86	—	0.86	—	3,401	3,401	0.14	0.03	—	3,413
Dust From Material Movement	—	—	—	—	—	6.55	6.55	—	3.37	3.37	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.32	9.32	< 0.005	< 0.005	—	9.35
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.54	1.54	< 0.005	< 0.005	—	1.55
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.94	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	221	221	0.01	0.01	0.02	224
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	20.8	21.7	0.03	0.93	—	0.93	0.86	—	0.86	—	3,401	3,401	0.14	0.03	—	3,413
Dust From Material Movement	—	—	—	—	—	2.56	2.56	—	1.31	1.31	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.32	9.32	< 0.005	< 0.005	—	9.35
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.54	1.54	< 0.005	< 0.005	—	1.55
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.94	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	221	221	0.01	0.01	0.02	224
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.61	0.61	< 0.005	< 0.005	< 0.005	0.62
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.39	23.2	22.6	0.04	1.00	—	1.00	0.92	—	0.92	—	4,655	4,655	0.19	0.04	—	4,671
Dust From Material Movement	—	—	—	—	—	8.15	8.15	—	3.54	3.54	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	2.35	2.29	< 0.005	0.10	—	0.10	0.09	—	0.09	—	472	472	0.02	< 0.005	—	473
Dust From Material Movement	—	—	—	—	—	0.83	0.83	—	0.36	0.36	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.43	0.42	< 0.005	0.02	—	0.02	0.02	—	0.02	—	78.1	78.1	< 0.005	< 0.005	—	78.4

Dust From Material Movement	—	—	—	—	—	0.15	0.15	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.60	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	141	141	< 0.005	0.01	0.02	142
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.32	0.19	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	133
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	0.03	14.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.01	13.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.38	2.38	< 0.005	< 0.005	< 0.005	2.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.12	2.12	< 0.005	< 0.005	< 0.005	2.23

3.6. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.39	23.2	22.6	0.04	1.00	—	1.00	0.92	—	0.92	—	4,655	4,655	0.19	0.04	—	4,671
Dust From Material Movement	—	—	—	—	—	3.18	3.18	—	1.38	1.38	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24	2.35	2.29	< 0.005	0.10	—	0.10	0.09	—	0.09	—	472	472	0.02	< 0.005	—	473
Dust From Material Movement	—	—	—	—	—	0.32	0.32	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.43	0.42	< 0.005	0.02	—	0.02	0.02	—	0.02	—	78.1	78.1	< 0.005	< 0.005	—	78.4
Dust From Material Movement	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.60	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	141	141	< 0.005	0.01	0.02	142
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.32	0.19	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	127	127	0.01	0.02	0.01	133
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.3	14.3	< 0.005	< 0.005	0.03	14.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.01	13.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.38	2.38	< 0.005	< 0.005	< 0.005	2.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.12	2.12	< 0.005	< 0.005	< 0.005	2.23

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.45	23.5	27.5	0.04	0.89	—	0.89	0.82	—	0.82	—	3,975	3,975	0.16	0.03	—	3,989
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.45	23.5	27.5	0.04	0.89	—	0.89	0.82	—	0.82	—	3,975	3,975	0.16	0.03	—	3,989
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.82	17.4	20.4	0.03	0.66	—	0.66	0.61	—	0.61	—	2,950	2,950	0.12	0.02	—	2,960
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	3.18	3.72	0.01	0.12	—	0.12	0.11	—	0.11	—	488	488	0.02	< 0.005	—	490
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.2	52.2	< 0.005	< 0.005	0.21	53.0
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	53.4	53.4	< 0.005	0.01	0.14	55.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.21	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.5	48.5	< 0.005	< 0.005	0.01	49.1
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	53.4	53.4	< 0.005	0.01	< 0.005	55.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.2	36.2	< 0.005	< 0.005	0.07	36.8
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	39.6	39.6	< 0.005	0.01	0.05	41.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.99	5.99	< 0.005	< 0.005	0.01	6.08
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.56	6.56	< 0.005	< 0.005	0.01	6.86
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.45	23.5	27.5	0.04	0.89	—	0.89	0.82	—	0.82	—	3,975	3,975	0.16	0.03	—	3,989
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.45	23.5	27.5	0.04	0.89	—	0.89	0.82	—	0.82	—	3,975	3,975	0.16	0.03	—	3,989
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.82	17.4	20.4	0.03	0.66	—	0.66	0.61	—	0.61	—	2,950	2,950	0.12	0.02	—	2,960

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33	3.18	3.72	0.01	0.12	—	0.12	0.11	—	0.11	—	488	488	0.02	< 0.005	—	490
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.2	52.2	< 0.005	< 0.005	0.21	53.0
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	53.4	53.4	< 0.005	0.01	0.14	55.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.21	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	48.5	48.5	< 0.005	< 0.005	0.01	49.1
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	53.4	53.4	< 0.005	0.01	< 0.005	55.8
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	36.2	36.2	< 0.005	< 0.005	0.07	36.8
Vendor	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	39.6	39.6	< 0.005	0.01	0.05	41.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.99	5.99	< 0.005	< 0.005	0.01	6.08
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.56	6.56	< 0.005	< 0.005	0.01	6.86
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.33	22.7	27.4	0.04	0.81	—	0.81	0.75	—	0.75	—	3,974	3,974	0.16	0.03	—	3,987
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.33	22.7	27.4	0.04	0.81	—	0.81	0.75	—	0.75	—	3,974	3,974	0.16	0.03	—	3,987
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.26	12.3	14.8	0.02	0.44	—	0.44	0.40	—	0.40	—	2,146	2,146	0.09	0.02	—	2,154
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.24	2.70	< 0.005	0.08	—	0.08	0.07	—	0.07	—	355	355	0.01	< 0.005	—	357
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	51.2	51.2	< 0.005	< 0.005	0.19	52.0
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.5	52.5	< 0.005	0.01	0.14	55.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.19	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	47.5	47.5	< 0.005	< 0.005	< 0.005	48.2
Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.5	52.5	< 0.005	0.01	< 0.005	54.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.9	25.9	< 0.005	< 0.005	0.04	26.2
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.4	28.4	< 0.005	< 0.005	0.03	29.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.28	4.28	< 0.005	< 0.005	0.01	4.34
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.70	4.70	< 0.005	< 0.005	0.01	4.91
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.33	22.7	27.4	0.04	0.81	—	0.81	0.75	—	0.75	—	3,974	3,974	0.16	0.03	—	3,987
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.33	22.7	27.4	0.04	0.81	—	0.81	0.75	—	0.75	—	3,974	3,974	0.16	0.03	—	3,987
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.26	12.3	14.8	0.02	0.44	—	0.44	0.40	—	0.40	—	2,146	2,146	0.09	0.02	—	2,154
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.23	2.24	2.70	< 0.005	0.08	—	0.08	0.07	—	0.07	—	355	355	0.01	< 0.005	—	357
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.22	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	51.2	51.2	< 0.005	< 0.005	0.19	52.0
Vendor	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.5	52.5	< 0.005	0.01	0.14	55.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.19	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	47.5	47.5	< 0.005	< 0.005	< 0.005	48.2

Vendor	< 0.005	0.07	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	52.5	52.5	< 0.005	0.01	< 0.005	54.9
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.10	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	25.9	25.9	< 0.005	< 0.005	0.04	26.2
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	28.4	28.4	< 0.005	< 0.005	0.03	29.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.28	4.28	< 0.005	< 0.005	0.01	4.34
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.70	4.70	< 0.005	< 0.005	0.01	4.91
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.60	6.14	0.01	0.18	—	0.18	0.16	—	0.16	—	914	914	0.04	0.01	—	917
Paving	1.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.50	2.50	< 0.005	< 0.005	—	2.51
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.41	0.41	< 0.005	< 0.005	—	0.42
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	85.0	85.0	< 0.005	< 0.005	0.31	86.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.48	4.60	6.14	0.01	0.18	—	0.18	0.16	—	0.16	—	914	914	0.04	0.01	—	917
Paving	1.64	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.50	2.50	< 0.005	< 0.005	—	2.51
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.41	0.41	< 0.005	< 0.005	—	0.42
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.03	0.02	0.36	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	85.0	85.0	< 0.005	< 0.005	0.31	86.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	0.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectu ral Coatings	2.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01	—	42.0	42.0	< 0.005	< 0.005	—	42.2
Architectural Coatings	0.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.96	6.96	< 0.005	< 0.005	—	6.98
Architectural Coatings	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.04	10.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.51	9.51	< 0.005	< 0.005	< 0.005	9.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.01	3.01	< 0.005	< 0.005	0.01	3.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.50	0.50	< 0.005	< 0.005	< 0.005	0.51
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectu ral Coatings	2.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01	—	42.0	42.0	< 0.005	< 0.005	—	42.2
Architectural Coatings	0.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.96	6.96	< 0.005	< 0.005	—	6.98
Architectural Coatings	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.04	10.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.51	9.51	< 0.005	< 0.005	< 0.005	9.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.01	3.01	< 0.005	< 0.005	0.01	3.06
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.50	0.50	< 0.005	< 0.005	< 0.005	0.51
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.15. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.7
Architectural Coatings	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.60
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.33	9.33	< 0.005	< 0.005	< 0.005	9.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.10	1.10	< 0.005	< 0.005	< 0.005	1.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.16. Architectural Coating (2027) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	2.15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.7
Architectural Coatings	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.60	2.60	< 0.005	< 0.005	—	2.60
Architectural Coatings	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.33	9.33	< 0.005	< 0.005	< 0.005	9.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.10	1.10	< 0.005	< 0.005	< 0.005	1.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.18	0.18	< 0.005	< 0.005	< 0.005	0.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.41	0.29	2.89	0.01	< 0.005	0.67	0.67	< 0.005	0.17	0.17	—	743	743	0.03	0.03	2.36	756
General Office Building	0.10	0.08	0.84	< 0.005	< 0.005	0.21	0.21	< 0.005	0.05	0.05	—	230	230	0.01	0.01	0.74	234
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.51	0.38	3.73	0.01	0.01	0.88	0.88	0.01	0.22	0.23	—	973	973	0.04	0.04	3.09	990
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.39	0.34	2.83	0.01	< 0.005	0.67	0.67	< 0.005	0.17	0.17	—	701	701	0.04	0.04	0.06	713
General Office Building	0.09	0.10	0.80	< 0.005	< 0.005	0.21	0.21	< 0.005	0.05	0.05	—	217	217	0.01	0.01	0.02	220
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	0.49	0.44	3.63	0.01	0.01	0.88	0.88	0.01	0.22	0.23	—	918	918	0.05	0.05	0.08	934
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.07	0.06	0.48	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	114	114	0.01	0.01	0.16	116
General Office Building	0.01	0.01	0.11	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	27.3	27.3	< 0.005	< 0.005	0.04	27.8
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.07	0.59	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	141	141	0.01	0.01	0.20	144

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.41	0.29	2.89	0.01	< 0.005	0.67	0.67	< 0.005	0.17	0.17	—	743	743	0.03	0.03	2.36	756
General Office Building	0.10	0.08	0.84	< 0.005	< 0.005	0.21	0.21	< 0.005	0.05	0.05	—	230	230	0.01	0.01	0.74	234
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.51	0.38	3.73	0.01	0.01	0.88	0.88	0.01	0.22	0.23	—	973	973	0.04	0.04	3.09	990

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.39	0.34	2.83	0.01	< 0.005	0.67	0.67	< 0.005	0.17	0.17	—	701	701	0.04	0.04	0.06	713
General Office Building	0.09	0.10	0.80	< 0.005	< 0.005	0.21	0.21	< 0.005	0.05	0.05	—	217	217	0.01	0.01	0.02	220
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.49	0.44	3.63	0.01	0.01	0.88	0.88	0.01	0.22	0.23	—	918	918	0.05	0.05	0.08	934
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.07	0.06	0.48	< 0.005	< 0.005	0.12	0.12	< 0.005	0.03	0.03	—	114	114	0.01	0.01	0.16	116
General Office Building	0.01	0.01	0.11	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	27.3	27.3	< 0.005	< 0.005	0.04	27.8
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.08	0.07	0.59	< 0.005	< 0.005	0.14	0.15	< 0.005	0.04	0.04	—	141	141	0.01	0.01	0.20	144

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	154	154	0.02	< 0.005	—	156
General Office Building	—	—	—	—	—	—	—	—	—	—	—	173	173	0.03	< 0.005	—	175
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	4.80	4.80	< 0.005	< 0.005	—	4.85
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	333	333	0.05	0.01	—	336
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	154	154	0.02	< 0.005	—	156
General Office Building	—	—	—	—	—	—	—	—	—	—	—	173	173	0.03	< 0.005	—	175
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	4.80	4.80	< 0.005	< 0.005	—	4.85
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	333	333	0.05	0.01	—	336
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	25.6	25.6	< 0.005	< 0.005	—	25.8

General Office Building	—	—	—	—	—	—	—	—	—	—	—	28.7	28.7	< 0.005	< 0.005	—	29.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.79	0.79	< 0.005	< 0.005	—	0.80
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	55.1	55.1	0.01	< 0.005	—	55.6

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	173	173	0.03	< 0.005	—	175
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	4.80	4.80	< 0.005	< 0.005	—	4.85
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	178	178	0.03	< 0.005	—	180
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

General Office Building	—	—	—	—	—	—	—	—	—	—	—	173	173	0.03	< 0.005	—	175
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	4.80	4.80	< 0.005	< 0.005	—	4.85
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	178	178	0.03	< 0.005	—	180
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	—	—	—	—	—	—	—	—	—	—	—	28.7	28.7	< 0.005	< 0.005	—	29.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.79	0.79	< 0.005	< 0.005	—	0.80
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	29.5	29.5	< 0.005	< 0.005	—	29.8

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
General Office Building	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscap Equipment	0.09	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.68	2.68	< 0.005	< 0.005	—	2.69
Total	1.04	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.68	2.68	< 0.005	< 0.005	—	2.69
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.95	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscap e Equipme nt	0.01	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Total	0.18	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.22	0.22	< 0.005	< 0.005	—	0.22

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
--------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.68	2.68	< 0.005	< 0.005	—	2.69
Total	1.04	0.01	0.93	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	2.68	2.68	< 0.005	< 0.005	—	2.69
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.95	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	0.16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Landscap e	0.01	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Total	0.18	< 0.005	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.22	0.22	< 0.005	< 0.005	—	0.22

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.95	8.08	9.03	0.10	< 0.005	—	12.2
General Office Building	—	—	—	—	—	—	—	—	—	—	1.06	1.99	3.05	0.11	< 0.005	—	6.54
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.95	8.08	9.03	0.10	< 0.005	—	12.2
General Office Building	—	—	—	—	—	—	—	—	—	—	1.06	1.99	3.05	0.11	< 0.005	—	6.54

Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.16	1.34	1.50	0.02	< 0.005	—	2.03
General Office Building	—	—	—	—	—	—	—	—	—	—	0.17	0.33	0.50	0.02	< 0.005	—	1.08
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.33	1.67	2.00	0.03	< 0.005	—	3.11

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.95	8.08	9.03	0.10	< 0.005	—	12.2
General Office Building	—	—	—	—	—	—	—	—	—	—	1.06	1.99	3.05	0.11	< 0.005	—	6.54
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.95	8.08	9.03	0.10	< 0.005	—	12.2
General Office Building	—	—	—	—	—	—	—	—	—	—	1.06	1.99	3.05	0.11	< 0.005	—	6.54
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	2.01	10.1	12.1	0.21	0.01	—	18.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.16	1.34	1.50	0.02	< 0.005	—	2.03
General Office Building	—	—	—	—	—	—	—	—	—	—	0.17	0.33	0.50	0.02	< 0.005	—	1.08
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.33	1.67	2.00	0.03	< 0.005	—	3.11

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	4.91	0.00	4.91	0.49	0.00	—	17.2
General Office Building	—	—	—	—	—	—	—	—	—	—	1.55	0.00	1.55	0.16	0.00	—	5.44
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	4.91	0.00	4.91	0.49	0.00	—	17.2
General Office Building	—	—	—	—	—	—	—	—	—	—	1.55	0.00	1.55	0.16	0.00	—	5.44
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.81	0.00	0.81	0.08	0.00	—	2.85
General Office Building	—	—	—	—	—	—	—	—	—	—	0.26	0.00	0.26	0.03	0.00	—	0.90
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1.07	0.00	1.07	0.11	0.00	—	3.75

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	4.91	0.00	4.91	0.49	0.00	—	17.2
General Office Building	—	—	—	—	—	—	—	—	—	—	1.55	0.00	1.55	0.16	0.00	—	5.44
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	4.91	0.00	4.91	0.49	0.00	—	17.2
General Office Building	—	—	—	—	—	—	—	—	—	—	1.55	0.00	1.55	0.16	0.00	—	5.44
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	6.47	0.00	6.47	0.65	0.00	—	22.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	0.81	0.00	0.81	0.08	0.00	—	2.85
General Office Building	—	—	—	—	—	—	—	—	—	—	0.26	0.00	0.26	0.03	0.00	—	0.90
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	1.07	0.00	1.07	0.11	0.00	—	3.75

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.26	0.26
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
General Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequeste red	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequeste red	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2025	1/4/2025	6.00	4.00	—
Site Preparation	Site Preparation	1/5/2025	1/6/2025	6.00	1.00	—
Grading	Grading	1/7/2025	2/18/2025	6.00	37.0	—
Building Construction	Building Construction	2/19/2025	8/18/2026	6.00	468	—
Paving	Paving	8/19/2026	8/19/2026	6.00	1.00	—
Architectural Coating	Architectural Coating	8/20/2026	2/19/2027	6.00	158	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	8.00	84.0	0.37
Demolition	Excavators	Diesel	Tier 3	1.00	8.00	36.0	0.38
Demolition	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Demolition	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 3	3.00	7.00	84.0	0.37
Site Preparation	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Site Preparation	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Site Preparation	Excavators	Diesel	Tier 3	2.00	8.00	36.0	0.38
Site Preparation	Rubber Tired Loaders	Diesel	Tier 3	1.00	8.00	150	0.36
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Site Preparation	Rollers	Diesel	Tier 3	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Plate Compactors	Diesel	Average	2.00	8.00	8.00	0.43
Grading	Rubber Tired Loaders	Diesel	Tier 3	1.00	8.00	150	0.36
Grading	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Building Construction	Forklifts	Diesel	Average	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74

Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 3	3.00	6.00	84.0	0.37
Building Construction	Aerial Lifts	Diesel	Average	3.00	8.00	46.0	0.31
Building Construction	Cement and Mortar Mixers	Diesel	Average	2.00	8.00	10.0	0.56
Building Construction	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Building Construction	Air Compressors	Diesel	Average	6.00	8.00	37.0	0.48
Building Construction	Dumpers/Tenders	Diesel	Average	2.00	8.00	16.0	0.38
Building Construction	Graders	Diesel	Average	1.00	8.00	148	0.41
Building Construction	Pressure Washers	Diesel	Average	1.00	8.00	14.0	0.30
Building Construction	Skid Steer Loaders	Diesel	Tier 3	1.00	8.00	71.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 3	1.00	8.00	84.0	0.37
Demolition	Excavators	Diesel	Tier 3	1.00	8.00	36.0	0.38
Demolition	Forklifts	Diesel	Average	1.00	8.00	82.0	0.20
Demolition	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74

Site Preparation	Tractors/Loaders/Backh	Diesel	Tier 3	3.00	7.00	84.0	0.37
Site Preparation	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Site Preparation	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43
Site Preparation	Excavators	Diesel	Tier 3	2.00	8.00	36.0	0.38
Site Preparation	Rubber Tired Loaders	Diesel	Tier 3	1.00	8.00	150	0.36
Site Preparation	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Site Preparation	Rollers	Diesel	Tier 3	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Plate Compactors	Diesel	Average	2.00	8.00	8.00	0.43
Grading	Rubber Tired Loaders	Diesel	Tier 3	1.00	8.00	150	0.36
Grading	Scrapers	Diesel	Average	1.00	8.00	423	0.48
Building Construction	Forklifts	Diesel	Average	2.00	7.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	2.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 3	3.00	6.00	84.0	0.37
Building Construction	Aerial Lifts	Diesel	Average	3.00	8.00	46.0	0.31
Building Construction	Cement and Mortar Mixers	Diesel	Average	2.00	8.00	10.0	0.56
Building Construction	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Building Construction	Air Compressors	Diesel	Average	6.00	8.00	37.0	0.48
Building Construction	Dumpers/Tenders	Diesel	Average	2.00	8.00	16.0	0.38
Building Construction	Graders	Diesel	Average	1.00	8.00	148	0.41
Building Construction	Pressure Washers	Diesel	Average	1.00	8.00	14.0	0.30

Building Construction	Skid Steer Loaders	Diesel	Tier 3	1.00	8.00	71.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	8.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	4.00	2.10	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	27.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	14.2	2.10	HHDT
Grading	Onsite truck	—	—	HHDT

Building Construction	—	—	—	—
Building Construction	Worker	6.03	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	2.00	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	10.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.21	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	4.00	2.10	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	27.5	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	17.5	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	14.2	2.10	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	6.03	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	2.00	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	10.0	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.21	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	74,190	24,730	16,547	5,516	1,635

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	1,877	—
Site Preparation	0.00	0.00	0.50	0.00	—
Grading	0.00	4,200	74.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.78

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	0.15	0%
General Office Building	0.00	0%
Parking Lot	0.22	100%
Other Asphalt Surfaces	0.40	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005

2026	0.00	204	0.03	< 0.005
2027	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	132	134	120	47,662	937	947	849	338,053
General Office Building	30.2	6.85	2.17	8,342	296	67.1	21.3	81,767
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	132	134	120	47,662	937	947	849	338,053
General Office Building	30.2	6.85	2.17	8,342	296	67.1	21.3	81,767
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	14
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	14
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
74189.925	24,730	16,547	5,516	1,635

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	276,244	204	0.0330	0.0040	0.00
General Office Building	310,296	204	0.0330	0.0040	0.00
Parking Lot	8,586	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	0.00	204	0.0330	0.0040	0.00
General Office Building	310,296	204	0.0330	0.0040	0.00
Parking Lot	8,586	204	0.0330	0.0040	0.00
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	497,152	2,277,033
General Office Building	550,975	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	497,152	2,277,033
General Office Building	550,975	0.00
Parking Lot	0.00	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
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Single Family Housing	9.12	—
General Office Building	2.88	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	9.12	—
General Office Building	2.88	—
Parking Lot	0.00	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	17.9	annual days of extreme heat
Extreme Precipitation	5.65	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	23.4	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	0	0	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A

Air Quality Degradation	0	0	0	N/A
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The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	2	1	1	3
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—

AQ-Ozone	26.7
AQ-PM	20.0
AQ-DPM	80.7
Drinking Water	44.8
Lead Risk Housing	27.3
Pesticides	68.1
Toxic Releases	33.7
Traffic	62.3
Effect Indicators	—
CleanUp Sites	50.3
Groundwater	74.2
Haz Waste Facilities/Generators	79.4
Impaired Water Bodies	12.5
Solid Waste	0.00
Sensitive Population	—
Asthma	20.2
Cardio-vascular	15.1
Low Birth Weights	64.5
Socioeconomic Factor Indicators	—
Education	18.8
Housing	76.9
Linguistic	42.1
Poverty	40.6
Unemployment	15.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	71.46156807
Employed	94.72603619
Median HI	79.53291415
Education	—
Bachelor's or higher	77.17182086
High school enrollment	100
Preschool enrollment	47.91479533
Transportation	—
Auto Access	21.39099192
Active commuting	84.66572565
Social	—
2-parent households	63.19774156
Voting	68.80533812
Neighborhood	—
Alcohol availability	29.11587322
Park access	42.48684717
Retail density	72.75760298
Supermarket access	41.99923008
Tree canopy	76.88951623
Housing	—
Homeownership	27.52470166
Housing habitability	19.62017195
Low-inc homeowner severe housing cost burden	73.77133325
Low-inc renter severe housing cost burden	34.377005
Uncrowded housing	64.30129603

Health Outcomes	—
Insured adults	51.84139612
Arthritis	33.8
Asthma ER Admissions	77.2
High Blood Pressure	80.7
Cancer (excluding skin)	16.1
Asthma	65.7
Coronary Heart Disease	54.4
Chronic Obstructive Pulmonary Disease	62.6
Diagnosed Diabetes	82.1
Life Expectancy at Birth	91.5
Cognitively Disabled	48.3
Physically Disabled	62.2
Heart Attack ER Admissions	50.6
Mental Health Not Good	76.1
Chronic Kidney Disease	64.9
Obesity	83.0
Pedestrian Injuries	84.7
Physical Health Not Good	72.6
Stroke	58.2
Health Risk Behaviors	—
Binge Drinking	47.1
Current Smoker	75.7
No Leisure Time for Physical Activity	69.5
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	37.8
Elderly	33.4
English Speaking	64.7
Foreign-born	50.4
Outdoor Workers	68.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	55.8
Traffic Density	70.7
Traffic Access	64.0
Other Indices	—
Hardship	21.9
Other Decision Support	—
2016 Voting	65.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	38.0
Healthy Places Index Score for Project Location (b)	77.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Based on applicant provided information
Construction: Construction Phases	Based on applicant provided information
Construction: Off-Road Equipment	Based on applicant provided information
Construction: Trips and VMT	Based on applicant provided information. Construction debris would be exported to Pleasanton Landfill
Construction: Architectural Coatings	Based on BAAQMD Reg 8 Rule 3
Operations: Hearths	No fireplaces according to the applicant
Operations: Architectural Coatings	Based on BAAQMD Reg 8 Rule 3
Operations: Energy Use	The project would not include natural gas, therefore it is assumed electricity would substitute estimated energy consumption.
Characteristics: Project Details	Based on aerial Google Earth images

Appendix B

Historic Resources Evaluation

TREANOR^{HL}

475-493 ST. JOHN STREET, PLEASANTON, CALIFORNIA
HISTORIC RESOURCES EVALUATION

DRAFT

FEBRUARY 25, 2021



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1. INTRODUCTION

Robson Homes, LLC has requested TreanorHL's assistance in assessing two parcels located on St. John Street in Pleasanton (APNs 94-114-7 and 94-114-8). These parcels have not previously been identified on any state or national historic resources inventory. According to the *Pleasanton General Plan 2005-2025* (adopted July 2009), both parcels are located within the Downtown Commercial Center which was identified as a "heritage neighborhood." The 493 St. John Street property was also identified as a historic structure in the *Pleasanton General Plan 2005-2025*.¹ However, neither the most recent *Downtown Specific Plan* (adopted August 2019), *Pleasanton Downtown Historic Context Statement* (March 2015), nor *Pleasanton Limited Scope Historic Resource Survey* (August 2015) identify the parcels at 475 and 493 St. John Street as historic.

The following report provides an evaluation of the subject properties' potential eligibility to be individually listed in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR). Pleasanton does not maintain any local criteria for evaluation and relies on the CRHR criteria for determining eligibility of historic resources.

2. SUMMARY OF FINDINGS

While both properties were found to have historic significance under at least one criterion, neither were found to possess sufficient integrity to be eligible for listing in the state or national register. Upon completion of the survey and archival work, the property at 475 St. John Street in Pleasanton does not appear individually eligible for the NRHP or CRHR as it was not found to possess sufficient integrity under criterion A/1 for its period of significance. The 493 St. John Street property also does not appear individually eligible for the NRHP or CRHR as it was not found to possess sufficient integrity under criteria A/1 and C/3 for its period of significance.

3. METHODOLOGY

TreanorHL conducted a site visit on January 14, 2021 to evaluate the existing conditions, historic features, and architectural significance of the properties. Available building permits were obtained from the City of Pleasanton Permit Center. Due to the Covid-19 shelter-in-place order, TreanorHL was not able to conduct in-person research at local libraries or archives. In order to evaluate the historic significance of the properties, available online research was completed including consultation of local city directories, Sanborn fire insurance maps, historical aerials and photographs, local newspapers, and various other sources from online repositories. Also, the staff at Pleasanton's Museum on Main provided information on the two properties that included scans and photographs of images, maps, and newspaper articles housed in the museum's archives. TreanorHL contacted the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS); however, no records were found regarding the properties.

4. PROPERTY DESCRIPTION

The subject properties are in downtown Pleasanton. Located on the southern side of the block roughly bounded by St. John Street to the south, Main Street to the east, Arroyo del Valle to the north, and the railroad tracks to the west, the subject parcels are close to the commercial center of Pleasanton which lies to the east and south. Low-rise residential buildings, mostly single-family houses, appear to the west.

¹ The City of Pleasanton, *Pleasanton General Plan 2005-2025* (adopted July 21, 2009), pages 7-13 to 7-16.





Figure 1. The subject properties at 475 and 493 St. John Street, outlined in red (Google Earth, imagery date June 2019).

475 St. John Street (APN 94-114-7)

The main building on the site, the restaurant, is located nearest St. John Street and has had numerous additions over the years. The additions almost completely surround the original structure which can be identified by the truncated hip roof. Behind the restaurant structure is a large, paved patio area surrounded by several accessory structures.

Constructed pre-1888 this one-story over partial basement, restaurant building is complex in plan. The wood-frame structure has horizontal wood siding with simple stucco panels present at the front and east side additions. A small portion of the front façade, around the entry door also features stucco cladding. The complex roof structure includes a truncated hip section with gable end roofs projecting from the hip along with several flat and shed roof sections. Asphalt shingles clad the sloped roof sections while roll-asphalt roofing clads the flat sections. The primary window type is vinyl-sash, six-over-six, single-hung. Canvas awnings shelter some of the windows near the front of the building. Concrete steps, flanked by ornate metal railings, lead up to the entry door. The multi-lite wood door is sheltered by a canvas awning. A dining patio and ramp stand to the northwest of the restaurant. The ramp accesses an entry off the patio. An interior brick chimney stack is visible at the east side of the structure. Notable features include the flat roof additions at the southwest corner of the building, the truncated hip roof of the original structure and the numerous other additions. Alterations to the restaurant include window replacements and numerous small additions off every façade. The overall condition of the restaurant is good.

The street facing (south) façade of the restaurant features a raised entry, accessed by concrete steps. The entry door and steps are located to the west side of the structure and are flanked by a single window to the west and a grouping of five windows to the east. A raised gable roof interrupts the flat roof of the enclosed porch addition and helps identifying the entrance. The restaurant's name "Barone's" is painted on the gable end. A canvas awning shelters the multi-lite wood door, while another canvas awning wraps the southeast corner of the building and protects the windows. A dining patio accessed by a wood ramp is west of the building. Currently

the patio and ramp are covered by a series of awnings and tents. A flat roof addition is set back from the main façade and features similar windows. Below each window on the main façade is a simple stucco panel surrounded by flat wood trim.

The east façade features a grouping of three multi-lite vinyl-sash windows at the southernmost enclosed porch addition and a grouping of nine identical windows at the side addition. Below the windows at the southernmost enclosed porch addition are stucco clad panels surrounded by flat wood trim, while the grouping of nine windows has panels that feature horizontal wood siding that match the rest of the cladding on this façade. Wood lattice hides the foundation and raised floor framing of the addition on this side of the structure. North of the addition is a deck. A shed roof addition, constructed off the back of the original house, features two openings that are currently covered with metal panels. A hip roof addition toward the north end of the elevation has a single, multi-panel door at the patio level. A small, shed roof addition adorns the southern end of this addition. From the patio wooden stairs lead up to a single door which accesses the shed roof addition at the most northern end of the structure. Both additions are clad in horizontal wood siding and feature simple wood trim at openings.

The north façade features numerous additions. The east side addition has a pair of multi-lite wood doors opening onto a raised deck. The shed roof addition features a single opening that is currently covered. A smaller shed roof addition has no openings but features a giant "B" for Barone's painted on the wood siding while the rear addition with a hip roof is centered on this façade. The shed roof addition off the hip roof section has no openings on this side.

The west façade of the building features a hip roof addition at the southern end. This addition has a multi-lite fixed vinyl-sash window. The roof of the addition is set below the roofline of the original structure. The northern side of the hip roof addition has a single-hung multi-lite vinyl-sash window. A flat roof addition, with a single door, is located at the southern end of the addition while a metal electrical enclosure is located at the northern end. The northwest corner of the original structure is visible. A single opening on the north façade of the original structure has been covered with a piece of wood. Off the rear gable end section of the building is an addition constructed of concrete masonry units. This addition is a single-story and is enclosed with wood lattice on the southern end, where a paneled door provides access to the space. Mechanical units are housed on the flat roof. Another flat roof addition is located near the north end of the building and features a mix of cladding materials – vertical siding, vinyl panels and wood lattice. The northern most shed roof addition is raised above the ground and accessed by wood stairs. A single door punctuates the horizontal cladding material.

Accessory Structures

Several accessory structures are located north of the restaurant. A single-story, gable roof building is located northwest of the restaurant. Four other single-story structures flank the paved patio and dining area. These structures are open on one side and serve as outdoor bars. All structures are clad in horizontal vinyl planks. All accessory buildings were added to the site over the last two decades and are in good condition.



Figure 2. Looking north from St. John Street, the south façade of the main building at 475 St. John Street.



Figure 3. The south and east façades.



Figure 4. The rear (north) façade.



Figures 5 and 6. Two of the accessory structures on the subject parcel.

493 St. John Street (APN 94-114-8)

The large deep lot features a main house (nearest to St. John Street), a cottage to the northwest of the house, and three accessory buildings in the rear yard. Behind the gated rear yard is a large, paved parking lot. This parking area serves the restaurant to the east. Constructed prior to 1888, this two-story, over partial basement house is irregular in plan. The vernacular wood-frame structure has horizontal wood siding and a steeply pitched, asphalt shingle-clad, cross-gable roof with dormers featuring a shed and gable roofs. The primary window type is vinyl-sash, nine-over-nine, single-hung. Decorative shutters flank many of the windows. A full-width entry porch with columns adorns the front (south) façade with a connecting deck wrapping around to the west side of the structure. A modest gable roof projection supported by round columns shelters the main entrance which consists of a paneled wood door and sidelights. The wood railing with turned balusters at the porch is identical to the railing at the second-floor deck. Notable features include the front porch, the enclosed eaves, the cornice returns at the eaves, the two interior chimney stacks, and the wood railings. Alterations to the main house include window replacement, relocation of the main entrance door, siding replacement, the installation of new railings and columns at the front façade, and numerous additions. A detached one-story, wood-frame cottage stands northwest of the main house. Three other detached structures are located behind the main house as well. Located around a paved parking area these prefabricated structures serve as a gym space, storage, and a detached garage. The overall condition of the main house, cottage and accessory structures is good.

Main House

The entrance to the house is located to the west end of the street facing façade of the main house. The enclosed entrance takes up a small portion of the original porch and projects from the original façade of the house. East of the entry are three windows with wide trim and a decorative crosshead. Each window is flanked by shutters. Round columns support the overhang at the porch area. Centered on the second floor is a wide shed roof dormer. A paired multi-lite French door provides access to the deck. A single, multi-lite window stands to each side of the door.

Two sets of paired windows are visible on the east façade under the gable end at the first floor. North of these windows are three additional openings – two single-hung and one slider. Two gable end dormers punctuate the cross-gable roof at the north side of this façade. A single-hung window and a decorative metal railing give interest to each dormer. All single-hung windows and surrounds match the windows on the south façade.

The dominant feature of the north façade is the second floor balcony supported by round columns. The balcony shelters the rear entrance which is slightly off center on the first floor. A single French door accesses the balcony.

The balcony railing matches the railings on the front of the building. A single-hung window is east of the rear entry door.

A bay window, multi-lite door and single-hung window adorn the first floor of the west side of the building. At the second floor a single gable end dormer has a pair of windows. Just north of the dormer is a wood clad interior chimney stack. A paired French door with a multi-lite transom is located at the south end of the first floor under the gable end. Located directly below the ridge of the gable end at the second floor is a single-hung window. An uncovered wood deck spans most of this elevation and is connected to the entry porch. Vertical wood siding clads the railing around the deck perimeter.



Figure 7. Looking northwest from St. John Street, the south (front) and east façades of the main house at 493 St. John Street.



Figure 8. The front (south) façade.



Figures 9 and 10. Left, the partial west façade, and right, the rear façade.

Cottage

Constructed prior to 1943, this one-story, vernacular cottage is L-shaped in plan. The wood-frame building has horizontal wood siding and an asphalt shingle-clad, gable roof with a cross-gable addition to the north. Another small gable roof addition is off the rear (north) side of the structure. The raised foundation is hidden behind vertical wood cladding. The primary window types are wood-sash, one-over-one, double-hung and fixed wood-sash. Shutters flank all windows. An almost full-width porch with square wood supports shelters the main entrance, which consists of a wood panel door. The entrance door is centered on the main (south) façade with a single window to each side. The east façade has three single windows and a set of paired windows, as well as a paneled door accessed by wood stairs and a ramp. The north façade has a window centered on the small rear gable end addition, while a pair of fixed windows and a flush door are present on the cross-gable portion of the building. Wood stairs access this door. A pair of fixed windows and two single-hung windows punctuate the west façade. Notable features include the entry porch, the wood brackets at the eaves, the exposed rafter tails, the decorative shutters, and the wide flat trim at windows. Alterations to the cottage are minimal and limited to additions off the rear (north) side of the structure.



Figures 11 and 12. Left, the front (south) façade of the cottage; right, the east façade of the cottage.

Accessory Structures

Three small, prefabricated structures are in the north east corner of the yard around a paved parking area. These accessory buildings were added to the site over the last five years. The single-story structures have metal-clad hipped and flat roofs as well as vinyl horizontal siding. The western most building has a single door on the west façade, the centrally located structure has a garage door on the southern façade, while the eastern most unit has a mix of window and door openings on three sides. All accessory buildings are in good condition.



Figures 13 and 14. The accessory structures on the parcel.

5. ARCHITECTURAL STYLE

Lacking a clear architectural style the main building at 475 St. John Street is vernacular in nature. Constructed in the 1880s as a single-family house, the building currently does not illustrate a definite architectural style.

The main house at 493 St. John Street was identified as a late 19th century vernacular form residential development by the City of Pleasanton.²

Late nineteenth-century residential development in Pleasanton included several wood-frame, vernacular housing forms common in the period. Some of the examples display architectural ornament and detailing consistent with popular recognized styles, though most are architecturally modest.

Vernacular housing forms in Pleasanton from this period include three distinct types: small, single-story, ell-shaped dwellings, one or one-and-a-half-story side gable dwellings, and one or one-and-a-half-story end dwellings. The most numerous are the one-and-a-half-story, wood-frame, side gable dwellings, typically measuring a single room deep. These properties may have had modest classical or Greek Revival detailing such as cornice returns on gable ends, though most surviving examples retain little ornament. The dwellings typically had a symmetrical façade with a slightly off-center main entrance, and full-length, attached front porch.³

The cottage at 493 St. John Street is a modest vernacular dwelling without a definite architectural style. The accessory structures on both parcels are utilitarian.

6. SITE HISTORY

In the 1860s, with the impending arrival of the railroad, large property owners in the vicinity of the Pleasanton town began subdividing property into lots and laying out streets. Owned by John Kottinger, the land bounded by Division Street on the south, the Arroyo del Valle on the north, and Main Street on the east was divided into a series of blocks and lots in 1868. This division includes the present-day St. John and St. Mary streets between Main and Division streets.⁴

² Email communication with City of Pleasanton, Community Development Department, December 11, 2020.

³ Architectural Resources Group, Inc., *Pleasanton Downtown Historic Context Statement* (March 2015), 85-86.

⁴ *Pleasanton Downtown Historic Context Statement*, 81.

According to the Sanborn maps of the area, the subject block and its surroundings were largely developed by 1888: Main Street had a series of commercial buildings while the side streets were mostly residential. Garatti Winery established a large facility immediately to the northwest of the subject properties by 1939 and became one of the largest businesses in Pleasanton in the mid-20th century.⁵ The winery complex was replaced by housing in the early 1990s.⁶

475 St. John Street

The building first appears on the 1888 Sanborn map as a one-story wood frame dwelling. Irregular in plan, the dwelling had a partial-width front porch and an L-shaped rear porch. Two smaller sheds appeared to the northeast. Two additional accessory structures were constructed between 1898 and 1903, labeled as a hen coop and a chicken incubator on the 1903 Sanborn map. The dwelling received a small one-story addition to the west and had only one outbuilding in 1943. A one-story garage was constructed to the north by 1953, the outbuilding was demolished, the western addition was expanded, and the rear porch was enlarged and enclosed. It appears that the site layout and the building's footprint had not changed until 1963. The main house received another porch addition in 1973, a kitchen addition in 1988, and a new front deck in 1989. The front deck was expanded once again in 1995.⁷

According to the permits on file at the City of Pleasanton, the building received various additions and alterations over time. See below for the summary.⁸

1973	A porch was added.
1977	The garage door was replaced with a glass door and grill.
1988	Reroofing, 640 sq. ft. kitchen addition, and interior remodel.
1989	A front deck and awnings were added to the southwest corner. The restaurant interior was expanded by covering this. A perimeter wrought iron fence and archway was constructed, and monumental sign was added.
1995	A 46' by 24' deck was added to the existing deck.



Figures 15 and 16. 475 St. John Street ca. 1988 (Museum on Main).

⁵ Sanborn maps; EDR, *The EDR Aerial Photo Package, SCDC Saint John, 475 Saint John Street* (August 31, 2020); The City of Pleasanton, *Pleasanton General Plan 2005-2025* (adopted July 21, 2009), 12-8.

⁶ Historic Aerials by NETR Online.

⁷ Sanborn maps; *The EDR Aerial Photo Package*; City of Pleasanton Permit Center.

⁸ City of Pleasanton Permit Center.

493 St. John Street

According to the material received from Museum on Main, the house at 493 St. John Street was designed and constructed in 1885 by Mr. Derendinger.⁹ A newspaper announcement from 1881 states that Joseph Derendinger's residence was about to be finished.¹⁰ The building first appears on the 1888 Sanborn map, so it was possibly constructed in the early 1880s.

The 1888 Sanborn map illustrates a one-and-a-half story L-shaped dwelling with a full-width front porch and a side porch facing east. Three one-story accessory structures to the north were attached to the main house, the southernmost one was a water mill with a tank on the roof. A one-story shed was at the northern end of the parcel. On the 1893 Sanborn map, the attached accessory structures were noted as a tank house and an outhouse; and the northern shed was replaced with two henhouses. The layout of the parcel and the buildings had not changed in 1903.

By 1929, a one-story dwelling was constructed immediately to the north of the main house: this one-story wood frame building was rectangular in plan and had a partial porch facing east. The outhouse and the water tank were removed from the main house, and the rear porch was expanded to be an L-shaped feature.

By 1943, the layout of the parcel and the main house was modified significantly. The main house received an addition at the northeast corner, so its footprint changed from an L to a rectangle. A bay window was added to the west façade. The full-width front porch remained the same. The rear dwelling was replaced by a larger L-shaped one with a south-facing front porch. A one-story garage (or a carport) and multiple free-standing outbuildings were constructed to the north and northeast of the houses. According to the later Sanborn maps and aerial photographs, the layout of the site remained unchanged until at least 1963.

The main house received multiple additions in the 1990s. The existing deck was expanded in 1995, and a small second-story deck with French doors was added to the front façade.¹¹ The entry was altered, and a new gable roof projection was constructed at the front façade; new deck and railings were added ca. 2000.¹² The configuration of the west façade was significantly altered, and it appears that the front deck supports were replaced. Dormers were added on the east and west sides of the rear gable. None of the outbuildings are extant today, only the main house and the rear dwelling stands on site.



Figure 17. A photograph on 493 St. John Street from 1951 (Museum on Main).

⁹ Pleasanton Museum on Main. The name was spelled as "Derndinger" on the document.

¹⁰ *Livermore Herald*, October 13, 1881.

¹¹ Building permits from City of Pleasanton.

¹² Personal interview with the property owner, January 14, 2021.



Figures 18 and 19. The house at 493 St. John Street in 1982 (Museum on Main).

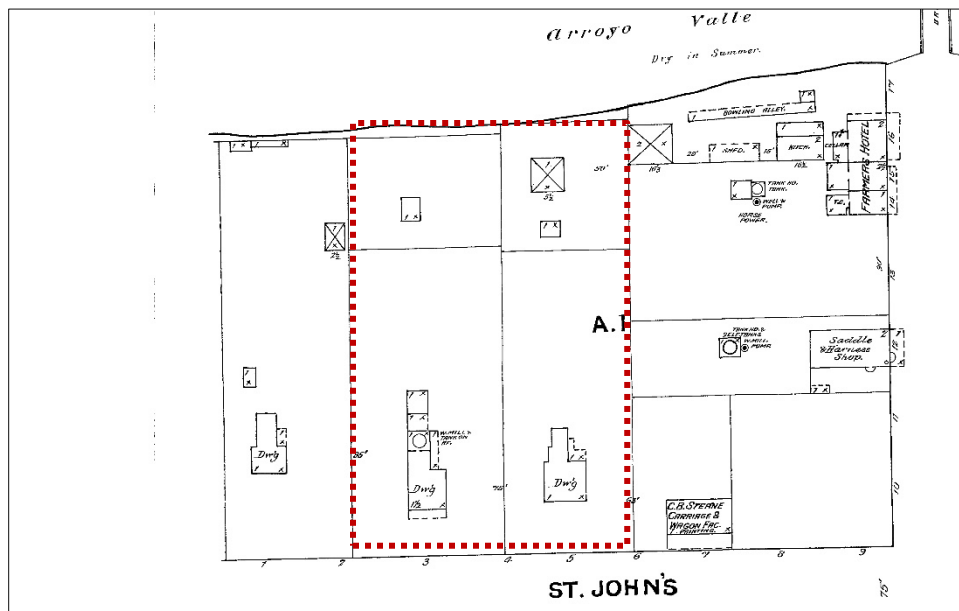


Figure 20. 1888 Sanborn map, the subject parcels outlined by the dashed red line.

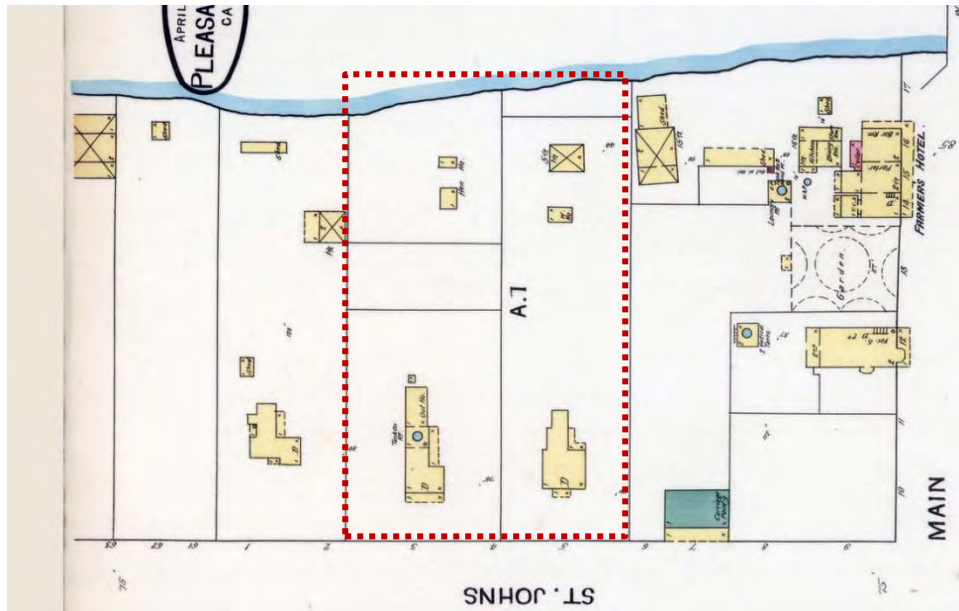


Figure 21. 1893 Sanborn map, the subject parcels outlined by the dashed red line (Library of Congress).

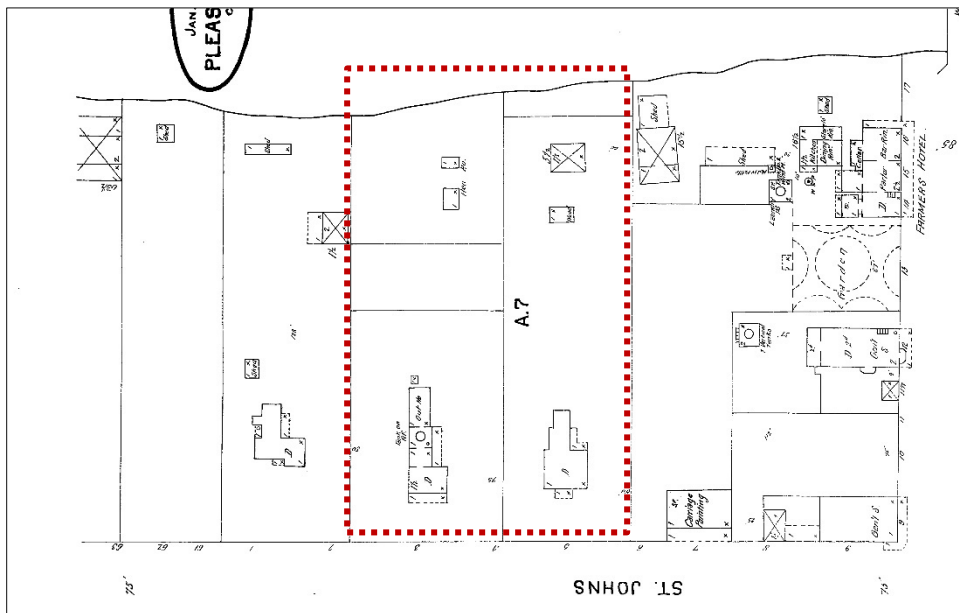


Figure 22. 1898 Sanborn map, the subject parcels outlined by the dashed red line.

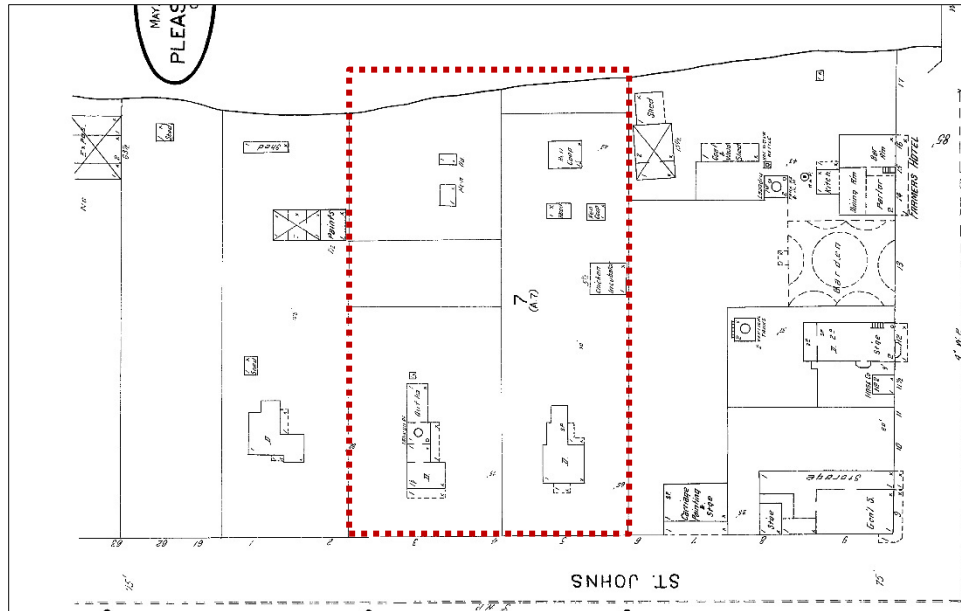


Figure 23. 1903 Sanborn map, the subject parcels outlined by the dashed red line.

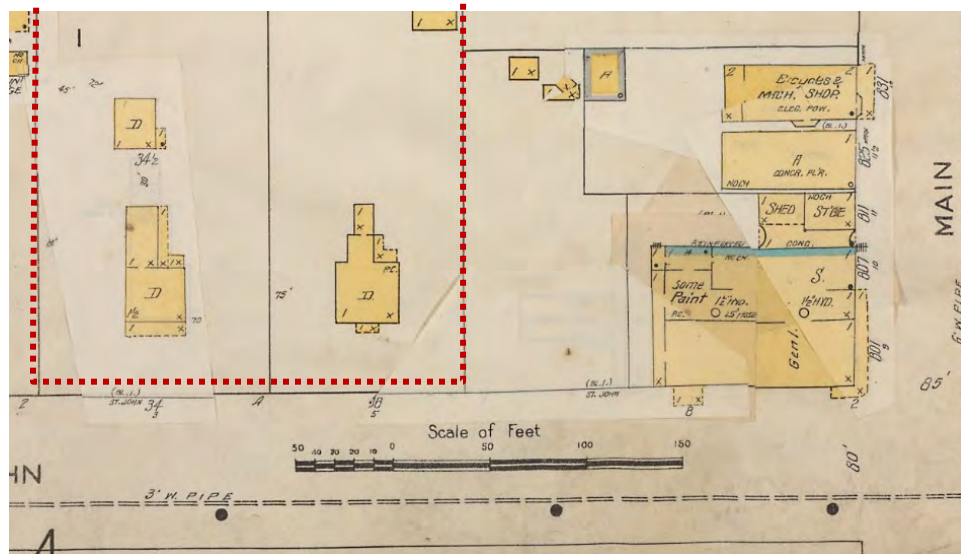


Figure 24. 1929 Sanborn map, the subject parcels outlined by the dashed red line (Museum on Main).

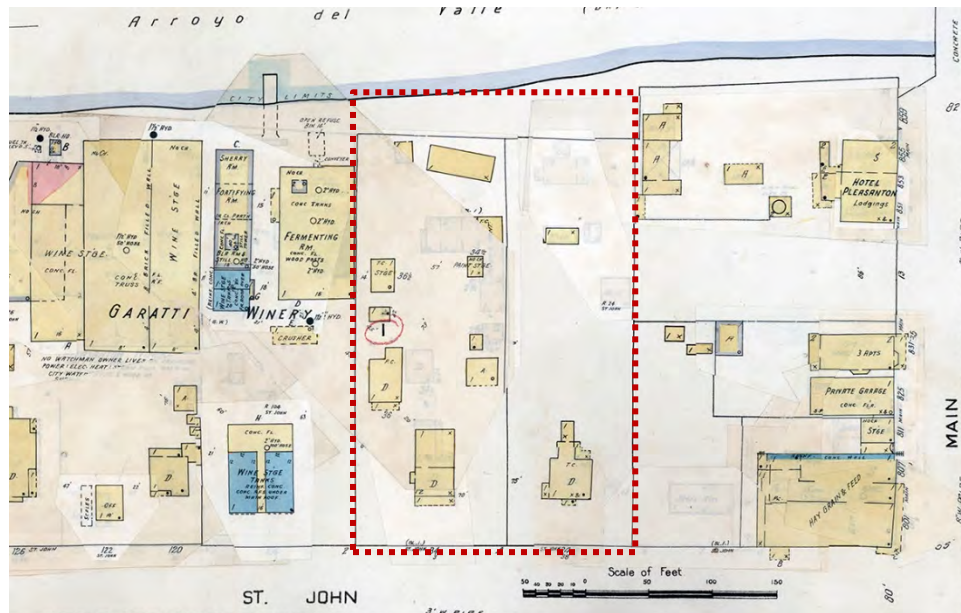


Figure 25. 1943 Sanborn map, the subject parcels outlined by the dashed red line (Library of Congress).

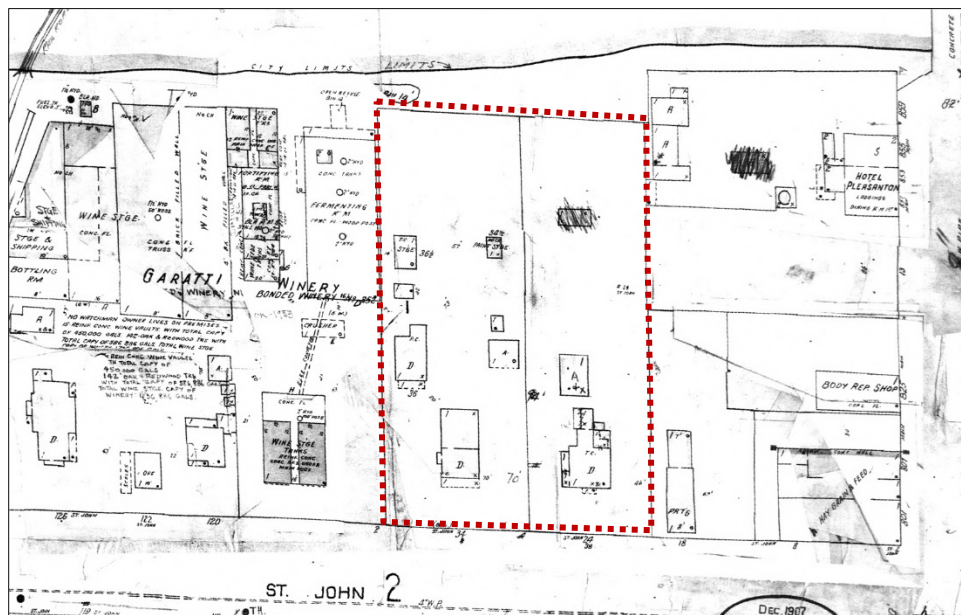


Figure 26. 1953 Sanborn map, the subject parcels outlined by the dashed red line (*The EDR Aerial Photo Package*).

7. HISTORIC CONTEXT¹³

Located in eastern Alameda County, Pleasanton is bounded by the Diablo Range foothills on the north and south, the coastal Pleasanton Ridge on the west, and the adjacent Livermore Valley on the east. Major water courses include the Arroyo del Valle and Arroyo de la Laguna. The earliest European presence in the vicinity of Pleasanton occurred in 1797. In the early 19th century, the Mexican government granted most of the vicinity of Pleasanton, including the future town site, to members of the Bernal family; the area was inhabited primarily by cattle ranch workers, seasonal hunters, and trappers. With American annexation of California and the Gold Rush

¹³ Unless noted, largely summarized from *Pleasanton Downtown Historic Context Statement*, 9-13 and 83.

in the late 1840s, the Bernal family established permanent homes on their rancho, both to capitalize on the proximity to travel routes and to protect their land claims. The initial settlers constructed adobe homes along the path of the Arroyo del Valle.

Originally called Alisal, the Pleasanton area remained sparsely populated in the 1850s, but news of the impending arrival of the railroad initiated an organized town development and an increase in population in the 1860s. The 1860s subdivisions along the axes of Main Street and the railroad formed the core of the Pleasanton town site.

The arrival of the Central Pacific Railroad sparked a commercial, agricultural, and residential boom in Pleasanton as the community gained greater access to the major regional urban markets of San Francisco and Oakland. Between the 1870s and World War II, Pleasanton became a major regional supplier of commodity crops like grain, livestock, and agricultural products like hay. Local farmers and later major corporate agricultural interests grew or raised grass crops, hops, feed and table grains, market fruits and vegetables, wine grapes, sugar beets, and dairy cows. Pleasanton became a major regional shipping center for grain and hay, as well as a local leader in viticulture. The community also became nationally and internationally known as a center of horse breeding and training by the late nineteenth century. In the early twentieth-century, Pleasanton was also a major regional dairy producer and commercial flower growing site.

Commercial activity in Pleasanton in the late nineteenth and early twentieth centuries clustered along Main Street and the Central Pacific Railroad line and centered on marketing and shipping agricultural commodities, servicing livestock, and providing retail, financial, legal, medical, and recreational services to residents. Industrial development in Pleasanton was limited, but included a major brickyard operation for Oakland's Remillard Brick Company, gravel mining, and water supply infrastructure for the Spring Valley Water Company. Residential development on a substantive scale began in Pleasanton after the arrival of the Central Pacific Railroad in 1869, with development peaks in the 1880s and 1890s and the early decades of the twentieth century.¹⁴

[...]

Property types associated with post-railroad residential subdivision and development in Pleasanton [ca. 1869-1900] include residences exhibiting nationally popular forms and architectural detailing consistent with the Gothic Revival, Italianate, and Queen Anne styles as well as common nineteenth-century vernacular housing forms. Based on historic map evidence, residential buildings in the downtown neighborhoods of Pleasanton from the period consisted of largely single-story, rectangular or square plan dwellings with small rear dependencies. Toward the later decades of the nineteenth-century, more asymmetrical plan houses consistent with Queen Anne style housing forms appeared in greater numbers. Residential properties typically had one or more single-story, wood-frame outbuildings on the property to shelter horses, wheeled vehicles, poultry, and other uses. Few properties maintained tank houses after 1890.¹⁵

Pleasanton incorporated as a city in 1894. In the early 20th century, the community constructed a city hall and established a local high school. World War II brought a small boom in commercial and agricultural activity, spurred by the needs of the war effort and the nearby service members and war workers. The U.S. Navy constructed the Naval Construction Battalion Center in 1943 and later Camp Parks and Camp Shoemaker, just north of Pleasanton. After World War II, commercial and residential development in Pleasanton continued on the outskirts of the downtown area. The former agricultural districts saw development of large-scale research, office,

¹⁴ *Pleasanton Downtown Historic Context Statement*, 11-12.

¹⁵ *Pleasanton Downtown Historic Context Statement*, 83.

and industrial complexes in the 1960s. The residential growth of Pleasanton continued until the 1970s; population doubled between 1950 and 1960, and more than quadrupled between 1960 and 1970.

8. ARCHITECT/BUILDER

The research did not reveal any architects or builders associated with the initial design of the building at 475 St. John Street. According to information provided by Museum on Main, the house at 493 St. John Street was designed and constructed in 1885 by Mr. Derendinger.¹⁶ Joseph Derendinger was recorded as a wheel wright, wood worker, and wagon maker in the 1880s records.¹⁷

9. OWNERSHIP/OCCUPANCY HISTORY

According to Museum on Main, the main house at 493 St. John Street was constructed by Mr. Derendinger in 1885.¹⁸ Joseph Derendinger was born in France in 1842, and died in Pleasanton, Alameda in 1888. He was married to Magdalena Mohr in 1875.¹⁹ His occupation was recorded as wheel wright, wood worker, and wagon maker in the 1880s records.²⁰ A newspaper announcement from 1881 mentioned that Joseph Derendinger's residence was about to be finished.²¹ According to the 1916 U.S. Voter Registration records and the 1917-1918 World War I Draft Registration Cards, the Derendinger family continued to live on St. John Street in the early 20th century.²²

The property was later purchased by George Trimingham.²³ The Trimingham family lived at the 493 St. John Street property from at least 1930 to 1965. The 1940 federal census lists painter Earl Trimingham and his family living at 34 St. John Street. The rear house at 36 St. John Street was also occupied by the members of the same family.²⁴ Earl Trimingham was the mayor and city councilman in Pleasanton from 1937 to 1950. A painting contractor and a World War I veteran, he also served on the Pleasanton Housing Authority board. His obituary in *Oakland Tribune* mentions his widow, Edith, living at the family home at 493 St. John Street in 1965.²⁵ A house tour brochure from Museum on Main notes that the Trimingham family owned the property in the 1980s.

The earlier occupancy of the 475 St. John property is unclear. According to the 1940s assessment map, the parcel was owned by Mary E. Steane and Lydia G. Steane.²⁶ Although the house number is not listed in the 1920 census, the Steane family lived on St. John Street. The 1930 and 1940 census records also logged the Steane family as occupants at the subject property.²⁷ The building at 475 St. John Street has been used as a restaurant since at least the mid-1970s.²⁸

¹⁶ Pleasanton Museum on Main.

¹⁷ Voter registers and census data from Ancestry.com.

¹⁸ Museum on Main.

¹⁹ *Sacramento Daily Union*, October 11, 1875.

²⁰ Voter registers and census data from Ancestry.com.

²¹ *Livermore Herald*, October 13, 1881.

²² Ancestry.com (accessed February 4, 2021).

²³ Pleasanton Museum on Main.

²⁴ Ancestry.com.

²⁵ "Trimingham rites slated in Pleasanton," *Oakland Tribune*, December 1, 1965.

²⁶ Museum on Main.

²⁷ Ancestry.com.

²⁸ Museum on Main; newspaper ad from *The Argus (Fremont, California)*, October 31, 1976; City of Pleasanton Permit Center.

10. REGULATORY FRAMEWORK

The regulatory background provided below offers an overview of federal and state criteria used to assess historic significance.

National Register of Historic Places Criteria

National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context."²⁹ The National Register identifies four possible context types, of which at least one must be applicable at the national, state, or local level. As listed under Section 8, "Statement of Significance," of the NRHP Registration Form, these are:

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important to prehistory or history.³⁰

Second, for a property to qualify under the National Register's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."³¹ While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."³² To determine if a property retains the physical characteristics corresponding to its historic context, the National Register has identified seven aspects of integrity:

Location is the place where the historic property was constructed or the place where the historic event occurred...

Design is the combination of elements that create the form, plan, space, structure, and style of a property...

Setting is the physical environment of a historic property...

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property...

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory...

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time...

Association is the direct link between an important historic event or person and a historic property.³³

²⁹ National Park Service, *How to Apply the National Register Criteria for Evaluation, National Register Bulletin 15* (Washington, DC: United States Department of the Interior, 1997), 3.

³⁰ National Park Service, *How to Complete the National Register Registration Form, National Register Bulletin 16A* (Washington, DC: United States Department of the Interior, 1997), 75.

³¹ National Park Service, *National Register Bulletin 15*, 3.

³² Ibid., 44.

³³ Ibid., 44-45.

Since integrity is based on a property's significance within a specific historic context, an evaluation of a property's integrity can only occur after historic significance has been established.³⁴

California Register of Historical Resources Criteria

The California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The criteria to be used when establishing the significance of a property for listing on the California Register of Historical Resources (CRHR) are very similar, with emphasis on local and state significance. They are:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.³⁵

The CRHR requires the establishment of historic significance before integrity is considered. California's integrity threshold is slightly lower than the federal level. As a result, some resources that are historically significant but do not meet National Register of Historic Places (NRHP) integrity standards may be eligible for listing on the CRHR.³⁶

California's list of special considerations is shorter and more lenient than the NRHP. It includes some allowances for moved buildings, structures, or objects, as well as lower requirements for proving the significance of resources that are less than 50 years old and a more elaborate discussion of the eligibility of reconstructed buildings.³⁷

In addition to separate evaluations for eligibility for the CRHR, the state automatically lists on the CRHR resources that are listed or determined eligible for the NRHP through a complete evaluation process.³⁸

Integrity

Second, for a property to qualify under the CRHR's Criteria for Evaluation, it must also retain "historic integrity of those features necessary to convey its significance."³⁹ While a property's significance relates to its role within a specific historic context, its integrity refers to "a property's physical features and how they relate to its significance."⁴⁰ To determine if a property retains the physical characteristics corresponding to its historic

³⁴ Ibid., 45.

³⁵ California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6, (Sacramento, 2001), 1.

³⁶ *California Register and National Register: A Comparison*.

³⁷ *California Register and National Register: A Comparison*, 2.

³⁸ All State Historical Landmarks from number 770 onward are also automatically listed on the California Register. California Office of Historic Preservation, *California Register of Historical Resources: The Listing Process*, Technical Assistance Series 5 (Sacramento, n.d.), 1.

³⁹ United States Department of the Interior, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, No. 15 (Washington, D.C., 1997), 3.

⁴⁰ *How to Apply the National Register Criteria for Evaluation*, 44.

context, the NRHP has identified seven aspects of integrity (identified above under the NRHP criteria), which the CRHR closely follows.⁴¹

Local Eligibility

Apart from the "7. Conservation and Open Space Element" of the *Pleasanton General Plan 2005-2025*, the City does not have any regulations regarding historic resources, or any other ordinance that identifies local historic resources. The plan sets goals to "designate, preserve, and protect the archaeological and historic resources within the Pleasanton Planning Area: and establishes the policy to "preserve and rehabilitate those cultural and historic resources which are significant to Pleasanton because of their age, appearance, or history."⁴² The policy on the historical and archaeological resources does not include any local criteria for evaluation; rather the City uses those established for the CRHR to evaluate the significance of cultural resources. Therefore, the City relies on the CRHR criteria for determining eligibility of historic resources.

11. SIGNIFICANCE EVALUATION

Current Historic Status

The subject parcels have not previously been identified on any state or national historic resources inventory. According to the *Pleasanton General Plan 2005-2025*, both parcels are located within the Downtown Commercial Center which was identified as a heritage neighborhood. The 493 St. John Street property was also identified as a historic structure in the *Pleasanton General Plan 2005-2025*.⁴³ The most recent *Downtown Specific Plan* (adopted August 2019), *Pleasanton Downtown Historic Context Statement* (March 2015), or *Pleasanton Limited Scope Historic Resource Survey* (August 2015) do not identify the parcels at 475 and 493 St. John Street as historic.

475 St. John Street (APN 94-114-7)

Criterion A/1 – Association with significant events

The main building at 475 St. John Street was constructed pre-1888 during the post-railroad subdivision and development period in Pleasanton that took place from ca. 1869 to 1900. The area remained sparsely populated in the 1850s, but the arrival of the railroad increased the population as subdivisions along the axes of Main Street and the railroad formed the core of the Pleasanton town site in the 1860s. The arrival of the Central Pacific Railroad sparked a commercial, agricultural, and residential boom in Pleasanton. The subject property is associated with early residential development patterns in Pleasanton, specifically with the post-railroad subdivision and development period as one of the earlier residences in downtown. Therefore, the property appears eligible for listing on the NRHP or CRHR under Criterion A/1. The period of significance would be 1880s, when the main building was constructed.

Criterion B/2 – Persons

No persons of known historical significance appear to have been associated with the subject property. None of the owners or occupants have been identified as important to the history of Pleasanton or California. Therefore, the building does not appear eligible for listing on the NRHP or CRHR under Criterion B/2.

⁴¹ *How to Apply the National Register Criteria for Evaluation*, 1.

⁴² The City of Pleasanton, *Pleasanton General Plan 2005-2025* (adopted July 21, 2009), pages 7-11 to 7-16, 7-35, 7-36.

⁴³ The City of Pleasanton, *Pleasanton General Plan 2005-2025* (adopted July 21, 2009), pages 7-13 to 7-16.

Criterion C/3 – Architecture and Construction

The main building was originally constructed in the 1880s; however, it does not retain most of its original details or style having been greatly altered over time. It is of common construction and materials with no notable or special attributes, and the structure does not possess high artistic value. No architect, designer or builder has been identified. The main building does not embody the distinctive characteristics of a type or architectural style common during post-railroad residential development in Pleasanton. The utilitarian accessory structures are of common construction and materials with no notable or special attributes, and they do not possess high artistic value. Overall, the property does not appear eligible for listing on the NRHP or CRHR under Criterion C/3.

Criterion D/4 – Information Potential

Archival research provided no indication that the subject property has the potential to yield information important to the prehistory or history of the local area, California, or the nation. The subject property does not appear eligible for listing on the NRHP or CRHR under Criterion D/4.

Integrity

The property at 475 St. John Street retains integrity of location since it has not been moved. The property does not retain its integrity of association and feeling since it has not been used as a single-family house since at least the 1970s. The building has received multiple additions and alterations over time and its original form and massing is no longer evident. The building does not retain its scale and does not illustrate the original late 19th century vernacular architecture. The property does not retain sufficient integrity of design, materials, and workmanship. Finally, the integrity of setting has been significantly compromised by the construction of the adjacent hotel to the east and the residential development to the west. Overall, the property at 475 St. John Street does not retain sufficient integrity to communicate its significance under Criterion A/1 for its defined period of significance.

493 St. John Street (APN 94-114-8)*Criterion A/1 – Association with significant events*

The main house at 493 St. John Street was constructed in the 1880s during the post-railroad subdivision and development period in Pleasanton that took place from ca. 1869 to 1900. The area remained sparsely populated in the 1850s, but the arrival of the railroad increased the population as subdivisions along the axes of Main Street and the railroad formed the core of the Pleasanton town site in the 1860s. The arrival of the Central Pacific Railroad sparked a commercial, agricultural, and residential boom in Pleasanton. The subject property is associated with early residential development patterns in Pleasanton, specifically with the post-railroad subdivision and development period as one of the earlier residences in downtown. Therefore, the property appears eligible for listing on the NRHP or CRHR under Criterion A/1. The period of significance would be 1880s, when the main house was constructed.

The cottage to the north was constructed between 1929 and 1943, replacing an earlier dwelling on site. Neither the cottage nor the more recent accessory structures are associated with significant events of development patterns.

Criterion B/2 – Persons

No persons of known historical significance appear to have been associated with the subject property. The Trimmingham family lived at the 493 St. John Street property from at least 1930 to 1965. Earl Trimmingham was the mayor and city councilman in Pleasanton from 1937 to 1950. Even though Trimmingham was active in administration of Pleasanton during the early to mid-20th century, research has not revealed any information about Trimmingham's contributions being historically important in the city's development. None of the other

owners or occupants of the main house or the cottage have been identified as important to the history of Pleasanton or California. Therefore, the building does not appear eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3 – Architecture and Construction

Constructed in the 1880s, the main house at 493 St. John Street is an example of a late 19th century vernacular form residential development in Pleasanton. The main building embodies some characteristics of the style common during the post-railroad residential development in Pleasanton including its one-and-a-half-story, wood-frame, side gable massing with a front porch and modest classical detailing. The main house was possibly constructed by its earliest owner, Joseph Derendinger who is not considered a master architect or builder.

The cottage to the north is of common construction and materials with no notable or special attributes, and the structure does not possess high artistic value. No architect, designer or builder has been identified. It does not embody the distinctive characteristics of a type or common architectural style. The utilitarian accessory structures are of common construction and materials with no notable or special attributes, they do not possess high artistic value.

Overall, the main house at 493 St. John Street appears eligible for listing on the NRHP and CRHR under Criterion C/3 as an example of a late 19th century vernacular form , post-railroad residential development in Pleasanton. The period of significance would be 1880s when the property was constructed.

Criterion D/4 – Information Potential

Archival research provided no indication that the subject property has the potential to yield information important to the prehistory or history of the local area, California, or the nation. The subject property does not appear eligible for listing on the NRHP or CRHR under Criterion D/4.

Integrity

The property at 493 St. John Street retains integrity of location since it has not been moved. The property retains its integrity of association and feeling because it has been used for residential purposes since its construction. The main house has received multiple additions and alterations over time. Even though the original massing and form is still discernable, the house no longer illustrates its late 19th century vernacular architecture. The main entrance was expanded, the window configuration was modified and a deck was added at the front façade, dormers were added to the east, and a horizontal addition expanded the building to the west. The building's alterations and addition have significantly diminished integrity of design, materials, and workmanship. Integrity of setting has also been significantly compromised by construction of the adjacent hotel to the east and the residential development to the west. Overall, the property does not retain sufficient integrity to communicate its significance under Criteria A/1 and C/3 for its defined period of significance.

12. CONCLUSION

Based on the above evaluation, the subject property at 475 St. John Street in Pleasanton does not appear individually eligible for the NRHP or CRHR as it was not found to possess sufficient integrity under criterion A/1 for its period of significance. Additionally, the property at 493 St. John Street in Pleasanton does not appear individually eligible for the NRHP or CRHR as it was not found to possess sufficient integrity under criteria A/1 and C/3 for its period of significance.

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APPENDIX

DPR FORMS

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other
Review Code

Reviewer

Date

Listings

Page 1 of 8 *Resource Name or #: (Assigned by recorder) 475 St. John Street

P1. Other Identifier: _____

*P2. Location: **Not for Publication** ☒ **Unrestricted**

*a. County Alameda and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 475 St. John Street City Pleasanton Zip 94566

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 94-114-7

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property at 475 St. John Street is in downtown Pleasanton. Located on the southern side of the block roughly bounded by St. John Street to the south, Main Street to the east, Arroyo del Valle to the north, and the railroad tracks to the west, the subject parcel is close to the commercial center of Pleasanton which lies to the east and south. Low-rise residential buildings, mostly single-family houses, appear to the west.

The main building on the site, the restaurant, is located nearest St. John Street and has had numerous additions over the years. The additions almost completely surround the original structure which can be identified by the truncated hip roof. Behind the restaurant structure is a large, paved patio area surrounded by several accessory structures. (See Continuation Sheet.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. Resource Attributes: (List attributes and codes)

*P4. Resources Present: ☒ Building
Structure Object Site District
Element of District Other
(Isolates, etc.)

P5b. Description of Photo: (view, date, accession #)
The front (south) façade, TreanorHL,
January 2021.

*P6. Date Constructed/Age and Source: ☒ Historic Prehistoric
Both
Pre-1888, Sanborn maps

*P7. Owner and Address:

*P8. Recorded by: (Name, affiliation, and address)
TreanorHL
460 Bush Street San Francisco, CA

*P9. Date Recorded: Feb 25, 2021

*P10. Survey Type: (Describe)
Intensive survey

*P11. Report Citation: (Cite survey

report and other sources, or enter "none.") TreanorHL, 475-493 St. John Street Pleasanton, CA, Historic Resources Evaluation – Draft, February 25, 2021

*Attachments: NONE Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 475 St. John Street *NRHP Status Code _____
Page 2 of 8

B1. Historic Name: _____
B2. Common Name: 475 St. John Street
B3. Original Use: Residential B4. Present Use: Commercial
*B5. Architectural Style: Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed pre-1888. (See Continuation Sheet.)

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
*B8. Related Features: _____

B9a. Architect: _____ b. Builder: _____
*B10. Significance: Theme _____ Area _____
Period of Significance. _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Located in eastern Alameda County, Pleasanton is bounded by the Diablo Range foothills on the north and south, the coastal Pleasanton Ridge on the west, and the adjacent Livermore Valley on the east. Major water courses include the Arroyo del Valle and Arroyo de la Laguna. The earliest European presence in the vicinity of Pleasanton occurred in 1797. In the early 19th century, the Mexican government granted most of the vicinity of Pleasanton, including the future town site, to members of the Bernal family; the area was inhabited primarily by cattle ranch workers, seasonal hunters, and trappers. With American annexation of California and the Gold Rush in the late 1840s, the Bernal family established permanent homes on their rancho, both to capitalize on the proximity to travel routes and to protect their land claims. The initial settlers constructed adobe homes along the path of the Arroyo del Valle. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) _____

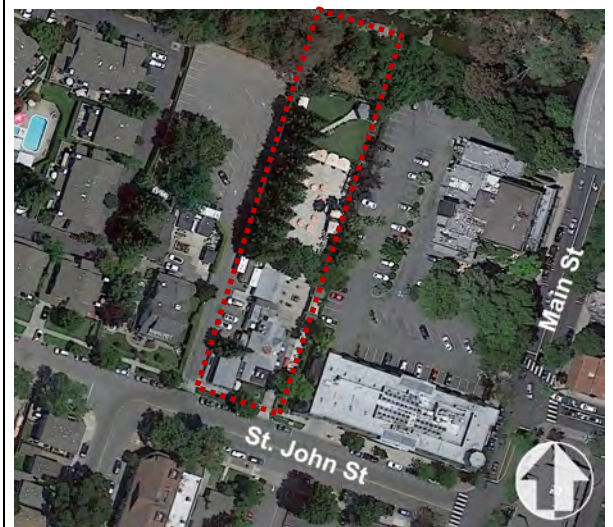
*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: February 25, 2021

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Property Name: 475 St. John Street

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*P3a. Description, Continued:

Constructed pre-1888 this one-story over partial basement, restaurant building is complex in plan. The wood-frame structure has horizontal wood siding with simple stucco panels present at the front and east side additions. A small portion of the front façade, around the entry door also features stucco cladding. The complex roof structure includes a truncated hip section with gable end roofs projecting from the hip along with several flat and shed roof sections. Asphalt shingles clad the sloped roof sections while roll-asphalt roofing clads the flat sections. The primary window type is vinyl-sash, six-over-six, single-hung. Canvas awnings shelter some of the windows near the front of the building. Concrete steps, flanked by ornate metal railings, lead up to the entry door. The multi-lite wood door is sheltered by a canvas awning. A dining patio and ramp stand to the northwest of the restaurant. The ramp accesses an entry off the patio. An interior brick chimney stack is visible at the east side of the structure. Notable features include the flat roof additions at the southwest corner of the building, the truncated hip roof of the original structure and the numerous other additions. Alterations to the restaurant include window replacements and numerous small additions off every façade. The overall condition of the restaurant is good.

The street facing (south) façade of the restaurant features a raised entry, accessed by concrete steps. The entry door and steps are located to the west side of the structure and are flanked by a single window to the west and a grouping of five windows to the east. A raised gable roof interrupts the flat roof of the enclosed porch addition and helps identifying the entrance. The restaurant's name "Barone's" is painted on the gable end. A canvas awning shelters the multi-lite wood door, while another canvas awning wraps the southeast corner of the building and protects the windows. A dining patio accessed by a wood ramp is west of the building. Currently the patio and ramp are covered by a series of awnings and tents. A flat roof addition is set back from the main façade and features similar windows. Below each window on the main façade is a simple stucco panel surrounded by flat wood trim.

The east façade features a grouping of three multi-lite vinyl-sash windows at the southernmost enclosed porch addition and a grouping of nine identical windows at the side addition. Below the windows at the southernmost enclosed porch addition are stucco clad panels surrounded by flat wood trim, while the grouping of nine windows has panels that feature horizontal wood siding that match the rest of the cladding on this façade. Wood lattice hides the foundation and raised floor framing of the addition on this side of the structure. North of the addition is a deck. A shed roof addition, constructed off the back of the original house, features two openings that are currently covered with metal panels. A hip roof addition toward the north end of the elevation has a single, multi-panel door at the patio level. A small, shed roof addition adorns the southern end of this addition. From the patio wooden stairs lead up to a single door which accesses the shed roof addition at the most northern end of the structure. Both additions are clad in horizontal wood siding and feature simple wood trim at openings.

The north façade features numerous additions. The east side addition has a pair of multi-lite wood doors opening onto a raised deck. The shed roof addition features a single opening that is currently covered. A smaller shed roof addition has no openings but features a giant "B" for Barone's painted on the wood siding while the rear addition with a hip roof is centered on this façade. The shed roof addition off the hip roof section has no openings on this side.

The west façade of the building features a hip roof addition at the southern end. This addition has a multi-lite fixed vinyl-sash window. The roof of the addition is set below the roofline of the original structure.

CONTINUATION SHEET

Property Name: 475 St. John Street

Page 4 of 8

The northern side of the hip roof addition has a single-hung multi-lite vinyl-sash window. A flat roof addition, with a single door, is located at the southern end of the addition while a metal electrical enclosure is located at the northern end. The northwest corner of the original structure is visible. A single opening on the north façade of the original structure has been covered with a piece of wood. Off the rear gable end section of the building is an addition constructed of concrete masonry units. This addition is a single-story and is enclosed with wood lattice on the southern end, where a paneled door provides access to the space. Mechanical units are housed on the flat roof. Another flat roof addition is located near the north end of the building and features a mix of cladding materials – vertical siding, vinyl panels and wood lattice. The northern most shed roof addition is raised above the ground and accessed by wood stairs. A single door punctuates the horizontal cladding material.

Accessory Structures

Several accessory structures are located north of the restaurant. A single-story, gable roof building is located northwest of the restaurant. Four other single-story structures flank the paved patio and dining area. These structures are open on one side and serve as outdoor bars. All structures are clad in horizontal vinyl planks. All accessory buildings were added to the site over the last two decades and are in good condition.



The south and east façades.



Two of the accessory structures on the subject parcel.

CONTINUATION SHEET

Property Name: 475 St. John Street

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***B6. Construction History, Continued:**

In the 1860s, with the impending arrival of the railroad, large property owners in the vicinity of the Pleasanton town began subdividing property into lots and laying out streets. Owned by John Kottinger, the land bounded by Division Street on the south, the Arroyo del Valle on the north, and Main Street on the east was divided into a series of blocks and lots in 1868. This division includes the present-day St. John and St. Mary streets between Main and Division streets.¹

According to the Sanborn maps of the area, the subject block and its surroundings were largely developed by 1888: Main Street had a series of commercial buildings while the side streets were mostly residential. Garatti Winery established a large facility to the northwest of the subject property by 1939 and became one of the largest businesses in Pleasanton in the mid-20th century.² The winery complex was replaced by housing in the early 1990s.³

The main building at 475 St. John Street first appears on the 1888 Sanborn map as a one-story wood frame dwelling. Irregular in plan, the dwelling had a partial-width front porch and an L-shaped rear porch. Two smaller sheds appeared to the northeast. Two additional accessory structures were constructed between 1898 and 1903, labeled as a hen coop and a chicken incubator on the 1903 Sanborn map. The dwelling received a small one-story addition to the west and had only one outbuilding in 1943. A one-story garage was constructed to the north by 1953, the outbuilding was demolished, the western addition was expanded, and the rear porch was enlarged and enclosed. It appears that the site layout and the building's footprint had not changed until 1963. The main house received another porch addition in 1973, a kitchen addition in 1988, and a new front deck in 1989. The front deck was expanded once again in 1995.⁴

According to the permits on file at the City of Pleasanton, the building received various additions and alterations over time. See below for the summary.⁵

1973	A porch was added.
1977	The garage door was replaced with a glass door and grill.
1988	Reroofing, 640 sq. ft. kitchen addition, and interior remodel.
1989	A front deck and awnings were added to the southwest corner. The restaurant interior was expanded by covering this. A perimeter wrought iron fence and archway was constructed, and monumental sign was added.
1995	A 46' by 24' deck was added to the existing deck.

***B10. Significance, Continued:**

Originally called Alisal, the Pleasanton area remained sparsely populated in the 1850s, but news of the impending arrival of the railroad initiated an organized town development and an increase in population in the 1860s. The 1860s subdivisions along the axes of Main Street and the railroad formed the core of the Pleasanton town site.

The arrival of the Central Pacific Railroad sparked a commercial, agricultural, and residential boom in Pleasanton as the community gained greater access to the major regional urban markets of San

CONTINUATION SHEET

Property Name: 475 St. John Street

Page 6 of 8

Francisco and Oakland. Between the 1870s and World War II, Pleasanton became a major regional supplier of commodity crops like grain, livestock, and agricultural products like hay. Local farmers and later major corporate agricultural interests grew or raised grass crops, hops, feed and table grains, market fruits and vegetables, wine grapes, sugar beets, and dairy cows. Pleasanton became a major regional shipping center for grain and hay, as well as a local leader in viticulture. The community also became nationally and internationally known as a center of horse breeding and training by the late nineteenth century. In the early twentieth-century, Pleasanton was also a major regional dairy producer and commercial flower growing site.

Commercial activity in Pleasanton in the late nineteenth and early twentieth centuries clustered along Main Street and the Central Pacific Railroad line and centered on marketing and shipping agricultural commodities, servicing livestock, and providing retail, financial, legal, medical, and recreational services to residents. Industrial development in Pleasanton was limited, but included a major brickyard operation for Oakland's Remillard Brick Company, gravel mining, and water supply infrastructure for the Spring Valley Water Company. Residential development on a substantive scale began in Pleasanton after the arrival of the Central Pacific Railroad in 1869, with development peaks in the 1880s and 1890s and the early decades of the twentieth century.⁶

[...]

Property types associated with post-railroad residential subdivision and development in Pleasanton [ca. 1869-1900] include residences exhibiting nationally popular forms and architectural detailing consistent with the Gothic Revival, Italianate, and Queen Anne styles as well as common nineteenth-century vernacular housing forms. Based on historic map evidence, residential buildings in the downtown neighborhoods of Pleasanton from the period consisted of largely single-story, rectangular or square plan dwellings with small rear dependencies. Toward the later decades of the nineteenth-century, more asymmetrical plan houses consistent with Queen Anne style housing forms appeared in greater numbers. Residential properties typically had one or more single-story, wood-frame outbuildings on the property to shelter horses, wheeled vehicles, poultry, and other uses. Few properties maintained tank houses after 1890.⁷

Pleasanton incorporated as a city in 1894. In the early 20th century, the community constructed a city hall and established a local high school. World War II brought a small boom in commercial and agricultural activity, spurred by the needs of the war effort and the nearby service members and war workers. The U.S. Navy constructed the Naval Construction Battalion Center in 1943 and later Camp Parks and Camp Shoemaker, just north of Pleasanton. After World War II, commercial and residential development in Pleasanton continued on the outskirts of the downtown area. The former agricultural districts saw development of large-scale research, office, and industrial complexes in the 1960s. The residential growth of Pleasanton continued until the 1970s; population doubled between 1950 and 1960, and more than quadrupled between 1960 and 1970.

Architect/Builder

The research did not reveal any architects or builders associated with the initial design of the building at 475 St. John Street.

Architectural Style

Lacking a clear architectural style, the main building at 475 St. John Street is vernacular in nature.

CONTINUATION SHEET

Property Name: 475 St. John Street

Page 7 of 8

Constructed in the 1880s as a single-family house, the building currently does not illustrate a definite architectural style. The accessory structures on the parcel are utilitarian.

Occupants

The earlier occupancy of the 475 St. John property is unclear. According to the 1940s assessment map, the parcel was owned by Mary E. Steane and Lydia G. Steane.⁸ Although the house number is not listed in the 1920 census, the Steane family lived on St. John Street. The 1930 and 1940 census records also logged the Steane family as occupants at the subject property.⁹ The building at 475 St. John Street has been used as a restaurant since at least the mid-1970s.¹⁰

Current Historic Status

The subject parcel has not previously been identified on any state or national historic resources inventory. According to the *Pleasanton General Plan 2005-2025*, it is located within the Downtown Commercial Center which was identified as a “heritage neighborhood.” The most recent *Downtown Specific Plan* (adopted August 2019), *Pleasanton Downtown Historic Context Statement* (March 2015), or *Pleasanton Limited Scope Historic Resource Survey* (August 2015) do not identify the property as historic.

Significance Evaluation – National Register of Historic Places (NRHP) & California Register of Historical Resources (CRHR) Evaluation¹¹

Criterion A/1 – Association with significant events

The main building at 475 St. John Street was constructed pre-1888 during the post-railroad subdivision and development period in Pleasanton that took place from ca. 1869 to 1900. The area remained sparsely populated in the 1850s, but the arrival of the railroad increased the population as subdivisions along the axes of Main Street and the railroad formed the core of the Pleasanton town site in the 1860s. The arrival of the Central Pacific Railroad sparked a commercial, agricultural, and residential boom in Pleasanton. The subject property is associated with early residential development patterns in Pleasanton, specifically with the post-railroad subdivision and development period as one of the earlier residences in downtown. Therefore, the property appears eligible for listing on the NRHP or CRHR under Criterion A/1. The period of significance would be 1880s, when the main building was constructed.

Criterion B/2 – Persons

No persons of known historical significance appear to have been associated with the subject property. None of the owners or occupants have been identified as important to the history of Pleasanton or California. Therefore, the building does not appear eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3 – Architecture and Construction

The main building was originally constructed in the 1880s; however, it does not retain most of its original details or style having been greatly altered over time. It is of common construction and materials with no notable or special attributes, and the structure does not possess high artistic value. No architect, designer or builder has been identified. The main building does not embody the distinctive characteristics of a type or architectural style common during post-railroad residential development in Pleasanton. The utilitarian accessory structures are of common construction and materials with no notable or special attributes, and they do not possess high artistic value. Overall, the property does not appear eligible for listing on the

CONTINUATION SHEET

Property Name: 475 St. John Street

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NRHP or CRHR under Criterion C/3.

Criterion D/4 – Information Potential

Archival research provided no indication that the subject property has the potential to yield information important to the prehistory or history of the local area, California, or the nation. The subject property does not appear eligible for listing on the NRHP or CRHR under Criterion D/4.

Integrity

The property at 475 St. John Street retains integrity of location since it has not been moved. The property does not retain its integrity of association and feeling since it has not been used as a single-family house since at least the 1970s. The building has received multiple additions and alterations over time and its original form and massing is no longer evident. The building does not retain its scale and does not illustrate the original late 19th century vernacular architecture. The property does not retain sufficient integrity of design, materials, and workmanship. Finally, the integrity of setting has been significantly compromised by the construction of the adjacent hotel to the east and the residential development to the west. Overall, the property at 475 St. John Street does not retain sufficient integrity to communicate its significance under Criterion A/1 for its defined period of significance.

In conclusion, the subject property at 475 St. John Street in Pleasanton does not appear individually eligible for the NRHP or CRHR as it was not found to possess sufficient integrity under criterion A/1 for its period of significance.

***B12. References (Endnotes):**

¹ Architectural Resources Group, Inc., *Pleasanton Downtown Historic Context Statement* (March 2015), 81.

² Sanborn maps; EDR, *The EDR Aerial Photo Package, SCDC Saint John, 475 Saint John Street* (August 31, 2020); The City of Pleasanton, *Pleasanton General Plan 2005-2025* (adopted July 21, 2009), 12-8.

³ Historic Aerials by NETR Online.

⁴ Sanborn maps; *The EDR Aerial Photo Package*; City of Pleasanton Permit Center.

⁵ City of Pleasanton Permit Center.

⁶ *Pleasanton Downtown Historic Context Statement*, 11-12.

⁷ *Pleasanton Downtown Historic Context Statement*, 83.

⁸ Museum on Main.

⁹ Ancestry.com.

¹⁰ Museum on Main; newspaper ad from *The Argus (Fremont, California)*, October 31, 1976; City of Pleasanton Permit Center.

¹¹ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6 (Sacramento, 2001), 1.

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other
Review Code

Reviewer

Date

Listings

Page 1 of 11 *Resource Name or #: (Assigned by recorder) 493 St. John Street

P1. Other Identifier: _____

*P2. Location: **Not for Publication** ☒ **Unrestricted**

*a. County Alameda and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 493 St. John Street City Pleasanton Zip 94566

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
APN 94-114-8

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property at 493 St. John Street is in downtown Pleasanton. Located on the southern side of the block roughly bounded by St. John Street to the south, Main Street to the east, Arroyo del Valle to the north, and the railroad tracks to the west, the subject parcel is close to the commercial center of Pleasanton which lies to the east and south. Low-rise residential buildings, mostly single-family houses, appear to the west.

The large deep lot features a main house (nearest to St. John Street), a cottage to the northwest of the house, and three accessory buildings in the rear yard. Behind the gated rear yard is a large, paved parking lot. This parking area serves the restaurant to the east. Constructed prior to 1888, this two-story, over partial basement house is irregular in plan. The vernacular wood-frame structure has horizontal wood siding and a steeply pitched, asphalt shingle-clad, cross-gable roof with dormers featuring a shed and gable roofs. (See Continuation Sheet.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



*P3b. **Resource Attributes:** (List attributes and codes)

*P4. **Resources Present:** ☒ Building
Structure Object Site District
Element of District Other
(Isolates, etc.)

P5b. **Description of Photo:** (view, date, accession #)

The front (south) and east façades,
TreanorHL, January 2021.

*P6. **Date Constructed/Age and Source:** ☒ Historic Prehistoric
Both

1880s, Sanborn maps

*P7. **Owner and Address:**

*P8. **Recorded by:** (Name, affiliation, and address)

TreanorHL
460 Bush Street San Francisco, CA

*P9. **Date Recorded:** Feb 25, 2021

*P10. **Survey Type:** (Describe)

Intensive survey

*P11. **Report Citation:** (Cite survey

report and other sources, or enter "none.") TreanorHL, 475-493 St. John Street Pleasanton, CA, Historic Resources Evaluation – Draft, February 25, 2021

*Attachments: NONE Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) 493 St. John Street *NRHP Status Code _____
Page 2 of 11

B1. Historic Name: _____
B2. Common Name: 493 St. John Street
B3. Original Use: Residential B4. Present Use: Residential
*B5. Architectural Style: Late 19th century vernacular form residential development
*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in the 1880s. (See Continuation Sheet.)

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
*B8. Related Features: _____

B9a. Architect: _____ b. Builder: Joseph Derendinger
*B10. Significance: Theme _____ Area _____
Period of Significance: _____ Property Type _____ Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Located in eastern Alameda County, Pleasanton is bounded by the Diablo Range foothills on the north and south, the coastal Pleasanton Ridge on the west, and the adjacent Livermore Valley on the east. Major water courses include the Arroyo del Valle and Arroyo de la Laguna. The earliest European presence in the vicinity of Pleasanton occurred in 1797. In the early 19th century, the Mexican government granted most of the vicinity of Pleasanton, including the future town site, to members of the Bernal family; the area was inhabited primarily by cattle ranch workers, seasonal hunters, and trappers. With American annexation of California and the Gold Rush in the late 1840s, the Bernal family established permanent homes on their rancho, both to capitalize on the proximity to travel routes and to protect their land claims. The initial settlers constructed adobe homes along the path of the Arroyo del Valle. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) _____

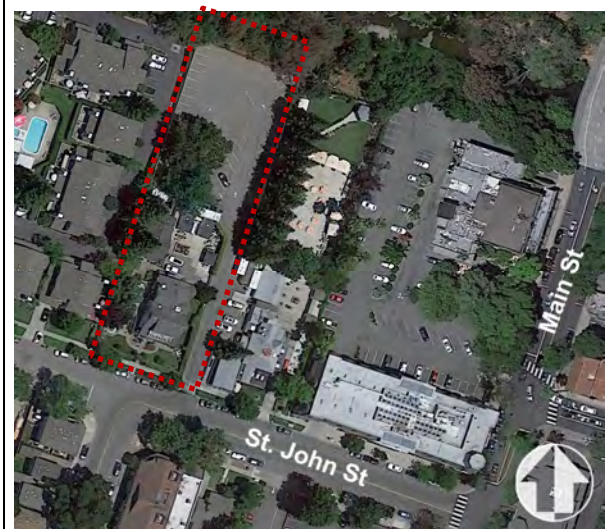
*B12. References:
See Continuation Sheets.

B13. Remarks:

*B14. Evaluator: TreanorHL
*Date of Evaluation: February 25, 2021

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



CONTINUATION SHEET

Property Name: 493 St. John Street

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*P3a. Description, Continued:

The primary window type is vinyl-sash, nine-over-nine, single-hung. Decorative shutters flank many of the windows. A full-width entry porch with columns adorns the front (south) façade with a connecting deck wrapping around to the west side of the structure. A modest gable roof projection supported by round columns shelters the main entrance which consists of a paneled wood door and sidelights. The wood railing with turned balusters at the porch is identical to the railing at the second-floor deck. Notable features include the front porch, the enclosed eaves, the cornice returns at the eaves, the two interior chimney stacks, and the wood railings. Alterations to the main house include window replacement, relocation of the main entrance door, siding replacement, the installation of new railings and columns at the front façade, and numerous additions. A detached one-story, wood-frame cottage stands northwest of the main house. Three other detached structures are located behind the main house as well. Located around a paved parking area these prefabricated structures serve as a gym space, storage, and a detached garage. The overall condition of the main house, cottage and accessory structures is good.

Main House

The entrance to the house is located to the west end of the street facing façade of the main house. The enclosed entrance takes up a small portion of the original porch and projects from the original façade of the house. East of the entry are three windows with wide trim and a decorative crosshead. Each window is flanked by shutters. Round columns support the overhang at the porch area. Centered on the second floor is a wide shed roof dormer. A paired multi-lite French door provides access to the deck. A single, multi-lite window stands to each side of the door.

Two sets of paired windows are visible on the east façade under the gable end at the first floor. North of these windows are three additional openings – two single-hung and one slider. Two gable end dormers punctuate the cross-gable roof at the north side of this façade. A single-hung window and a decorative metal railing give interest to each dormer. All single-hung windows and surrounds match the windows on the south façade.

The dominant feature of the north façade is the second floor balcony supported by round columns. The balcony shelters the rear entrance which is slightly off center on the first floor. A single French door accesses the balcony. The balcony railing matches the railings on the front of the building. A single-hung window is east of the rear entry door.

A bay window, multi-lite door and single-hung window adorn the first floor of the west side of the building. At the second floor a single gable end dormer has a pair of windows. Just north of the dormer is a wood clad interior chimney stack. A paired French door with a multi-lite transom is located at the south end of the first floor under the gable end. Located directly below the ridge of the gable end at the second floor is a single-hung window. An uncovered wood deck spans most of this elevation and is connected to the entry porch. Vertical wood siding clads the railing around the deck perimeter.

Cottage

Constructed prior to 1943, this one-story, vernacular cottage is L-shaped in plan. The wood-frame building has horizontal wood siding and an asphalt shingle-clad, gable roof with a cross-gable addition to the north. Another small gable roof addition is off the rear (north) side of the structure. The raised foundation is hidden behind vertical wood cladding. The primary window types are wood-sash, one-over-

CONTINUATION SHEET

Property Name: 493 St. John Street

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one, double-hung and fixed wood-sash. Shutters flank all windows. An almost full-width porch with square wood supports shelters the main entrance, which consists of a wood panel door. The entrance door is centered on the main (south) façade with a single window to each side. The east façade has three single windows and a set of paired windows, as well as a paneled door accessed by wood stairs and a ramp. The north façade has a window centered on the small rear gable end addition, while a pair of fixed windows and a flush door are present on the cross-gable portion of the building. Wood stairs access this door. A pair of fixed windows and two single-hung windows punctuate the west façade. Notable features include the entry porch, the wood brackets at the eaves, the exposed rafter tails, the decorative shutters, and the wide flat trim at windows. Alterations to the cottage are minimal and limited to additions off the rear (north) side of the structure.



Left, the front (south) façade of the cottage; right, the east façade of the cottage.

Accessory Structures

Three small, prefabricated structures are in the north east corner of the yard around a paved parking area. These accessory buildings were added to the site over the last five years. The single-story structures have metal-clad hipped and flat roofs as well as vinyl horizontal siding. The western most building has a single door on the west façade, the centrally located structure has a garage door on the southern façade, while the eastern most unit has a mix of window and door openings on three sides. All accessory buildings are in good condition.



The accessory structures on the parcel.

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Property Name: 493 St. John Street

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***B6. Construction History, Continued:**

In the 1860s, with the impending arrival of the railroad, large property owners in the vicinity of the Pleasanton town began subdividing property into lots and laying out streets. Owned by John Kottinger, the land bounded by Division Street on the south, the Arroyo del Valle on the north, and Main Street on the east was divided into a series of blocks and lots in 1868. This division includes the present-day St. John and St. Mary streets between Main and Division streets.¹

According to the Sanborn maps of the area, the subject block and its surroundings were largely developed by 1888: Main Street had a series of commercial buildings while the side streets were mostly residential. Garatti Winery established a large facility to the northwest of the subject property by 1939 and became one of the largest businesses in Pleasanton in the mid-20th century.² The winery complex was replaced by housing in the early 1990s.³

According to the material received from Museum on Main, the house at 493 St. John Street was designed and constructed in 1885 by Mr. Derendinger.⁴ A newspaper announcement from 1881 states that Joseph Derendinger's residence was about to be finished.⁵ The building first appears on the 1888 Sanborn map, so it was possibly constructed in the early 1880s.

The 1888 Sanborn map illustrates a one-and-a-half story L-shaped dwelling with a full-width front porch and a side porch facing east. Three one-story accessory structures to the north were attached to the main house, the southernmost one was a water mill with a tank on the roof. A one-story shed was at the northern end of the parcel. On the 1893 Sanborn map, the attached accessory structures were noted as a tank house and an outhouse; and the northern shed was replaced with two henhouses. The layout of the parcel and the buildings had not changed in 1903.

By 1929, a one-story dwelling was constructed immediately to the north of the main house: this one-story wood frame building was rectangular in plan and had a partial porch facing east. The outhouse and the water tank were removed from the main house, and the rear porch was expanded to be an L-shaped feature.

By 1943, the layout of the parcel and the main house was modified significantly. The main house received an addition at the northeast corner, so its footprint changed from an L to a rectangle. A bay window was added to the west façade. The full-width front porch remained the same. The rear dwelling was replaced by a larger L-shaped one with a south-facing front porch. A one-story garage (or a carport) and multiple free-standing outbuildings were constructed to the north and northeast of the houses. According to the later Sanborn maps and aerial photographs, the layout of the site remained unchanged until at least 1963.

The main house received multiple additions in the 1990s. The existing deck was expanded in 1995, and a small second-story deck with French doors was added to the front façade.⁶ The entry was altered, and a new gable roof projection was constructed at the front façade; new deck and railings were added ca. 2000.⁷ The configuration of the west façade was significantly altered, and it appears that the front deck supports were replaced. Dormers were added on the east and west sides of the rear gable. None of the outbuildings are extant today, only the main house and the rear dwelling stands on site.

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Property Name: 493 St. John Street

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A photograph on 493 St. John Street from 1951 (Museum on Main).



The house at 493 St. John Street in 1982 (Museum on Main).

*B10. Significance, Continued:

Originally called Alisal, the Pleasanton area remained sparsely populated in the 1850s, but news of the impending arrival of the railroad initiated an organized town development and an increase in population in the 1860s. The 1860s subdivisions along the axes of Main Street and the railroad formed the core of the Pleasanton town site.

The arrival of the Central Pacific Railroad sparked a commercial, agricultural, and residential boom in Pleasanton as the community gained greater access to the major regional urban markets of San Francisco and Oakland. Between the 1870s and World War II, Pleasanton became a major regional supplier of commodity crops like grain, livestock, and agricultural products like hay. Local farmers and later major corporate agricultural interests grew or raised grass crops, hops, feed and table grains, market fruits and vegetables, wine grapes, sugar beets, and dairy cows. Pleasanton became a major regional shipping center for grain and hay, as well as a local leader in viticulture. The community also became nationally and internationally known as a center of horse breeding and training by the late

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Property Name: 493 St. John Street

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nineteenth century. In the early twentieth-century, Pleasanton was also a major regional dairy producer and commercial flower growing site.

Commercial activity in Pleasanton in the late nineteenth and early twentieth centuries clustered along Main Street and the Central Pacific Railroad line and centered on marketing and shipping agricultural commodities, servicing livestock, and providing retail, financial, legal, medical, and recreational services to residents. Industrial development in Pleasanton was limited, but included a major brickyard operation for Oakland's Remillard Brick Company, gravel mining, and water supply infrastructure for the Spring Valley Water Company. Residential development on a substantive scale began in Pleasanton after the arrival of the Central Pacific Railroad in 1869, with development peaks in the 1880s and 1890s and the early decades of the twentieth century.⁸

[...]

Property types associated with post-railroad residential subdivision and development in Pleasanton [ca. 1869-1900] include residences exhibiting nationally popular forms and architectural detailing consistent with the Gothic Revival, Italianate, and Queen Anne styles as well as common nineteenth-century vernacular housing forms. Based on historic map evidence, residential buildings in the downtown neighborhoods of Pleasanton from the period consisted of largely single-story, rectangular or square plan dwellings with small rear dependencies. Toward the later decades of the nineteenth-century, more asymmetrical plan houses consistent with Queen Anne style housing forms appeared in greater numbers. Residential properties typically had one or more single-story, wood-frame outbuildings on the property to shelter horses, wheeled vehicles, poultry, and other uses. Few properties maintained tank houses after 1890.⁹

Pleasanton incorporated as a city in 1894. In the early 20th century, the community constructed a city hall and established a local high school. World War II brought a small boom in commercial and agricultural activity, spurred by the needs of the war effort and the nearby service members and war workers. The U.S. Navy constructed the Naval Construction Battalion Center in 1943 and later Camp Parks and Camp Shoemaker, just north of Pleasanton. After World War II, commercial and residential development in Pleasanton continued on the outskirts of the downtown area. The former agricultural districts saw development of large-scale research, office, and industrial complexes in the 1960s. The residential growth of Pleasanton continued until the 1970s; population doubled between 1950 and 1960, and more than quadrupled between 1960 and 1970.

Architect/Builder

According to information provided by Museum on Main, the house at 493 St. John Street was designed and constructed in 1885 by Mr. Derendinger.¹⁰ Joseph Derendinger was recorded as a wheel wright, wood worker, and wagon maker in the 1880s records.¹¹

Architectural Style

The main house at 493 St. John Street was identified as a late 19th century vernacular form residential development by the City of Pleasanton.¹²

Late nineteenth-century residential development in Pleasanton included several wood-frame, vernacular housing forms common in the period. Some of the examples display architectural ornament and detailing consistent with popular recognized styles, though most are architecturally modest.

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Property Name: 493 St. John Street

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Vernacular housing forms in Pleasanton from this period include three distinct types: small, single-story, ell-shaped dwellings, one or one-and-a-half-story side gable dwellings, and one or one-and-a-half-story end dwellings. The most numerous are the one-and-a-half-story, wood-frame, side gable dwellings, typically measuring a single room deep. These properties may have had modest classical or Greek Revival detailing such as cornice returns on gable ends, though most surviving examples retain little ornament. The dwellings typically had a symmetrical façade with a slightly off-center main entrance, and full-length, attached front porch.¹³

The cottage at 493 St. John Street is a modest vernacular dwelling without a definite architectural style. The accessory structures on the parcel are utilitarian.

Occupants

According to Museum on Main, the main house at 493 St. John Street was constructed by Mr. Derendinger in 1885.¹⁴ Joseph Derendinger was born in France in 1842, and died in Pleasanton, Alameda in 1888. He was married to Magdalena Mohr in 1875.¹⁵ His occupation was recorded as wheel wright, wood worker, and wagon maker in the 1880s records.¹⁶ A newspaper announcement from 1881 mentioned that Joseph Derendinger's residence was about to be finished.¹⁷ According to the 1916 U.S. Voter Registration records and the 1917-1918 World War I Draft Registration Cards, the Derendinger family continued to live on St. John Street in the early 20th century.¹⁸

The property was later purchased by George Trimingham.¹⁹ The Trimingham family lived at the 493 St. John Street property from at least 1930 to 1965. The 1940 federal census lists painter Earl Trimingham and his family living at 34 St. John Street. The rear house at 36 St. John Street was also occupied by the members of the same family.²⁰ Earl Trimingham was the mayor and city councilman in Pleasanton from 1937 to 1950. A painting contractor and a World War I veteran, he also served on the Pleasanton Housing Authority board. His obituary in *Oakland Tribune* mentions his widow, Edith, living at the family home at 493 St. John Street in 1965.²¹ A house tour brochure from Museum on Main notes that the Trimingham family owned the property in the 1980s.

Current Historic Status

The subject parcel has not previously been identified on any state or national historic resources inventory. According to the *Pleasanton General Plan 2005-2025*, it is located within the Downtown Commercial Center which was identified as a "heritage neighborhood." The property was also identified as a historic structure in the *Pleasanton General Plan 2005-2025*.²² The most recent *Downtown Specific Plan* (adopted August 2019), *Pleasanton Downtown Historic Context Statement* (March 2015), or *Pleasanton Limited Scope Historic Resource Survey* (August 2015) do not identify the parcel as historic.

Significance Evaluation – National Register of Historic Places (NRHP) & California Register of Historical Resources (CRHR) Evaluation²³

Criterion A/I – Association with significant events

The main house at 493 St. John Street was constructed in the 1880s during the post-railroad subdivision and development period in Pleasanton that took place from ca. 1869 to 1900. The area remained sparsely populated in the 1850s, but the arrival of the railroad increased the population as subdivisions along the axes of Main Street and the railroad formed the core of the Pleasanton town site in the 1860s. The arrival

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Property Name: 493 St. John Street

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of the Central Pacific Railroad sparked a commercial, agricultural, and residential boom in Pleasanton. The subject property is associated with early residential development patterns in Pleasanton, specifically with the post-railroad subdivision and development period as one of the earlier residences in downtown. Therefore, the property appears eligible for listing on the NRHP or CRHR under Criterion A/1. The period of significance would be 1880s, when the main house was constructed.

The cottage to the north was constructed between 1929 and 1943, replacing an earlier dwelling on site. Neither the cottage nor the more recent accessory structures are associated with significant events of development patterns.

Criterion B/2 – Persons

No persons of known historical significance appear to have been associated with the subject property. The Trimingham family lived at the 493 St. John Street property from at least 1930 to 1965. Earl Trimingham was the mayor and city councilman in Pleasanton from 1937 to 1950. Even though Trimingham was active in administration of Pleasanton during the early to mid-20th century, research has not revealed any information about Trimingham's contributions being historically important in the city's development. None of the other owners or occupants of the main house or the cottage have been identified as important to the history of Pleasanton or California. Therefore, the building does not appear eligible for listing on the NRHP or CRHR under Criterion B/2.

Criterion C/3 – Architecture and Construction

Constructed in the 1880s, the main house at 493 St. John Street is an example of a late 19th century vernacular form residential development in Pleasanton. The main building embodies some characteristics of the style common during the post-railroad residential development in Pleasanton including its one-and-a-half-story, wood-frame, side gable massing with a front porch and modest classical detailing. The main house was possibly constructed by its earliest owner, Joseph Derendinger who is not considered a master architect or builder.

The cottage to the north is of common construction and materials with no notable or special attributes, and the structure does not possess high artistic value. No architect, designer or builder has been identified. It does not embody the distinctive characteristics of a type or common architectural style. The utilitarian accessory structures are of common construction and materials with no notable or special attributes, they do not possess high artistic value.

Overall, the main house at 493 St. John Street appears eligible for listing on the NRHP and CRHR under Criterion C/3 as an example of a late 19th century vernacular form, post-railroad residential development in Pleasanton. The period of significance would be 1880s when the property was constructed.

Criterion D/4 – Information Potential

Archival research provided no indication that the subject property has the potential to yield information important to the prehistory or history of the local area, California, or the nation. The subject property does not appear eligible for listing on the NRHP or CRHR under Criterion D/4.

Integrity

The property at 493 St. John Street retains integrity of location since it has not been moved. The property

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Property Name: 493 St. John Street

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retains its integrity of association and feeling because it has been used for residential purposes since its construction. The main house has received multiple additions and alterations over time. Even though the original massing and form is still discernable, the house no longer illustrates its late 19th century vernacular architecture. The main entrance was expanded, the window configuration was modified, and a deck was added at the front façade, dormers were added to the east, and a horizontal addition expanded the building to the west. The building's alterations and addition have significantly diminished integrity of design, materials, and workmanship. Integrity of setting has also been significantly compromised by nearby residential and commercial development. Overall, the property does not retain sufficient integrity to communicate its significance under Criteria A/1 and C/3 for its defined period of significance.

In conclusion, the subject property at 493 St. John Street in Pleasanton does not appear individually eligible for the NRHP or CRHR as it was not found to possess sufficient integrity under criteria A/1 and C/3 for its period of significance.

*B12. References (Endnotes):

- ¹ Architectural Resources Group, Inc., *Pleasanton Downtown Historic Context Statement* (March 2015), 81.
- ² Sanborn maps; EDR, *The EDR Aerial Photo Package, SCDC Saint John, 475 Saint John Street* (August 31, 2020); The City of Pleasanton, *Pleasanton General Plan 2005-2025* (adopted July 21, 2009), 12-8.
- ³ Historic Aerials by NETR Online.
- ⁴ Pleasanton Museum on Main. The name was spelled as "Derndinger" on the document.
- ⁵ *Livermore Herald*, October 13, 1881.
- ⁶ Building permits from City of Pleasanton.
- ⁷ Personal interview with the property owner, January 14, 2021.
- ⁸ *Pleasanton Downtown Historic Context Statement*, 11-12.
- ⁹ *Pleasanton Downtown Historic Context Statement*, 83.
- ¹⁰ Pleasanton Museum on Main.
- ¹¹ Voter registers and census data from Ancestry.com.
- ¹² Email communication with City of Pleasanton, Community Development Department, December 11, 2020.
- ¹³ *Pleasanton Downtown Historic Context Statement*, 85-86.
- ¹⁴ Museum on Main.
- ¹⁵ *Sacramento Daily Union*, October 11, 1875.
- ¹⁶ Voter registers and census data from Ancestry.com.
- ¹⁷ *Livermore Herald*, October 13, 1881.
- ¹⁸ Ancestry.com (accessed February 4, 2021).
- ¹⁹ Pleasanton Museum on Main.
- ²⁰ Ancestry.com.
- ²¹ "Trimingham rites slated in Pleasanton," *Oakland Tribune*, December 1, 1965.

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²² The City of Pleasanton, *Pleasanton General Plan 2005-2025* (adopted July 21, 2009), pages 7-13 to 7-16.

²³ National Park Service, National Register Bulletin: How to apply the National Register criteria for evaluation, 75, https://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm (accessed April 26, 2017); California Office of Historic Preservation, *California Register and National Register: A Comparison*, Technical Assistance Series 6 (Sacramento, 2001), 1.

Appendix C

Archaeological Resources Assessment

The Archaeological Resources Assessment contains sensitive information pertaining to the location of archaeological resources and is confidential. The Archaeological Resources Assessment shall be kept on file with the City of Pleasanton Community Development Department.

Appendix D

Geotechnical Investigation

**GEOTECHNICAL STUDY
PROPOSED RESIDENTIAL DEVELOPMENT**

**475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA**

**JUNE 2, 2022
PROJECT PA20.1055.00**

SUBMITTED TO:

**Robson Homes
2185 The Alameda, Suite 150
San Jose, CA 95126**

PREPARED BY:

**Geo-Logic Associates
dba Pacific Geotechnical Engineering
6300 San Ignacio Avenue, Suite A
San Jose, California 95119
(408) 778-2818**



**GEOTECHNICAL STUDY
PROPOSED RESIDENTIAL DEVELOPMENT
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA**

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Appendix A - Keys to Soil Classification, Drill Hole Logs, and CPT Plots

Keys to Soil Classification (Fine and Coarse Grained Soils)
Log of Exploratory Drill Holes (DH-1 through DH-4)
CPT Plots (CPT-1 through CPT-3)

Appendix B – Laboratory Test Data

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Appendix D – Results of Slope Stability and Lateral Deformation Analyses

1 INTRODUCTION

This report presents the results of our geotechnical study for the proposed residential development on two adjoining parcels located at 475 and 493 St. John Street in Pleasanton, California. The combined area of the two parcels is approximately 2.3 acres. The Assessor Parcel Numbers of the parcels are 94-114-7 and 94-114-8. The combined parcels are referenced as the “property,” “site,” or “project area” in this report. The approximate location of the project site is shown on the Vicinity Map included with Figures 1 and 2 of this report. Figure 1 shows a layout of the existing site conditions. Figure 2 shows a layout of the currently proposed development.

This report presents our findings, conclusions, and geotechnical recommendations for design and construction of the project. These findings, conclusions, and recommendations are based on information collected and reviewed during this study. The conclusions and recommendations in this report should not be extrapolated to other areas or used for other projects without our review.

This report also addresses comments from the City of Pleasanton (City) in their review letter dated February 25, 2022, and discussions in a meeting between the City, Robson Homes (project developer), Ruggeri Jensen Azar (RJA, project civil engineer), and our firm (project geotechnical engineer) on March 15, 2022.

1.1 Project Description

The 475 St. John Street parcel is currently occupied by the Barone’s Restaurant building in the southern portion and the 493 St. John Street parcel is occupied by a residence in the southwestern portion. The northern approximately 90 to 100 feet of the two parcels are occupied by the Arroyo del Valle Creek. The remainder of the 475 St. John Street parcel is occupied by miscellaneous structures, patio, and lawn. The remainder of the 493 St. John Street parcel is occupied by a paved parking lot.

As presently planned, the existing residence will remain and the rest of the site will be developed with fourteen single-family residential lots (Lots 1 through 14) and a commercial lot (Lot 15). Associated improvements will include paved on-site streets, underground utilities, and landscaping. The proposed residential buildings with attached garages will each be a two-story, wood-framed structure with a basement at about 5 feet below ground surface. The buildings will be supported on post-tensioned slab foundations. The below-grade perimeter building walls will serve as retaining walls. Other site retaining walls, if required, will be limited to landscaping walls on the order of 2 feet in height.

The proposed commercial lot will be developed with two buildings separated by an open plaza. The buildings will be constructed at grade. These buildings will each be supported either on a structural mat or a grid foundation system with conventional concrete slab (see Section 4.4 of this report).

Preliminary grading information indicates site grading will involve fills of about 1 to 2 feet thick and cuts up to about 5 to 6 feet deep to construct the building pads and to achieve design grades. Deeper excavations may be necessary for construction of underground utilities.

The current plan is to use hardscape in the backyards of Lots 8 through 14 with area drains to collect and direct storm water away from the creek behind these lots. Stitch piers will also be installed along the top of the existing creek bank on these seven lots to reduce the potential for creek bank erosion impacting the proposed development. These approaches are intended to address the City's review comment regarding creek bank erosion, and to allow the hardscape in the backyards of Lots 8 through 14 extending to the stitch piers.

The above project descriptions are based on information provided to us. If the actual project differs from those described above, Geo-Logic Associates (GLA) should be contacted to review our findings, conclusions, and recommendations and present any necessary modifications to address the different project development schemes.

1.2 Information Provided

For this investigation, we were provided with the following by Robson Homes and RJA.

1. A 6-sheet set of drawings titled "Planned Unit Development, 475 and 493 Saint John Street, City of Pleasanton, Alameda County, California," prepared by RJA, dated May 26, 2022.
2. A 7-sheet set of drawings titled "Vesting Tentative Map, Tract 8631 - 475 and 493 Saint John Street, City of Pleasanton, County of Alameda, California," prepared by RJA, dated May 26, 2022.

1.3 Purpose and Scope of Services

The purpose of this geotechnical study was to explore subsurface conditions at the project site and to provide geotechnical recommendations for design and construction of the proposed improvements. The following work was performed.

1. Performed a site reconnaissance to observe site surface conditions and to mark locations of our exploration.
2. Reviewed available geologic and geotechnical information pertinent to the site.
3. Obtained a drilling permit from Zone 7 Water District for our subsurface exploration.
4. Notified Underground Service Alert (USA) for underground utility clearance and coordination of our drilling with Robson Homes.

5. Subcontracted with a private underground locator to check the proposed exploration locations for presence of underground utilities.
6. Explored subsurface conditions by means of four exploratory drill holes and three cone penetration test (CPT) probes to depths between approximately 20 and 50 feet below ground surface.
7. Collected a bulk sample of the near-surface soil.
8. Performed laboratory tests on selected soil samples from the drill holes and on the bulk sample to measure pertinent engineering properties of the samples.
9. Performed engineering analysis on the field and laboratory data.
10. Prepared draft geotechnical study reports.
11. Provided geotechnical consultation to our client.
12. Reviewed and responded to comments in the City of Pleasanton review letter dated February 25, 2022.
13. Attended a meeting with the City of Pleasanton Engineering Department on March 15, 2022 to review the City review comments.
14. Prepared this final geotechnical study report.

2 SITE INVESTIGATION

This investigation consists of a site reconnaissance and a subsurface exploration program. The site reconnaissance was to observe existing site surface conditions. The subsurface exploration program was to explore earth conditions at the project site. The observed surface and subsurface site conditions are discussed in Section 3 of this report.

2.1 Subsurface Exploration

Our geotechnical subsurface exploration program included four exploratory drill holes (DH-1 through DH-4) and three CPT probes (CPT-1 through CPT-3) advanced on November 13, 2020. The exploratory drill holes and CPT probes were located in the field by referencing to existing site features and pacing; therefore, their locations are approximate. These approximate exploration locations are shown on Figures 1 and 2 of this report. The drill holes and CPT probes were backfilled in accordance with Zone 7 Water Agency guidelines after completion of drilling and testing.

2.1.1 Exploratory Drill Holes

The four exploratory drill holes were advanced using a truck-mounted Mobile B61 drilling rig equipped with 8-inch diameter hollow-stem augers. The depth of exploration ranged between approximately 20 and 50 feet below ground surface (bgs). In the field, our personnel visually classified the materials encountered and maintained a log of each drill hole.

Soil samples were obtained using a 2-inch outside diameter (O.D.; 1.4-inch inside diameter, I.D.) split-barrel sampler (also called a Standard Penetration Test sampler) and a 3-inch O.D. (2½-inch I.D.) split-barrel sampler. Soil samples were obtained by driving the sampler up to 18 inches into the earth material using a 140-pound automatic trip hammer falling 30 inches. The number of blows required to drive the sampler was recorded for each 6-inch penetration interval. The number of blows required to drive the sampler the last 12 inches, or the penetration interval indicated on the log when harder material was encountered, is shown as blows per foot (blow count) on the drill hole logs.

In the field, our personnel visually classified the materials encountered and maintained a log of each drill hole. Visual classification of soils encountered in our drill holes was made in general accordance with the Unified Soil Classification System (ASTM D 2487 and D 2488). The results of our laboratory tests were used to refine our field classifications. Two Keys to Soil Classification, one for fine grained soils and one for coarse grained soils, are included in Appendix A, together with our drill hole logs.

2.1.2 Cone Penetration Test Probes

The three CPT probes were performed by Middle Earth Geo Testing to depths between approximately 30 and 50 feet bgs. CPT involves pushing a small diameter steel probe (15 cm²

cross-sectional area cone was used for this project) into the ground using a hydraulic jack attached to a truck-mounted rig. The tip of the probe is instrumented and takes almost continuous measurements (roughly every 1 inch) of tip resistance, side friction resistance, and pore pressure. Graphic presentations of the CPT data are included in Appendix A of this report.

2.2 Laboratory Testing

Geotechnical laboratory testing was conducted on selected soil samples collected from our drill holes. These tests included moisture content, dry density, Atterberg limits, sieve analysis, hydrometer, and percentage passing a No. 200 sieve. An R-value test was performed on the bulk sample collected from the site. The laboratory test results are presented on the drill hole logs at the corresponding sample depths. Graphic presentations of the results of the Atterberg limits, sieve analysis, hydrometer, and R-value tests are presented on separate sheets in Appendix B

In addition to geotechnical testing, one selected soil sample was sent to CERCO Analytical for corrosivity analysis. A brief report from CERCO Analytical with the corrosivity test results is included in Appendix B.

3 FINDINGS

3.1 Surface Conditions

The 475 St. John Street parcel is currently occupied by the Barone's Restaurant building in the southern portion and the 493 St. John Street parcel is occupied by a residence in the southwestern portion. The northern approximately 90 to 100 feet of the two parcels are occupied by the Arroyo del Valle Creek (trending easterly-westerly). The remainder of the 475 St. John Street parcel is occupied by miscellaneous structures, patio, and lawn. The remainder of the 493 St. John Street parcel is occupied by a paved parking lot. Ground surface slopes down gently from north to south with a vertical relief of roughly 2 to 2.5 feet across the property. There are isolated mature trees.

The topographic information prepared by RJA indicates the creek bank along the northern portion of the two parcels is about 19 to 21 feet high with inclination of roughly 1.5:1 to 2:1 (horizontal:vertical). The creek appeared to be dry at the time of our site investigation in late October 2020.

3.2 Subsurface Conditions

Subsurface soils encountered in our drill holes and CPT probes can be generalized as alluvium. In the four drill holes, a pavement section consisting of approximately 3 inches of asphalt concrete over approximately 4 inches of base rock was encountered at the surface.

In DH-1, subsurface soils below the pavement section consist of very stiff sandy silt of low plasticity to a depth of about 4 feet bgs, stiff lean clay of low plasticity to a depth of about 12 feet bgs, and medium dense to dense poorly graded sand to the maximum explored depth of about 20 feet bgs.

In DH-2, subsurface soils below the pavement section consist of very stiff sandy silt of low plasticity to a depth of about 12 feet bgs, very dense silty sand to a depth of about 17 feet bgs, and very dense well graded sand with gravel and clay to the maximum explored depth of about 20 feet bgs.

In DH-3, subsurface soils below the pavement section consist of stiff to hard sandy silt of low plasticity to a depth of about 6 feet bgs, dense poorly graded sand with clay to a depth of about 12 feet bgs, medium dense to dense well graded sand with gravel and clay to a depth of about 22.5 feet bgs, medium dense to very dense poorly graded sand with gravel and clay to a depth of about 48 feet bgs, and dense to very dense well graded gravel with sand and clay to the maximum explored depth of about 50 feet bgs.

In DH-4, subsurface soils below the pavement section consist of very stiff to hard sandy silt of low plasticity to a depth of about 6 feet bgs, and dense to very dense well graded sand with gravel and clay to the maximum explored depth of about 20 feet bgs.

In CPT-1, the interpreted soil behavior types consist of clayey silt to silty clay to a depth of about 20 feet bgs, and layers of silty sand to sandy silt and clean sand to silty sand to the maximum explored depth of approximately 50 feet bgs.

In CPT-2, the interpreted soil behavior types consist of clean sand to silty sand and clayey silt to silty clay to a depth of about 6.5 feet bgs, and clean sand to silty sand to the maximum explored depth of approximately 30 feet bgs.

In CPT-3, the interpreted soil behavior types consist of clean sand to silty sand and clayey silt to silty clay to a depth of about 5.5 feet bgs, and clean sand to silty sand to the maximum explored depth of approximately 50 feet bgs.

3.3 Groundwater

Groundwater was encountered at a depth of about 48 feet bgs in DH-3, CPT-1, and CPT-3 at the time of our exploration in November 2020. Groundwater was not encountered in the other drill holes and CPT-2 because they did not extend to that depth.

Based on groundwater level information provided by Zone 7 Water Agency for monitoring well 16P5 (closest to the site), the highest groundwater level was about 25 feet bgs and the lowest groundwater level was about 67 feet bgs between October 8, 1976 and November 17, 2020 (Note: the well was dry between July 24 and October 5, 2014). Figure 3 depicts the approximate location of well 16P5 with respect to the subject site. Figure 4 depicts the recorded depth to groundwater in well 16P5 in a graph.

It should be noted that fluctuations in the groundwater level may occur due to seasonal variations in rainfall and temperature, water level in the adjacent creek, pumping from wells, regional groundwater recharge program, irrigation, or other factors that were not evident at the time of our investigation.

3.4 Variations in Subsurface Conditions

Our interpretations of soil and groundwater conditions, as described in this report, are based on information obtained during this study. Our conclusions and recommendations are based on these interpretations. Please realize the site has undergone different phases of development and grading. Therefore, it is likely that undisclosed variations in subsurface conditions exist at the site, particularly old foundations, abandoned utilities, and areas of deep and loose fill.

Careful observations should be made during construction to verify our interpretations. Should variations from our interpretations be found, we should be notified to evaluate whether any revisions should be made to our recommendations.

4 SEISMIC CONSIDERATIONS

4.1 Earthquake Faulting

The Greater San Francisco Bay Area is seismically dominated by the active San Andreas Fault system, the tectonic boundary between the northward moving Pacific Plate (west of the fault) and the North American Plate (east of the fault). This movement is distributed across a complex system of generally strike-slip, right-lateral, and subparallel faults.

Potential sources of significant earthquake ground shaking at the site include several active and potentially active faults in the Greater San Francisco Bay area, as well as faults farther afield. The faults were first compiled on the State's Fault Activity Map (Jennings, 1974; Jennings and Bryant, 2010). This map has now been integrated into the US Geological Survey's Quaternary Fault and Fold Database and made available as a .kmz "drape" over Google Earth terrain files.

The distance to a seismic source (fault) is defined by the NGA relationships as the closest distance to the seismogenic zone, be it in the subsurface or at the surface; distances may therefore differ from distances measured on the ground surface. The distances shown on the table below are for reference only, as they are horizontal distances from the site to the surface trace of the seismic source, and not necessarily the closest distance to a (dipping) seismogenic zone. These distances were measured using the US Geological Survey's Quaternary Fault and Fold Database, with major faults listed in approximate order of distance from the site; not all sources are listed in the summary table below.

Table 4.1-1: Distance and Orientation to Nearby Faults		
Fault Name	Approximate Distance	Orientation from Site
Calaveras (northern section)	3.5 km	Southwest
Hayward (southern section)	13.6 km	Southwest
Greenville	16 km	Northeast
San Andreas (Peninsula section)	43.8 km	Southwest

4.2 Ground Accelerations

According to the 2019 California Building Code (CBC) and American Society of Civil Engineers (ASCE) Standard 7-16, the spectral response acceleration at any period can be taken as the lesser of the spectral response accelerations from the probabilistic and deterministic ground motion approaches. The U.S. Seismic Design Maps tool available at the Structural Engineers Association of California (SEAOC) website was used for this purpose to retrieve seismic design parameter values for design of buildings at the subject site. Two levels of ground motions are considered in the Application: Risk-targeted Maximum Considered Earthquake (MCE_R) and Design Earthquake (DE), with both probabilistic and deterministic values defined in terms of maximum-direction rather than geometric-mean, horizontal spectral acceleration (S_a). The probabilistic MCE_R spectral response accelerations are represented by a 5 percent damped acceleration response spectrum having a 1 percent probability of collapse within a 50-year period and in the direction

of the maximum horizontal response. The probabilistic Design Earthquake (DE) S_a value at any period can be taken as two-thirds of the $MCE_R S_a$ value at the same period.

Using the SEAOC Seismic Design Maps application, a site Class D, and the latitude and longitude of the site (latitude 37.664512° N, longitude -121.875365° W), the calculated geometric mean peak ground acceleration adjusted for site class effects (PGA_M) for the MCE_G (Geometric Mean Maximum Considered Earthquake) is 0.848g.

4.3 Seismicity

The Working Group on California Earthquake Probabilities' (WGCEP) estimates of the probabilities of major earthquakes are now in their sixth iteration, with the greatest changes in approach being the inclusion of multifold rupture scenarios, in the progressive consideration of more potential seismic sources, the possibility of earthquakes on unrecognized faults, and the inclusion of the notion of fault "readiness". Current estimates (WGCEP, 2014) for the San Francisco region indicate a 72% probability of a large (magnitude 6.7 or greater) earthquake in the San Francisco Bay area as a whole over the 30-year period beginning in 2014; this overall probability is greater than the previous (WGCEP, 2007) probability of 63%, due mainly to the inclusion of multi-fault rupture scenarios. The estimate for the Calaveras fault alone is 14.4% (revised up from the 7% presented by WGCEP, 2007); for the (northern) San Andreas fault alone, 27.4% (revised upward from the WGCEP (2007) value of 21%); and for the Hayward fault, 45.3% (revised upward from the WGCEP (2007) value of 31%).

4.4 Liquefaction

Soil liquefaction is a phenomenon in which saturated granular soils, and certain fine-grained soils, lose their strength due to build-up of excess pore water pressure during cyclic loading, such as from earthquakes. Soils most susceptible to liquefaction are saturated, clean, loose, fine-grained sands and non-plastic silts. Certain gravels, plastic silts, and clays are also susceptible to liquefaction. The primary factors affecting soil liquefaction include: 1) intensity and duration of seismic shaking; 2) soil type; 3) relative density of granular soils; 4) moisture content and plasticity of fine-grained soils; 5) overburden pressure; and 6) depth to ground water.

Our review of the California Geological Survey (CGS) Earthquake Zones of Required Investigation indicates the project area is located in a liquefaction hazard zone.

CPT-1 and CPT-3 were used in a site-specific liquefaction assessment. Our liquefaction assessment was based on a PGA value of 0.85g, earthquake moment magnitude of 7.5, and a groundwater level of 25 feet bgs. The results of our analysis indicate that some of the underlying soils may liquefy when subject to shaking of the design earthquake. The estimated liquefaction-induced ground settlement is roughly 2 inches. The estimated Liquefaction Potential Index (LPI) is about 4 to 6. For LPI between 0 and 5, the risk of liquefaction is low. For LPI between 5 and 15, the risk of liquefaction is high. For LPI of 4 to 6, the risk of liquefaction may be interpreted as low to moderate. The results of our liquefaction analysis are presented in Appendix C.

For comparison purposes, we have also evaluated the liquefaction potential for groundwater at a depth of 40 feet bgs, the average groundwater level from the data provided by Zone 7 Water Agency. For groundwater level at 40 feet bgs, the estimated liquefaction-induced ground settlement is roughly 3/4 to 1 inch and the estimated LPI is less than 2.6.

Please note that liquefaction-induced ground settlements are in addition to settlements caused by building loads.

The groundwater level used in our liquefaction analysis was based on our review of depth to groundwater information provided by Zone 7 Water Agency for monitoring well 16P5 (closest to the site) between October 8, 1976 and November 17, 2020 (a period of 44 years). Figure 3 depicts the location of well 16P5 with respect to the project site and Figure 4 is a graphic illustration of the recorded depth to groundwater in well 16P5. According to the Zone 7 data, the highest recorded groundwater level was about 25 feet bgs and the lowest recorded groundwater level was about 67 feet bgs, excluding the period between July 24 and October 5, 2014 during which the well was dry. Therefore, in our opinion, a groundwater depth of 25 feet is reasonable to represent the high groundwater level in our liquefaction analysis.

Based on our past experience, we expect the post-tensioned slab foundations proposed for the residential units of this project can be designed to accommodate the estimated 2 inches of total liquefaction settlements (predicted 1 inch of differential settlements). We understand the project structural engineer, Gouvis Engineering, will design the post-tensioned slabs to accommodate the estimated total and differential liquefaction-induced settlements.

Post-tensioned slabs are not planned for the proposed commercial buildings. Foundation options to mitigate the potential impact of soil liquefaction for the commercial buildings include structural mats or grid foundations as discussed in Sections 6.3.3 and 6.3.4 below.

4.5 Lateral Spreading and Creek Bank Stability

Lateral spreading is horizontal movement of soil toward a free face, such as a creek bank, typically associated with liquefaction. Liquefaction-induced lateral spreading can also occur on mild slopes (flatter than 5%) underlain by loose sands and a shallow groundwater table. If liquefaction occurs, the unsaturated overburden soil can slide as intact blocks over the lower, liquefied deposit, creating fissures and scarps. The potential for lateral spreading in general mirrors the potential for liquefaction, and the depth of the liquefiable soil layers with respect to the creek banks.

To evaluate stability of the creek bank and potential lateral spreading magnitude, we performed a static and pseudo-static slope stability analysis using the computer program SLOPE/W. The soil properties used in our analysis were developed using our drill hole and CPT data and are shown in Table 4.5-1 below.

Table 4.5-1: Soil Properties for Slope Stability Analysis					
Depth Below Ground Surface (feet)	Soil	Static Analysis		Pseudo-static Analysis	
		Cohesion (psf)	Friction Angle (degrees)	Cohesion (psf)	Friction Angle (degrees)
0 – 6	Sandy Silt	100	25	2000	0
6 – 25	Sand & Gravel	0	36	0	36
25 – 35	Sand & Gravel	0	36	1500*	0
35 – 47	Sand & Gravel	0	36	2400*	0
47 - 50	Sand & Gravel	0	36	800*	0
* Estimated residual shear strength for liquefiable soils.					

The minimum static and pseudo-static factors of safety with respect to sliding were calculated on a 21-foot high creek bank inclined at 1.5:1 and 2:1 (horizontal:vertical). The results of our analysis are shown in Table 4.5-2 below.

Table 4.5-2: Factor of Safety from Slope Stability Analysis			
Bank Inclination	Factor of Safety		
	Static, GW @ El. 327 ft⁽¹⁾	Static, GW @ El. 342 ft^(1,2)	Pseudo-static, GW @ El. 327 ft⁽³⁾
1.5:1 (h:v)	1.3	1.2	1.04
2:1 (h:v)	1.7	1.5	1.09
Notes:			
1. Top of creek bank at elevation 352 feet.			
2. 100-year design flood elevation of 342 feet provided by project civil engineer.			
3. A seismic coefficient of 0.25 was used in the pseudo-static analysis.			

As shown in Table 4.5-2 above, the calculated factor of safety (FS) of the creek bank inclined at 1.5:1 (h:v) is 1.2 to 1.3, below the minimum acceptable FS of 1.5. For creek bank inclined at 2:1 (h:v), the FS is about 1.5 to 1.7 for static conditions and 1.09 for pseudo-static conditions. The results of our slope stability analysis are presented in Appendix D.

The results of our slope stability analysis also suggest that sloughing of the creek bank surficial soil may occur. Sloughing may occur naturally due to weight of the material, during water flow in the creek, or as a result of seismic shaking. This is common for slopes consisting of granular soil with little or no fines.

To estimate the probable lateral displacements of the creek bank during seismic events, we performed a seismic slope displacement analysis following the Bray & Travasarou (2007) procedures. The analysis was based on the failure circle with a factor of safety of roughly unity (FS≈1) and a seismic velocity of 350 m/s estimated from the CPT data. The results of our analysis suggest the probable lateral displacement near the top of the creek bank would be on the order of 8 inches under the design earthquake.

Refer to Section 6.1 of this report for recommended maximum creek bank inclination and minimum set back distance from crest of creek bank for structures and improvements and

Section 6.8 for stitch piers information.

4.6 Seismic Design Parameters

Design of the proposed structures should comply with design for structures located in seismically active areas. Structures should be designed in accordance with the requirements of governing jurisdictions and applicable building codes. GLA evaluated ASCE 7-16 seismic design parameters for the site using the SEAOC U.S. Design Maps application. The table below lists the seismic design parameters for the site. Note that, because the Mapped Spectral Acceleration at 1.0-second Period (S_1) value for the site is larger than 0.2 g, a site response analysis may be required, in accordance with Section 11.4.8 of ASCE 7-16.

Table 4.6-1: Seismic Design Parameters Based on 2019 CBC & ASCE 7-16	
Seismic Design Parameter	Value
Site Class	D
Site Coefficient, F_a	1.0
Site Coefficient, F_v	1.7
Mapped Spectral Acceleration at 0.2-second Period, S_s	1.85 g
Mapped Spectral Acceleration at 1.0-second Period, S_1	0.68 g
Spectral Acceleration at 0.2-second Period Adjusted for Site Class, S_{MS}	1.85 g
Spectral Acceleration at 1.0-second Period Adjusted for Site Class, S_{M1}	1.16 g
Design Spectral Response Acceleration at 0.2-second Period, S_{DS}	1.23 g
Design Spectral Response Acceleration at 1.0-second Period, S_{D1}	0.77 g
Long-period Transition Period, T_L	8 sec.

Note: The site would be Site Class F because it is underlain by liquefiable soils. But if the fundamental period of vibration of the structures is equal to or less than 0.5 second, the Site Class can be determined by assuming there is no liquefaction (ASCE 7-16 Section 20.3.1). Therefore, Site Class D was selected for this project. If the fundamental period of vibration of the structures is larger than 0.5 second, contact our office for a site-specific seismic response analysis.

5 DISCUSSION AND CONCLUSIONS

Based on our geotechnical evaluation, it is our opinion the project site may be developed as discussed in this report, provided our geotechnical recommendations are incorporated in the design and construction of the project. Our opinions, conclusions, and recommendations are based on our understanding of the proposed development, data review, properties of soils encountered in subsurface exploration, laboratory test results, and engineering analyses. Geotechnical considerations for this project are discussed below.

5.1 Ground Rupture

The project site is not located in an Alquist-Priolo Earthquake Fault Zone. Because no active or potentially active faults are known to cross the site, it is reasonable to conclude that the risk of fault rupture through the project site is low.

5.2 Seismic Shaking

The project site is located in an area of high seismicity. Based on general knowledge of the site seismicity, it should be anticipated that, during their useful life, the proposed structures will be subject to at least one severe earthquake (magnitude 7 to 8+) that could cause considerable ground shaking at the site. It is also anticipated that the site will periodically experience small to moderate magnitude earthquakes.

5.3 Liquefaction

The results of our liquefaction analysis indicate that some of the subsurface soils are prone to liquefaction when subject to seismic shaking. The estimated liquefaction-induced total ground settlements are on the order of 2 inches. The potential differential settlements would be on the order of 1 inch. The proposed residential buildings will be supported on post-tensioned slab foundations and the proposed commercial buildings will be supported on either structural mats or grid foundation systems. We understand the project structural engineer will design the foundations to accommodate the estimated seismic settlement plus static settlement from building loads (less than 1 inch).

5.4 Slope Stability and Lateral Deformations

The results of our slope stability analysis indicate the calculated factor of safety (FS) of the creek bank at an inclination of 1.5:1 (h:v) is 1.3, below the minimum acceptable FS of 1.5. For creek bank inclination of 2:1 (h:v), the FS is about 1.7 for static conditions and 1.09 for pseudo-static conditions (seismic coefficient of 0.25). At the 100-year flood water elevation of 342 feet, the FS is 1.2 for creek bank inclination at 1.5:1 (H:V) and 1.5 for creek bank inclination at 2:1 (H:V). Stability of the creek bank under earthquake loading and 100-year flood condition was not considered because of the low probability of earthquake coinciding with periods of high water (U.S. Army Corps of Engineers Engineer Manual EM 11102-1913, 2000).

The results of our lateral deformation analysis of the creek bank indicate a lateral displacement of about 8 inches near the top of the creek bank. The stitch piers to be installed along the top of the existing creek bank would provide additional lateral resistance to help reduce potential lateral displacement of soil behind the stitch piers.

The current plan is to use hardscape in the backyards of Lots 8 through 14 with area drains to collect and direct storm water away from the creek behind these lots. This approach should help reduce infiltration of storm water into the soil behind the creek bank which could impact creek bank stability.

Refer to the Section 6.1 of this report regarding maximum creek bank inclination and minimum horizontal set-back distance from the crest of creek bank for the proposed structures and improvements.

5.5 Creek Bank Erosion

As discussed in Section 4.5 above, sloughing of the creek bank surficial soil may occur, especially in the relatively clean granular sand and gravel soils in the lower portion of the creek bank. During the meeting with the City on March 15, 2022, the use of sheet piles, stitch piers, or other appropriate means to protect the creek bank from future erosion was discussed. The City stated their preference for stitch piers because of the undesirable impact of installing sheet piles including the size of equipment, and noise and vibration associated with driving sheet piles.

Stitch piers will be installed along the top of the existing creek bank on Lot 8 through 14 to reduce the potential for creek bank erosion impacting the backyards of these lots. The stitch piers are not intended to prevent erosion of the creek bank soil in front of the piers. The stitch piers, together with the hardscape and area drains discussed in the section above, are intended to address the City's review comment regarding creek bank erosion, and to allow the hardscape in the backyards of Lots 8 through 14 to extend to the stitch piers. Stitch piers should consist of drilled, cast-in-place, reinforced concrete piers. Refer to Section 6.8 below for recommendations for design of the stitch piers.

5.6 Expansion Potential of Surficial Soils

The surface and near-surface soils encountered in our drill holes consist generally of silty sand with gravel. These granular soils have a low expansion potential; therefore, soil expansion should not be a significant concern at this site.

5.7 Existing Improvements

Existing improvements at the site include miscellaneous structures, sheds, trailers, containers, underground utilities, isolated trees, and possibly old wells, septic tanks, and leach fields. Prior to construction, the existing structures and improvements should be removed and the resulting

excavations should be properly backfilled with engineered fill under the observation and testing of the project Geotechnical Engineer.

6 GEOTECHNICAL RECOMMENDATIONS

6.1 Building Set-back

The inclination of the existing creek bank along Lots 8 through 14 is between roughly 1.5:1 (h:v) and 1.9:1 (h:v), with an average of about 1.6:1 (h:v). For this project, buildings should be set back at least 10 feet beyond the crest of the projected 2:1 (h:v) bank from the toe of the existing creek bank, as shown in Figure 5 of this report.

Stitch piers will be installed along the top of the existing creek bank; therefore, the exterior concrete slabs in the backyards of Lots 8 through 14 may extend to the stitch piers.

Our review of the Preliminary Grading and Drainage Plan prepared by RJA, dated May 26, 2022, included in the Vesting Tentative Map package, indicates the proposed houses on Lots 8 through 14 will be located at least 20 feet from the top of the existing creek bank, per City's review letter dated February 25, 2022. Based on our assessment, this 20-foot setback from top of existing creek bank meets our recommended 10-foot setback from the crest of the projected 2:1 (h:v) bank from existing toe of bank.

6.2 Earthwork

6.2.1 Site Preparation, Clearing and Stripping

Prior to grading, construction areas should be cleared of all structures and foundations, obstructions, deleterious materials, abandoned or designated utility lines, designated trees, and other below grade obstacles encountered during the clearing operation. Tree stumps should be grubbed. Roots with diameter of about 1 inch or larger or length of about 3 feet or longer should be removed. Depressions, excavations, and holes that extend below the planned finish grades should be cleaned and backfilled with engineered fill compacted to the requirements given under the section of "Engineered Fill Placement and Compaction."

After clearing, the site should be stripped to sufficient depth to remove vegetation and organic-laden topsoil. Stripped material may be stockpiled for use in landscape areas if approved by the project landscape architect; otherwise, it should be removed from the site. For planning purposes, an estimated stripping depth of 2 to 4 inches may be assumed in unpaved areas. The actual stripping depth should be determined in the field by the Geotechnical Engineer at the time of construction.

6.2.2 Excavation, Temporary Construction Slopes, and Shoring

Excavations for this project are expected to include demolition excavations, over-excavation of loose and disturbed soils, cuts to achieve design grades and to construct the basements, trenching to construct new underground utilities, and foundation excavations. Excavations and temporary construction slopes should be constructed in accordance with the current CAL-OSHA

safety standards and local jurisdiction. The stability and safety of excavations, braced or unbraced, is the responsibility of the contractor. Care should be exercised when excavating in the proximity of existing structures and improvements.

Contractors are responsible for the design, installation, maintenance, and removal of temporary shoring and bracing systems. The presence of existing structures, pavements, and underground utilities must be incorporated in the design of the shoring and bracing systems.

Trench excavations adjacent to existing or proposed foundations should be above an imaginary plane having an inclination of 1½:1 (horizontal to vertical) extending down from the bottom edge of the foundations.

6.2.3 Subgrade Preparation

In areas to receive engineered fills, foundations, concrete slabs-on-grade, and pavements, the subgrade soils should be scarified to a depth of 12 inches, moisture-conditioned, and compacted in accordance with the recommendations given in the "Engineered Fill Placement and Compaction" section below. In building and concrete slab-on-grade areas, subgrade preparation should extend a minimum of 5 feet horizontally beyond the limits of the proposed structures and any adjoining flatwork, unless it is restricted by existing improvements. In pavement areas, subgrade preparation should extend a minimum of 3 feet beyond the back of the curbs or pavements.

Prepared soil subgrades should be non-yielding when proof-rolled by a fully loaded water truck or similar weight equipment. Moisture conditioning of subgrade soils should consist of adding water if the soils are too dry and allowing the soils to dry if the soils are too wet. After the subgrades are properly prepared, the areas may be raised to design grades by placement of engineered fill.

Wet soils should be anticipated during and after rainy months. Where encountered, unstable, wet or soft soil will require processing before compaction can be achieved. If construction schedule does not allow for air-drying, other means such as lime or cement treatment of the soil or excavation and replacement with suitable material may be considered. Geotextile fabrics may also be used to help stabilize the subgrade. The method to be used should be determined at the time of construction based on the actual site conditions. We recommend obtaining unit prices for subgrade stabilization during the construction bid process.

6.2.4 Materials for Fill

In general, on-site soils with an organic content of less than 3 percent by weight, free of deleterious materials or hazardous substances, and meeting the gradation requirements below may be used as engineered fill except where special material is required.

Engineered fill material should not contain rocks or lumps larger than 3 inches in greatest

dimension, should not contain more than 15 percent of the material larger than 1½ inches, and should contain at least 20 percent passing the No. 200 sieve. In addition to these requirements, import fill should have a low expansion potential as indicated by Plasticity Index of 15 or less (per ASTM D4318), or Expansion Index of less than 20 (per ASTM D4829).

All fills should be approved by the project Geotechnical Engineer prior to delivery to the site. At least 5 working days prior to importing to the site, a representative sample of the proposed import fill should be delivered to our laboratory for evaluation. Import fills should be tested and approved for residential use per the California Department of Toxic Substances Control (DTSC) guidelines.

6.2.5 Engineered Fill Placement and Compaction

Engineered fill should be placed in horizontal lifts each not exceeding 8 inches in thickness, moisture conditioned to the required moisture content, and mechanically compacted to the recommendations below. Relative compaction or compaction is defined as the in-place dry density of the compacted soil divided by the laboratory maximum dry density as determined by ASTM Test Method D1557, latest edition, expressed as a percentage. Moisture conditioning of soils should consist of adding water to the soils if they are too dry and allowing the soils to dry if they are too wet.

Engineered fills consisting of on-site or imported soils should be compacted to at least 90 percent relative compaction with moisture content between about 1 and 3 percent above the laboratory optimum value. In pavement areas, the upper 8 inches of subgrade soil should be compacted to a minimum of 95 percent relative compaction. Aggregate base in vehicle pavement areas should be compacted at slightly above the optimum moisture content to a minimum of 95 percent relative compaction.

6.2.6 Utility Trench Backfill

Backfilling of utility trenches in public right-of-way and street areas should comply with City of Pleasanton Standard Specifications and Details, November 2016.

Backfilling of utility trenches in private areas may consist of pipe bedding extending from the bottom of the trench to about 1 foot above the top of pipe and backfill material above. Pipe bedding may consist of free-draining sand (less than 5% passing a No. 200 sieve), lean concrete or sand cement slurry. Sand, if used as bedding, should be compacted to a minimum of 90 percent relative compaction.

Above the pipe bedding, utility trenches may be backfilled with on-site soil or imported soil. Trench backfill above the pipe bedding should be compacted to the requirements given in the section of "Engineered Fill Placement and Compaction." Trench backfill should be capped with at least 12 inches of compacted, on-site soil similar to that of the adjoining subgrade. The backfill material should be placed in lifts not exceeding about 6 inches in uncompacted thickness.

Thinner lifts may be necessary to achieve the recommended level of compaction of the backfill due to equipment limitations. Compaction should be performed by mechanical means only. Water jetting or flooding to attain compaction of backfill should not be permitted.

6.2.7 Considerations for Soil Moisture and Seepage Control

Subgrade soil and engineered fill should be compacted at moisture content meeting our recommendations. Consideration should be given to reducing the potential for water infiltration from the exterior to under the buildings through utility lines crossing the building perimeter. In utility lines crossing beneath perimeter foundations, permeable backfill should be terminated at least 1 foot outside of the perimeter foundation. Impermeable material, such as concrete or clay soil, should be used for the entire trench depth to act as a seepage cutoff.

Where concrete slabs or pavements abut against landscaped areas, the base rock layer and subgrade soil should be protected against saturation. Water if allowed to seep into the subgrade soil or pavement section could reduce the service life of the improvements. Methods that may be considered to reduce infiltration of water include: 1) subdrains installed behind curbs and slabs in landscape areas; 2) vertical cut-offs, such as a deepened curb section, or equivalent, extending at least 2 inches into the subgrade soil; and 3) use of a drip or controlled irrigation system for landscape watering.

6.2.8 Wet Weather Construction

If site grading and construction is to be performed during the winter rainy months, the owner and contractors should be fully aware of the potential impact of wet weather. Rainstorms can cause delay to construction and damage to previously completed work by saturating compacted pads or subgrades, or flooding excavations.

Earthwork during rainy months will require extra effort and caution by the contractors. The contractors are responsible for protecting their work to avoid damage by rainwater. Standing pools of water should be pumped out immediately. Construction during wet weather conditions should be addressed in the project construction bid documents and/or specifications. We recommend the contractors submit a wet weather construction plan outlining procedures they will employ to protect their work and to minimize damage to their work by rainstorms.

6.3 Foundations

6.3.1 General

The Geotechnical Engineer should review the foundation plans and details before construction and observe the foundation excavations during construction to determine if the foundation excavations extend into suitable bearing material. Prior to placement of concrete, foundation excavations should be cleaned of loose soils. If unsuitable soils are encountered in the foundation excavations, the soils should be removed as recommended by our Geotechnical

Engineer and replaced with approved material such as compacted engineered fill or lean concrete.

Foundation excavations should not be allowed to dry before placement of concrete. If visible cracks appear in the foundation excavations, the excavations should be thoroughly moisture conditioned beginning at least 2 days prior to placement of concrete to close all cracks. It is also important that the base of the foundation excavations not be allowed to become excessively wet, resulting in soft soils. Water should not be allowed to pond in the bottom of the excavations. Areas that become water damaged should be over-excavated to a firm base. The foundation excavations should be monitored by our representative for compliance with appropriate moisture control and to confirm the adequacy of the bearing materials.

6.3.2 Post-tensioned Slabs (Residential Buildings)

The proposed residential structures may be supported on post-tensioned (PT) slab foundations bearing on properly moisture-conditioned and compacted soil subgrades. Preparation of soil subgrade, moisture conditioning, and compaction of soil and engineered fill should be as recommended in the “Earthwork” section (Section 6.2) of this report.

The following parameters may be used with the 2004 PTI “Design of Post-Tensioned Slabs-on-Ground, Third Edition” manual for design of the PT slabs.

Table 6.3.2-1: Parameters for Design of Post-tensioned Slabs Constructed on Native Subgrade Soil		
Parameters	Scenario 1 – PT on native soil	Scenario 2 – PT with effects from liquefaction-induced settlements
e_m (center lift)	9 feet	9 feet
e_m (edge lift)	5 feet	9 feet
y_m (center lift)	0.25 inch	2 inches
y_m (edge lift)	0.25 inch	2 inches

Allowable soil bearing pressure = 2,000 psf for dead plus live loads, with a one-third increase when including transient loads, such as wind or seismic

A deepened edge, minimum 6 inches wide, should be constructed along the perimeter of the PT slabs. The deepened edge should extend to at least 18 inches below the bottom of the PT slabs. The deepened edge can help reduce moisture infiltration to under the PT slabs.

Where interior building grades are higher than the exterior grades, the perimeter foundation elements should be designed to resist the lateral soil pressure and surcharge loads acting on the foundations. The bottom of the perimeter foundations should extend at least 18 inches below the lowest finish grades, excluding landscaping soils which are typically not compacted and should not be considered for structural support.

We understand the PT slabs will be constructed on 1 to 2 inches of sand over a 15-mil visqueen

vapor barrier over compacted subgrade soil. Sand has been used for protection of the vapor barrier during construction and to allow dissipation of concrete mix water during curing. The use of sand, or equivalent material, should be determined by the project structural engineer or architect. A lower water-cement ratio (0.45 to 0.50) will help reduce the permeability of the concrete and, hence, vapor transmission through the slabs.

Settlements under building loads are expected to be primarily elastic. Post construction total and differential settlements of the PT slabs under non-seismic conditions are anticipated to be less than 1 and ½ inch, respectively. Refer to the “Liquefaction” section of this report for additional liquefaction-induced ground settlement.

6.3.3 Structural Mats (Commercial Buildings)

The proposed commercial buildings may each be supported on a structural mat foundation bearing on properly moisture-conditioned and compacted soil subgrades. Preparation of soil subgrade, moisture conditioning, and compaction of soil and engineered fill should be as recommended in the “Earthwork” section (Section 6.2) of this report.

The mats may be designed using a net allowable soil bearing pressure of 2,000 psf due to dead plus live loads, with a one-third increase when including transient loads such as wind or seismic. The mats should have a thickness of at least 10 inches. A vertical modulus of subgrade reaction, K_{v1} , of 75 psi/in may be used in design of the mat.

Resistance to lateral loads may be developed from friction between the bottom of the mats and the supporting subgrade. Mats bearing on undisturbed on-site soil or engineered fill may be designed using an ultimate friction coefficient of 0.25 between the mats and supporting subgrade.

The mats should be designed for a total post-construction settlement of 2 inches, with about 1 inch of differential settlement over a distance of about 25 feet.

To reduce the potential for water infiltration from the exterior to under the mats, the perimeter of the mats should be thickened to serve as a water cut-off. The bottom of the thickened edges should extend at least 18 inches below lowest adjacent finish grade and have a width of at least 6 inches. Please note the thickened edges are not intended to be structural elements of the mat foundations unless as designed by the structural engineer.

6.3.4 Grid Foundations (Commercial Buildings)

In lieu of structural mats, the proposed commercial buildings may each be supported on a grid foundation system consisting of structurally interconnected continuous footings in a grid pattern (isolated footings are not recommended). The foundations should bear on engineered fill or undisturbed on-site soil. Preparation of soil subgrade, moisture conditioning, and compaction of soil and engineered fill should be as recommended in the “Earthwork” section (Section 6.2) of

this report.

The continuous footings may be designed for a net allowable bearing pressure of 3,000 pounds per square foot (psf) due to dead plus live loads, with a one-third increase when including transient loads such as wind or seismic. The footing bottom should be at least 24 inches below pad grade or lowest adjacent finish grade, whichever provides a deeper embedment. Footings should be at least 12 inches wide. The continuous footings should be structurally interconnected to form a grid system for increase rigidity. Spacing between continuous footings should be between 13 and 17 feet, center to center. Footings should be reinforced as determined by the project Structural Engineer.

Resistance to lateral loads may be developed from a combination of friction between the bottom of foundations and the supporting subgrade, and by passive resistance acting against the vertical sides of the foundations. Footings bearing on native soil or engineered fill may be designed using an ultimate friction coefficient of 0.3 between the foundations and supporting subgrade, and an ultimate passive resistance of 300 pounds per cubic foot (pcf, equivalent fluid weight) acting against the embedded sides of the foundations. The passive pressure can be assumed to act starting at the top of the lowest adjacent grade in paved areas. In unpaved areas, the passive pressure can be assumed to act starting at a depth of 1 foot below grade. It should be noted that the passive resistance value discussed above is only applicable where the concrete is placed directly against undisturbed soil or engineered fills. Voids created by the use of forms should be backfilled with properly compacted engineered fill or with concrete.

The continuous footing systems should be designed for a total post-construction settlement of 2 inches, with about 1 inch of differential settlement over a distance of about 25 feet.

To maintain the desired support, the bottom of footings adjacent to utility trenches or buried structures should be below an imaginary plane having an inclination of 1.5 horizontal to 1 vertical, extending upward from the bottom edge of the adjacent utility trenches or structures. If the footings are closer than the recommended distance, the project Geotechnical Engineer should be consulted for recommendations.

6.3.5 Conventional Footings (Retaining Walls, etc.)

Footings, continuous and isolated, may be used to support auxiliary structures such as site retaining walls. Footings should bear on undisturbed native soil and/or properly compacted engineered fill. Preparation of soil subgrade, moisture conditioning, and compaction of soil and engineered fill should be as recommended in the "Earthwork" section (Section 6.2) of this report.

These footings may be designed using the parameters given under Section 6.3.4 above except that the footing embedment depth may be reduced to at least 18 inches below pad grade or lowest adjacent finish grade, whichever provides a deeper embedment.

6.4 Concrete Slabs-on-Grade

6.4.1 Interior Slabs-on-grade

The interior building slabs of the residential buildings will be the post-tensioned slabs.

If grid foundations are used for the commercial buildings, the building floors may consist of conventional concrete slabs-on-grade. Concrete slabs-on-grade should be constructed over properly water conditioned and compacted subgrade soil, prepared per our recommendations in the “Earthwork” section (Section 6.2) of this report. Soil subgrades MUST be maintained in a moist condition prior to placement of concrete for the concrete slabs. Design of reinforcement, joint spacing, etc. is the responsibility of the design engineer.

Slabs that will be covered with moisture sensitive floor coverings or where vapor transmission through the slab is undesirable should be underlain by at least 4 inches of capillary break material such as free draining, ¾-inch by No. 4 clean crushed rock. A visqueen layer should be placed over the capillary break material. The visqueen should be a high-quality polymer at least 15 mils thick that is resistant to puncture during slab construction. Laps between sheets and openings should be taped. Typically, the membrane and the slab are separated by 2 inches of sand but this should be determined by the structural engineer and architect.

A lower water-cement ratio (0.45 to 0.50) will also help reduce the permeability of the floor slab. It should be understood that the recommended plastic membrane is not intended to waterproof the concrete slab floor. If waterproofing is desired, the project designers and/or a flooring expert should be contacted.

6.4.2 Exterior Concrete Slabs-on-grade

Exterior concrete slabs-on-grade for this project will be limited to driveways and exterior flatwork. These slabs should be constructed on properly moisture conditioned and compacted subgrade soil as recommended in the “Earthwork” section (Section 6.2) of this report. Soil subgrades should be maintained in a moist condition prior to placement of concrete for the concrete slabs. Design of reinforcement, joint spacing, etc. is the responsibility of the design engineer.

Exterior concrete slabs-on-grade should be cast free from adjacent foundations or other non-heaving edge restraints. This may be accomplished by using a strip of 1/2-inch asphalt-impregnated felt divider material between the slab edges and the adjacent structure. Frequent construction or control joints should be provided in all concrete slabs where cracking is objectionable. Continuous reinforcing or dowels at the construction and control joints will also aid in reducing uneven slab movements.

6.5 Retaining Walls

Retaining walls will include the basement perimeter walls about 5 feet high and landscaping walls with exposed height on the order of 2 feet. Retaining walls should be designed to resist lateral earth pressure and surcharge forces acting on the walls. Lateral pressures will depend on the degree of movement the walls are allowed (or desired), the type of backfill, the magnitude of external loads, and subsurface drainage provisions.

For static loading conditions, the walls may be designed using at-rest or active soil pressure. At-rest soil pressure should be used for walls where movement at the top of walls is restrained or undesirable, such as the basement walls. Wall movements could cause settlement of backfill and structures supported on the backfill. Active soil pressure may be used for retaining walls where the top of walls is free to deflect and resulting movement of the backfill is acceptable. The at-rest and active soil pressures given below are for level backfill surface and for either drained or undrained backfill condition.

Table 6.5-1: Recommended Lateral Soil Pressures (Equivalent Fluid Weights) for Level Ground		
Condition	Drained Backfill⁽¹⁾	Undrained Backfill⁽²⁾
Active ⁽³⁾	45 pcf	82 pcf
At-rest	55 pcf	92 pcf
Seismic surcharge ⁽⁴⁾	28 pcf	28 pcf
Notes: 1. Lateral soil pressures for drained backfill may be used above groundwater level with drainage provided behind walls. 2. Lateral soil pressures for undrained backfill should be used below groundwater level or where drainage is not provided behind walls. 3. To develop active soil pressures, wall movements of about 0.005H to 0.01H may be necessary for cohesive soils, with up to 0.005H for cohesionless soils. 4. Seismic surcharge, if required per building code or structural design, should be applied as an inverted equivalent fluid pressure (inverted triangle) with the resultant force at 0.6H above the wall bottom (H is the height of the design plane from the wall bottom to the ground surface above).		

Pressures due to static external loads should be added to the soil pressures recommended above in the wall design. For uniform vertical load at the ground surface, the additional lateral pressure on the walls should be calculated as a uniform pressure equal to the magnitude of the vertical load multiplied by a factor. For level backfill slope, the factor is 0.38 for active soil condition and 0.5 for at-rest soil condition. For other slope inclinations and other types of surcharge loads, such as vehicle loads, point loads, strip loads, consult our office for specific recommendations.

Foundations for retaining walls may consist of footings designed using the recommendations in the Foundations Section 6.3.5 of this report.

Wall Drains (drained backfill condition): For walls designed using lateral soil pressures under drained backfill condition, a subsurface drain should be installed behind each wall extending from

the wall bottom to about 1 foot below finished grade. The drain should consist of a 12-inch minimum wide blanket of drainage material consisting of either Class 2 Permeable material (Caltrans Standard Specifications, Section 68) or clean, 1/2 to 3/4-inch maximum size crushed rock or gravel. If crushed rock or gravel is used, it should be encapsulated in a geotextile filter fabric, such as Mirafi 140N or equivalent. Filter fabric is optional if Class 2 Permeable material is used. The top 1 foot below finish grade should be backfilled with compacted clayey soil to reduce infiltration of surface water.

A 4-inch minimum diameter, perforated, schedule 40 PVC (or equivalent) pipe should be installed (with perforations facing down) along the base of each wall on a 2-inch thick bed of drain rock, regardless whether drain rock or pre-fabricated drainage panel is used. The pipes should be sloped to drain by gravity to a proper collection system and be discharged at a proper outlet as designed by the project Civil Engineer.

Wall Compaction: Backfill against retaining walls should be compacted as discussed in the “Earthwork” Section of this report. Over-compaction should be avoided because increased compaction effort can result in lateral pressures significantly higher than those recommended above. Backfill placed within 3 feet of the walls should be compacted with hand-operated equipment.

6.6 Vehicle Pavements

Vehicle pavements for this project will include an interior street, access drives, and the commercial parking lot. These pavements will primarily serve automobiles and light pickup trucks, with occasional heavy vehicles, such as delivery and garbage trucks. If the pavements are constructed prior to completion of construction, the pavements will be subject to construction traffic including heavy delivery and concrete trucks.

An R-value of 38 was measured on a bulk sample of soil collected from the site. For design purposes, an R-value of 25 was used to calculate the pavement sections tabulated below using the Caltrans pavement section design procedures.

DESIGN TRAFFIC INDEX	HOT MIX ASPHALT (inches)	CLASS 2 AGGREGATE BASE (inches)	TOTAL (inches)
5.0	3.0	6.5	9.5
5.5	3.0	8.0	11.0
6.0	3.5	8.5	12.0
6.5	3.5	10.0	13.5

Pavement sections should be constructed on soil subgrades that have been prepared as outlined in the “Earthwork” section of this report. The upper 8 inches of soil subgrade in pavement areas should be compacted to a minimum of 95 percent relative compaction. The full section of aggregate base and aggregate subbase should be compacted to a minimum of 95 percent relative compaction. Evaluation of relative compaction should be based on ASTM D1557, latest edition.

The Class 2 Aggregate Base material should conform to Section 26 of the Caltrans Standard Specifications and the Class 2 Aggregate Subbase material should conform to Section 25 of the Caltrans Standard Specifications.

6.7 Surface and Subsurface Drainage

Engineering design of grading and drainage at the site is the responsibility of the project Civil Engineer. We suggest the following for consideration by the project Civil Engineer, as appropriate.

Sufficient surface drainage should be provided to direct water away from buildings, foundations, concrete slabs-on-grade and pavements, and towards suitable collection and discharge facilities. Ponding of surface water should be avoided by establishing positive drainage away from all improvements.

6.8 Stitch Piers Along Existing Creek Bank

As discussed in Section 5.5 above, stitch piers will be installed along the top of the existing creek bank. Stitch piers should consist of drilled, cast-in-place, reinforced concrete piers. Minimum pier diameter should be 24 inches. Center to center spacing between piers should be no more than 2 times of the pier diameter. The upper portion of the stitch piers above the toe of creek bank elevation should be designed to retain the soil and surcharge forces behind the piers, with recommendations in Section 6.5 “Retaining Walls” above. Resistance to vertical and lateral loads should be from the lower portion of the piers below the toe of creek bank elevation.

For vertical dead plus live loading, a net allowable adhesion value of 500 pounds per square foot may be assumed along the pier shafts. This value may be increased by one-third when including transient loads, such as wind or seismic. The upper portion of the piers above the bottom of creek bank elevation should be ignored in the calculation of vertical pier capacity. End bearing capacity of the piers should also be ignored.

The lateral load capacity of a stitch pier is a function of the stiffness of the surrounding soils, the stiffness of the pier, the allowable deflection at the top of the pier, the allowable moment capacity of the pier cross section, and the pier top connection (fixed head vs. free head). Table 6.8-1 below provides soil parameters for use in L-Pile analysis of the stitch piers.

Table 6.8-1 L-Pile Parameters for Drilled Stitch Piers ⁽¹⁾							
Depth Below Ground Surface (feet)	L-Pile Soil Type	SPT N _{1,60} (blows/ft)	Ø (degrees)	Cu (psf)	ε ₅₀	K (pci)	Unit Weight (pcf)
Static Condition							
0 – 21	Sand	neglect	---	---	---	---	---
21 – 25 ⁽²⁾	Sand	60	36	0	---	400	121
25 – 50	Sand	63	36	0	---	200	58 ⁽³⁾
Liquefaction Condition							
0 – 21	Sand	neglect	---	---	---	---	---

Table 6.8-1 L-Pile Parameters for Drilled Stitch Piers⁽¹⁾							
Depth Below Ground Surface (feet)	L-Pile Soil Type	SPT N_{1,60} (blows/ft)	Ø (degrees)	Cu (psf)	ε₅₀	K (pci)	Unit Weight (pcf)
21 – 25 ⁽²⁾	Sand	---	0	1500 ⁽⁴⁾	0.0071	200	121
25 – 50	Sand	---	0	2000 ⁽⁴⁾	0.0063	250	58 ⁽³⁾
Notes: 1. Parameters based on CPT-2 and CPT-3. 2. Groundwater at 25 feet. 3. Buoyant unit weight below groundwater. 4. Undrained shear strength estimated by CLiq on CPT-2 and CPT-3.							

If water is encountered in the pier holes, concrete should be placed using the “tremie” method to displace the water to the surface.

7 PLAN REVIEW, EARTHWORK AND FOUNDATION OBSERVATION

Post-report geotechnical services by Geo-Logic Associates (GLA), typically consisting of pre-construction design consultations and reviews and construction observation and testing services, are necessary for GLA to confirm the recommendations contained in this report. This report is based on limited sampling and investigation, and by those constraints may not have discovered local anomalies or other varying conditions that may exist on the project site. Therefore, this report is only preliminary until GLA can confirm that actual conditions in the ground conform to those anticipated in the report. Accordingly, as an integral part of this report, GLA recommends post-report, construction related geotechnical services to assist the project team during design and construction of the project. GLA requires that it perform these services if it is to remain as the project Geotechnical Engineer-of-record.

During design, GLA can provide consultation and supplemental recommendations to assist the project team in design and value engineering, especially if the project design has been modified after completion of our report. It is impossible for us to anticipate every design scenario and use of construction materials during preparation of our report. Therefore, retaining GLA to provide post-report consultation will help address design changes, answer questions and evaluate alternatives proposed by the project designers and contractors.

Prior to issuing project plans and specifications for construction bidding purposes, GLA should review the grading, drainage and foundation plans and the project specifications to determine if the intent of our recommendations has been incorporated in these documents. We have found that such a review process will help reduce the likelihood of misinterpretation of our recommendations which may cause construction delay and additional cost.

Construction phase services can include, among other things, the observation and testing during site clearing, stripping, excavation, mass grading, subgrade preparation, fill placement and compaction, backfill compaction, foundation construction and pavement construction activities.

Geo-Logic Associates would be pleased to provide cost proposals for follow-up geotechnical services. Post-report geotechnical services may include additional field and laboratory services.

8 LIMITATIONS

In preparing the findings and professional opinions presented in this report, Geo-Logic Associates (GLA) has endeavored to follow generally accepted principles and practices of the engineering geologic and geotechnical engineering professions in the area and at the time our services were performed. No warranty, either express or implied, is provided.

The conclusions and recommendations contained in this report are based, in part, on information that has been provided to us. In the event that the general development concept or general location and type of structures are modified, our conclusions and recommendations shall not be considered valid unless we are retained to review such changes and to make any necessary additions or changes to our recommendations. To remain as the project Geotechnical Engineer-of-record, GLA must be retained to provide geotechnical services as discussed under the Post-report Geotechnical Services section of this report.

Subsurface exploration is necessarily confined to selected locations and conditions may, and often do, vary between these locations. Should conditions different from those described in this report be encountered during project development, GLA should be consulted to review the conditions and determine whether our recommendations are still valid. Additional exploration, testing, and analysis may be required for such evaluation.

Should persons concerned with this project observe geotechnical features or conditions at the site or surrounding areas which are different from those described in this report, those observations should be reported immediately to GLA for evaluation.

It is important that the information in this report be made known to the design professionals involved with the project, that our recommendations be incorporated into project drawings and documents, and that the recommendations be carried out during construction by the contractor and subcontractors. It is not the responsibility of GLA to notify the design professionals and the project contractors and subcontractors.

The findings, conclusions, and recommendations in this report are applicable only to the specific project development on this specific site. These data should not be used for other projects, sites, or purposes unless they are reviewed by GLA or a qualified geotechnical professional.

Report prepared by,

Geo-Logic Associates

Chalerm S. Liang

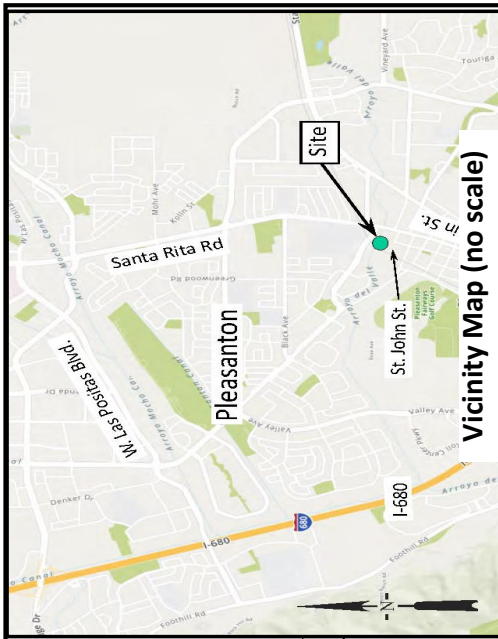
Chalerm (Beeson) Liang
GE 2031



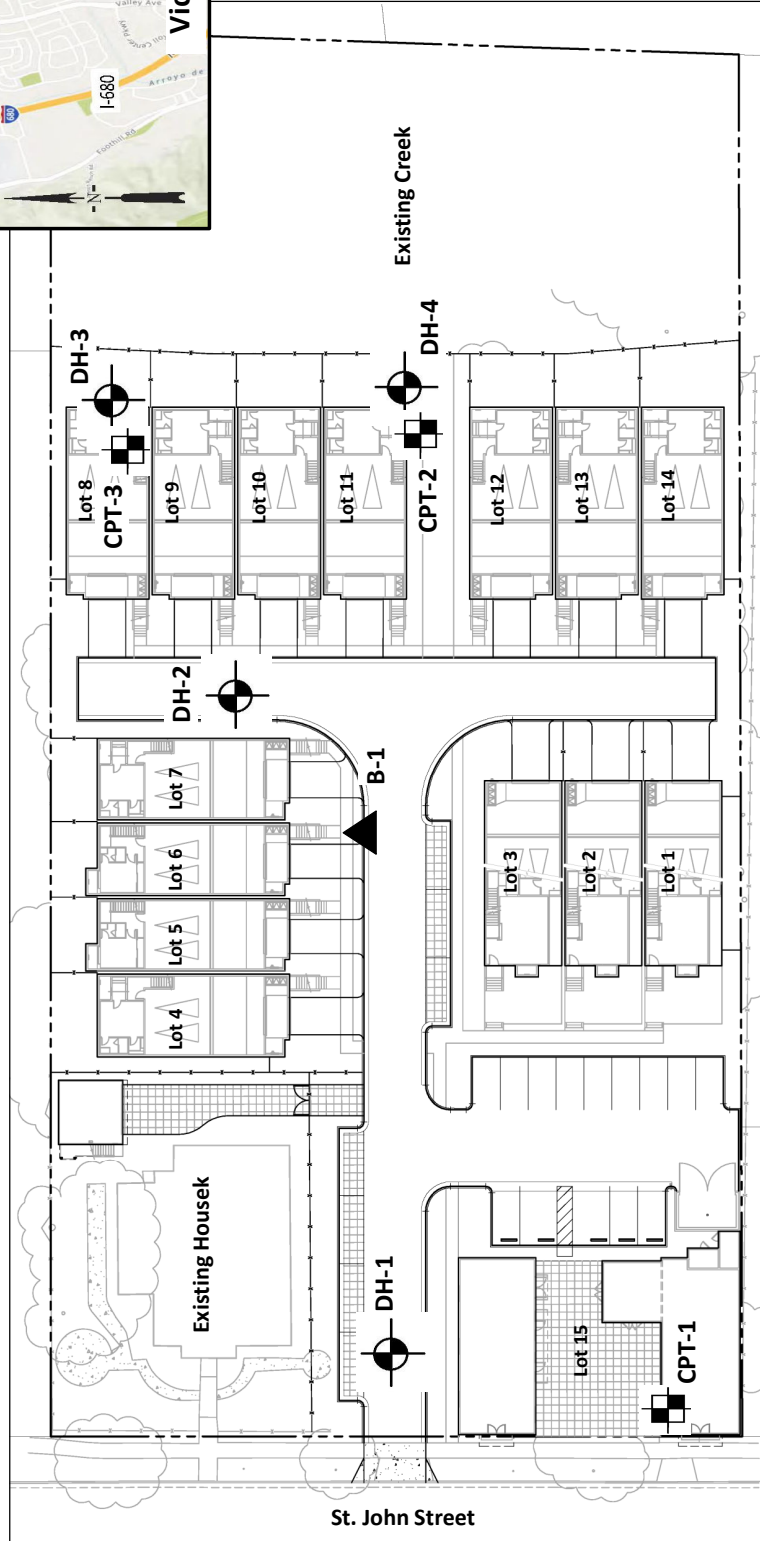
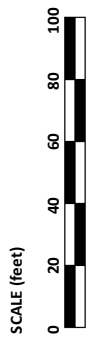
Fs/csl

Copy: Robson Homes, Richard Yee

FIGURES



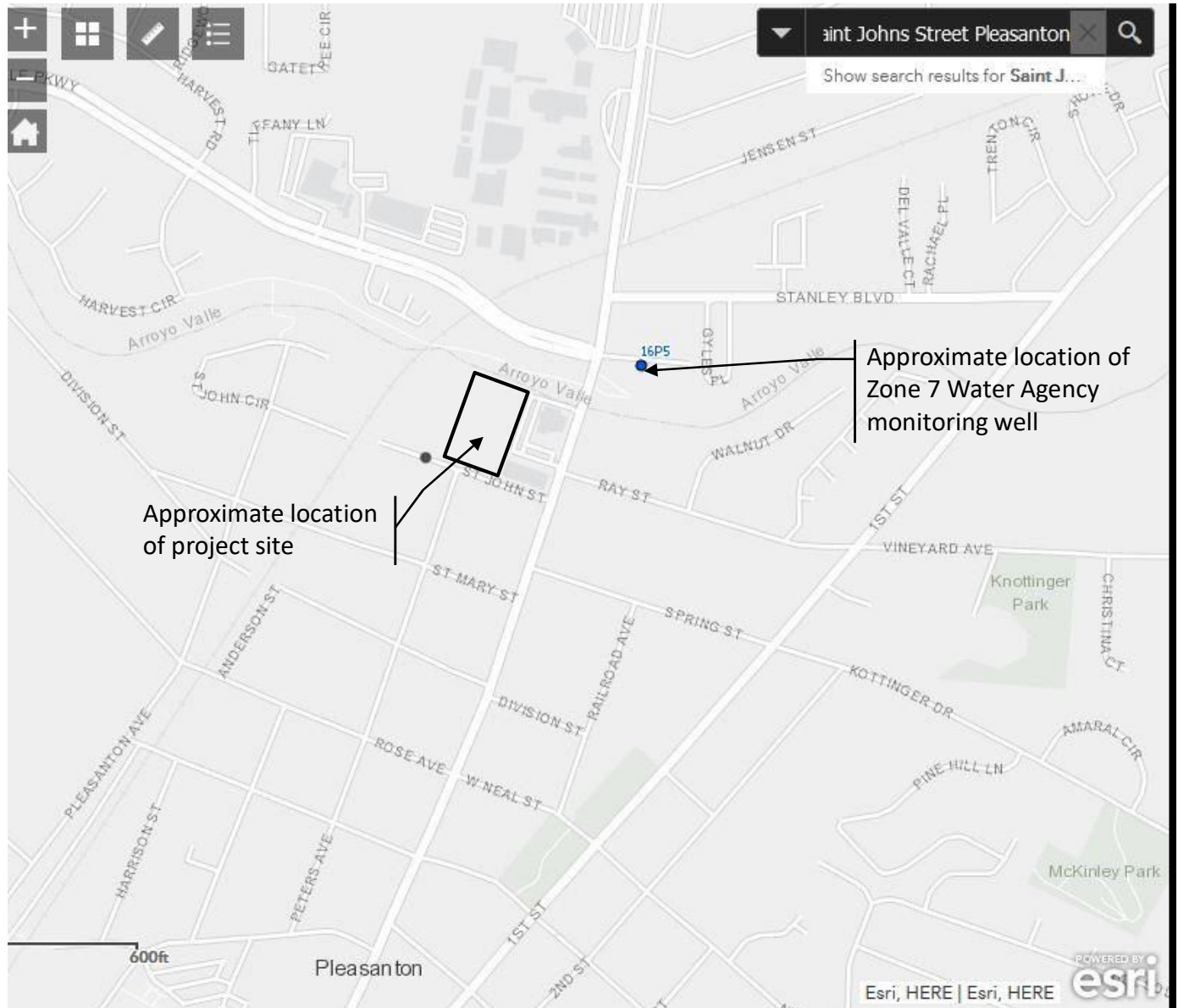
Vicinity Map (no scale)



- Explanation**
- DH-4 Exploratory drill hole
 - CPT-3 Cone penetration test hole
 - B-1 Bulk sample

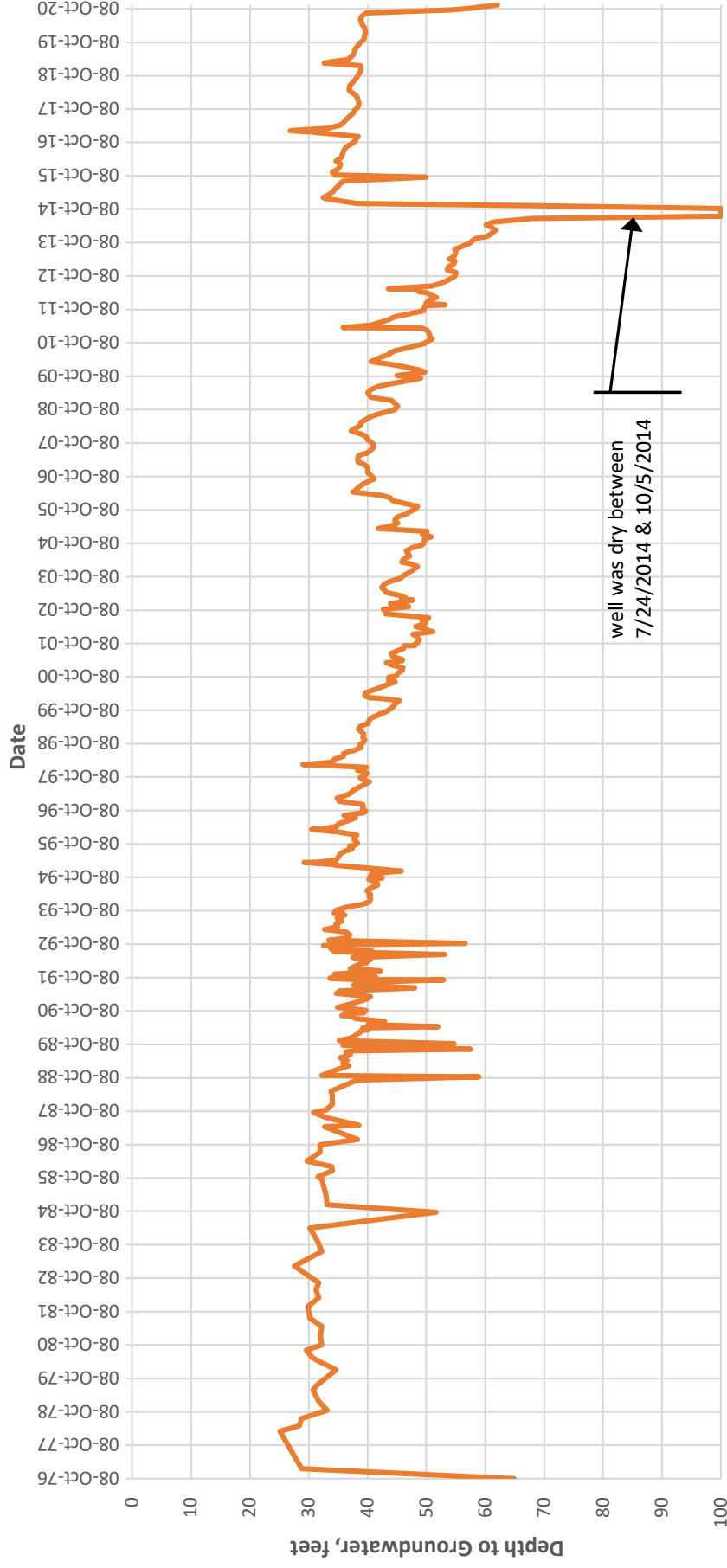
Base: Untitled and undated site layout drawing provided by Robson Homes on November 17, 2021.

	Drafted By: _____ Date: June 2022 Checked By: _____ Revision: _____		SITE PLAN (PROPOSED DEVELOPMENT) 475 & 493 ST. JOHN STREET PLEASANTON, CALIFORNIA	FIGURE 2
	6300 San Ignacio Avenue, Suite A San Jose, California 95119 Phone (408) 778-2818		PROJECT PA20.1055	



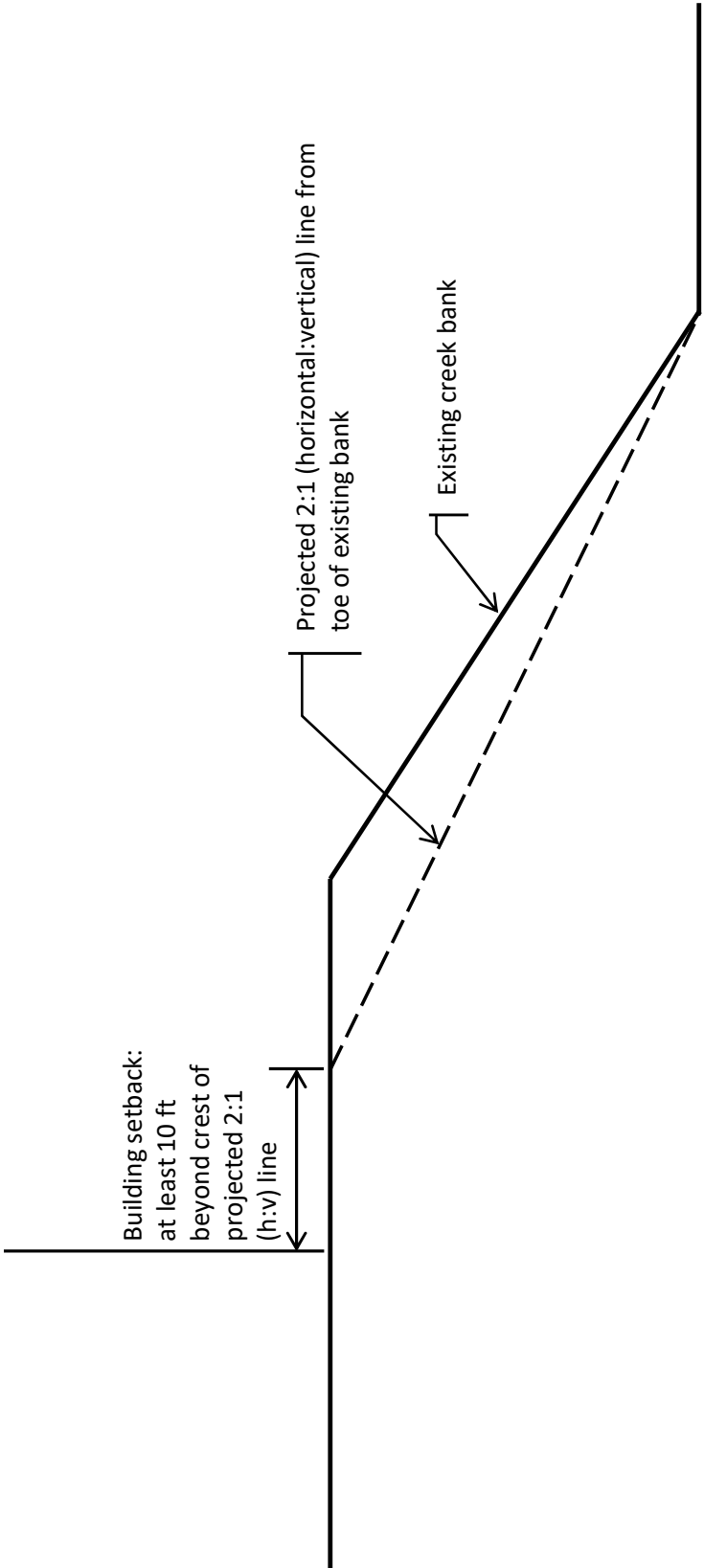
BASE: Map showing location of their monitoring well 16P5 provided by Zone 7 Water District, via email on December 15, 2020.

Geo-Logic ASSOCIATES		6300 San Ignacio Avenue, Suite A San Jose, California 95119 Phone (408) 778-2818	LOCATIONS OF PROJECT SITE AND ZONE 7 MONITORING WELL 16P5 475 & 493 ST. JOHN STREET PLEASANTON, CALIFORNIA	FIGURE 3 PROJECT PA20.1055
Compiled by:	Date:	June 2022		
Reviewed by:	Revision:			



- Notes:**
1. Well 16P5 was dry between 7/24/2014 and 10/5/2014.
 2. Top of well at elevation 354.51 feet. Bottom of well elevation unknown.
 3. Water level readings were typically taken monthly.

Geo-Logic ASSOCIATES 6300 San Ignacio Avenue Suite A San Jose, California 95119 Phone (408) 778-2812	Drafted By: BL	DEPTH TO GROUNDWATER ZONE 7 WELL 16P5 475 & 493 ST. JOHN STREET PLEASANTON, CALIFORNIA	FIGURE 4
	Date: June 2022		
	Checked By:		PROJECT PA20.1055
	Revision:		



Schematic Only – Not to Scale



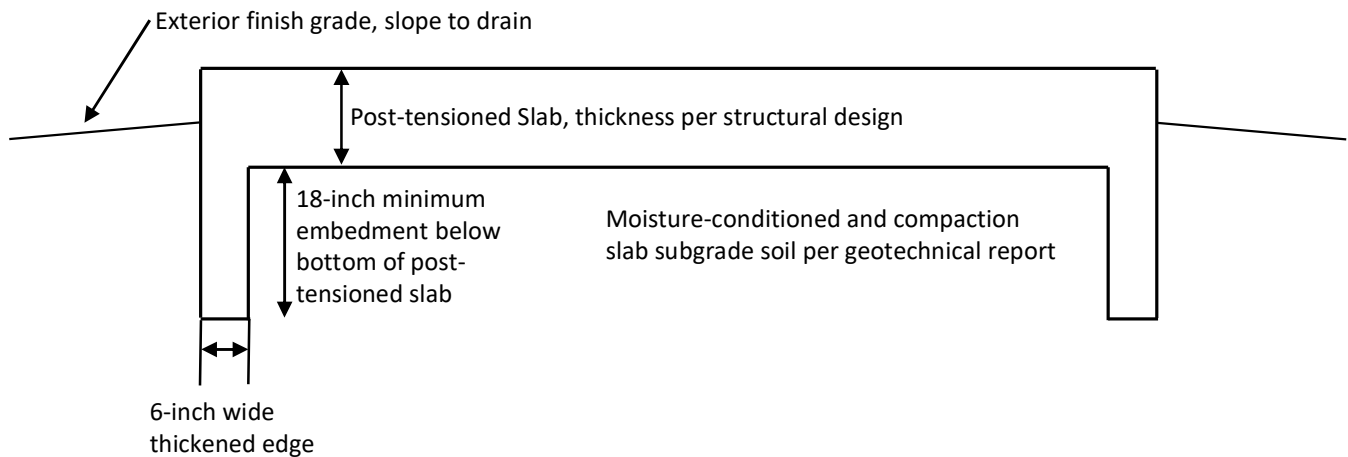
6300 San Ignacio Avenue, Suite A
San Jose, California 95119
Phone (408) 778-2818

Compiled by:
Reviewed by:

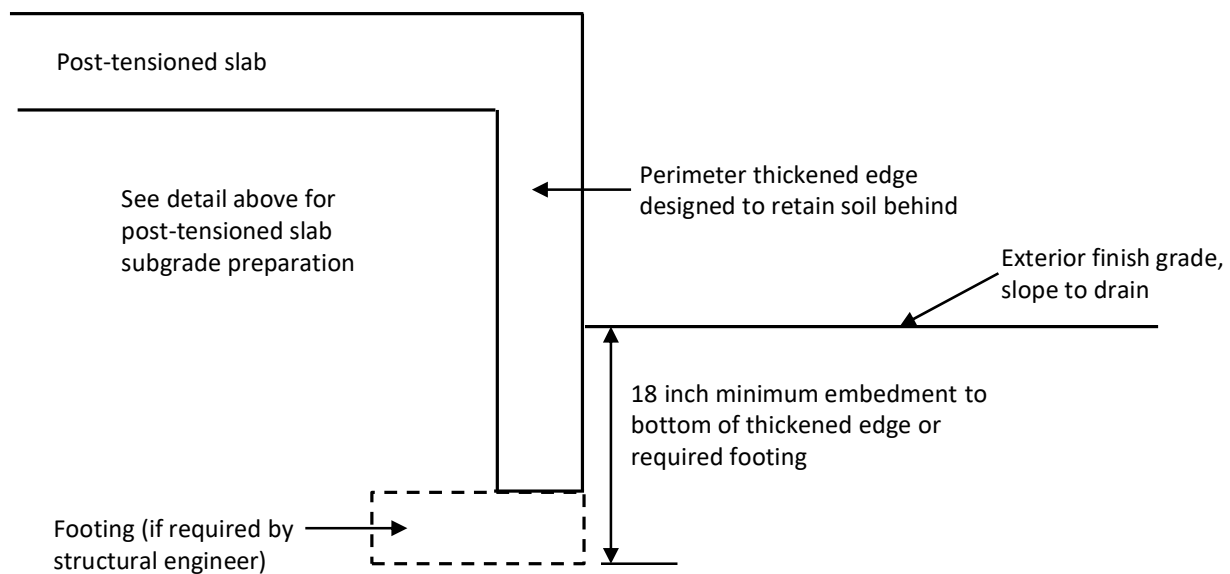
Date: June 2022
Revision:

RECOMMENDED BUILDING SETBACK
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

FIGURE
5
PROJECT
PA20.1055



Subgrade Preparation and Thickened Edge for Post-tensioned Slab Foundations



Foundation Embedment for Post-tensioned Slabs with Differential Grades

Note:

1. Refer to geotechnical report for detailed recommendations.

Schematic Only – Not to Scale

Geo-Logic
ASSOCIATES

6300 San Ignacio Avenue,
Suite A
San Jose, California 95119
Phone (408) 778-2818

**POST-TENSIONED SLAB
TYPICAL SECTION**
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

**FIGURE
6
PROJECT
PA20.1055**

Compiled by:

Date: June 2022

Reviewed by:

Revision:

APPENDIX A

KEYS TO SOIL CLASSIFICATION

DRILL HOLE LOGS,

AND

CONE PENETRATION TEST PLOTS

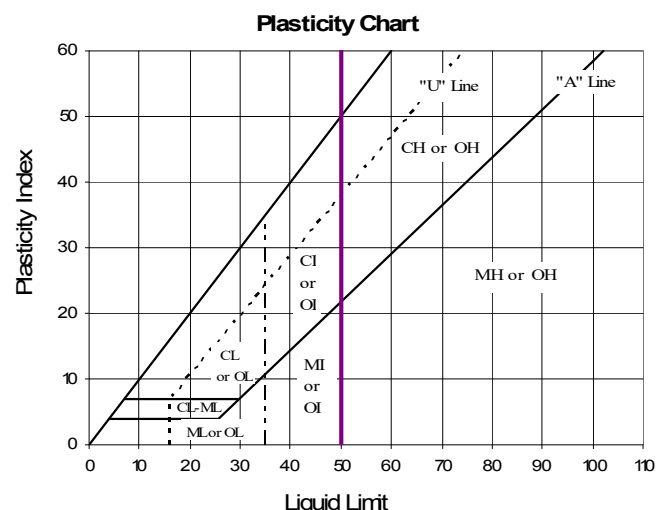
KEY TO SOIL CLASSIFICATION - FINE GRAINED SOILS
(50% OR MORE IS SMALLER THAN NO. 200 SIEVE SIZE)
(modified from ASTM D2487 to include fine grained soils with intermediate plasticity)

MAJOR DIVISIONS			GROUP SYMBOLS	GROUP NAMES
SILTS AND CLAYS (Liquid Limit less than 35) Low Plasticity	Inorganic	PI < 4 or plots below "A" line	ML	Silt, Silt with Sand or Gravel, Sandy or Gravelly Silt, Sandy or Gravelly Silt with Sand or Gravel
	Inorganic	PI > 7 or plots on or above "A" line	CL	Lean Clay, Lean Clay with Sand or Gravel, Sandy or Gravelly Lean Clay, Sandy or Gravelly Lean Clay with Sand or Gravel
	Inorganic	PI between 4 and 7	CL-ML	Silty Clay, Silty Clay with Sand or Gravel, Sandy or Gravelly Silty Clay, Sandy or Gravelly Silty Clay with Sand or Gravel
	Organic	See footnote 3	OL	Organic Silt (below "A" Line) or Organic Clay (on or above "A" Line) ^(1,2)
SILTS AND CLAYS (35 ≤ Liquid Limit < 50) Intermediate Plasticity	Inorganic	PI < 4 or plots below "A" line	MI	Silt, Silt with Sand or Gravel, Sandy or Gravelly Silt, Sandy or Gravelly Silt with Sand or Gravel
	Inorganic	PI > 7 or plots on or above "A" line	CI	Clay, Clay with Sand or Gravel, Sandy or Gravelly Clay, Sandy or Gravelly Clay with Sand or Gravel
	Organic	See footnote 3	OI	Organic Silt (below "A" Line) or Organic Clay (on or above "A" Line) ^(1,2)
SILTS AND CLAYS (Liquid Limit 50 or greater) High Plasticity	Inorganic	PI plots below "A" line	MH	Elastic Silt, Elastic Silt with Sand or Gravel, Sandy or Gravelly Elastic Silt, Sandy or Gravelly Elastic Silt with Sand or Gravel
	Inorganic	PI plots on or above "A" line	CH	Fat Clay, Fat Clay with Sand or Gravel, Sandy or Gravelly Fat Clay, Sandy or Gravelly Fat Clay with Sand or Gravel
	Organic	See note 3 below	OH	Organic Silt (below "A" Line) or Organic Clay (on or above "A" Line) ^(1,2)

1. If soil contains 15% to 29% plus No. 200 material, include "with sand" or "with gravel" to group name, whichever is predominant.
2. If soil contains ≥30% plus No. 200 material, include "sandy" or "gravelly" to group name, whichever is predominant. If soil contains ≥15% of sand or gravel sized material, add "with sand" or "with gravel" to group name.
3. Ratio of liquid limit of oven dried sample to liquid limit of not dried sample is less than 0.75.

CONSISTENCY	UNCONFINED SHEAR STRENGTH (KSF)	STANDARD PENETRATION (BLOWS/FOOT)
VERY SOFT	< 0.25	< 2
SOFT	0.25 – 0.5	2 – 4
FIRM	0.5 – 1.0	5 – 8
STIFF	1.0 – 2.0	9 – 15
VERY STIFF	2.0 – 4.0	16 – 30
HARD	> 4.0	> 30

MOISTURE	CRITERIA
Dry	Absence of moisture, dusty, dry to the touch
Moist	Damp, but no visible water
Wet	Visible free water, usually soil is below the water table



KEY TO SOIL CLASSIFICATION – COARSE GRAINED SOILS
(MORE THAN 50% IS LARGER THAN NO. 200 SIEVE SIZE)
(modified from ASTM D2487 to include fines with intermediate plasticity)

MAJOR DIVISIONS			GROUP SYMBOLS	GROUP NAMES ¹
GRAVELS (more than 50% of coarse fraction is larger than No. 4 sieve size)	Gravels with less than 5% fines	$Cu \geq 4$ and $1 \leq Cc \leq 3$	GW	Well Graded Gravel, Well Graded Gravel with Sand
		$Cu < 4$ and/or $1 > Cc > 3$	GP	Poorly Graded Gravel, Poorly Graded Gravel with Sand
	Gravels with 5% to 12% fines	ML, MI or MH fines	GW-GM	Well Graded Gravel with Silt, Well Graded Gravel with Silt and Sand
			GP-GM	Poorly Graded Gravel with Silt, Poorly Graded Gravel with Silt and Sand
		CL, CI or CH fines	GW-GC	Well Graded Gravel with Clay, Well Graded Gravel with Clay and Sand
			GP-GC	Poorly Graded Gravel with Clay, Poorly Graded Gravel with Clay and Sand
	Gravels with more than 12% fines	ML, MI or MH fines	GM	Silty Gravel, Silty Gravel with Sand
		CL, CI or CH fines	GC	Clayey Gravel, Clayey Gravel with Sand
		CL-ML fines	GC-GM	Silty Clayey Gravel; Silty, Clayey Gravel with Sand
SANDS (50% or more of coarse fraction is smaller than No. 4 sieve size)	Sands with less than 5% fines	$Cu \geq 6$ and $1 \leq Cc \leq 3$	SW	Well Graded Sand, Well Graded Sand with Gravel
		$Cu < 6$ and/or $1 > Cc > 3$	SP	Poorly Graded Sand, Poorly Graded Sand with Gravel
	Sands with 5% to 12% fines	ML, MI or MH fines	SW-SM	Well Graded Sand with Silt, Well Graded Sand with Silt and Gravel
			SP-SM	Poorly Graded Sand with Silt, Poorly Graded Sand with Silt and Gravel
		CL, CI or CH fines	SW-SC	Well Graded Sand with Clay, Well Graded Sand with Clay and Gravel
			SP-SC	Poorly Graded Sand with Clay, Poorly Graded Sand with Clay and Gravel
	Sands with more than 12% fines	ML, MI or MH fines	SM	Silty Sand, Silty Sand with Gravel
		CL, CI or CH fines	SC	Clayey Sand, Clayey Sand with Gravel
		CL-ML fines	SC-SM	Silty, Clayey Sand; Silty, Clayey Sand with Gravel

US STANDARD SIEVES

3 Inch ¾ Inch No. 4 No. 10 No. 40 No. 200

	COARSE	FINE	COARSE	MEDIUM	FINE	
COBBLES & BOULDERS	GRAVELS		SANDS		SILTS AND CLAYS	

RELATIVE DENSITY (SANDS AND GRAVELS)	STANDARD PENETRATION (BLOWS/FOOT)
Very Loose	0 - 4
Loose	5 - 10
Medium Dense	11 - 30
Dense	31 - 50
Very Dense	50+

1. Add "with sand" to group name if material contains 15% or greater of sand-sized particle. Add "with gravel" to group name if material contains 15% or greater of gravel-sized particle.

MOISTURE	CRITERIA
Dry	Absence of moisture, dusty, dry to the touch
Moist	Damp, but no visible water
Wet	Visible free water, usually soil is below the water table

GEO-LOGIC ASSOCIATES

DATE: 11/13/2020		LOG OF EXPLORATORY DRILL HOLE								DH- 1					
PROJECT NAME: 475 & 493 St. John Street, Pleasanton, CA						PROJECT NUMBER: PA20.1055									
DRILL RIG: Mobile B-61, automatic hammer						LOGGED BY: FS									
HOLE DIAMETER: 8-inch hollow stem auger						HOLE ELEVATION: ---									
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample				GROUND WATER DEPTH: Initial: --- Final: ---											
PRELIMINARY DESCRIPTION OF EARTH MATERIALS				SOIL TYPE	DEPTH (ft)	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT	WATER CONTENT	PLASTICITY INDEX	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
Pavement Section (±3" AC over ±4" Base)															
SANDY SILT: Brown, moist, very stiff; with				ML	1	S D D	11	3.25	65	22	14	2	100		
					2										
					3										
LEAN CLAY: Brown, moist, stiff				CL	4	S D D	9	1.75		23		92			
					5										
					6										
light brown					7										
					8										
					9										
					10	S D D	17	1.0		19		106			
					11										
					12										
POORLY GRADED SAND: Brown, moist, medium dense				SP	13										
					14										
					15										
					16	S D D	27								
					17										
					18										
dense					19										
					20										
					21										
BOTTOM OF HOLE = 20 Feet No groundwater encountered															
GEO-LOGIC ASSOCIATES												PAGE: 1 of 1			

DATE: 11/13/2020		LOG OF EXPLORATORY DRILL HOLE							DH- 2								
PROJECT NAME: 475 & 493 St. John Street, Pleasanton, CA					PROJECT NUMBER: PA20.1055												
DRILL RIG: Mobile B-61, automatic hammer					LOGGED BY: FS												
HOLE DIAMETER: 8-inch hollow stem auger					HOLE ELEVATION: ---												
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample					GROUND WATER DEPTH: Initial: --- Final: ---												
PRELIMINARY DESCRIPTION OF EARTH MATERIALS		SOIL TYPE	DEPTH (ft)	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT	WATER CONTENT	PLASTICITY INDEX	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)				
Pavement Section (±3" AC over ±4" Base)																	
SANDY SILT: Light brown, moist, very stiff; with brown		ML	1	S	22	1.25			5								
			2	D													
			3	D													
			hard		4	S	28	1.0			5		96				
					5	D											
					6	D											
							7										
							8										
							9	S	33	4.5+		9	104				
																D	
D																	
		10															
		11															
		SILTY SAND: Light brown, moist, very dense	SM	12													
				13													
				14			S	70									
					D												
					D												
						15											
						16											
						WELL GRADED SAND with GRAVEL and CLAY: Brown, moist, very dense; fine to coarse sand, fine gravel	SW-SC	17									
18																	
BOTTOM OF HOLE = 20 Feet No groundwater encountered								19	S	72							
		D															
		D															
								20									

DATE: 11/13/2020		LOG OF EXPLORATORY DRILL HOLE							DH- 3						
PROJECT NAME:		475 & 493 St. John Street, Pleasanton, CA					PROJECT NUMBER:		PA20.1055						
DRILL RIG:		Mobile B-61, automatic hammer					LOGGED BY:		FS						
HOLE DIAMETER:		8-inch hollow stem auger					HOLE ELEVATION:		---						
SAMPLER:		D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample					GROUND WATER DEPTH:		Initial: --- Final: 48 ft						
PRELIMINARY DESCRIPTION OF EARTH MATERIALS		SOIL TYPE	DEPTH (ft)	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT	WATER CONTENT	PLASTICITY INDEX	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)		
Pavement Section (±3" AC over ±4" Base)															
SANDY SILT: Brown, moist, hard; with mostly stiff		ML	1	S	70	4.5+			7		123				
			2	D											
			3	D											
			POORLY GRADED SAND with CLAY: Brown, moist, dense	SP- SC	4	S	11	1.75			8		94		
					5	D									
6	D														
WELL GRADED SAND with GRAVEL and CLAY: Brown, moist, medium dense to dense; fine to coarse sand, with fine gravel	SW- SC	7													
		8													
		9													
				10	S	39		7		2					
				11	D										
12	D														
				13											
				14											
		15													
				16	S	34				4		122			
				17	D										
18	D														
				19	S	15		8		5					
				20	D										
GEO-LOGIC ASSOCIATES										PAGE: 1 of 3					

DATE: 11/13/2020		LOG OF EXPLORATORY DRILL HOLE								DH- 3			
PROJECT NAME:		475 & 493 St. John Street, Pleasanton, CA						PROJECT NUMBER:		PA20.1055			
DRILL RIG:		Mobile B-61, automatic hammer						LOGGED BY:		FS			
HOLE DIAMETER:		8-inch hollow stem auger						HOLE ELEVATION:		---			
SAMPLER:		D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample						GROUND WATER DEPTH:		Initial: --- Final: 48 ft			
DESCRIPTION OF EARTH MATERIALS		SOIL TYPE	DEPTH (ft)	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT	WATER CONTENT	PLASTICITY INDEX	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
WELL GRADED SAND with GRAVEL and CLAY (continued)		SW-SC	21										
			22										
POORLY GRADED SAND with GRAVEL and CLAY: Brown, moist, medium dense; fine to coarse sand, fine to coarse gravel		SP-SC	23										
			24	S I I	20								
dense			25										
			26										
			27										
			28										
			29	S I I	32								
			30										
			31										
			32										
			33										
			34	S I I	32								
			35			8		7					
			36										
			37										
			38										
			39	S I I	38								
			40										
GEO-LOGIC ASSOCIATES										PAGE: 2 of 3			

DATE: 11/13/2020		LOG OF EXPLORATORY DRILL HOLE								DH- 3			
PROJECT NAME:		475 & 493 St. John Street, Pleasanton, CA						PROJECT NUMBER:		PA20.1055			
DRILL RIG:		Mobile B-61, automatic hammer						LOGGED BY:		FS			
HOLE DIAMETER:		8-inch hollow stem auger						HOLE ELEVATION:		---			
SAMPLER:		D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample						GROUND WATER DEPTH:		Initial: --- Final: 48 ft			
PRELIMINARY DESCRIPTION OF EARTH MATERIALS		SOIL TYPE	DEPTH (ft)	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT	WATER CONTENT	PLASTICITY INDEX	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
POORLY GRADED SAND with GRAVEL and dense to very dense		SP- SC	41	S I I	39								
			42										
			43										
			44										
			45										
WELL GRADED GRAVEL with SAND and CLAY: Brown, moist, dense to very dense; fine to		SW- SC	46	S I I	40		8		8				
			47										
			48										
			49										
			50										
BOTTOM OF HOLE = 50 Feet			51										
			52										
			53										
			54										
			55										
			56										
			57										
			58										
			59										
			60										
			61										
GEO-LOGIC ASSOCIATES									PAGE: 3 of 3				

DATE: 11/13/2020		LOG OF EXPLORATORY DRILL HOLE								DH- 4				
PROJECT NAME: 475 & 493 St. John Street, Pleasanton, CA						PROJECT NUMBER: PA20.1055								
DRILL RIG: Mobile B-61, automatic hammer						LOGGED BY: FS								
HOLE DIAMETER: 8-inch hollow stem auger						HOLE ELEVATION: ---								
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample				GROUND WATER DEPTH: Initial: --- Final: ---										
PRELIMINARY DESCRIPTION OF EARTH MATERIALS		SOIL TYPE	DEPTH (ft)	SAMPLE	BLOWS PER FOOT	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT	WATER CONTENT	PLASTICITY INDEX	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)	
Pavement Section (±3" AC over ±4" Base)														
SANDY SILT: Brown, moist, very stiff to hard; very stiff		ML	1	S	52			24	7	3	94			
			2	D										
			3											
			4	S	22	1.5			8		95			
			5	D										
WELL GRADED SAND with GRAVEL and CLAY: Brown, moist, dense to very dense; fine to coarse sand		SW-SC	6											
			7											
			8											
			9	S	57			15						
			10	D										
			11											
			12											
			13											
			14	S	53									
			15	D										
			16											
17														
18														
BOTTOM OF HOLE = 20 Feet No groundwater encountered			19	S	56									
			20	D										
GEO-LOGIC ASSOCIATES										PAGE: 1 of 1				

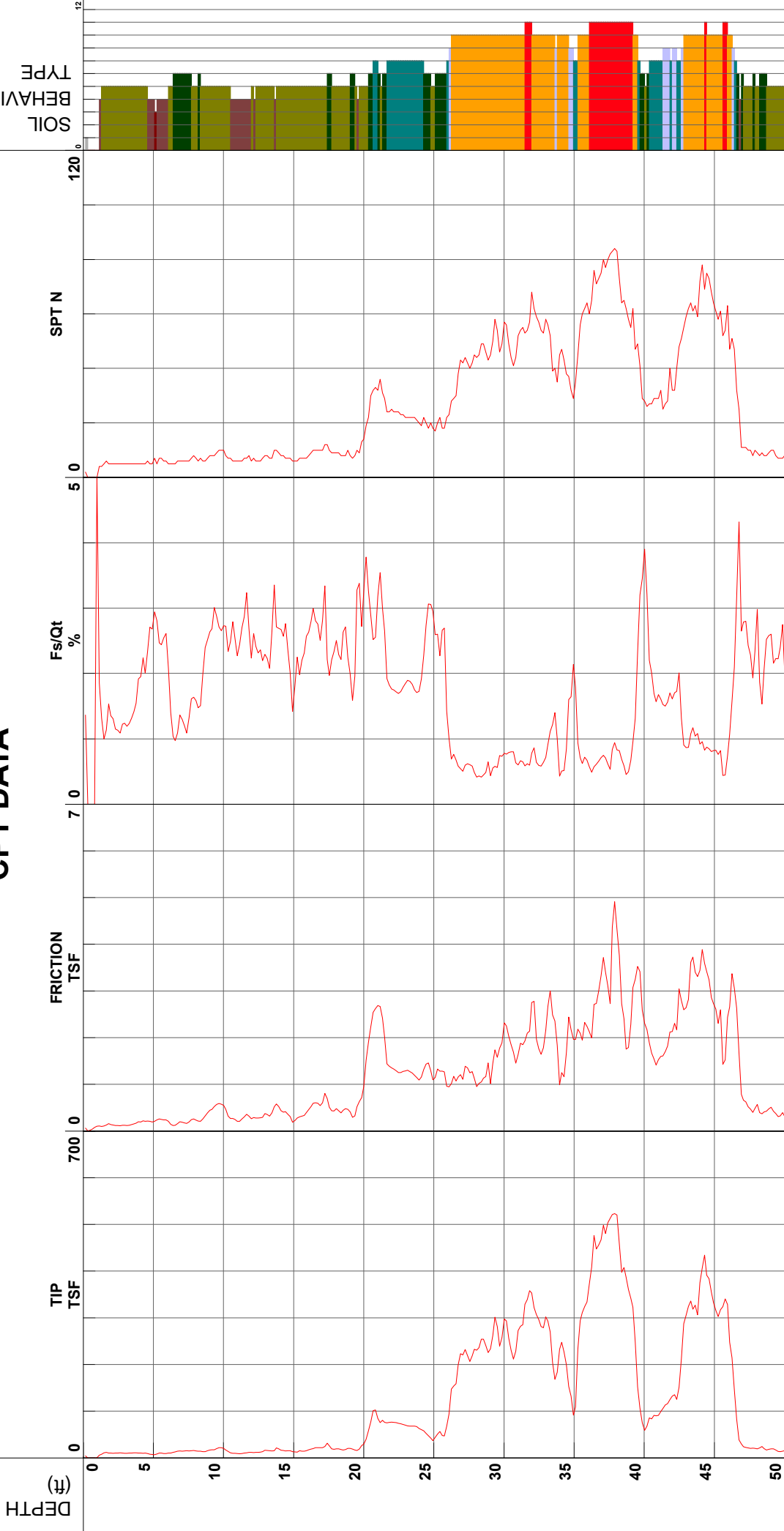


Geo-Logic Associates

Project	475 & 493 St John St	Operator	BH-ZG	Filename	SDF(380).cpt
Job Number	PA20.1055.00	Cone Number	DDG1496	GPS	
Hole Number	CPT-01	Date and Time	11/13/2020 8:24:54 AM	Maximum Depth	51.02 ft
EST GW Depth During Test					

Net Area Ratio .8

CPT DATA



- 1 - sensitive fine grained
- 2 - organic material
- 3 - clay
- 4 - silty clay to clay
- 5 - clayey silt to silty clay
- 6 - sandy silt to clayey silt
- 7 - silty sand to sandy silt
- 8 - sand to silty sand
- 9 - sand
- 10 - gravelly sand to sand
- 11 - very stiff fine grained (*)
- 12 - sand to clayey sand (*)

Cone Size 15cm squared

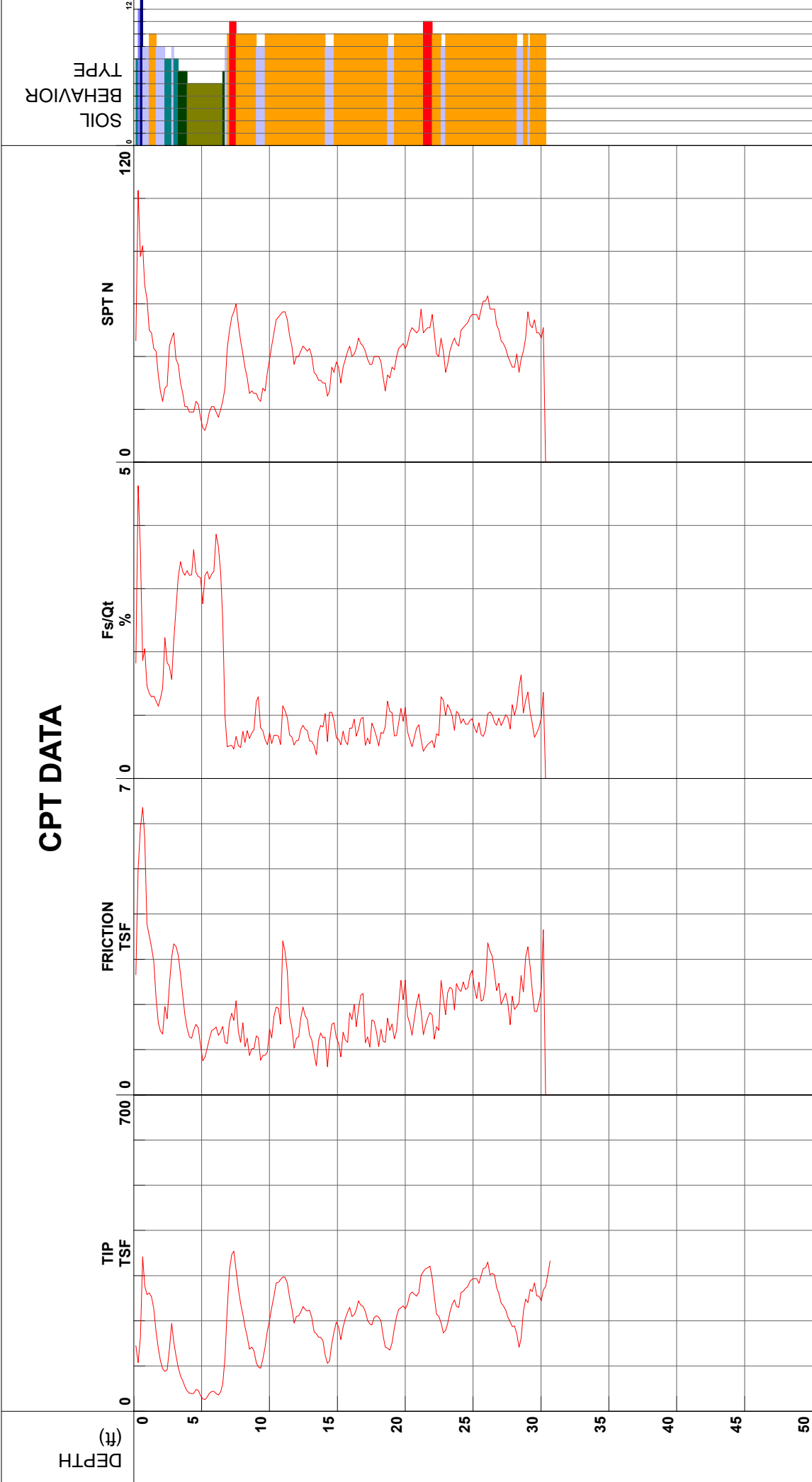
S*Soil behavior type and SPT based on data from UBC-1983



Geo-Logic Associates

Project	475 & 493 St John St	Operator	BH-ZG	Filename	SDF(382).cpt
Job Number	PA20.1055.00	Cone Number	DDG1496	GPS	
Hole Number	CPT-02	Date and Time	11/13/2020 10:46:17 AM	Maximum Depth	30.68 ft
EST GW Depth During Test					

Net Area Ratio .8



Cone Size 15cm squared

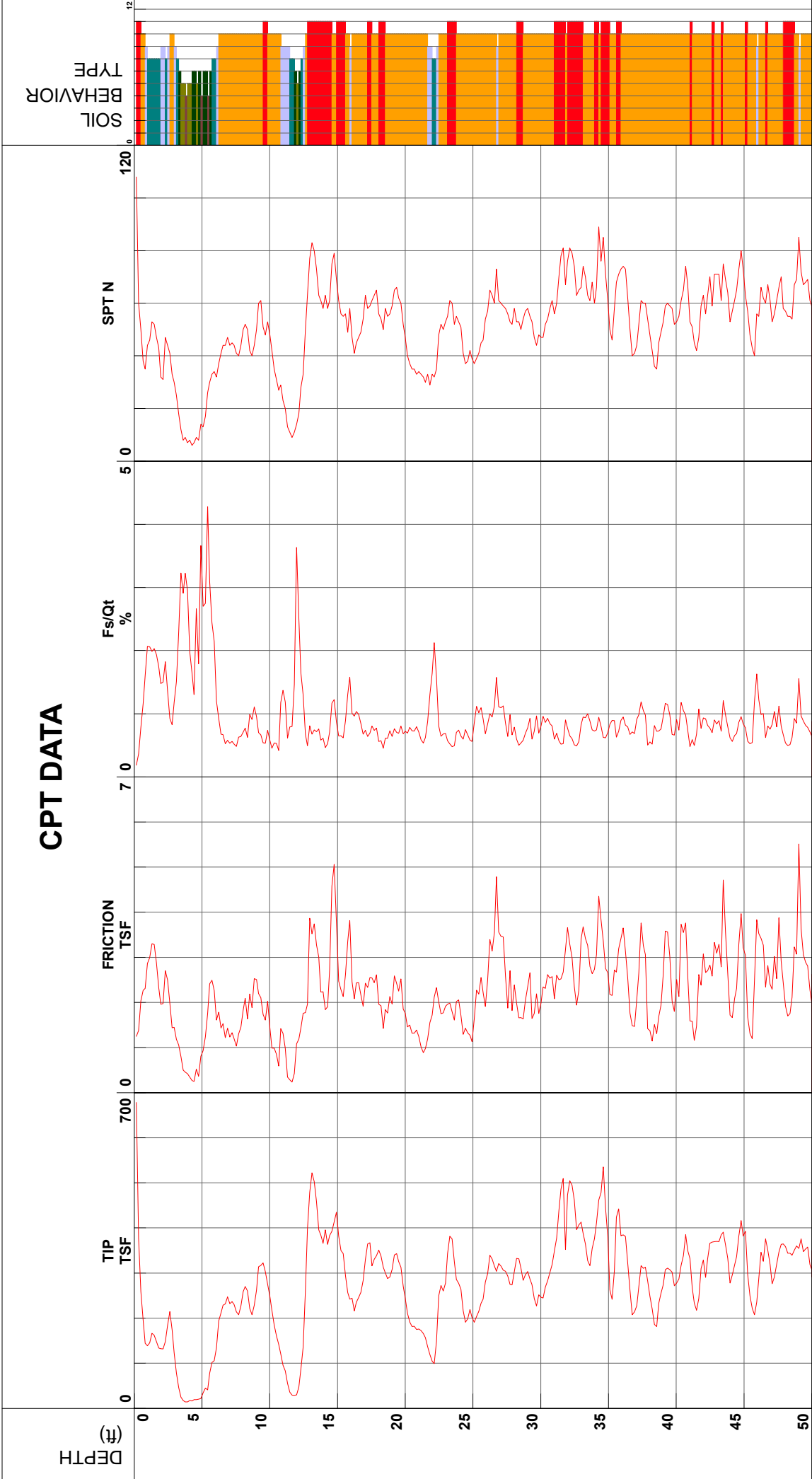
S*Soil behavior type and SPT based on data from UBC-1983



Geo-Logic Associates

Project	475 & 493 St John St	Operator	BH-ZG	Filename	SDF(381).cpt
Job Number	PA20.1055.00	Cone Number	DDG1496	GPS	
Hole Number	CPT-03	Date and Time	11/13/2020 9:55:23 AM	Maximum Depth	51.02 ft
EST GW Depth During Test					

Net Area Ratio .8



Cone Size 15cm squared

S*Soil behavior type and SPT based on data from UBC-1983

APPENDIX B

LABORATORY TEST RESULTS

Client :

Robson Homes LLC

Project No:

PA20.1055.00

Lab Log No.:

4699

Project Name:

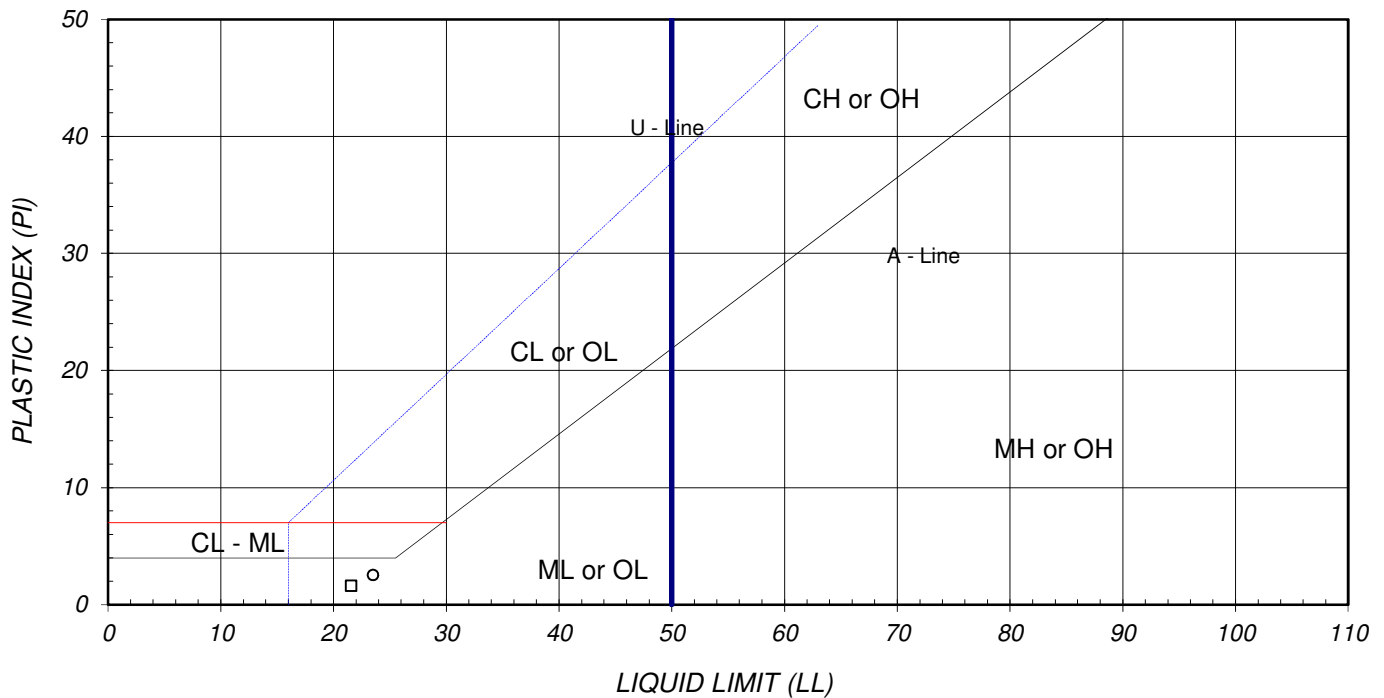
475 & 493 St. St. John Street

Report Date:

November 24, 2020

LSN	SYMBOL	SAMPLE IDENTIFICATION	SAMPLE DESCRIPTION	LIQUID LIMIT	PLASTIC LIMIT	PLASTIC INDEX
4699A	□	DH-1 @ 2-2.5	brown sandy silt (ML)	22	20	2
4699B	○	DH-4 @ 2-2.5	brown sandy silt	24	21	3

PLASTICITY CHART



This testing is based upon accepted industry practice as well as the test method listed. These results apply only to the samples supplied and tested for the above referenced job.

L : Labexcel \ Projects \ Client \ Robson Homes LL \ PA20.1055.00 Print Date:

Entered By:

Reviewed By:

LLN:

DCN: PI-rp (rev. 9/18/12)

11/29/20

RZS

PP

4699

Test Report

ASTM D-6913 / D-7928, (replacing D-422)

Method B:(+/-0.1%)

Client :

ROBSON HOMES LLC

Project No:

PA20.1055.00

Lab Sample No:

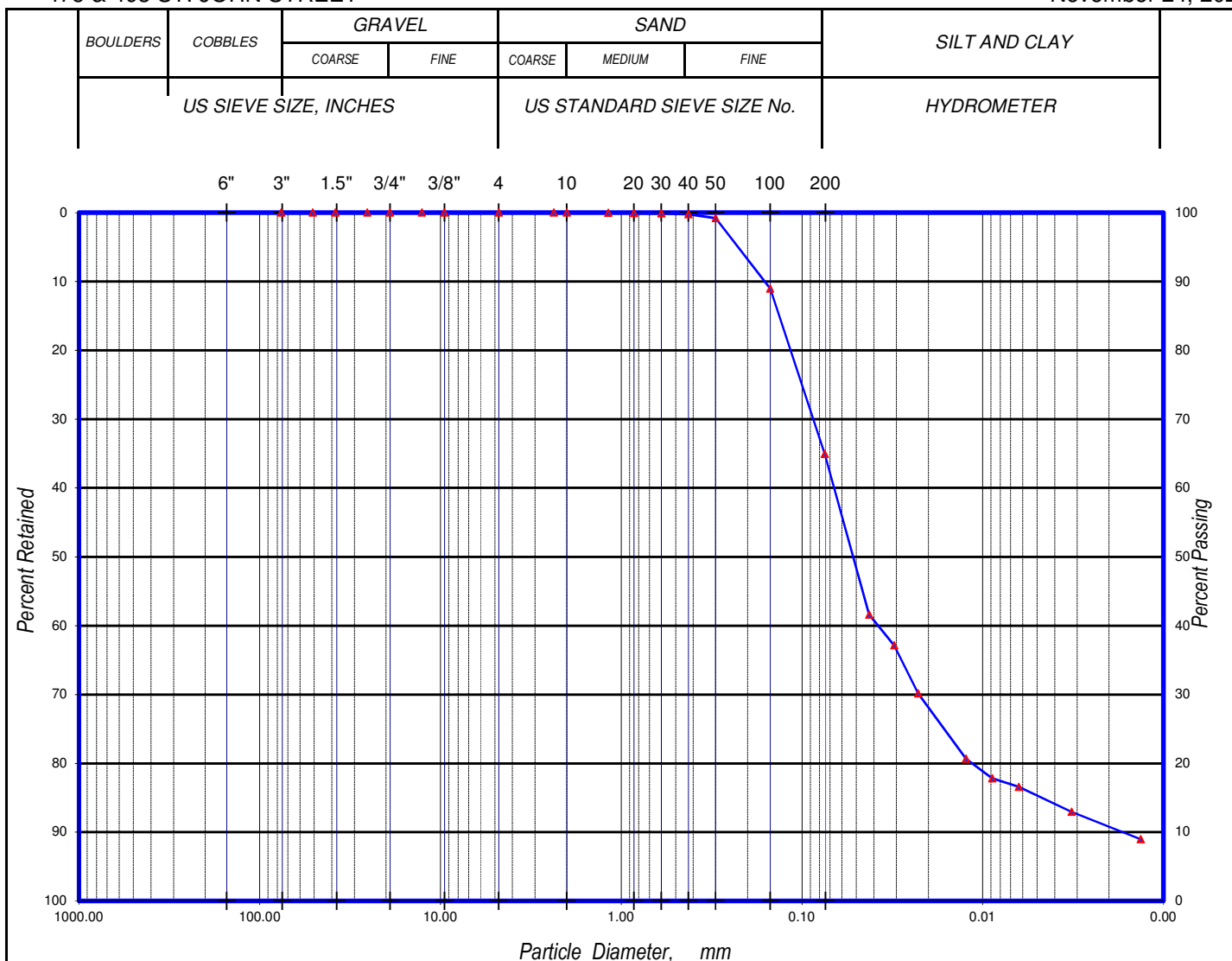
4699A

Project Name:

475 & 493 ST. JOHN STREET

Report Date:

November 24, 2020



Symbol	Sample ID	Description	% Gravel	% Sand	% Silt - Clay
▲	DH-1 @ 2-2.5	brown sandy silt (ML)	0.0	35.1	64.9

Size Passing, mm D_{60} = 0.07 D_{30} = 0.02 D_{10} = 0.00 5 micron (%) = 16
 Coefficient of Curvature, C_c : 4.08 Coefficient of Uniformity, C_u : 37.19 Fineness Modulus = 0.12

Note: * Percentages are +/- 0.1% based on computer rounding as allowed by ASTM D-6026-01 Section 5.2.3.

This testing is based upon accepted industry practice as well as the test method listed. These results apply only to the samples supplied and tested for the above referenced job.

L : Labexcel \ Projects \ Client \ Client Name \ 4699 \ 4699A-ma

Print Date:

11/29/20

Entered By:

RZS

Reviewed By:

PP

LSN:

DCN: MA-rp (rev. 6/27/12)

4699A

'R' VALUE CA 301

Project 475 & 493 St. John St.

Date: 11/22/20

By: LD

Job #: PA20.1055

Sample : Bulk

Soil Type: Brown, Sandy Silt w. Gravel

TEST SPECIMEN		A	B	C	D
Compactor Air Pressure	psi	70	250	300	
Initial Moisture Content	%	4.2	4.2	4.2	
Water Added	ml	80	60	40	
Moisture at Compaction	%	11.1	9.4	7.7	
Sample & Mold Weight	gms	3215	3238	3232	
Mold Weight	gms	2095	2097	2098	
Net Sample Weight	gms	1120	1141	1134	
Sample Height	in.	2.459	2.472	2.461	
Dry Density	pcf	124.2	127.8	129.7	
Pressure	lbs	2075	4965	7830	
Exudation Pressure	psi	165	395	623	
Expansion Dial	x 0.0001	2	47	70	
Expansion Pressure	psf	9	204	303	
Ph at 1000lbs	psi	60	35	23	
Ph at 2000lbs	psi	123	59	40	
Displacement	turns	4.83	4.13	3.79	
R' Value		13	51	66	
Corrected 'R' Value		13	51	66	

FINAL 'R' VALUE	
By Exudation Pressure (@ 300 psi):	38
By Expansion Pressure :	32
TI =	5



1100 Willow Pass Court, Suite A
Concord, CA 94520-1006
925 462 2771 Fax. 925 462 2775
www.cercoanalytical.com

11 December, 2020

Job No. 2011204
Cust. No. 10854

Ms. Francesca Senes
Geo-Logic Associates
16055-D Caputo Drive
Morgan Hill, CA 95037

Subject: Project No.: PA 20.1055.00
Project Name: 475 & 493 St. John Street, Pleasanton
Corrosivity Analysis – ASTM Test Methods

Dear Ms. Senes:

Pursuant to your request, CERCO Analytical has analyzed the soil sample submitted on November 25, 2020. Based on the analytical results, this brief corrosivity evaluation is enclosed for your consideration.

Based upon the resistivity measurement, the sample is classified as “moderately corrosive”. All buried iron, steel, cast iron, ductile iron, galvanized steel and dielectric coated steel or iron should be properly protected against corrosion depending upon the critical nature of the structure. All buried metallic pressure piping such as ductile iron firewater pipelines should be protected against corrosion.

The chloride ion concentration was none detected with a reporting limit of 15 mg/kg.

The sulfate ion concentration was 29 mg/kg and is determined to be insufficient to damage reinforced concrete structures and cement mortar-coated steel at this location.

The pH of the soil was 7.82, which does not present corrosion problems for buried iron, steel, mortar-coated steel and reinforced concrete structures.

The redox potentials of this sample was 310-mV which is indicative of potentially “slightly corrosive” soils resulting from anaerobic soil condition.

This corrosivity evaluation is based on general corrosion engineering standards and is non-specific in nature. For specific long-term corrosion control design recommendations or consultation, please call *JDH Corrosion Consultants, Inc.* at (925) 927-6630.

We appreciate the opportunity of working with you on this project. If you have any questions, or if you require further information, please do not hesitate to contact us.

Very truly yours,
CERCO ANALYTICAL, INC.


J. Darby Howard, Jr., P.E.
President

JDH/jdl
Enclosure

Client: Geo-Logic Associates

Client's Project No.: PA 20.1055.00

Client's Project Name: 475 & 493 St. John Street, Pleasanton

Date Sampled: 13-Nov-20

Date Received: 25-Nov-20

Matrix: Soil

Authorization: Signed Chain of Custody

1100 Willow Pass Court, Suite A

Concord, CA 94520-1006

925 462 2771 Fax. 925 462 2775

www.cercoanalytical.com

Date of Report: 11-Dec-2020

[illegible]

Method:	ASTM D1498	ASTM D4972	ASTM D1125M	ASTM G57	ASTM D4658M	ASTM D4327	ASTM D4327
Reporting Limit:	-	-	10	-	50	15	15
Date Analyzed:	9-Dec-2020	9-Dec-2020	-	10-Dec-2020	-	9-Dec-2020	9-Dec-2020

* Results Reported on "As Received" Basis

N.D. - None Detected

Cheryl McMillen

Laboratory Director

Quality Control Summary - All laboratory quality control parameters were found to be within established limits

APPENDIX C

RESULTS OF LIQUEFACTION ANALYSES

LIQUEFACTION ANALYSIS REPORT

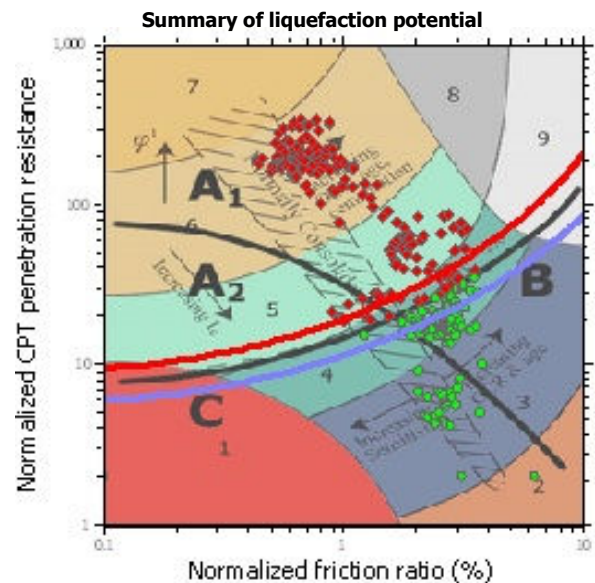
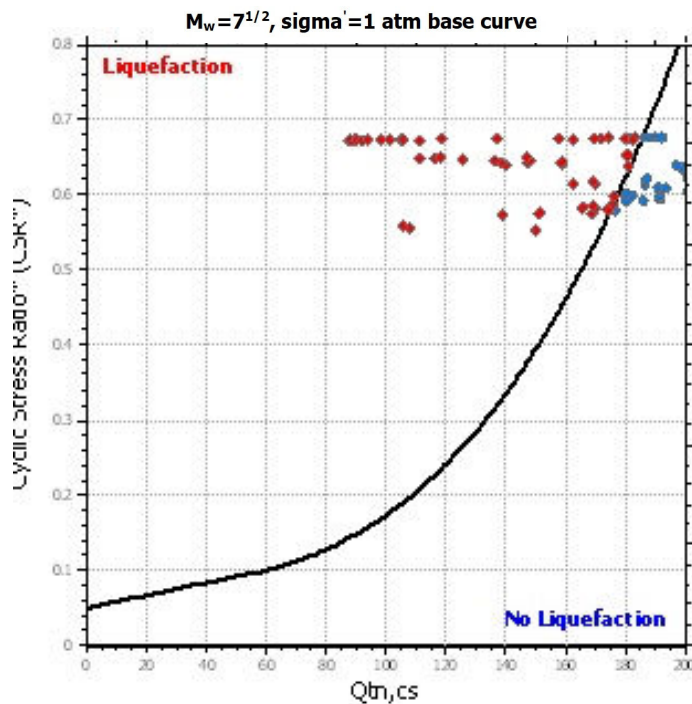
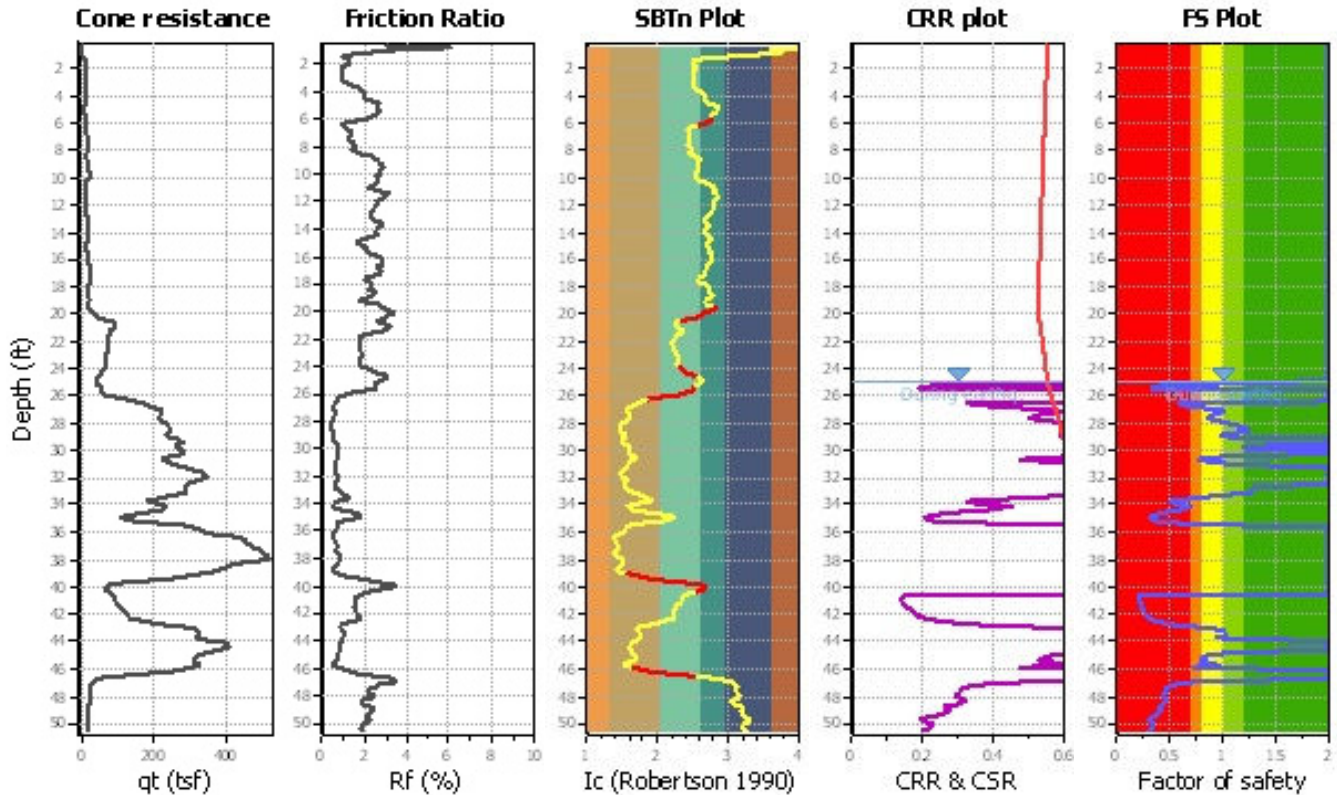
Project title : 475 & 493 St. John Street

Location : Pleasanton, CA

CPT file : CPT-01

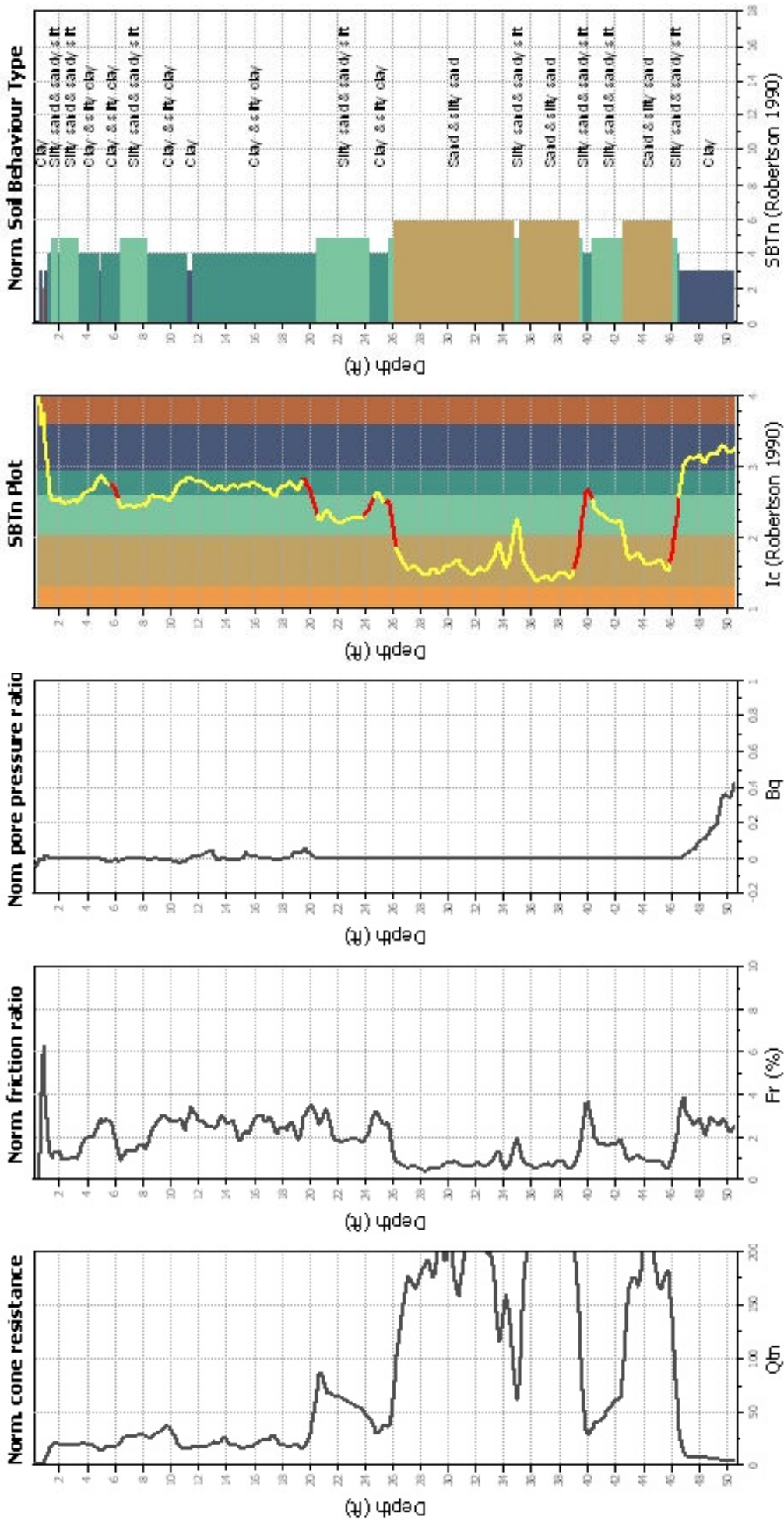
Input parameters and analysis data

Analysis method:	Robertson (2009)	G.W.T. (in-situ):	48.00 ft	Use fill:	No	Clay like behavior	
Fines correction method:	Robertson (2009)	G.W.T. (earthq.):	25.00 ft	Fill height:	N/A	applied:	All soils
Points to test:	Based on Ic value	Average results interval:	3	Fill weight:	N/A	Limit depth applied:	No
Earthquake magnitude M_w :	7.50	Ic cut-off value:	2.60	Trans. detect. applied:	Yes	Limit depth:	N/A
Peak ground acceleration:	0.85	Unit weight calculation:	Based on SBT	K_0 applied:	Yes	MSF method:	Method based



Zone A₁: Cyclic liquefaction likely depending on size and duration of cyclic loading
 Zone A₂: Cyclic liquefaction and strength loss likely depending on loading and ground geometry
 Zone B: Liquefaction and post-earthquake strength loss unlikely, check cyclic softening
 Zone C: Cyclic liquefaction and strength loss possible depending on soil plasticity, brittleness/sensitivity, strain to peak undrained strength and ground geometry

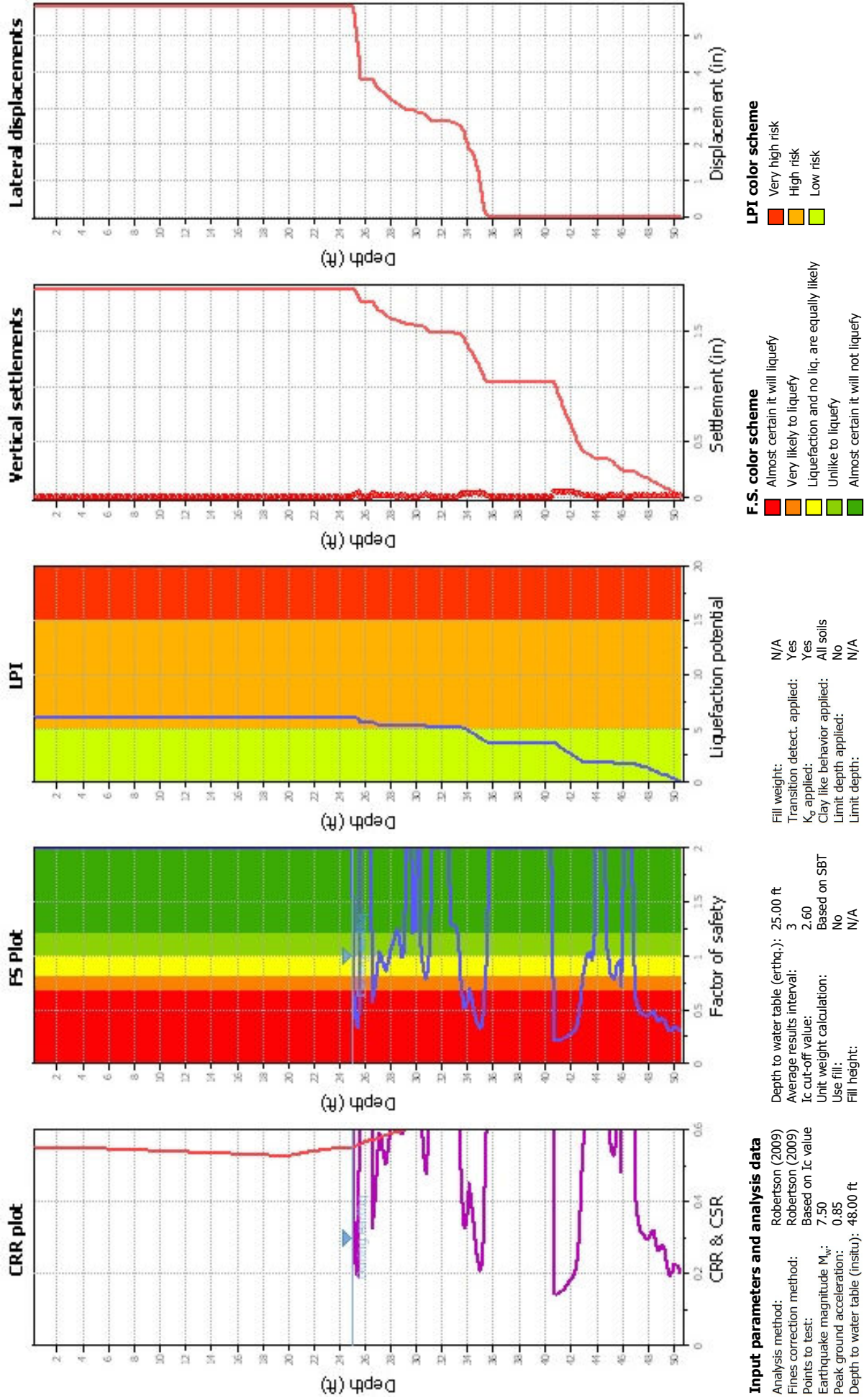
CPT basic interpretation plots (normalized)



Input parameters and analysis data

Analysis method:	Robertson (2009)	Fill weight:	N/A
Fines correction method:	Robertson (2009)	Transition detect. applied:	Yes
Points to test:	Based on I_c value	K_0 applied:	Yes
Earthquake magnitude M_w :	7.50	Clay like behavior applied:	All soils
Peak ground acceleration:	0.85	Limit depth applied:	No
Depth to water table (instu):	48.00 ft	Limit depth:	N/A
Depth to water table (earthq.):	25.00 ft		
Average results interval:	3		
I_c cut-off value:	2.60		
Unit weight calculation:	Based on SBT		
Use fill:	No		
Fill height:	N/A		

Liquefaction analysis overall plot



LIQUEFACTION ANALYSIS REPORT

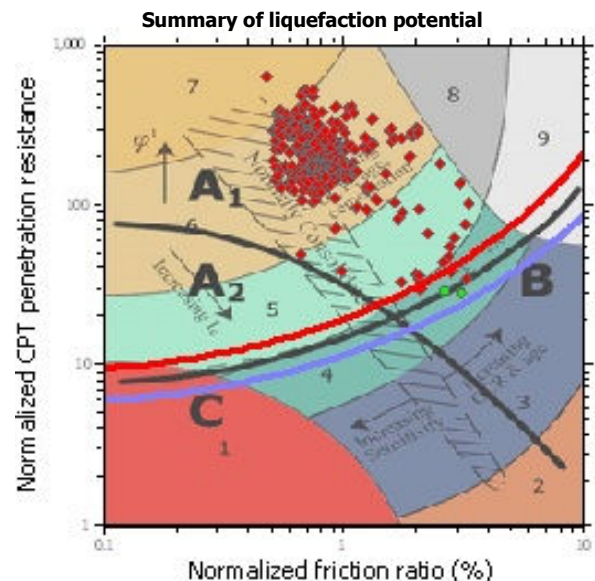
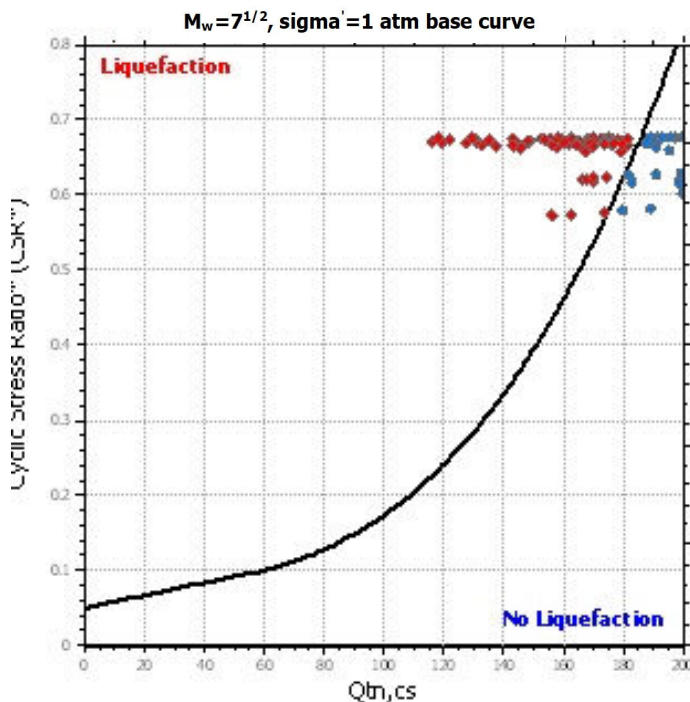
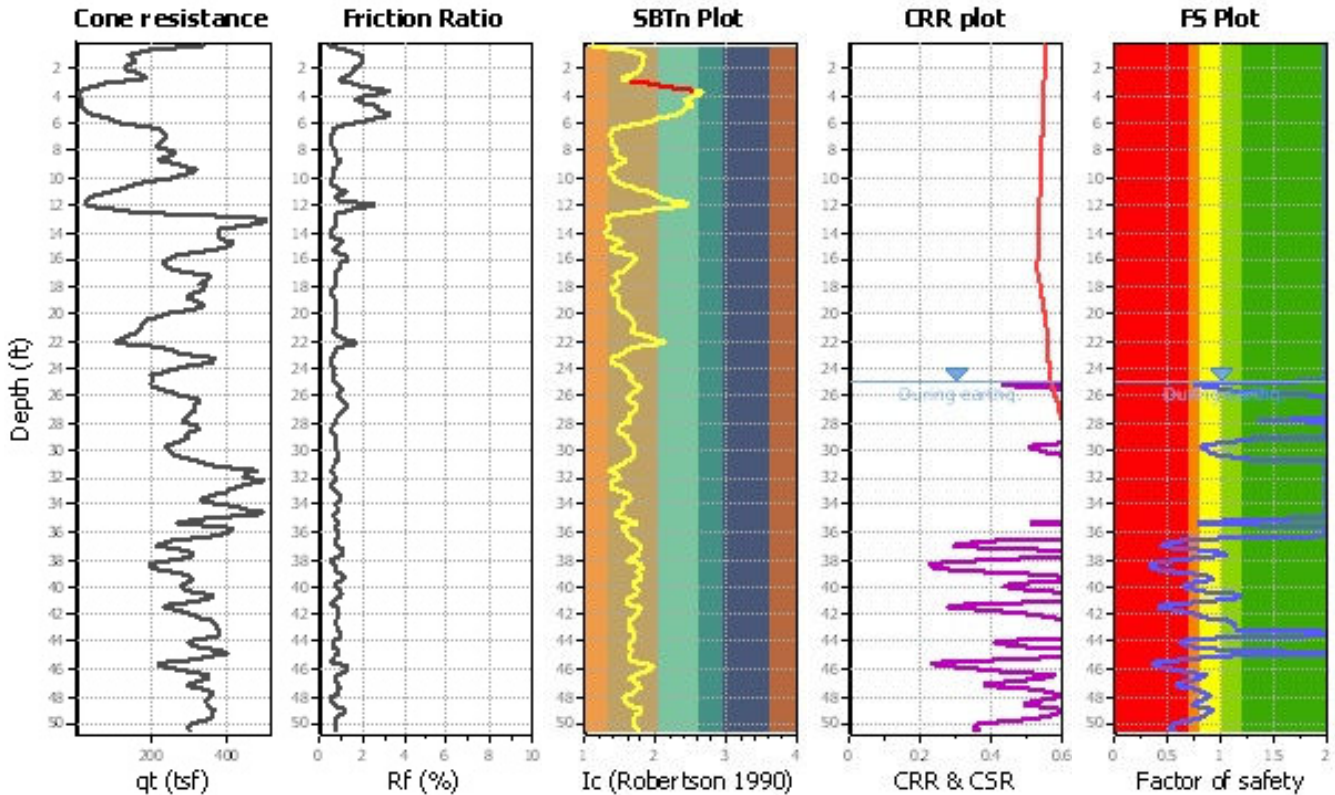
Project title : 475 & 493 St. John Street

Location : Pleasanton, CA

CPT file : CPT-03

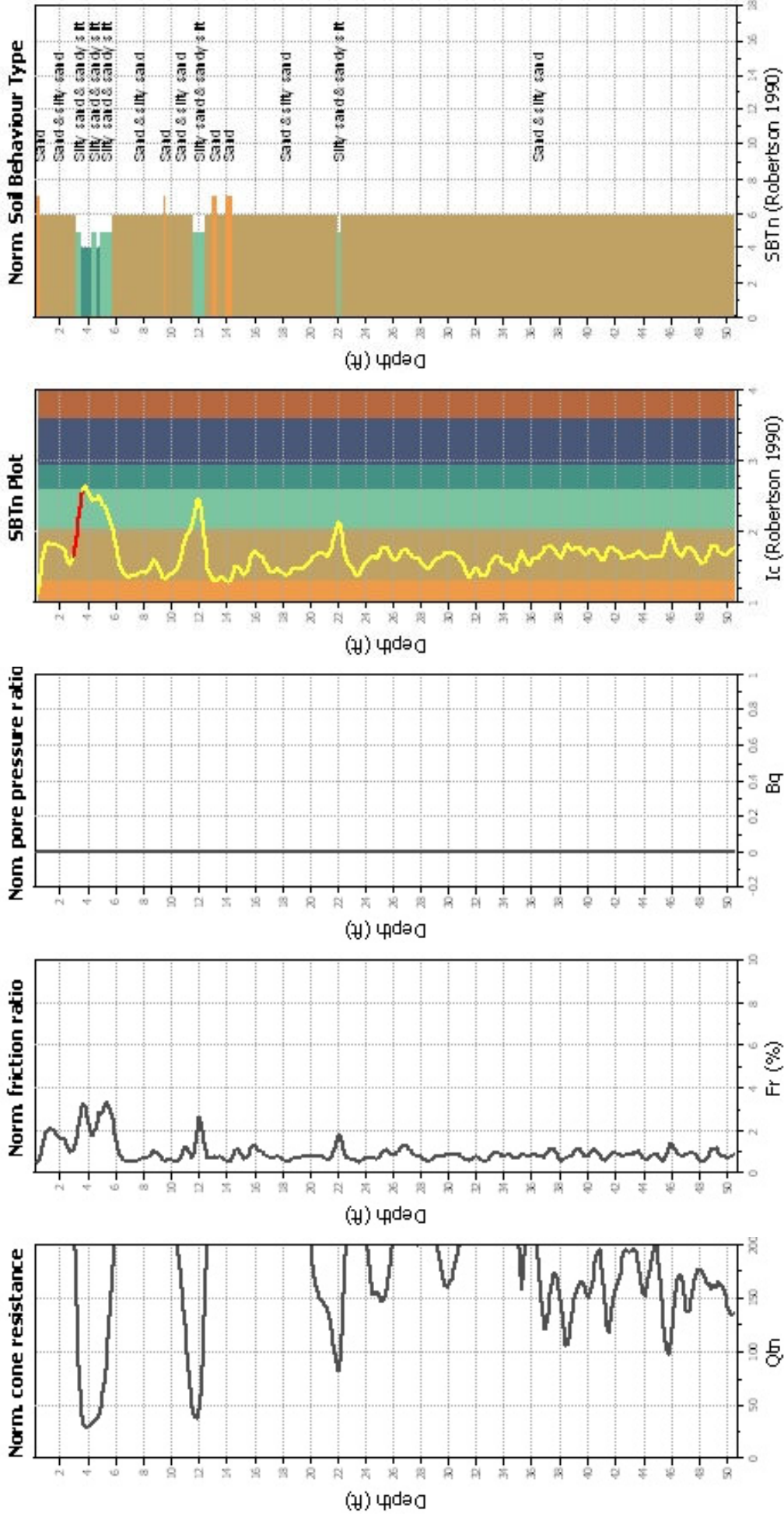
Input parameters and analysis data

Analysis method:	Robertson (2009)	G.W.T. (in-situ):	48.00 ft	Use fill:	No	Clay like behavior	
Fines correction method:	Robertson (2009)	G.W.T. (earthq.):	25.00 ft	Fill height:	N/A	applied:	All soils
Points to test:	Based on Ic value	Average results interval:	3	Fill weight:	N/A	Limit depth applied:	No
Earthquake magnitude M_w :	7.50	Ic cut-off value:	2.60	Trans. detect. applied:	Yes	Limit depth:	N/A
Peak ground acceleration:	0.85	Unit weight calculation:	Based on SBT	K_0 applied:	Yes	MSF method:	Method based



Zone A₁: Cyclic liquefaction likely depending on size and duration of cyclic loading
 Zone A₂: Cyclic liquefaction and strength loss likely depending on loading and ground geometry
 Zone B: Liquefaction and post-earthquake strength loss unlikely, check cyclic softening
 Zone C: Cyclic liquefaction and strength loss possible depending on soil plasticity, brittleness/sensitivity, strain to peak undrained strength and ground geometry

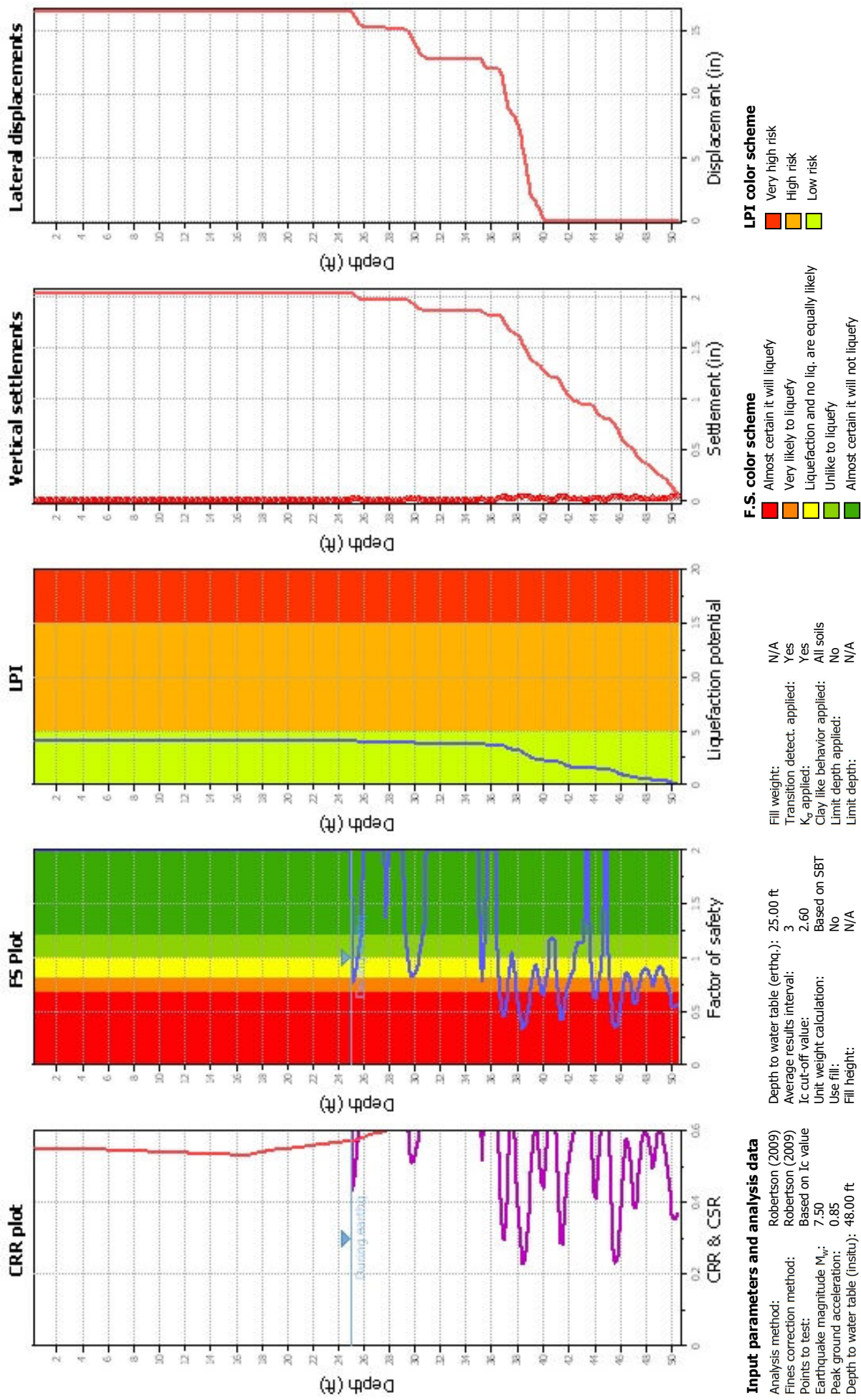
CPT basic interpretation plots (normalized)



Input parameters and analysis data

Analysis method:	Robertson (2009)	Fill weight:	N/A
Fines correction method:	Robertson (2009)	Transition detect. applied:	Yes
Points to test:	Based on I_c value	K_0 applied:	Yes
Earthquake magnitude M_w :	7.50	Clay like behavior applied:	All soils
Peak ground acceleration:	0.85	Limit depth applied:	No
Depth to water table (instu):	48.00 ft	Limit depth:	N/A

Liquefaction analysis overall plot

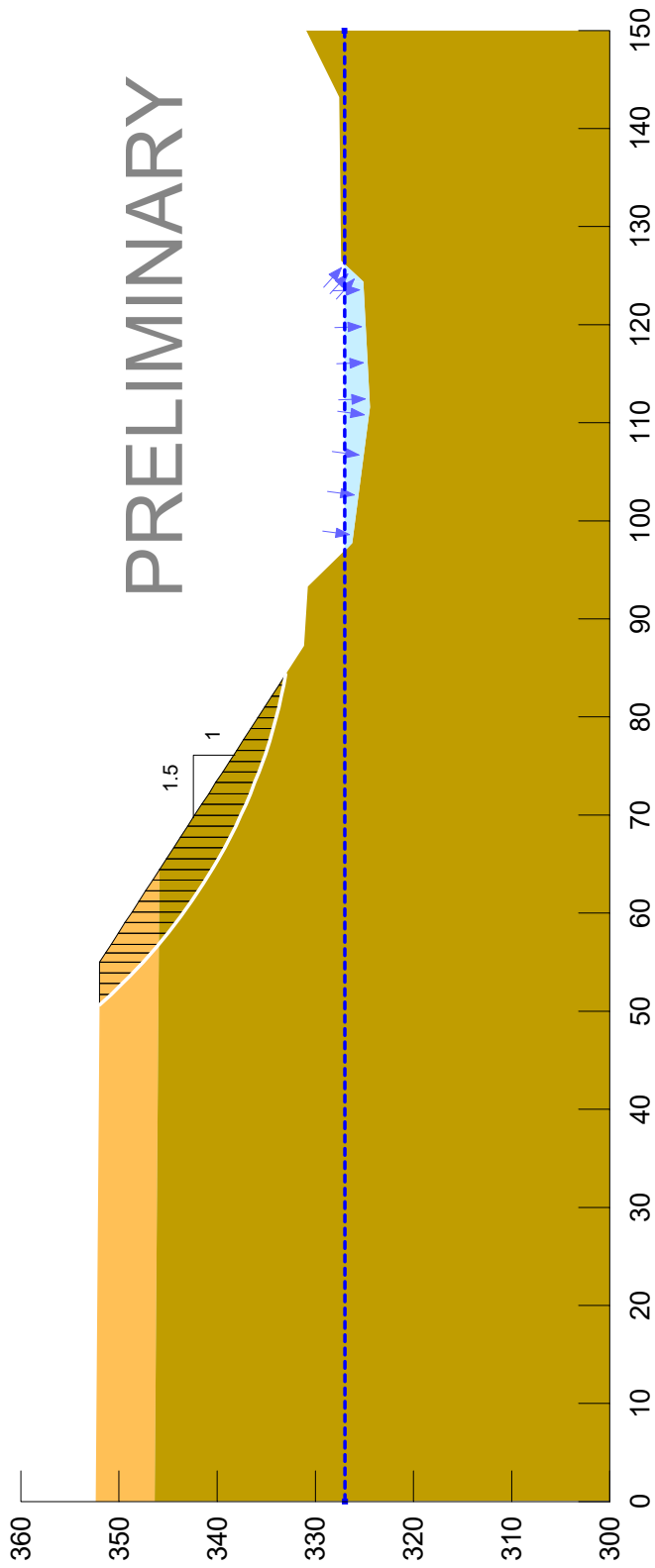


APPENDIX D

RESULTS OF SLOPE STABILITY ANALYSES

1.3

Color	Name	Model	Unit Weight (pcf)	Cohesion' (psf)	Phi' (°)
	Sand and Gravel	Mohr-Coulomb	126	0	36
	Sandy Silt	Mohr-Coulomb	126	100	25



Horz Seismic Coef.: 0

Groundwater Depth = 25 feet

Section 1.5:1_Static

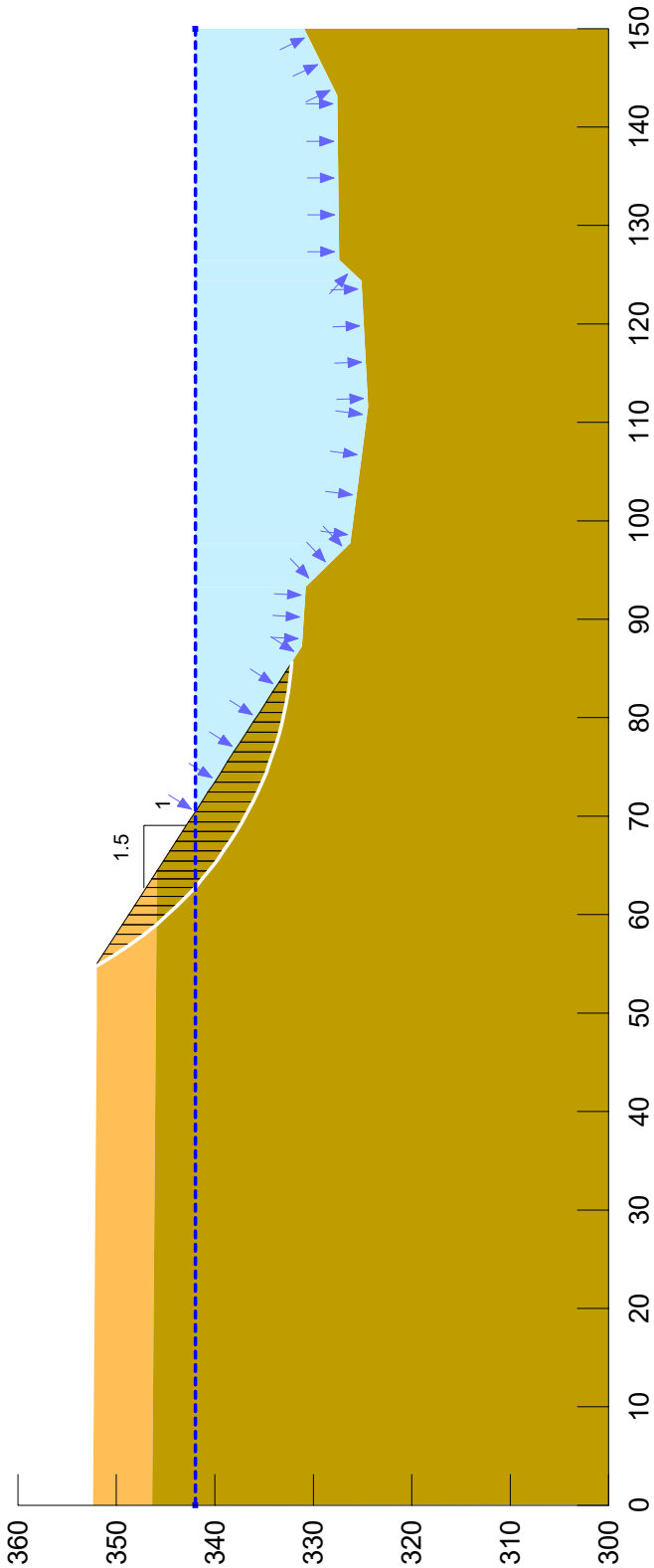
St John St_Stability Section 04.gsz

12/16/2020

1:150

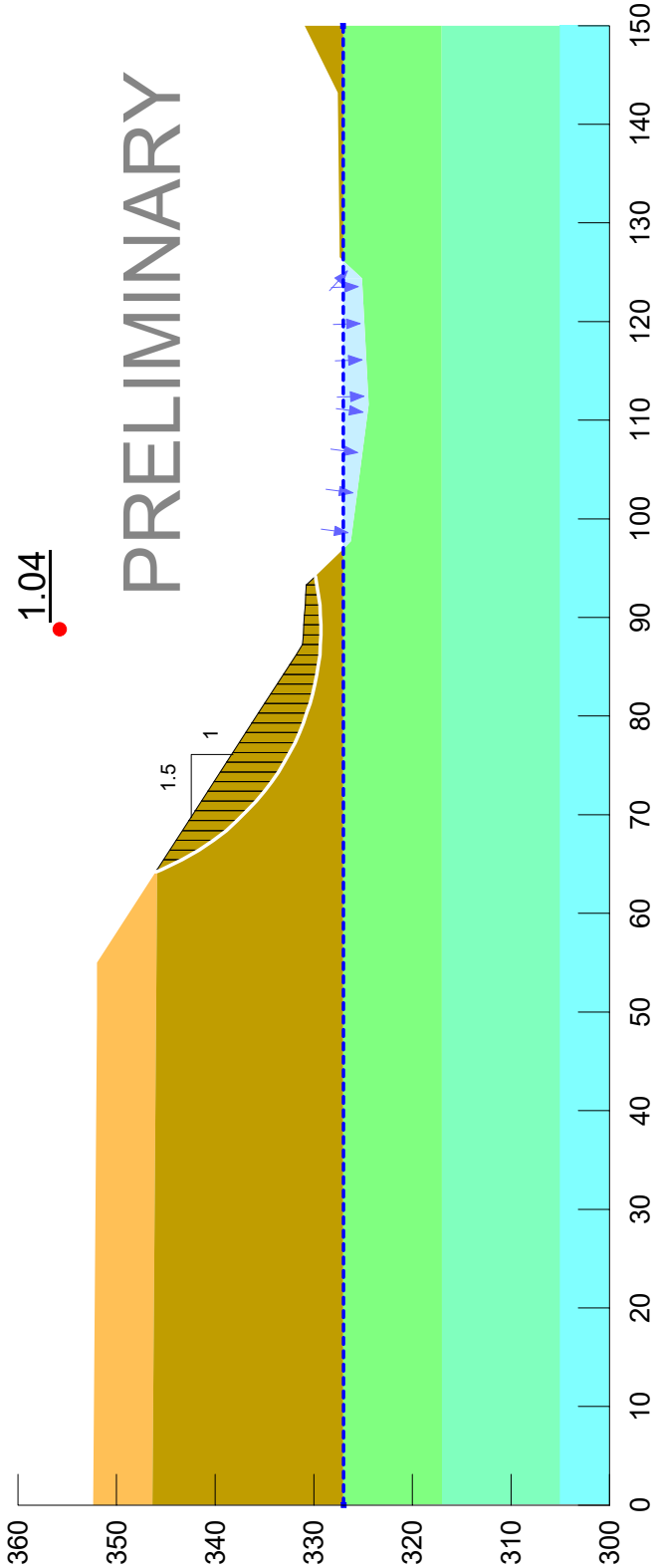
Color	Name	Slope Stability Material Model	Unit Weight (pcf)	Effective Cohesion (psf)	Effective Friction Angle (°)
	Sand and Gravel	Mohr-Coulomb	126	0	36
	Sandy Silt	Mohr-Coulomb	126	100	25

1.2



Section 1.5:1_Static
St John St_Stability Section 05c.gsz
03/22/2022
1:150

Color	Name	Model	Unit Weight (pcf)	Cohesion' (psf)	Phi'' (°)
	Sand and Gravel (25'-35')	Mohr-Coulomb	126	1,500	0
	Sand and Gravel (35'-47')	Mohr-Coulomb	126	2,400	0
	Sand and Gravel (47'-50')	Mohr-Coulomb	126	800	0
	Sand and Gravel (6'-25')	Mohr-Coulomb	126	0	36
	Sandy Silt	Mohr-Coulomb	126	2,000	0

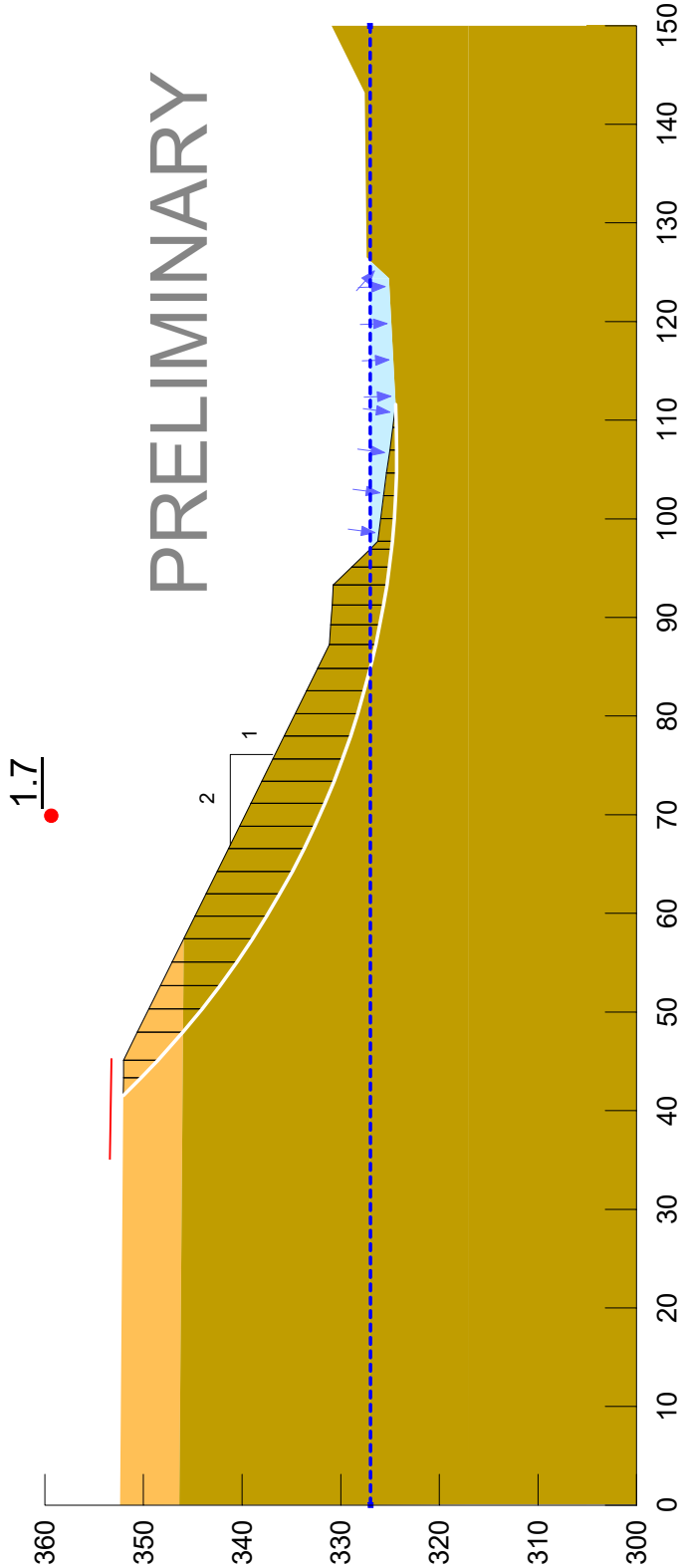


Horz Seismic Coef.: 0.25

Groundwater Depth = 25 feet

Section 1.5:1_Seismic
St John St_ Stability Section 06.gsz
12/16/2020
1:150

Color	Name	Model	Unit Weight (pcf)	Cohesion' (psf)	Phi' (°)
	Sand and Gravel	Mohr-Coulomb	126	0	36
	Sandy Silt	Mohr-Coulomb	126	100	25



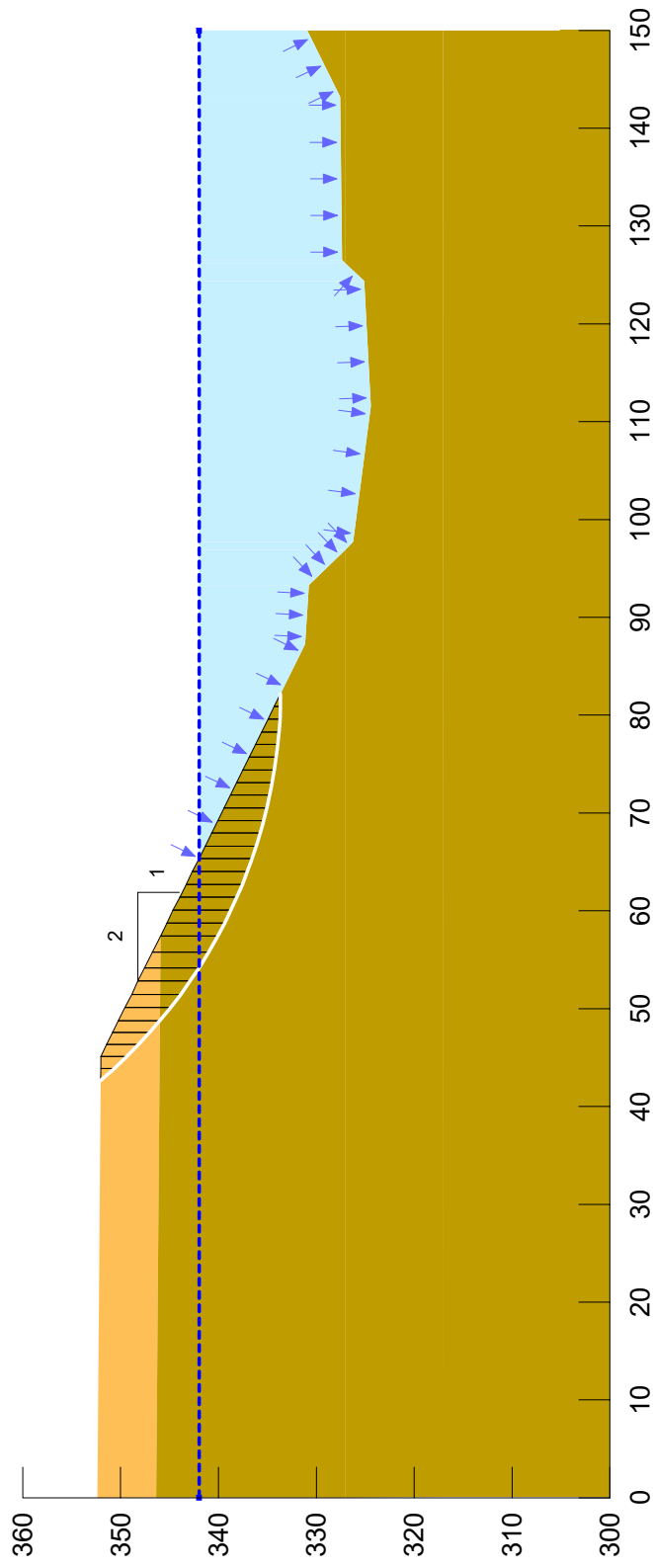
Horz Seismic Coef.: 0

Groundwater Depth = 25 feet

Section 2:1_Static
St John St_Stability Section 07b.gsz
12/16/2020
1:150

1.5

Color	Name	Slope Stability Material Model	Unit Weight (pcf)	Effective Cohesion (psf)	Effective Friction Angle (°)
	Sand and Gravel	Mohr-Coulomb	126	0	36
	Sandy Silt	Mohr-Coulomb	126	100	25



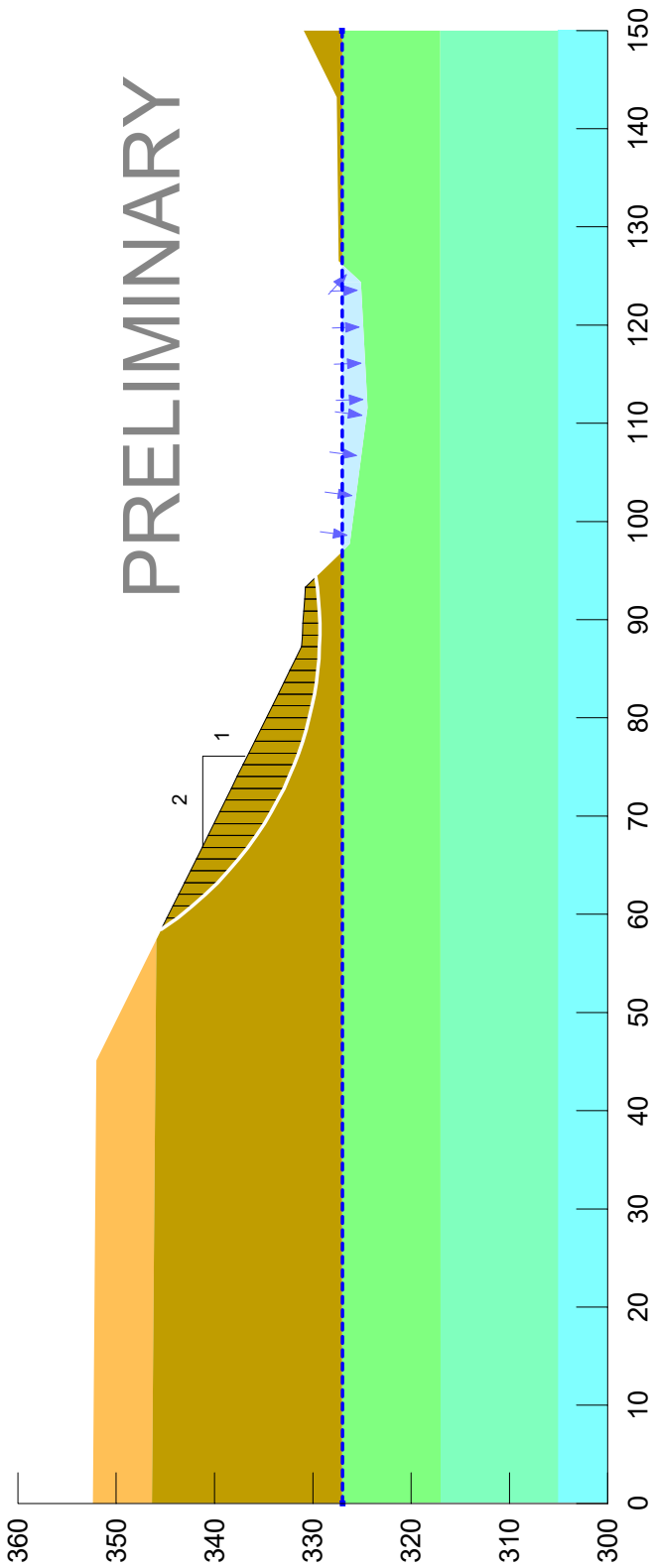
Horz Seismic Coef.: 0

Groundwater Depth = el 342 feet

Section 2:1_Static
St John St_Stability Section 08c.gsz
03/22/2022
1:150

Color	Name	Model	Unit Weight (pcf)	Cohesion' (psf)	Phi' (°)
	Sand and Gravel (25'-35')	Mohr-Coulomb	126	1,500	0
	Sand and Gravel (35'-47')	Mohr-Coulomb	126	2,400	0
	Sand and Gravel (47'-50')	Mohr-Coulomb	126	800	0
	Sand and Gravel (6'-25')	Mohr-Coulomb	126	0	36
	Sandy Silt	Mohr-Coulomb	126	2,000	0

1.09



Horz Seismic Coef.: 0.25
Groundwater Depth = 25 feet

Section 2:1_Seismic
St John St_ Stability Section 09.gsz
12/16/2020
1:150

Appendix E

Phase I Environmental Site Assessment and Subsurface Investigation

PHASE I ENVIRONMENTAL SITE ASSESSMENT AND SUBSURFACE INVESTIGATION

475 AND 493 SAINT JOHN STREET PLEASANTON, CALIFORNIA

Prepared for:
Robson Homes, LLC
San Jose, CA

Prepared By:
Ramboll US Consulting, Inc.
Emeryville, CA

Date
November 6, 2020

Project Number
1690019049

SIGNATURE AND ENVIRONMENTAL PROFESSIONAL STATEMENT

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312.

I have the specific qualifications based on education, training, and experience to assess a property of the nature, history and setting of the subject property. I have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

DRAFT

Anne Gates, P.E.
Senior Managing Consultant

Ramboll US Consulting, Inc.
2200 Powell Street, Suite 700
Emeryville, CA

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APPENDICES

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Appendix G:	Qualifications of Environmental Professionals

1. SUMMARY OF CONCLUSIONS

Ramboll US Corporation ("Ramboll"; formerly Ramboll Environ US Corporation) was retained by Robson Homes, LLC ("Robson Homes") to perform a Phase I Environmental Site Assessment (ESA) and Phase II subsurface investigation at 475 and 493 Saint John Street in Pleasanton, California (herein referred to as the "site"; see Figure 1). Ramboll's assessment was conducted in connection with the due diligence and potential purchase of the property. The objective of the Phase I ESA, which was conducted in conformance with the scope and limitations of ASTM International's *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* E1527-13 (the "ASTM Standard"), was to identify Recognized Environmental Conditions (RECs), as defined in the ASTM Standard (see Section 2.1).

1.1 Site Summary

The approximately 2.29-acre site is located on Saint John Street in Pleasanton, California (Figure 2). The site is owned by Joseph and Maricela Barone and is comprised of two adjoining parcels, assessor parcel numbers (APNs) 94-114-7 (475 Saint John Street) and 94-114-8 (493 Saint John Street). The parcel located at 475 Saint John Street ("Eastern Parcel") is improved with Barone's Italian restaurant, which includes a covered dining patio, adjoining portable restrooms, multiple small storage structures along the perimeter of the parcel, and an outdoor dining/event space. The parcel located at 493 Saint John Street ("Western Parcel") is improved with a single-family residence, an accessory dwelling unit, one detached garage structure, two detached permanent structures (used for general storage and an exercise room), two shipping containers for restaurant storage, and an asphalt paved parking lot utilized for restaurant parking located north of the residence. A paved road trends northeast-southwest down the center of the site for access to the parking lot.

The site was improved with two single-family residential structures as early as the 1880s. By the 1970s, the residence at 475 Saint John Street was converted to a restaurant. After the Barone family purchased the site in 1995, improvements were made to the restaurant and residence. Following the improvements, the site generally appeared as it does today.

1.2 Recognized Environmental Conditions

Ramboll performed a Phase I ESA of the site in conformance with the scope and limitations of the ASTM Standard and a Phase II subsurface investigation of the site. Any exceptions to, or deletions from, this practice are described in Section 7.2 of this report. This assessment has revealed the following REC in connection with unrestricted residential use of the site:

- **Areas of Elevated Lead in Shallow Soil.** Results from soil sampling conducted by Ramboll in September and October 2020 identified concentrations of lead in shallow soil above regulatory screening criterion for residential land use, as discussed in Section 6 of this report. The shallow soil with elevated lead appears to be located in the vicinity of current and former structures at the site. The vertical extent of the elevated lead appears to be limited to the upper 2 feet. The horizontal extent could not be fully delineated due to the presence of on-site structures.

1.3 Other Findings

Although not a considered REC based on currently available information, Ramboll identified the following other findings. The term "other finding" is not defined by ASTM; rather, Ramboll uses the term to connote areas of contingent risk that are not clearly defined by the ASTM Standard.

- **Potential Former Underground Storage Tank (UST).** The EDR report identified a former 1,000-gallon unleaded gasoline UST at the site on the Statewide Environmental Evaluation and Planning System Underground Storage Tank (SWEEPS UST) database. The current site owner was unaware of current or former USTs at the site. The former site owner reportedly recalls her husband removing the UST from the southwest corner of the parking lot in the early 1990s and provided a hand-drawn sketch of the possible location (see Appendix D). Ramboll contacted the City of Pleasanton Fire Department (Fire Department), the Alameda County Department of Environmental Health (ACDEH), and the San Francisco Regional Water Quality Control Board (SFRWQCB), but none of the agencies reported having records of the UST. Ramboll advanced two borings to 10 feet below ground surface (bgs) in the vicinity of the potential former UST. No soil staining, odors, or other evidence of the potential fuel UST were observed by Ramboll field personnel. Soil sampling conducted in the vicinity of the potential former UST location also did not detect fuel constituents. Soil vapor sampling detected benzene slightly above the residential regulatory screening criteria at one of the two locations in the vicinity of the potential former UST (SV04); however, SV04 is in the parking lot and concentrations of benzene are commonly detected at these concentrations in vehicle use areas. No additional fuel constituents or by-products were detected in soil vapor samples above regulatory screening criteria for unrestricted residential land use. No further investigation is recommended at this time.
- **Nearby Dry-Cleaning Sites.** Several dry-cleaning facilities are located in relatively close proximity to the site as discussed in more detail in Section 4.1.3. Several of these facilities have identified chlorinated solvents in soil vapor and/or groundwater above regulatory screening criteria. These off-site properties potentially pose a contamination concern to the subject site. To address the potential contamination concern, soil vapor sampling was performed at the site, as discussed in Section 6.3. Based on the results of the soil vapor sampling conducted by Ramboll at the site, these dry-cleaning properties are not considered of concern for the site.

De minimis conditions identified during this review are discussed in Section 7.1.

2. INTRODUCTION

2.1 Purpose

Ramboll was retained by Robson Homes to conduct a Phase I ESA and subsurface soil and soil vapor investigation of the approximately 2.3-acre site at 475 and 493 Saint John Street in Pleasanton, California (APNs 94-114-7 and 94-114-8, respectively). Ramboll's assessment was conducted in connection with the due diligence and potential purchase of the property. The purpose of the assessment was to identify RECs, which are defined in the ASTM Standard as:

"The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions."

2.2 Scope of the Assessment

Ramboll completed the following tasks, consistent with the ASTM Standard, during its Phase I ESA of the property:

- A visit to the site by Michael Gaffney of Ramboll on September 1, 2020 to observe the exterior and interior features of the site and to identify the uses and conditions specified in the ASTM Standard. In addition, Ramboll observed the adjoining properties from the site or adjacent public thoroughfares. Photographs taken during the site visit are included in Appendix A.
- An interview was conducted during the September 1, 2020 site visit with Mr. Joe Barone, site owner. Mr. Barone has resided at the site and operated the restaurant since purchasing the site in 1995. The aforementioned individual is referred to herein as "site owner". The site owner interviewed by Ramboll was identified as having good knowledge of the uses and physical characteristics of the site. The site owner contacted the previous site owner for additional information in regard to the potential former UST at the site. The aforementioned individual is referred to herein as "former site owner". Ramboll did not contact the former site owner.
- Visits to the site by Ramboll in September and October 2020 to collect soil and soil vapor samples.
- A review of information contained in federal and state environmental databases, as obtained from the sources noted below:
 - A radius report prepared by EDR, Inc. (EDR, see Appendix B) in September 2020 presents the results of searches of federal and state databases for the subject site, as well as properties near the subject site. The radius searched for each database, as well as the databases themselves, were selected in accordance with the ASTM Standard.
 - The United States Environmental Protection Agency's (USEPA's) Envirofacts database, which provides site information contained in multiple USEPA regulatory databases.
 - The USEPA's Enforcement and Compliance History Online (ECHO) database, which provides information on sites' enforcement and compliance history.
 - The State of California's RWQCB GeoTracker online database and the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC) Envirostor online database.

- The California Department of Conservation, Geologic Energy Management Division's (CalGEM) Well Finder, which contains information regarding the geographic distribution of oil and gas wells.
- A review of standard historical sources (included as Appendix C) and local agency inquiries, as defined in the ASTM Standard. The following resources were reviewed:
 - Readily available historical sources, including (where available) historical topographic maps and aerial photographs, city directories, and Sanborn Maps, to develop a history of the previous uses of the site and surrounding area.
 - Historical and site-specific information obtained from the following local agencies: City of Pleasanton Community Development Department (Building Department) and the Alameda County Assessor's Office (Assessor's Office). The Fire Department identified that they have general inspection documentation related to the Eastern Parcel, but the Fire Department had not provided Ramboll with the inspection reports at the time this report was completed. The ACDEH and the SFRWQCB did not have documents pertaining to the site.
- A review of physical setting sources, as defined in the ASTM Standard, including:
 - The current United States Geological Survey (USGS) 7.5-minute topographic map that shows the area on which the site is located.
 - Geologic, hydrogeologic, or hydrologic sources as provided in the EDR report.
- A search for environmental liens or other activity and use limitations (AULs) for the site, provided by EDR (as shown in Appendix E). Ramboll ordered the lien search using parcel numbers 94-114-7 and 94-114-8 as obtained from the local tax assessor's office and other online resources.
- A review of any information provided by the user of this assessment, including information consistent with Appendix X3 of the ASTM Standard. Pertinent information, if any, is discussed in the appropriate sections of this report.

This assessment was conducted in accordance with the methodology specified in ASTM Standard E1527-13, as agreed upon by Ramboll and Robson Homes in September 2020.

2.3 Significant Assumptions

In conducting this review, no significant assumptions were made, except for the following:

- Site-specific field measurements or other detailed hydrogeological information was not publicly available or reasonably ascertainable. In the absence of such data, Ramboll has assumed that the flow direction of shallow groundwater beneath the site and in the local vicinity generally mimics surface topography. Therefore, in evaluating potential on-site impacts from off-site sources, those off-site facilities not located adjacent to or within one-quarter mile upgradient of the subject site are not considered to represent a significant concern to the subject site. This interpretation is based on the assumption that a hazardous material released to the subsurface generally does not migrate laterally within the unsaturated soil for a significant distance, while a hazardous material may migrate in groundwater in a generally downgradient direction.

2.4 Reliance and General Limitations

This report has been prepared for the exclusive use of Robson Homes, LLC and affiliated entities including Santa Clara Development Company, Sun Lakes Construction Company of California, and

Vesta Real Estate Company Inc., and such other persons or entities whose reliance is explicitly authorized in writing by Ramboll.

Under the ASTM Standard, this report is considered current only until April 7, 2021 (a period of 180 days from the date of the most recent site visit on October 9, 2020). The conclusions presented in this report represent Ramboll's best professional judgment based upon the information available and conditions existing as of the date of this report. In performing its assignment, Ramboll must rely upon publicly available information, information provided by the client, and information provided by third parties. Accordingly, the conclusions in this report are valid only to the extent that the information provided to Ramboll was accurate and complete. This review is not intended as legal advice, nor is it an exhaustive review of site conditions or facility compliance.

The scope of work for this assessment did not include an asbestos survey or inspection of existing buildings. Other issues considered outside the scope of the ASTM Standard and this review include radon, lead in drinking water, wetlands, cultural and historic resources, ecological resources, endangered species, and high voltage power lines.

3. SITE DESCRIPTION

3.1 Site Setting

The site is located on Saint John Street in Pleasanton, Alameda County, California. According to the Assessor's Office, the APNs for the site are 94-114-7 (475 Saint John Street, the "Eastern Parcel") and 94-114-8 (493 Saint John Street, the "Western Parcel"). The site is approximately 2.3-acres in area and is located in downtown Pleasanton (Figure 1). The Eastern Parcel is improved with Barone's, an Italian restaurant. The restaurant is located on the southern portion of the parcel with a concrete patio for outdoor dining/event space on the northern portion of the parcel. The Western Parcel is improved with a two-story residence with a basement, a one-story accessory dwelling unit, three small accessory garages/storage structures, and two shipping containers used for storage. The northern portion of Western Parcel is an asphalt paved parking area for Barone's restaurant. The site was historically used for single-family residential homes.

The site is accessed from Saint John Street at the southern site boundary. A paved road trends northeast-southwest in the center of the site from the southern site boundary to the northern parking lot. An intermittent stream, Arroyo Valle, intersects the northern site boundary. There are no other on-site surface water bodies.

Table A provides an overview of physical setting and utility information for the site.

Table A: Physical Setting and Utility Information		
Conditions	Source	Description
Topography		
Elevation (above mean sea level)	USGS topographic map; Google Earth	Ranges from approximately 329 feet on the northern portion of the site to 350 feet on the southern portion of the site.
Topographic Gradient	USGS topographic map; visual observations	Relatively flat on the majority of the site, with a gentle downward slope to the south. Steep downward slope to the stream bed at the north site boundary. Regional topography slopes gently downward to the southwest.
Hydrology		
Surface Water Runoff	Visual observations	Enters Arroyo Valle stream at the northern site boundary. Enters municipal storm drains in public thoroughfare south of the site. Percolates into the ground surface at unpaved areas throughout the site.
Nearest Surface Water Body to the Site	USGS topographic map; Google Earth	Arroyo Valle intersects the northern site boundary. Arroyo Valle flows into Alameda Creek southwest of the site, which then flows into the San Francisco Bay.
Flood Plain	FEMA*; site owner	Site owner reported no known occurrences of flooding at the site. The northern portion of the site is located within a 100-year flood zone.

Table A: Physical Setting and Utility Information		
Conditions	Source	Description
Wetlands	NWI*; Visual observations	There are no federally-designated wetlands on-site, but federally registered wetlands are located approximately 400 feet east of the site in the vicinity of Arroyo Valle.
Geology and Hydrogeology		
Presumed Direction of Shallow Groundwater Flow	USGS topographic map; Groundwater monitoring reports for nearby properties reviewed on the GeoTracker database (approximately 600 to 1,000 feet from the site)	Based on the regional topographic gradient to the west-northwest, shallow groundwater underneath the site is presumed to flow to the west-northwest. Based on nearby property's groundwater monitoring reports, regional groundwater flow direction is variable. Groundwater monitoring reports for a facility approximately 1,000 feet south of the site (560 Main Street) detected a west-northwest groundwater flow direction. Groundwater monitoring reports for a facility approximately 600 feet northeast of the site (1024 Main Street) detected a north-northeast groundwater flow direction.
Depth to Groundwater	Groundwater monitoring reports for nearby properties reviewed on the GeoTracker database	Groundwater monitoring reports for nearby properties indicate that depth to groundwater ranges between approximately 30 and 40 feet bgs.
On-site Wells	Site owner; visual observations	No production or monitoring wells onsite.
Nearest Groundwater Supply Wells	EDR database report	One federally-registered public supply well is present between one-eighth of a mile and one-quarter mile south-southeast of the site. Two federally-registered wells and three state-registered wells are present within one-half mile of the site.
Geologic Conditions	Visual Observations; soil boring logs from nearby properties reviewed on the GeoTracker database (approximately 1,000 feet south of the site)	Ramboll observed heterogeneous site soils, predominantly composed of silt, sandy silt, and fine-grained sand to 10 feet bgs. Boring logs from a nearby site indicate that regional soils are fine grained silts and clays to approximately 30 feet bgs, followed by coarser clayey sand and silty gravel to approximately 50 feet bgs (AdvancedGeo Environmental, 2018).
Site Utility Information		
Electricity Supplier	Site owner	Pacific Gas and Electric (PG&E)

Table A: Physical Setting and Utility Information		
Conditions	Source	Description
Natural Gas Supplier	Site owner	Pacific Gas and Electric (PG&E)
Use of Fuel Oil for Building Heat	Site owner	No current or former use of fuel oil reported.
Water Supplier	Site owner	City of Pleasanton
Sanitary Sewer	Site owner	City of Pleasanton
Septic Systems	Site owner	No identified current or former septic systems.
Notes: FEMA = Federal Emergency Management Agency; NWI = National Wetlands Inventory * - Source was provided in the EDR database report.		

3.2 Current Use of the Site

The eastern portion of the site is improved with Barone's, an Italian restaurant, and an outdoor event center. The restaurant occupies the southern portion of the Eastern Parcel. The northern portion of the Eastern Parcel is outdoor dining and event space. The restaurant kitchen (located inside the northern portion of the restaurant building) has a small above-ground grease trap located below the kitchen sinks. None of the current site operations include the use of significant quantities of chemicals. Chemical storage is primarily limited to minor quantities of various detergents and cleaning agents stored in a small partial basement within the kitchen. Additionally, small quantities of paint for restaurant maintenance and gasoline for landscaping equipment are stored within a shed along the western boundary of the restaurant. Multiple small structures along the Eastern Parcel boundaries are used for restaurant and event storage, including furniture, alcohol, glassware, and various outdoor food service equipment.

The southern portion of the Western Parcel is improved with the personal residence of the site owner. Adjacent to the north of the main residence is an accessory dwelling unit occupied by the site owner's family. Accessory structures north of the residence include an approximately 150 square-foot structure used as a personal gym, an approximately 200 square-foot single-car garage, an approximately 200 square-foot garage used for restaurant storage, and a small shipping container used for restaurant and furniture storage. The northwest portion of the site is an asphalt paved parking area for the restaurant. The southern portion of the asphalt paved parking area is occupied by a shipping container storing restaurant equipment, an aluminum shed storing wood debris, bikes, and other miscellaneous items, two cargo trailers, dumpsters, and approximately ten empty 20-pound propane tanks.

According to the site owner, site operations have remained generally consistent since he purchased the site in 1995.

3.3 Current Uses of Adjoining Properties

The property is located in a mixed residential and commercial land use area. Residential areas are located adjacent to the west of the site. Based on discussions with site owner, Ramboll's visual observations from the property boundary and public rights-of-way, and a limited review of publicly available information, a general determination of the current use of adjacent properties is described in Table B.

Table B: Current Use of Adjacent Properties		
Direction	Property/Land Use	Ramboll's Observations
North	Arroyo Valle, beyond which is a strip mall.	No apparent exterior manufacturing or chemical storage operations were observed. No concerns were noted.
East	The Rose Hotel and Farmers Insurance Office Building.	No apparent exterior manufacturing or chemical storage operations were observed. No concerns were noted.
South	Saint John Street, beyond which is residential and the Pleasanton Chamber of Commerce.	No apparent exterior manufacturing or chemical storage operations were observed. No concerns were noted.
West	Residential.	No apparent exterior manufacturing or chemical storage operations were observed. No concerns were noted.
Notes: During the site visit, Ramboll walked or drove by the borders of these properties that are adjacent to the subject site. Ramboll did not enter the neighboring properties to the north or south.		

4. REVIEW OF PUBLIC RECORDS AND OTHER INFORMATION SOURCES

4.1 Environmental Regulatory Database Review

Ramboll contracted with EDR in August 2020 to prepare a summary of listings in federal and state agency databases for the site and facilities within applicable radii of the property, as specified by the ASTM standard.¹ A copy of the EDR report is presented in Appendix B.

4.1.1 Database Review for Site

Ramboll reviewed the results of the state and federal environmental database searches performed by EDR (see Appendix B) and also searched the GeoTracker and Envirostor online databases. The site, specifically Western Parcel, is listed on environmental databases, as detailed below.

- **Residential Home (493 Saint John Street).** The Western Parcel is listed on the SWEEPS UST database related to a 1,000-gallon unleaded gasoline UST. As detailed in Section 2.2, the SFRWQCB, ACDEH, and the Fire Department did not have documentation of a UST formerly or presently at the site. The site owner was unaware of a UST at the site. However, the former site owner reportedly recalls her husband removing a UST with a backhoe in the 1980s or 1990s. Based on a hand drawn map from the former site owner (included in Appendix D), the potential former UST was located on the western portion of the site in the vicinity of the trees in the parking lot. Prior to intrusive sampling at the site, Ramboll contracted with Subdynamic Locating Services (Subdynamic) for utility locating. Additionally, Subdynamic scanned the vicinity of the potential former UST with a magnetometer and Ground Penetrating Radar (GPR) but could not detect buried metal or changes in lithology related to a UST or backfill of an excavation.² Ramboll advanced two borings (SV03 and SV04) in the vicinity of the potential former UST to 10 feet bgs and collected soil samples. Ramboll field personnel did not observe evidence of any staining or odors. Soil sampling results from 10 feet bgs did not detect total petroleum hydrocarbons as gasoline (TPH-g), diesel (TPH-d), or motor oil (TPH-mo). Soil vapor sampling conducted in the vicinity of the potential former UST location did not detect fuel constituents above regulatory screening criteria (other than benzene, a common detected constituent in parking lots). Soil and soil vapor sampling performed at the site is further discussed in Section 6.

The site is also listed on the following databases related to regulatory compliance: Facility and Manifest Data (HAZNET) and Hazardous Waste Tracking System (HWTS). Listings on these databases, by themselves, are not necessarily indicative of contamination.

4.1.2 Database Review for Adjoining Properties

According to the environmental database search report, no adjoining sites are listed on databases that are indicative of a potential contamination concern.

¹ EDR uses the term "radii" to refer to the ASTM terminology "approximate minimum search distance" in the environmental database report.

² Metal objects including a shed, storage container, and cargo trailers in the vicinity of the potential former UST created interference with the magnetometer and limited the geographic extent of the area scanned by GPR.

4.1.3 Database Review for Other Surrounding Properties

Ramboll has identified a number of non-adjointing facilities that represent a potential contamination concern to the subject site due to past releases on these facilities and possible migration onto the subject site, as detailed below.

- **Chevron #9-3934 (T0600101715).** Chevron #9-3934 is a former gas station located at 780 main street, Pleasanton, California, approximately 250 feet east-southeast and upgradient of the site. The property is listed on the GeoTracker, leaking underground storage tank (LUST), SWEEPS UST, Historical UST (Hist UST), EDR Historical Auto, Cortese, Historical Cortese, California Environmental Reporting System (CERS), and Alameda County Contaminated Sites (CS) databases. Alameda County Local Oversight Program (LOP) issued case closure on January 2, 1996. Additional documentation is not readily available on GeoTracker. Ramboll issued a records request to ACDEH, ACDEH LOP, and the SFRWQCB. The ACDEH and SFRWQCB did not have any records for the facility. The ACDEH LOP has not yet responded to Ramboll's record request. Based on the case closure status, this property does not present a contamination concern for the subject site.
- **Purity Cleaners.** Purity cleaners was a former dry-cleaning facility that operated between 1975 and 1982. The facility was located at 722 Main Street, Pleasanton, California, approximately 300 feet southeast and upgradient from the site. The facility is listed on the EDR Historical Cleaner database. While a listing on the database is not indicative of a contamination concern and no other information is known about the facility beside its former operational use, based on the historical use of PCE at dry cleaning facilities during the 1970s and 1980s, this off-site property potentially poses a contamination concern to the subject site. To address the potential contamination concern, soil vapor sampling was performed at the site, as discussed in Section 6.3. Based on the results of the soil vapor sampling conducted by Ramboll at the site, the Purity Cleaners property is not considered to be of concern for the site.
- **Main Street Property (T10000008158).** Main Street Property was occupied by an auto repair shop from the late 1930s to the late 1960s as well as a gasoline service station from the late 1930s to the early 1950s. The facility is located at 927 Main Street, Pleasanton, California, approximately 350 feet northeast and cross-gradient from the site. The facility is listed on the GeoTracker, LUST, Alameda County CS, Cortese, and CERS databases. Soil, groundwater, and/or soil gas sampling were completed at the facility in November 2015, October 2016, and July 2017 by Environmental Risk Assessors or ATC Associates, Inc. Maximum groundwater concentrations of TPH-g (1,400 micrograms per liter (µg/L)), TPH-d (1,000 µg/L), and total petroleum hydrocarbons as Stoddard Solvent (TPH-ss) (1,400 µg/L) were in excess of the SFRWQCB environmental screening levels (ESLs) of 100 µg/L. The groundwater plume appears to be localized and has not migrated offsite. Additionally, the most proximal groundwater sample to the site did not detect TPH-g, TPH-d, and TPH-ss. The facility received case closure from ACDEH LOP on February 26, 2018 under the SWRCB's Low Threat UST Closure Policy. ACDEH LOP issued residential land use restrictions for the facility. Based on the case closure documentation the Main Street Property is not considered to be of concern for the site.
- **Unocal #0543 (T0600100048).** Unocal is a former gasoline service station that had two 10,000-gallon gasoline USTs and one 500-gallon waste oil UST. The facility was located at 992 Main Street, Pleasanton, California, approximately 450 feet northeast and cross-gradient from the site. The facility is listed on the GeoTracker, LUST, Alameda County CS, Cortese, Historical Cortese, SWEEPS UST, Hist UST and CERS databases. Subsurface investigations were conducted

at the facility beginning in November 1992. Initial groundwater sampling conducted by MPDS Services, Inc. revealed concentrations of TPH-g and benzene in excess of regulatory screening criteria with concentrations of 1,600 µg/L and 28 µg/L, respectively. Five monitoring wells at the facility were sampled quarterly from September 1993 through January 1995, and only two wells revealed elevated contaminant concentrations. The facility received case closure from the ACDEH LOP on September 12, 1997 due to the relatively small and localized plume. Based on the case closure documentation, the Unocal facility is not considered to be of concern for the site.

- **Mobil #04-H6J (T0600100909).** The former Mobil gas station was located at 1024 Main Street in Pleasanton, California, approximately 500 feet northeast and cross-gradient from the site. The facility is listed on the GeoTracker, LUST, Alameda County CS, Cortese, Historical Cortese, SWEEPS UST, California Facility Inventory Database UST (CA FID UST), Hist UST, and CERS databases. Four USTs were removed from the former service station on October 17, 1989. Soil samples collected during the tank removal revealed TPH-g in soil at concentrations up to 2,400 parts per million (ppm). Approximately 260 cubic yards of soil were excavated beneath the former USTs. In March 1995, vapor and groundwater extraction systems were installed at the facility with four dual-purpose vapor/groundwater extraction wells and five vapor extraction wells. The system operated for five years, during which, the system processed and discharged 3,854,430 gallons of groundwater and removed 27,218 pounds of hydrocarbons. Groundwater monitoring was conducted at the facility from 1990 to 2009, during which time concentrations of petroleum hydrocarbons generally decreased over time. The facility received case closure from ACDEH Environmental Protection Division on July 14, 2010. Based on the case closure documentation and remediation activities, the Mobil facility is not considered to be of concern for the site.
- **Family Cleaners (T10000008245).** Family Cleaners is a dry-cleaning facility located at 618 Main Street, Suite A, Pleasanton, California, approximately 800 feet south and potentially upgradient from the site. The facility is listed as pending review on GeoTracker and is listed on the Certified Unified Program Agency (CUPA) Listings, EDR Historical Cleaner, and Non-Case Info databases. The facility has operated as a dry cleaner from 1982 to present. The SFRWQCB requested a source investigation because of historic PCE use at the facility. The source investigation, performed by Northgate Environmental Management, inc., identified PCE in soil vapor in excess of the SFRWQCB commercial ESL of 2,100 micrograms per cubic meter (µg/m³) with concentrations up to 9,495 µg/m³. The source investigation also identified PCE in all three grab groundwater samples in excess of the Maximum Contaminant Level of 5 µg/L with concentrations between 7.3 and 11 µg/L. Based on the potential release of PCE from the former dry cleaner and unknown extent of the groundwater plume, this off-site property potentially poses a contamination concern to the subject site. To address the potential contamination concern, soil vapor sampling was performed at the site, as discussed in Section 6.3. Based on the results of the soil vapor sampling conducted by Ramboll at the site, the Family Cleaners property is not considered to be of concern for the site.
- **American Cleaners (Former) (T10000008240).** The former dry-cleaning facility was located at 555 Main Street, Pleasanton, California, approximately 0.2 miles south and potentially upgradient from the site. The facility is listed as an open case on GeoTracker and the Cleanup Program Sites-Spills, Leaks, Investigations, and Cleanups (CPS-SLIC) databases. A dry-cleaning facility operated from approximately 1920 to 1992. In 2017 and 2018, soil, groundwater, and soil vapor investigations were conducted at the facility by AdvancedGeo Environmental. In 2017, indoor air samples inside the former dry-cleaning facility exceeded the SFRWQCB commercial ESL for PCE of 2.1 ug/m³ with a concentration of 21 ug/m³. In 2018, permanent groundwater monitoring wells and dual-depth soil vapor probes were installed on and off the property. The

local groundwater flow direction is to the northwest. The maximum groundwater concentrations of PCE and TCE exceeded the MCL of 5 ug/L with respective concentrations of 20,000 ug/L and 10,000 ug/L. The maximum concentrations of PCE and TCE detected in soil vapor samples were 38,000,000 ug/m³ and 450,000 ug/m³, respectively, in excess of their respective SFRWQCB Commercial ESLs of 2,100 ug/m³ and 3,000 ug/m³. A workplan for additional subsurface characterization and development of a soil vapor extraction system is planned for the property. Based on the known subsurface impacts of chlorinated solvents from the former dry cleaner and the unknown extent of the groundwater plume, this off-site property potentially poses a contamination concern to the subject site. To address the potential contamination concern, soil vapor sampling was performed at the site, as discussed in Section 6.3. Based on the results of the soil vapor sampling conducted by Ramboll at the site, the Family Cleaners property is not considered to be of concern for the site.

- **Pleasanton French Laundry (Former) (T10000008241).** Two former dry-cleaning facilities were located nearly adjacent to one another at 220 Division Street and 555 Main Street, Pleasanton, California, approximately 0.2 miles south-southeast of the site and potentially upgradient from the site. The facilities are listed jointly as an open case on GeoTracker and the CPS-SLIC databases. Dry-cleaning operations were conducted at the facilities from approximately 1943 to 1978. In 2019, Trinity Source Group, Inc. conducted active and passive soil vapor sampling, soil sampling, and grab groundwater sampling at the facility. Twenty-six passive soil vapor probes were sampled, four of which detected PCE above the SFRWQCB commercial ESL of 67 ug/m³ with a maximum concentration of 1,777.68 ug/m³. During active soil vapor sampling, nine of ten samples detected PCE above the SFRWQCB commercial ESL of 67 ug/m³. PCE was not detected in groundwater in excess of the California MCL of 5 ug/L. Based on the limited detections of chlorinated solvents in groundwater, this off-site property is unlikely to pose a contamination concern to the subject site.

4.2 Historical Uses of the Site and Adjacent Sites

4.2.1 Past Uses of the Site

Sanborn maps dating back to 1888 indicate the site was originally developed for residential purposes, with two single family residential structures on the southern portion of the site (one residence each where the current residence and restaurant are located). Additionally, between 1888 and 1907, up to five ancillary structures were located in the northern portion of the Eastern Parcel, utilized as a chicken incubator, hen coop, and general storage sheds. By 1953, the additional structures in the northern portion of the Eastern Parcel were removed. The Eastern Parcel was developed into a restaurant by the mid-1970s. In 1995, the restaurant became Barone's. By 2012, The Eastern Parcel appears in its current configuration with the majority of the parcel landscaped for outdoor dining and events at the restaurant.

Between 1888 and 1907, two ancillary structures were on the Western Parcel, both utilized as a hen house. At least between 1943 and 1953, up to nine structures were on the Western Parcel, utilized as an accessory dwelling unit, paint storage, general storage, and a garage. Between at least 1969 and 1987, the Western Parcel was owned by Loretto Winery, Ltd.; therefore, minor historical agriculture operations may have been conducted at the site. Aerial imagery does not indicate a change from residential operations during the Loretto Winery ownership. By 1998, the Western Parcel appears in its current configuration with the residence remodeled, and the parking lot paved.

4.2.2 Interview with Site owner

An interview was conducted during the site visit on September 1, 2020 with Mr. Joseph Barone. Mr. Barone has been the site owner and restaurant owner, along with his wife Maricela, since 1995. Mr. Barone's knowledge of previous tenants and their operations is limited.

According to Mr. Barone, the Western Parcel has always been used as a single-family home. Prior to the Barone's ownership in 1995, the northern portion of the Western Parcel was undeveloped grassland. Mr. Barone reported that a carriage repair shed was located at the southwest corner of the (now) parking lot prior to the Barone's ownership. The Barone's paved the site shortly after purchasing the property. According to Mr. Barone, a single-family home was located on the Eastern Parcel until it was converted to a restaurant called "Casanovas" in the 1980s. Mr. Barone reported no septic tanks currently or historically at the site.

Mr. Barone interviewed the previous owner, who reportedly recalls her former husband removing a UST from approximately the southwest corner of the parking lot, as described in Section 4.1.1. The former site owner provided Mr. Barone with a hand-drawn sketch of the potential former UST location (Appendix D).

According to Mr. Barone, chemical storage has always been limited to the small quantities of paint and cleaning agents that are currently on the site, utilized for general restaurant or residence maintenance. No chemical spills or cleanups have occurred at the site.

A summary of Ramboll's key observations from the available historical sources is presented in Table C.

Table C: Summary of Key Observations from Historical Sources for the Subject Site	
Historical Source	Key Observations Regarding Site History
Sanborn Maps (1888, 1893, 1898, 1903, 1907, 1943, 1953)	The 1888 Sanborn shows the site developed with two residential structures on the southern portion of the site. The parcel lines appear to be changed, separating each parcel in two. One small unmarked structure is shown on the northern portion of the Western Parcel, and two small structures in the northern portion of the Eastern Parcel, one of which is unmarked and the other is a stable. The 1893 and 1898 Sanborn Maps show the residence on the Western Parcel as having a water tank on the roof and two structures utilized as henhouses in the northern portion of the parcel. The Eastern Parcel shows two structures in the northern portion of the parcel, one a stable and one utilized as a warehouse. The 1903 Sanborn Map shows the Western Parcel unchanged. The Eastern Parcel has two additional structures (four total) two of which are indicated as hen coops, one as a chicken incubator, and one a wood-shed. The 1907 Sanborn Map shows the parcel lines in the approximate modern configuration. The Western Parcel had one of the hen house structures removed. The Eastern Parcel has four sheds and one stable in the northern portion of the parcel. The 1943 Sanborn Map shows the Western Parcel with an accessory dwelling unit, a garage, a paint storage shed, and five unmarked structures. The Eastern Parcel has one unmarked structure on the northern portion of the parcel. The 1953 Sanborn Map shows three structures removed from the Western Parcel and only the residence on the southern portion remains. The Eastern Parcel has a garage behind the residence and no other structures on the parcel. No concerns are noted.

Table C: Summary of Key Observations from Historical Sources for the Subject Site	
Historical Source	Key Observations Regarding Site History
Aerial Photographs and Satellite Imagery ¹ (1939, 1940, 1949, 1958, 1963, 1966, 1979, 1982, 1993, 1998, 2003-2020)	The 1939 through 1958 aerial photographs depict the site developed with single-family residences on the southern portion of the site. The majority of the site is undeveloped grassland with a few small structures across the central and northern portions of the site. The 1963 aerial photograph shows the Western Parcel with a garage and an additional shed behind the main residence, but there is not an accessory dwelling unit as depicted in the 1943 and 1953 Sanborn Maps. Additionally, the Eastern Parcel has a paved driveway to the garage behind the residence. The 1982 aerial photograph shows a structure in the northern portion of the site, potentially a grouping of umbrellas. The 1993 aerial photograph shows changes to the Eastern Parcel after being converted into a restaurant. The 2003 aerial photograph shows the additional dwelling unit adjacent to the north of the residence on the Western Parcel. The 2007 aerial photograph shows the residence on the Western Parcel in its general configuration with the large tress behind the residence removed and additional garage structures present. Aerial photographs from 2007 to 2020 show the site in its current configuration with only minor changes: the shipping container north of the residence appears (2010) and the concrete patio north of the restaurant is extended northward including a concrete path to the northern gazebo (2010). No concerns are noted.
Topographic Maps (1906, 1941, 1947, 1953, 1961, 1968, 1873, 1980, 2012)	The 1906 through 2012 topographic maps do not show development on the site. No concerns are noted.
City Directory (1975 and 2014)	The occupants of the 475 Saint John Street address (the Eastern Parcel) are listed as Latrattoria Patio and Villa La (1980); Casanovas Restaurant (1989); Casanovas Ristorante (1995); Barone's Restaurant and Casanovas (2000); Barone's (2005); Barone's Restaurant (2010-2017). The occupants of the 493 Saint John Street address (the Western Parcel) are listed as Earl Trimmingham (1975-1989); unknown occupant (2000); Joseph Barone (2005-2017).
¹ In addition to aerial photographs provided by EDR, Ramboll viewed historical satellite imagery provided via Google Earth. Printed copies were not obtained, and imagery dates were not independently verified.	

4.2.3 Past Uses of Adjacent Sites

From the late 1800s, the property adjacent to the west of the site was a single-family dwelling unit with accessory structures that stored oil and paint. By 1943, Garatti Winery processing facility was developed adjacent to the west of the site. By 1993, the residential complex adjacent to the west of the site was developed. Properties south of the site were primarily used for residential land use starting in the late 1800s and have become mixed-use residential and commercial over time. Properties north of the site, beyond Arroyo Valle, were mostly undeveloped land until the construction of Del Valle Parkway in 1993; beyond which is commercial land use including a former vehicle service station (see "Main Street Property" in Section 4.1.1). Since the late 1800s, the properties east of the site have primarily been used for commercial operations (carriage painting, hotels, printing shop, etc.). By 2003, the Rose Hotel and Farmers Insurance building east of the site appear in their modern configuration.

4.3 Review of Local and State Agency Information

Ramboll visited or otherwise contacted local governmental agencies and regulatory bodies for information relating to the site. An overview of the findings of this review is presented in Table D.

Table D: Local Agency Information for the Site	
Agency Contacted / Document Reviewed	Information Obtained
Alameda County Assessor	A parcel map for the site area was reviewed at the Alameda County Assessor's website. The Alameda County parcel map depicts the site APNs as 94-114-7 and 94-114-8.
City of Pleasanton Building Department	Ramboll reviewed available public records delivered to Ramboll electronically by the Building Department. Building Department records included design reviews and construction permit applications by James Fazzari starting in 1988 for additions to Casanova's Ristorante at 475 Saint John Street. Records also included various construction permit applications by the Barones starting in 1995 for both improvements to the restaurant at 475 Saint John Street and the residence at 493 Saint John Street.
City of Pleasanton Fire Department	Ramboll requested any available records from the City of Pleasanton Fire Department. The Fire Department did not have any records in regards to USTs or in regards to the Western Parcel. The Eastern Parcel has inspection reports with violations for servicing the fire extinguisher, dry rot on the back deck of the restaurant, and required earthquake strapping for the water heater.
Alameda County Department of Environmental Health	Ramboll requested any available records from the ACDEH for information regarding soil or groundwater investigations, USTs, LUSTs, hazardous materials inspections, or violations/permits for the site. Ramboll was informed that no records were found for the site addresses.

4.4 Previous Environmental Assessments and Activities

No previous environmental assessments have been conducted at the site.

4.5 Environmental Lien Record Search

A review of EDR Environmental Lien Search Report dated September 1, 2020 was conducted to identify environmental liens or AULs imposed by judicial authorities with respect to APNs 94-114-7 and 94-114-8. No environmental liens or AULs were found. The EDR Environmental Lien Search Report is attached as Appendix E.

4.6 User-Provided Information

Ramboll provided Robson Homes with a User Questionnaire (consistent with Appendix X3 of the ASTM Standard) that requested information relating to environmental liens, AULs, specialized knowledge of the property, property value diminution, chain-of-title, or any other commonly known or obvious indications of site contamination, that was not otherwise provided to Ramboll. The user did not provide any information that was not otherwise obtained and reviewed by Ramboll.

5. SITE RECONNAISSANCE

5.1 Methodology and Limiting Conditions

Ramboll conducted multiple site visits in September and October 2020. During the site visits, observations of the site were made to evaluate if any RECs, as defined in Chapter 2, are present.

5.2 General Site Setting and Observations

Ramboll made observations concerning all issues specified in Sections 9.4.2 through 9.4.4 of the ASTM E1527-13 Standard. The presence or absence of each issue of environmental interest or concern is noted in Table E. Additional information regarding observed and historical items is provided in the sections following the table.

Table E: Summary of Site Reconnaissance Observations		
Issue	ASTM Section	Observation
Interior and Exterior Issues		
Current use(s) of the property	9.4.2.1	See Section 3.2
Past use(s) of the property	9.4.2.2	See Section 4.2
Hazardous substances and petroleum products used, treated, stored, disposed of, or generated on the property in connection with identified present or past uses	9.4.2.3	Present (see Section 5.2.1)
Storage tanks: Underground storage tanks (fill ports, vent pipes, manholes) Aboveground storage tanks	9.4.2.4	Potentially Historically Present (see Section 5.2.2) Absent
Odors (strong, pungent or noxious)	9.4.2.5	Absent
Pools of liquid, standing surface water or sumps	9.4.2.6	Present (see Section 5.2.3)
Drums of hazardous substances or petroleum products (five-gallon, 55-gallon or totes)	9.4.2.7	Present (see Section 5.2.1)
Hazardous substance and petroleum product containers (not necessarily in connection with identified uses)	9.4.2.8	Present (see Section 5.2.1)
Unidentified substance containers suspected of containing hazardous substances or petroleum products	9.4.2.9	Absent

Table E: Summary of Site Reconnaissance Observations		
Issue	ASTM Section	Observation
Polychlorinated biphenyls (PCBs) Electrical equipment on-site (e.g., transformers, capacitors) Electrical equipment known or likely to contain PCBs Hydraulic equipment on-site (e.g., elevators, truck dock lifts) Hydraulic equipment known or likely to contain PCBs	9.4.2.10	Absent Absent Absent Absent
Interior Issues		
Heating/cooling systems	9.4.3.1	Present
Stains or corrosion on interior floors, walls or ceilings (except for staining from water)	9.4.3.2	Absent
Floor drains and interior sumps	9.4.3.3	Present (see Section 5.2.3)
Exterior Issues		
Pits, ponds or lagoons on property or adjacent sites	9.4.4.1	Absent
Stained soil or pavement	9.4.4.2	Absent
Stressed vegetation (from other than insufficient water)	9.4.4.3	Absent
On-site solid waste disposal; areas apparently filled or graded by non-natural causes; or mounds or depressions suggesting solid waste disposal	9.4.4.4	Absent
Wastewater or other liquid (including storm water) or any discharge into a drain, ditch, underground injection system or stream on or adjacent to the property	9.4.4.5	Present (see Section 5.2.4)
Wells (including dry wells, irrigation wells, injection wells, abandoned wells, or other wells)	9.4.4.6	Absent
Septic systems or cesspools	9.4.4.7	Absent
Notes: Observations noted in this table and discussed further below are based on information obtained during the site visit and from a review of the sources summarized in Section 4. See the ASTM Standard for a detailed description of the issues included in each referenced ASTM section. Per the ASTM Standard, fluorescent light ballasts likely to contain PCBs do not need to be noted. N/A – Not applicable		

5.2.1 Hazardous Material Use and Storage

During Ramboll's site visits in September 2020, the only petroleum products identified were two high density polyethylene (HDPE) five-gallon gasoline canisters used for fueling landscaping equipment. The gasoline canisters were stored on the floor inside a shed northwest of the restaurant. Multiple 20-pound propane tanks, which are utilized to fuel space heaters at the outdoor dining area, are present north of the restaurant. Additionally, multiple containers of paint and stain are stored in one and five-gallon containers in storage sheds north of the restaurant. Multiple one-gallon containers of washing machine detergent, surface cleaners, and dish soaps are stored on a shelving unit in the partial-basement area of the kitchen. The only chemicals Ramboll observed in the on-site residence were small quantities of general cleaners. No evidence of release was observed in any of the aforementioned areas.

5.2.2 Potential Historical UST

As discussed in Section 4.1.1, the former site owner reportedly recalls her husband removing the UST from the southwest corner of the parking lot in the early 1990s and provided a hand-drawn sketch of the possible location (see Appendix D). Ramboll contacted the Fire Department, ACDEH, and RWQCB, but none of the agencies reported having records of a UST. As discussed in Section 4.1.1, Subdynamic scanned the vicinity of the potential former UST with a magnetometer and Ground Penetrating Radar (GPR) but could not detect buried metal or changes in lithology related to a UST or backfill of an excavation. Ramboll advanced two borings to 10 feet bgs in the vicinity of the potential former UST. No soil staining, odors, or other evidence of a release were observed by Ramboll field personnel. Soil sampling conducted in the vicinity of the potential former UST location did not detect fuel constituents. Soil vapor sampling conducted in the vicinity of the potential former UST location detected benzene slightly above the residential regulatory screening criteria at one of the two locations in the vicinity of the potential former UST (SV04); however, SV04 is in the parking lot and concentrations of benzene are commonly detected in vehicle use areas. No additional fuel constituents or by-products were detected in soil vapor samples above regulatory screening criteria for unrestricted residential land use.

5.2.3 Pools of Liquid, Standing Surface Water, or Sumps

During the September 2020 site walk, the site owner stated there are a total of five sumps beneath the Western Parcel. Two of the sumps are located below the residence for the basement and three of the sumps are located in the landscaping in the front of the house. The sumps are utilized for flood control. No sumps are located on the Eastern Parcel.

5.2.4 Stormwater

Stormwater runoff at the site primarily discharges onto the street and eventually to the municipal storm drains on Saint John Street. However, some stormwater likely discharges to Arroyo Valle, the stream intersecting the northern portion of the site.

6. SOIL AND SOIL VAPOR SAMPLING

In September and October 2020, Ramboll conducted soil and soil vapor sampling activities at the site. Figure 3 shows the sample locations. Tables 1 through 4 summarize the results of soil sample analyses and Table 5 summarizes the results of soil vapor sample analysis. The laboratory analytical reports are provided in Appendix F.

The soil sampling analytical results were compared to applicable USEPA Regional Screening Levels (RSLs) for residential land use, Cal/EPA DTSC-modified RSLs for residential land use, and SFRWQCB ESLs for residential land use. In the case of arsenic, concentrations were compared to naturally-occurring background levels.³ For simplicity, RSLs, DTSC-modified RSLs, and ESLs will herein be referred to as “regulatory screening criteria”.

6.1 Pre-Field Activities

Ramboll prepared a site-specific health and safety plan (HASP) and notified Underground Service Alert (USA) of the sampling activities at least two working days prior to the start of intrusive sampling, as required by law. Ramboll contracted with Subdynamic to perform utility locating, Penecore Drilling to perform drilling activities for soil sample collection and soil vapor well installation, McCampbell Analytical, Inc. (MAI) to perform soil sample analyses, and Eurofins Calscience to perform soil vapor sample analysis.

6.2 Soil Sampling and Soil Vapor Well Installation

Soil sampling and soil vapor well installation activities were performed on September 3, 2020. A total of eight borings (SV01 through SV08) were advanced to approximately 5.5 feet bgs using direct push technology (DPT) drilling equipment with 2.25-inch diameter casing. Locations SV03 and SV04 were advanced in the approximate location of the potential former UST. The other six locations were installed along site boundaries and across the site for general coverage. Continuous soil cores were collected, observed for visual or olfactory indications of a release, and screened for VOCs with a photoionization detector (PID). The borings were then completed as soil vapor wells in accordance with the Cal/EPA DTSC Active Soil Gas Investigations Advisory (Cal/EPA 2015 – herein after referred to as “the Advisory”), with soil vapor probes placed at 5 feet bgs. Approximately 6 inches of sand was placed in the bottom of each borehole. A stainless-steel sampling probe connected to Teflon tubing was placed on top of the sand layer and an additional 6 inches of sand was placed on top of the sampling probe. Approximately 1 foot of dry granular bentonite was placed on top of the sand layer and the remainder of the borehole was backfilled with neat cement. An air-tight valve was placed on the end of each Teflon® tube, and each well was completed with a traffic-rated flush-mount well vault.

At six of the eight borings (SV01, SV02, SV05 through SV08), soil samples were collected from first encountered native soil (approximately 0.5 feet bgs), 2 feet, and 3 feet bgs. At borings SV03 and SV04, soil borings adjacent to the soil vapor well location were advanced to ten feet bgs, soil samples were collected from first encountered native soil (approximately 0.5 feet bgs), 2 feet, 3 feet, 5 feet, 8 feet, and 10 feet bgs. The samples were placed in laboratory-supplied glass sample jars, placed on ice in a cooler, and delivered to MAI for analysis under chain-of-custody documentation. The 0.5 feet bgs samples collected from each location were analyzed for California Assessment Manual (CAM) 17

³ Duvergé, Dylan Jacques. 2011. Establishing Background Arsenic in Soil of the Urbanized San Francisco Bay Region.

metals using EPA Method 6020, organochlorine pesticides (OCPs) using EPA Method 8081A, and polychlorinated biphenyls (PCBs) using EPA Method 8082. The 10 feet bgs samples from borings SV03 and SV04, installed in the vicinity of the potential former UST location, were also analyzed for TPH-g, TPH-d, and TPH-mo by EPA Method 8015M. While field screening, Ramboll detected PID readings from sample locations SV02, SV05, SV06, SV07, and SV08; therefore, one sample from each aforementioned location was analyzed for TPH-g, TPH-d, and TPH-mo. Additionally, the location and depth with the single highest PID reading, the sample at SV07 collected from 0.5 feet bgs, was analyzed for volatile organic compounds (VOCs) by EPA Method 8260B. All soil samples collected from 2, 3, 5, and 8 feet bgs that were not analyzed for VOCs or TPH were temporarily placed on hold at the laboratory pending review of shallow soil sample results. Select deeper samples at SV01, SV02, SV04, and SV08 were analyzed for lead and/or arsenic, as discussed below.

In addition to the chemical analysis described above, two three-point composite samples were collected for analysis of naturally-occurring asbestos (NOA) by California Air Resources Board (CARB) Method 435. One three-point composite was comprised of road base rock samples collected from locations SB03, SB04, and SB05 and the other three-point composite was comprised of 0.5 feet bgs samples of first encountered native soil from locations SB03, SB04, and SB05.

6.2.1 Soil Sampling Results

Soil sampling results are presented in Tables 1 through 4 and laboratory analytical reports are included in Appendix F.

With the exception of lead and arsenic, metals concentrations were detected below regulatory screening criteria. At SV04, the 0.5 feet bgs sample detected arsenic at a concentration of 13 milligrams per kilogram (mg/kg), exceeding the naturally-occurring background level of 11 mg/kg. The sample at SV04 collected at 2 feet bgs was subsequently analyzed for arsenic, which was detected at a concentration of 7.0 mg/kg, below the naturally-occurring background level. At sample locations SV01, SV02, and SV08, samples collected at 0.5 feet bgs had concentrations of lead of 350 mg/kg, 99 mg/kg, and 1,600 mg/kg, respectively. These concentrations are above the regulatory screening criterion for residential land use for lead of 80 mg/kg. At all three locations, the deeper samples from 2 and 3 feet bgs were subsequently analyzed for lead and lead concentrations were below the regulatory screening criterion for residential land use.

OCPs were detected in five of the eight samples. All detected pesticide concentrations were below the respective regulatory screening criteria for residential land use. PCBs were detected in one of the eight samples (0.5 ft bgs at SV05) but at concentrations below the regulatory screening criteria for residential land use.

TPH-g was not detected in any of the seven samples analyzed. TPH-d was detected at only one location (0.5 ft bgs at SV07), and TPH-mo was detected at two locations (0.5 ft bgs at SV02 and SV07). Concentrations of TPH-d and TPH-mo were at least two orders of magnitude below residential regulatory screening criteria for residential land use.

VOCs were not detected above laboratory reporting limits in the 0.5 ft bgs sample at SV07. NOA was not detected in the two composite samples analyzed.

6.3 Soil Vapor Sampling

Soil vapor sampling was performed on September 8 and 9, 2020. In accordance with the Advisory, soil vapor samples were collected using individually-cleaned and certified 1-liter stainless steel Summa canisters and flow controller assemblies provided by Eurofins Calscience. Prior to purging or sampling, a shut-in test was conducted to check for leaks in the above-ground sampling system. To conduct the shut-in test, the above-ground sampling system was assembled and attached to the soil vapor well with its valve in the closed position. The sampling system was then evacuated to a minimum measured vacuum of 100 inches of water and a vacuum gauge on the flow controller assembly was observed for at least one minute. Prior to sampling, and in accordance with the Advisory, sample locations were purged and a leak check was conducted using a sampling shroud in which an atmosphere of a suitable leak check compound (e.g., helium) was generated. After purging, the valve on the Summa canister was then opened, allowing sample air to fill the canister at a rate no greater than 200 cubic centimeters per minute (cc/min). The canister valve was closed when approximately -4 to -5 inches of mercury in vacuum remained inside the canister. Each canister was labelled and shipped to the analytical laboratory under chain-of-custody documentation for chemical analysis of VOCs by EPA Method TO-15.

6.3.1 Soil Vapor Sampling Results

Soil vapor sampling results are presented in Table 5 and laboratory analytical reports are included in Appendix F.

Chloroform was detected at a concentration of 490 $\mu\text{g}/\text{m}^3$ at sample location SV01, exceeding the regulatory screening criterion for residential land use of 4.1 $\mu\text{g}/\text{m}^3$. Chloroform is a byproduct of potable water treatment and as a result, detections of chloroform are often related to use of potable water at the site and are not considered indicative of site contamination. Chloroform was detected at one other sample location, SV06, below regulatory screening criterion. No further investigation is warranted.

Benzene was detected at a concentration of 3.5 $\mu\text{g}/\text{m}^3$ at sample location SV04, only slightly exceeding the regulatory screening criterion for residential land use of 3.2 $\mu\text{g}/\text{m}^3$. Benzene was not detected in any other soil vapor samples. Benzene is a component of gasoline and is often found in soil vapor near areas of vehicle use. The low concentration detected is likely related to stormwater infiltration from the overlying parking lot and not indicative of widespread site contamination. No further investigation is warranted.

No other VOCs were detected above regulatory screening criteria in the soil vapor samples collected at the site.

6.4 Additional Shallow Soil Sampling

To determine the horizontal extent of elevated lead in shallow soil, step-out soil sampling was performed on October 9, 2020. Step-out soil samples were collected from 0.5 and 2.0 feet bgs at locations surrounding SV01, SV02, and SV08. In addition, soil samples were also collected at and in the vicinity of SB01, advanced in the vicinity of former hen houses on the Western Parcel. No staining or odor was noted in any of the soil samples. No elevated PID readings were observed during the step-out sampling. The step-out soil sampling locations are described below in Table F. Figure 3 shows the locations of the step-out soil samples that were analyzed.

Table F: Step-Out Soil Sample Location Summary		
Sample Identification	Step-Out Sample Identification	Location Description
SB01	SB01	Shallow soil in asphalt paved parking area in the vicinity of former hen coops
	SB01-N1	Shallow soil in asphalt paved parking area approximately 30 feet north of SB01
	SB01-SE1	Shallow soil in asphalt paved parking area approximately 30 feet southeast of SB01
	SB01-SW1	Shallow soil in asphalt paved parking area approximately 25 feet southwest of SB01
SV01	SV01-N1	Shallow soil in grass approximately 30 feet west of SV01
	SV01-N2	Shallow soil in landscaping approximately 30 feet north of SV01
	SV01-W1	Shallow soil in landscaping approximately 70 feet north of SV01
SV02	SV02-N1	Shallow soil in asphalt paved parking lot approximately 25 feet north of SV02
	SV02-N2	Shallow soil in asphalt paved parking lot approximately 55 feet north of SV02
	SV02-W1	Shallow soil in grass approximately 30 feet west of SV02
	SV02-W2	Shallow soil in grass approximately 70 feet west of SV02
SV08	SV08-N1	Shallow soil in landscaping approximately 35 feet north of SV08
	SV08-N2	Shallow soil in grass approximately 75 feet north of SV08
	SV08-NW1	Shallow soil in grass approximately 110 feet northwest of SV08
	SV08-S1	Shallow soil in landscaping approximately 25 feet south of SV08
	SV08-S2	Shallow soil in landscaping approximately 55 feet south of SV08
	SV08-SW1	Shallow soil in landscaping approximately 80 feet southwest of SV08
	SV08-W1	Shallow soil in asphalt paved parking lot approximately 100 feet west of SV08

The shallow borings were advanced to 2 feet bgs by Penecore Drilling using a hand auger. Ramboll placed soil from 0.5 and 2.0 feet bgs in laboratory-provided glass jars and submitted to MAI under chain of custody procedures. Initially, only the 0.5 feet bgs samples were analyzed for lead by USEPA Method 6020 from location SB01 and the step-out locations closet to SV01, SV02, and SV08.

Concentrations of lead exceeded the residential regulatory screening criterion of 80 mg/kg at 9 of the 13 0.5 feet bgs sample locations analyzed: SV01-N1 (110 mg/kg), SV01-N2 (100 mg/kg), SV01-W1

(89 mg/kg), SV02-W1-0.5 (110 mg/kg), SV02-W2 (91 mg/kg), SV08-N1 (120 mg/kg), SV08-S1 (220 mg/kg), SV08-S2 (130 mg/kg), SV08-SW1 (99 mg/kg).

All sample locations that detected lead in excess of the residential regulatory screening criterion at 0.5 feet bgs had the 2.0 feet bgs sample analyzed for lead. None of the 2.0 feet bgs step-out samples detected lead concentrations exceeding regulatory screening criterion. Areas of elevated lead appear to be present in shallow soil in the vicinity of current and former structures at the site. Soil sample locations with lead exceedances in shallow soil are noted on Figure 4. Laboratory analytical results are summarized in Table 1.

6.5 Hazardous Waste Characterization Analysis

As noted above, areas of elevated lead are present in the vicinity of current and former site structures. Select samples collected in these areas were analyzed for Soluble Threshold Limit Concentrations (STLCs) and Toxicity Characteristic Leaching Procedure (TCLP) concentrations for comparison to California and federal hazardous waste thresholds, respectively.

Multiple samples with lead concentrations exceeding 10 times the STLC concentration for California hazardous waste (10x STLC Pb = 50 mg/kg) and 20 times the TCLP concentration for federal hazardous waste (20x TLCP Pb = 100 mg/kg) were analyzed, as shown in Table 1.

Of the samples analyzed for STLC lead, 0.5 feet samples from locations SV01, SV08-N1, and SV08-S1 exceeded the STLC threshold of 5.0 milligrams per liter (mg/L) for California hazardous waste. In addition, the lead concentration in the 0.5 feet sample at SV08 exceeded the Total Threshold Limit Concentration (TTLC) threshold of 1,000 mg/kg for California hazardous waste. None of the samples analyzed for TCLP lead exceeded federal hazardous waste thresholds. In the event soil in the areas which exceed California hazardous waste criteria (near SV08, SV01, SV08-N1, and SV08-S1) were to be excavated and removed from the site, this soil may require disposal offsite as a California hazardous waste. STLC and TCLP results are summarized in Table 1.

7. FINDINGS, OPINION, AND CONCLUSIONS

Ramboll performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E1527-13 and a Phase II Subsurface Investigation of the site between September and October 2020. The objective of the ESA was to identify RECs, as defined in the ASTM Standard. A list of key definitions presented in the ASTM Standard is provided in Section 9 at the end of this report. Any exceptions to, or deletions from, this practice are described in Section 7.2.

7.1 Findings, Opinions, and Conclusions

7.1.1 Recognized Environmental Conditions

Ramboll performed a Phase I ESA of the site in conformance with the scope and limitations of the ASTM Standard and a Phase II Subsurface Investigation of the site. Any exceptions to, or deletions from, this practice are described in Section 7.2 of this report. This assessment has revealed the following REC in connection with unrestricted residential use of the site:

- **Areas of Elevated Lead in Shallow Soil.** Results from soil sampling conducted by Ramboll in September and October 2020 identified concentrations of lead in shallow soil above regulatory screening criterion for residential land use, as discussed in Section 6 of this report. The shallow soil with elevated lead appears to be located in the vicinity of the current and former structures at the site. The vertical extent of the elevated lead appears to be limited to the upper 2 feet. The horizontal extent could not be fully delineated due to the presence of on-site structures.

7.1.2 Other Findings

Although not a considered REC based on currently available information, Ramboll identified the following other findings. The term “other finding” is not defined by ASTM; rather, Ramboll uses the term to connote areas of contingent risk that are not clearly defined by the ASTM Standard.

- **Potential Former UST.** The EDR report identified a former 1,000-gallon unleaded gasoline UST at the site on the Statewide Environmental Evaluation and Planning System Underground Storage Tank (SWEEPS UST) database. The current site owner was unaware of any present or former USTs at the site. The former site owner reportedly recalls her husband removing the UST from the southwest corner of the parking lot in the early 1990s and provided a hand-drawn sketch of the possible location. Ramboll contacted the City of Pleasanton Fire Department (Fire Department), the Alameda County Department of Environmental Health (ACDEH), and the San Francisco Regional Water Quality Control Board (SFRWQCB), but none of the agencies reported having records of the UST. Ramboll advanced two borings to 10 feet below ground surface (bgs) in the vicinity of the potential former UST. No soil staining, odors, or other evidence of the potential fuel UST were observed by Ramboll field personnel. Soil sampling conducted in the vicinity of the potential former UST location also did not detect fuel constituents. Soil vapor sampling detected benzene slightly above the residential regulatory screening criteria at one of the two locations in the vicinity of the potential former UST (SV04); however, SV04 is in the parking lot and concentrations of benzene are commonly detected at these concentrations in vehicle use areas. No additional fuel constituents or by-products were detected in soil vapor samples above regulatory screening criteria for unrestricted residential land use. No further investigation is recommended at this time.
- **Nearby Dry-Cleaning Sites.** Several dry-cleaning facilities are located in relatively close proximity to the site as discussed in more detail in Section 4.1.3. Several of these facilities have

identified chlorinated solvents in soil vapor and/or groundwater above regulatory screening criteria. These off-site properties potentially pose a contamination concern to the subject site. To address the potential contamination concern, soil vapor sampling was performed at the site, as discussed in Section 6.3. Based on the results of the soil vapor sampling conducted by Ramboll at the site, these dry-cleaning properties are not considered of concern for the site.

7.1.3 De Minimis Conditions

De minimis conditions are those that do not represent a material risk of harm to public health or the environment and that generally would not be the subject of enforcement action if brought to the attention of appropriate governmental agencies. Ramboll identified the following *de minimis* condition related to the site:

- **Historical Site Use for Agricultural Purposes.** According to the Alameda County Assessor's Office, the site was owned by Loretto Winery LTD from at least August 25, 1969 to October 16, 1987. Aerial photographs dating back to 1939 do not depict agricultural operations at the site. A winery's processing operations are located adjacent to the west of the site as early as 1939. Given the aerial images and reported residential historical site use, it is unlikely pesticides and other agricultural chemicals were applied to the property during the Loretto Winery LTD ownership. Ramboll collected shallow soil samples (locations SV01 through SV08) that were analyzed for organochlorine pesticides. All organochlorine pesticide concentrations were below regulatory screening criteria for unrestricted residential land use. No further investigation is recommended at this time.

7.2 Analysis of Data Gaps

The ASTM Standard defines a data gap as "a lack of or inability to obtain information required by the practice despite good faith efforts by the environmental professional to gather such information." A data gap is only significant if other information obtained during the ESA, or professional experience, raises reasonable concerns and affects the ability of the environmental professional to identify whether a given issue is a REC. The ASTM Standard requires that the ESA report identify and comment on significant data gaps.

Limiting conditions and deviations to the ASTM Standard for the assessment are discussed below.

- The earliest readily available aerial image that indicates specific site uses is dated 1939 and shows that at least a portion of the property was already developed for agricultural uses. ASTM defines agricultural site use as a "developed" site use. Due to extended age of the site, it was not possible to interview representatives dating back to the site's first developed agricultural use.
- Within the primary residence and the accessory dwelling unit, Ramboll observed areas identified by the site owner as having chemical or hazardous materials storage. In the primary residence Ramboll observed the laundry room, located on the ground-floor in the northwest corner of the house. The site owner stated there is no chemical or hazardous material storage in the accessory dwelling unit; therefore, Ramboll personnel only observed the living room from the eastern dwelling entrance.

None of the exceptions, deletions, deviations, or site reconnaissance limitations noted above are considered to represent significant data gaps.

8. REFERENCES

8.1 Documents

AdvancedGeo Environmental. 2018. "Site Assessment Report." October 2015.

EDR. 2020. "The EDR Aerial Photo Decade Package: Inquiry Number 6173597.11." August 31.

EDR. 2020. "EDR Building Permit Report, Inquiry Number 6173597.8." August 31.

EDR. 2020. "The EDR-City Directory Abstract, Inquiry Number 6173597.5." September 2.

EDR. 2020. "EDR Environmental Lien Search and AUL Search, Inquiry Number 6173597.7." September 1.

EDR. 2020. "EDR Historical Topo Map Report, Inquiry Number 6173597.4." August 31.

EDR. 2020. "The EDR Property Tax Map Report, Inquiry Number 6173597.6." August 31.

EDR. 2020. "The EDR Radius Map Report, Inquiry Number: 6173597.2r." August 31.

EDR. 2020. "Certified Sanborn® Map Report, Inquiry Number 6173597.3." August 31.

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ETIC Engineering, Inc. 2009. "Soil Vapor Sampling Report." September.

Northgate Environmental Management, inc. 2018. "Source Investigation Report." May.

Trinity Source Group, inc. 2019. "Completion Report." September.

8.2 Interviews

Joe Barone. 2020. Site Owner. Personal interview. September 1.

9. ASTM DEFINITIONS

The following definitions are presented in the ASTM Standard:

REC - Recognized Environmental Condition:

The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment.

CREC - Controlled Recognized Environmental Condition:

A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

HREC - Historical Recognized Environmental Condition:

A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

***De minimis* Condition:**

A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

Data Gap / Significant Data Gap:

A lack of or inability to obtain information required by the practice despite good faith efforts by the environmental professional to gather such information. A data gap is significant if other information and/or professional experience raises concerns involving the data gap.

Please note that the term "other finding" is not defined by ASTM; rather, Ramboll uses the term to connote areas of contingent risk that are not clearly defined by the ASTM Standard.

TABLES

Table 1: Metals in Soil Samples
SCDC Pleasanton
475 and 493 St. John Street, Pleasanton, CA

Sample Location	Sample Depth (feet bgs)	Sample Date	Antimony	Arsenic	Barium	Cadmium	Chromium	Cobalt	Copper	Lead	STLC Lead (mg/L)	TCLP Lead (mg/L)	Mercury	Molybdenum	Nickel	Selenium	Vanadium	Zinc
SB01	0.5	10/9/2020	--	--	--	--	--	--	--	64	--	--	--	--	--	--	--	--
SV01	0.5	9/3/2020	1.0	8.1	190	0.95	65	12	37	350	14	0.10	0.44	0.56	83	ND<0.50	36	270
	2.0	9/3/2020	--	--	--	--	--	--	--	71	--	--	--	--	--	--	--	--
	3.0	9/3/2020	--	--	--	--	--	--	--	26	--	--	--	--	--	--	--	--
SV01-N1	0.5	10/9/2020	--	--	--	--	--	--	--	110	--	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	22	--	--	--	--	--	--	--	--
SV01-N2	0.5	10/9/2020	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	13	--	--	--	--	--	--	--	--
SV01-W1	0.5	10/9/2020	--	--	--	--	--	--	--	89	--	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	40	--	--	--	--	--	--	--	--
SV02	0.5	9/3/2020	0.66	7.0	210	ND<0.50	65	13	31	99	3.4	ND<0.10	0.61	0.60	78	ND<0.50	43	120
	2.0	9/3/2020	--	--	--	--	--	--	--	16	--	--	--	--	--	--	--	--
	3.0	9/3/2020	--	--	--	--	--	--	--	7.9	--	--	--	--	--	--	--	--
SV02-N1	0.5	10/9/2020	--	--	--	--	--	--	--	23	--	--	--	--	--	--	--	--
SV02-W1	0.5	10/9/2020	--	--	--	--	--	--	--	110	--	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	19	--	--	--	--	--	--	--	--
SV02-W2	0.5	10/9/2020	--	--	--	--	--	--	--	91	--	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	23	--	--	--	--	--	--	--	--
SV03	0.5	9/3/2020	0.70	7.6	210	ND<0.50	76	14	33	46	--	--	0.14	0.65	100	ND<0.50	43	160
SV04	0.5	9/3/2020	0.85	13	280	0.52	130	18	38	77	--	--	0.18	0.77	150	ND<0.50	47	160
	2.0	9/3/2020	--	7.0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SV05	0.5	9/3/2020	0.78	7.1	180	ND<0.50	70	11	34	36	--	--	0.099	0.72	90	ND<0.50	39	99
SV06	0.5	9/3/2020	0.75	8.1	210	ND<0.50	74	13	34	57	--	--	0.22	0.87	97	ND<0.50	47	100
SV07	0.5	9/3/2020	0.73	7.1	190	1.5	70	13	34	70	--	--	0.17	ND<0.50	110	ND<0.50	39	100
SV08	0.5	9/3/2020	0.83	8.0	220	ND<0.50	79	13	37	1,600	--	ND<0.10	0.19	0.63	99	0.58	43	100
	2.0	9/3/2020	--	--	--	--	--	--	--	13	--	--	--	--	--	--	--	--
	3.0	9/3/2020	--	--	--	--	--	--	--	10	--	--	--	--	--	--	--	--
SV08-N1	0.5	10/9/2020	--	--	--	--	--	--	--	120	6.7	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	30	--	--	--	--	--	--	--	--
SV08-N2	0.5	10/9/2020	--	--	--	--	--	--	--	45	--	--	--	--	--	--	--	--
SV08-S1	0.5	10/9/2020	--	--	--	--	--	--	--	220	9.1	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	14	--	--	--	--	--	--	--	--
SV08-S2	0.5	10/9/2020	--	--	--	--	--	--	--	130	--	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	20	--	--	--	--	--	--	--	--
SV08-SW1	0.5	10/9/2020	--	--	--	--	--	--	--	99	--	--	--	--	--	--	--	--
	2.0	10/9/2020	--	--	--	--	--	--	--	9.5	--	--	--	--	--	--	--	--
SV08-W1	0.5	10/9/2020	--	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--
Residential Screening Criteria			31	11	15,000	71	120,000 ^a	23	3,100	80	STLC Lead Threshold = 5.0 mg/L	TCLP Lead Threshold = 5.0 mg/L	1 ^b	390	820	390	390	23,000
Screening Criteria Source			USEPA	Duvergé	USEPA	Cal/EPA	USEPA	USEPA	USEPA	Cal/EPA			Cal/EPA	USEPA	Cal/EPA	USEPA	USEPA	USEPA
Hazardous Waste Screening Criteria			TTLCL	500	500	10,000	100	2,500	8,000	2,500			20	3,500	2,000	100	2,400	5,000
			10x STLC	150	50	1,000	10	50	800	250	--	--	2.0	3,500	200	10	240	2,500
			20x TCLP	--	100	2,000	20	100	--	100	--	--	4.0	--	--	20	--	--

Notes:
Only compounds detected above the laboratory reporting limit are included in the table and are shown in **bold**.
All data are reported in milligrams per kilogram (mg/kg).
Blue shading denotes detected concentrations in excess of residential screening criteria.
Orange shading denotes exceedance above STLC/TCLP value.
^a = screening value is for Chromium III
^b = screening value is for Elemental Mercury

California Assessment Manual 17 (CAM17) metals analyzed by EPA Method 6020.

-- = not analyzed or not available
bgs = below ground surface
Cal/EPA = California Environmental Protection Agency
mg/L = milligrams per liter
ND = not detected at or above the laboratory reporting limit shown
STLC = Soluble Threshold Limit Concentration; Source: California Code of Regulations, Title 22, Chapter 11, Article 3.
TCLP = Toxicity Characteristic Leaching Procedure; Source: 40 CFR 261, appendix II, 1993 ed., as amended by 58 FR 46040, Aug 31, 1993.
USEPA = United States Environmental Protection Agency

Sources:
California Environmental Protection Agency (Cal/EPA). 2020. Human Health Risk Assessment (HHRA) Note Number 3, Issue: DTSC developed modified screening levels based on the U.S. EPA Regional Screening Levels (RSLs) for use in the Human Health Risk Assessment process at hazardous waste sites and permitted facilities. June.
Duvergé, Dylan Jacques. 2011. Establishing Background Arsenic in Soil of the Urbanized San Francisco Bay Region.
United States Environmental Protection Agency (USEPA). 2020. Regional Screening Levels for Chemical Contaminants at Superfund Sites. May.

Table 2: Detected Organochlorine Pesticides and Polychlorinated Biphenyls in Soil Samples
SCDC Pleasanton
475 and 493 St. John Street, Pleasanton, CA

Sample Location	Sample Depth (feet bgs)	Sample Date	Organochlorine pesticides (OCPs)							PCBs
			a-Chlordane	g-Chlordane	p,p-DDD	p,p-DDE	p,p-DDT	Dieldrin	Endrin aldehyde	Aroclor 1260
SV01	0.5	9/3/2020	0.012	0.0050	ND<0.0010	0.040	0.0082	0.0055	ND<0.0010	ND<0.050
SV02	0.5	9/3/2020	ND<0.050	ND<0.050	ND<0.050	0.053	ND<0.050	ND<0.050	ND<0.050	ND<2.5
SV03	0.5	9/3/2020	ND<0.020	ND<0.020	ND<0.020	ND<0.020	ND<0.020	ND<0.020	ND<0.020	ND<1.0
SV04	0.5	9/3/2020	ND<0.50	ND<0.50	ND<0.50	ND<0.50	ND<0.50	ND<0.50	ND<0.50	ND<25
SV05	0.5	9/3/2020	0.0017	0.0033	0.0014	0.21	0.077	0.0044	0.0020	0.14
SV06	0.5	9/3/2020	ND<0.10	ND<0.10	ND<0.10	0.11	ND<0.10	ND<0.10	ND<0.10	ND<5.0
SV07	0.5	9/3/2020	ND<0.020	ND<0.020	ND<0.020	ND<0.020	ND<0.020	ND<0.020	ND<0.020	ND<1.0
SV08	0.5	9/3/2020	0.0083	0.0048	ND<0.0010	0.31	0.062	0.0017	ND<0.0010	ND<0.050
Residential Screening Criteria			--	--	1.9	2.0	1.9	0.034	--	0.24
Screening Criteria Source			--	--	USEPA	USEPA	USEPA	DTSC	--	DTSC

Notes:

Only compounds detected above the laboratory reporting limit are included in the table and are shown in **bold**.

All data are reported in milligrams per kilogram (mg/kg).

Blue shading denotes detected concentrations in excess of residential screening level.

Organochlorine pesticides (OCPs) analyzed by EPA Method 8081A.

Polychlorinated biphenyls (PCBs) analyzed by EPA Method 8082.

-- = not analyzed or not available

bgs = below ground surface

Cal/EPA = California Environmental Protection Agency

DDE = dichlorodiphenylethylene

DDT = dichlorodiphenyltrichloroethane

ND = not detected at or above the laboratory reporting limit shown

OCP = organochlorinated biphenyls

PCB = polychlorinated biphenyls

USEPA = United States Environmental Protection Agency

Sources:

DTSC - California Environmental Protection Agency (Cal/EPA). 2020. Human Health Risk Assessment (HHRA) Note Number 3, Issue: DTSC developed modified screening levels based on the U.S. EPA Regional Screening Levels (RSLs) for use in the Human Health Risk Assessment process at hazardous waste sites and permitted facilities. June.

USEPA. 2020. Regional Screening Levels for Chemical Contaminants at Superfund Sites. May.

Table 3: Total Petroleum Hydrocarbons and Volatile Organic Compounds in Soil Samples
SCDC Pleasanton
475 and 493 St. John Street, Pleasanton, CA

Sample Location	Sample Depth (feet bgs)	Sample Date	Total Petroleum Hydrocarbons (TPH)			VOCs
			TPH-g	TPH-d	TPH-mo	
SV02	0.5	9/3/2020	ND<1.0	ND<1.0	17	--
SV03	10.0	9/3/2020	ND<1.0	ND<1.0	ND<5.0	--
SV04	10.0	9/3/2020	ND<1.0	ND<1.0	ND<5.0	--
SV05	0.5	9/3/2020	ND<1.0	ND<1.0	ND<5.0	--
SV06	3.0	9/3/2020	ND<1.0	ND<1.0	ND<5.0	--
SV07	0.5	9/3/2020	ND<1.0	1.1	21	All ND*
SV08	3.0	9/3/2020	ND<1.0	ND<1.0	ND<5.0	--
RWQCB Residential ESL			430	260	12,000	--

Notes:

Compounds detected above the laboratory reporting limit are shown in **bold**.
All data are reported in milligrams per kilogram (mg/kg).

Total petroleum hydrocarbons (TPH) analyzed by EPA Method 8015
Volatile organic compounds (VOCs) analyzed by EPA method 8260

* Reporting limits vary for different samples based on laboratory dilution factors.

-- = not analyzed or not available

bgs = below ground surface

ND = not detected at or above the laboratory reporting limit shown

RWQCB = Regional Water Quality Control Board

TPH-g = total petroleum hydrocarbons gasoline range (C6-C12)

TPH-d = total petroleum hydrocarbons diesel range (C10-C23)

TPH-mo = total petroleum hydrocarbons motor oil range (C18-C36)

Sources:

^a San Francisco Bay Regional Water Quality Control Board (SFRWQCB). 2019. Environmental Screening Levels Direct Exposure Human Health Risk Levels (Table S-1). Revision 2

Table 4: Naturally-Occurring Asbestos in Soil Samples
SCDC Pleasanton
475 and 493 St. John Street, Pleasanton, CA

Sample ID	Depth Below Ground Surface (feet)	Sample Date	Visual Estimation	Percent Asbestos in Matrix	Asbestos Type(s) Detected
NOA-Base	0 to 0.5	9/3/2020	ND<0.25%	ND<0.25%	None
NOA-0.5	0.5	9/3/2020	ND<0.25%	ND<0.25%	None

Notes:

Sample NOA-Base is a composite of 0 to 0.5 feet below ground surface samples SV03-NOA-base, SV04-NOA-base, SV05-NOA-base

Sample NOA-0.5 is a composite of native soil samples SV03-NOA-0.5, SV04-NOA-0.5, SV05-NOA-0.5.

NOA analyzed by CARB Method 435

CARB 435 = California Air Resources Board Method 435; June 6, 1991.

ID = identification

ND = not detected at or above the laboratory limit of quantification shown

NOA = Naturally-Occurring Asbestos

Table 5: VOCs in Soil Vapor Samples
SCDC Pleasanton
475 and 493 St. John Street, Pleasanton, CA

Sample Type	Soil Vapor								Residential Screening Criteria for Soil Gas Vapor Intrusion
Sample Location	SV01	SV02	SV03	SV04	SV05	SV06	SV07	SV08	
Sample Depth (feet bgs)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Sample Date	9/9/2020	9/8/2020	9/8/2020	9/8/2020	9/8/2020	9/8/2020	9/8/2020	9/8/2020	
1,2,4-Trimethylbenzene	ND<7.4	ND<7.4	ND<7.4	ND<7.4	10	ND<7.4	ND<7.4	ND<7.4	--
1,3,5-Trimethylbenzene	ND<2.5	ND<2.5	ND<2.5	ND<2.5	5.1	ND<2.5	ND<2.5	ND<2.5	--
2-Butanone (MEK)	6.3	ND<4.4	ND<4.4	ND<4.4	ND<4.4	ND<4.4	ND<4.4	ND<4.4	170,000
Acetone	37	10	16	16	10	5.0	12	24	1,100,000
Benzene	ND<1.6	ND<1.6	ND<1.6	3.5	ND<1.6	ND<1.6	ND<1.6	ND<1.6	3.2
Carbon disulfide	ND<6.2	6.6	ND<6.2	ND<6.2	ND<6.2	ND<6.2	ND<6.2	ND<6.2	--
Chloroform	490	ND<2.4	ND<2.4	ND<2.4	ND<2.4	3.1	ND<2.4	ND<2.4	4.1
Dichlorodifluoromethane (R-12)	ND<2.5	ND<2.5	2.8	2.7	2.8	ND<2.5	ND<2.5	ND<2.5	--
Isopropanol	15	ND<12	ND<12	ND<12	ND<12	ND<12	ND<12	ND<12	--
m,p-Xylene	ND<8.7	ND<8.7	ND<8.7	ND<8.7	11	ND<8.7	ND<8.7	13	3,500
o-Xylene	ND<2.2	ND<2.2	ND<2.2	2.9	6.4	ND<2.2	ND<2.2	5.4	3,500
PCE	9.1	ND<3.4	3.4	ND<3.4	ND<3.4	ND<3.4	ND<3.4	ND<3.4	15
Toluene	2.0	10	2.0	ND<1.9	3.6	ND<1.9	ND<1.9	4.1	10,000

Notes:

Only compounds detected above the laboratory reporting limit are included in the table; positive results are shown in **bold**.

All data are reported in micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

Blue shading denotes detected concentrations in excess of residential screening level.

All samples analyzed for volatile organic compounds (VOCs) by EPA Method TO-15.

-- = not available/applicable

bgs = below ground surface

ND = not detected at or above the laboratory reporting limit shown

SV = Soil Vapor Sampling Location

cis-1,2-DCE = cis-1,2-Dichloroethene

Freon 113 = 1,1,2-Trichloro-1,2,2-Trifluoroethane

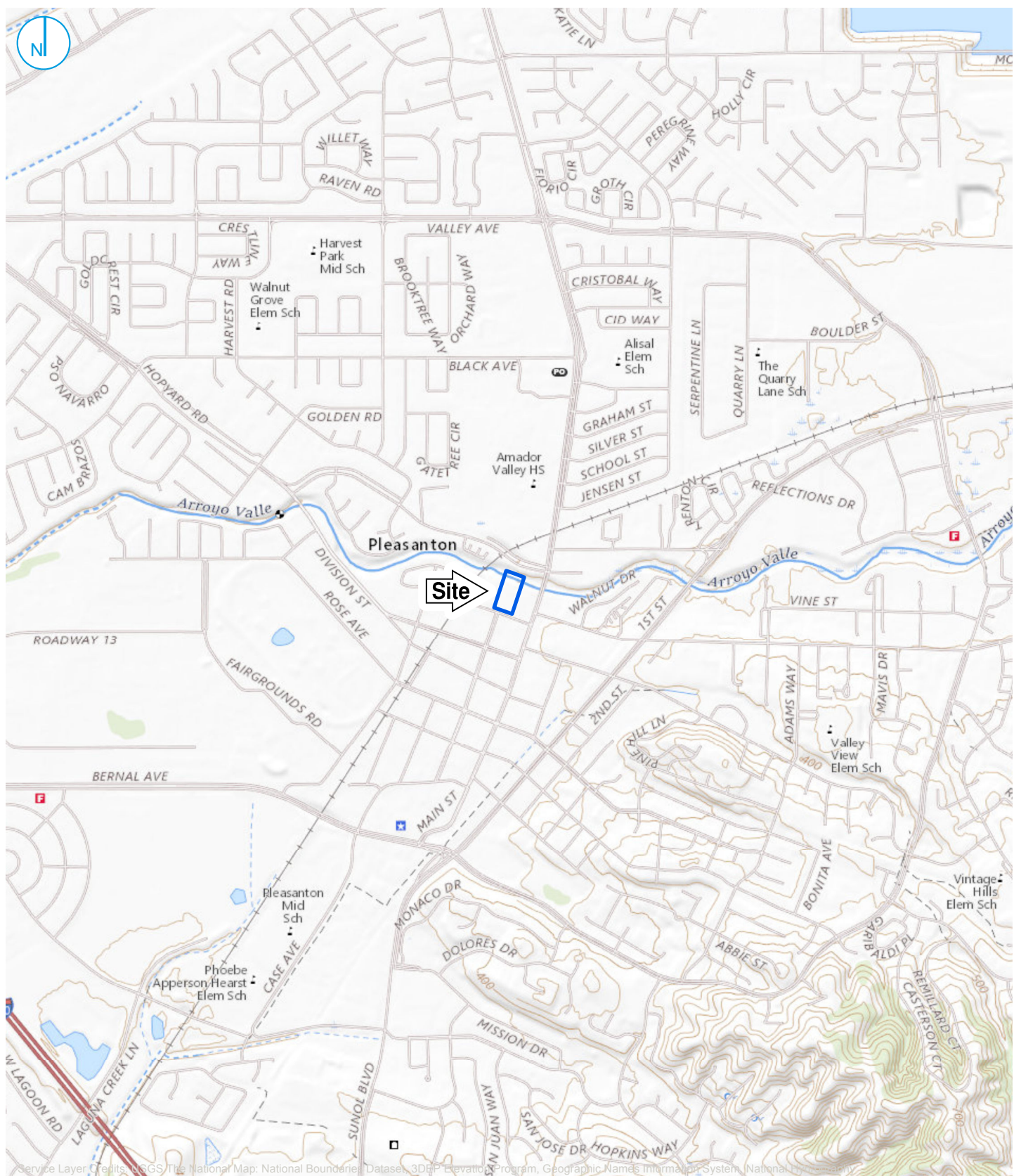
MEK = methyl ethyl ketone

PCE = Tetrachloroethene

Screening Criteria Source:

San Francisco Bay Regional Water Quality Control Board (SFRWQCB). 2019. Summary of Soil Vapor ESLs: Subslab/Soil Gas Vapor Intrusion: Human Health Risk Levels (Table SG-1). July. Rev 2.

FIGURES



Map Scale: 1:124,000;
Map Center: 121°52'31"W 37°39'53"N

LEGEND

0 1,000 2,000
Feet

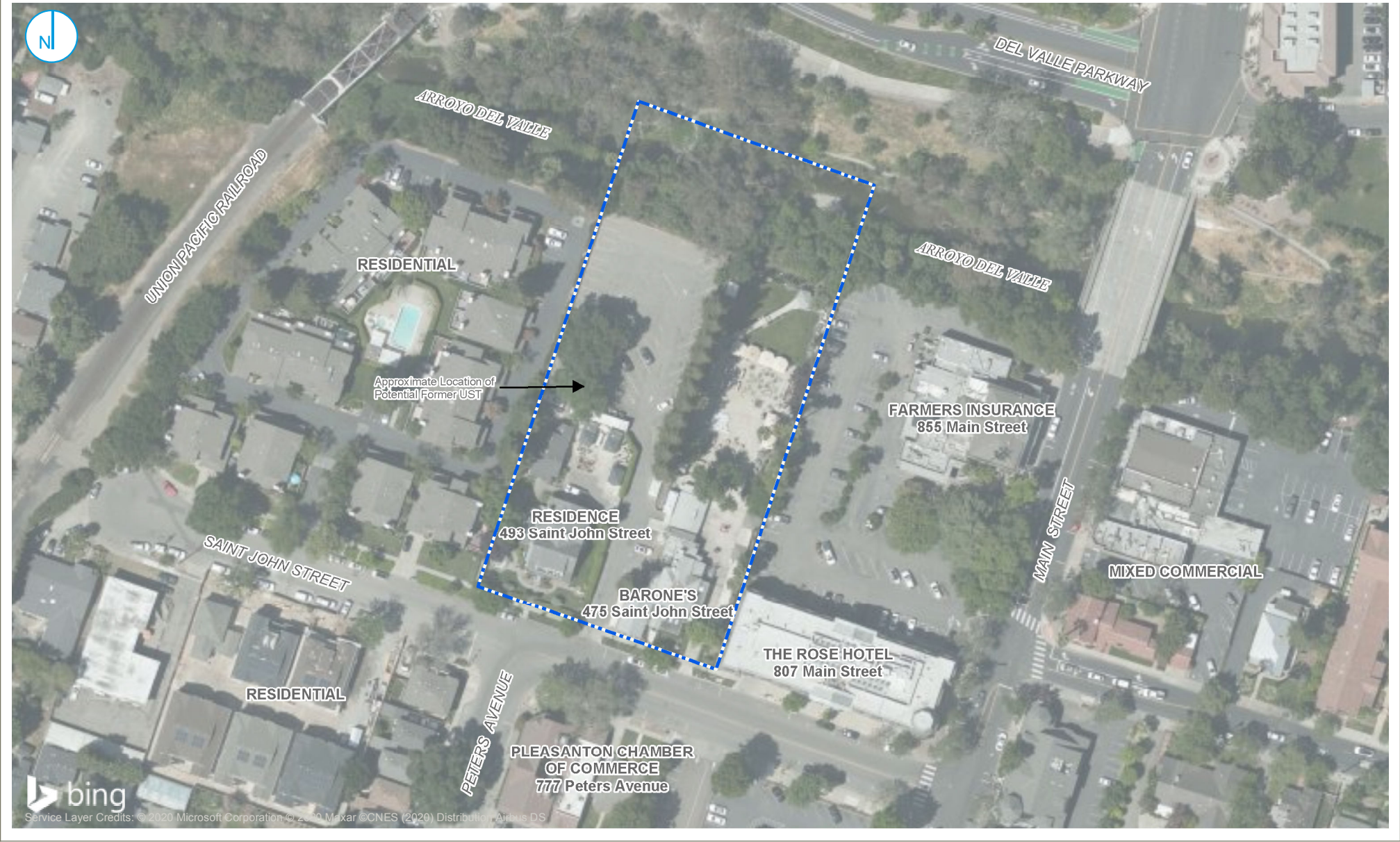
SITE VICINITY MAP

475 and 493 Saint John Street
Pleasanton, California

FIGURE 01

RAMBOLL US CORPORATION
A RAMBOLL COMPANY





LEGEND

Approximate Site Boundary

SITE LAYOUT

FIGURE 02

RAMBOLL US CORPORATION
A RAMBOLL COMPANY



475 and 493 Saint John Street
Pleasanton, California





SAMPLE LOCATION MAP

FIGURE 03

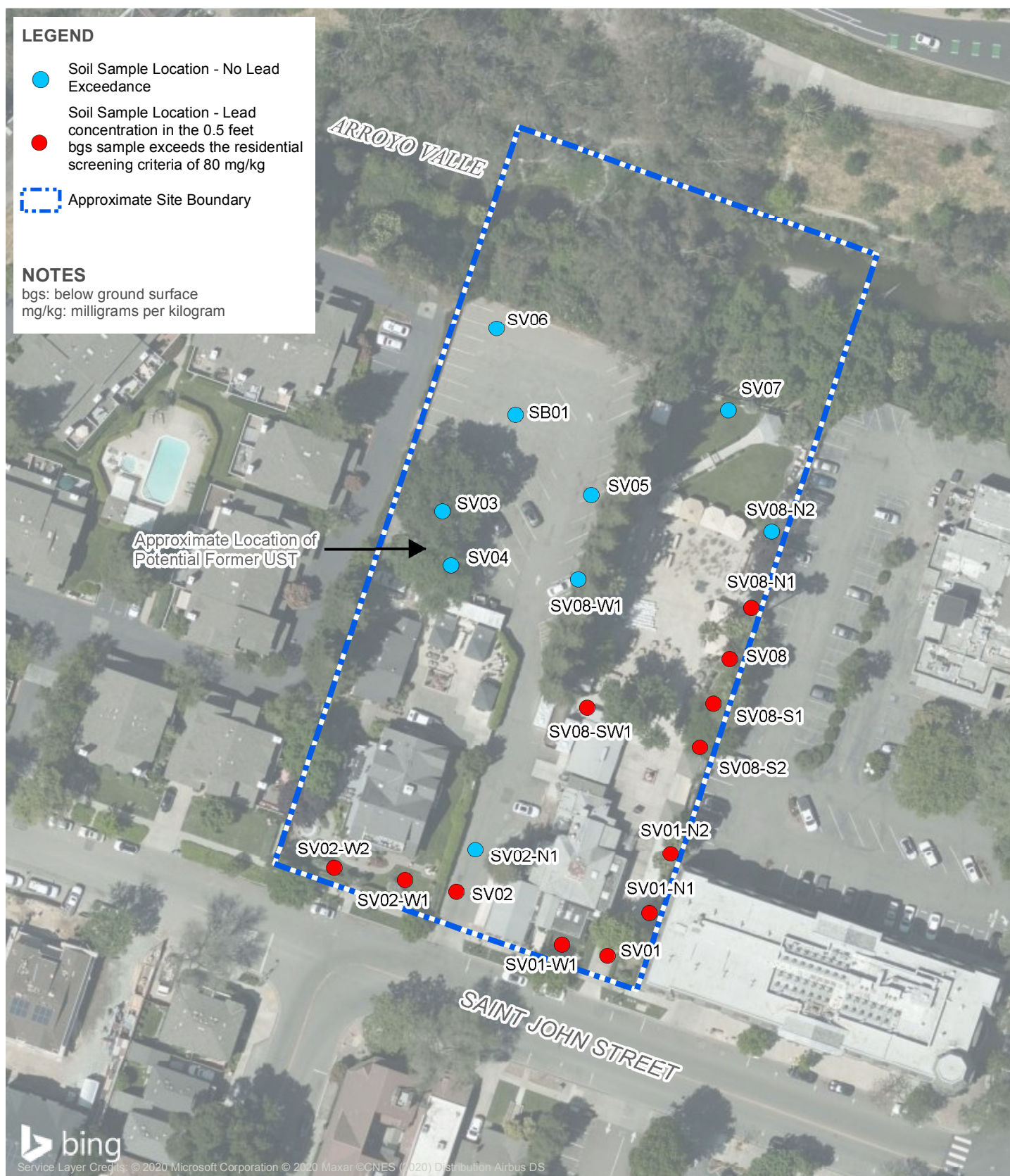


0 50 100
Feet

475 and 493 Saint John Street
Pleasanton, California

RAMBOLL US CORPORATION
A RAMBOLL COMPANY

RAMBOLL



SHALLOW SOIL SAMPLES WITH LEAD EXCEEDANCES

FIGURE 04



0 50 100 Feet

475 and 493 Saint John Street
Pleasanton, California

RAMBOLL US CORPORATION
A RAMBOLL COMPANY

RAMBOLL

APPENDIX A SITE PHOTOGRAPHS

APPENDIX B

ENVIRONMENTAL DATABASE REPORT

EDR conducted its searches for the standard environmental record sources and the minimum search distances, as specified by the ASTM Standard. The ASTM Standard uses the terminology “approximate minimum search distance” to refer to the radii searched in the environmental database report.

EDR conducted the search of environmental databases in December 2017. Because the environmental databases themselves are sometimes not updated by the specific regulatory agencies for periods of up to one year or more (depending on the database and the state), the database search conducted herein will not necessarily list any facility or site for which an environmental investigation/listing has been initiated subsequent to the last update.

APPENDIX C

HISTORICAL RESEARCH DOCUMENTATION

APPENDIX C.1

TOPOGRAPHIC MAPS

APPENDIX C.2

AERIAL PHOTOGRAPHS

APPENDIX C.3

ABSTRACT OF CITY DIRECTORIES

APPENDIX C.4

HISTORICAL FIRE INSURANCE MAPS

APPENDIX D
SITE OWNER PROVIDED FIGURE

APPENDIX E

ENVIRONMENTAL LIEN AND AUL SEARCH

APPENDIX F

LABORATORY ANALYTICAL REPORTS

APPENDIX G

QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

Appendix F

Roadway Construction Noise Model Results

Construction Noise

Phase 1	Noise Level @ 50 ft	Multi-family to the west	Existing Residential	Commercial to East
Distance		110	65	110
Demolition	81	74.152	78.721	74.152
Site Preparation	81	74.152	78.721	74.152
Grading	84	77.152	81.721	77.152
Building Construction	82	75.152	79.721	75.152
Paving	87	80.152	84.721	80.152

Construction Vibration

	Vibration @ 25 ft	Multi-family to the west	Existing Residential	Commercial to East
		110	65	110
Vibratory Roller	0.21	0.023	0.050	0.023
Large Bulldozer	0.089	0.010	0.021	0.010
Loaded Trucks	0.076	0.008	0.018	0.008
Small Bulldozer	0.003	0.000	0.001	0.000

Vibration Annoyance

	Vibration @ 25 ft	Multi-family to the west	Existing Residential	Commercial to East
	VdB	110	65	110
Vibratory Roller	94	75	82	75
Large Bulldozer	87	68	75	68
Loaded Trucks	86	67	74	67
Small Bulldozer	58	39	46	39

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 09/20/2023
Case Description: Demolition

**** Receptor #1 ****

Description	Land Use	Daytime	Baselines (dBA)	
			Evening	Night
Demolition	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec	Actual		
			Lmax (dBA)	Lmax (dBA)		
-----	-----	-----	-----	-----	-----	-----
Excavator	No	40		80.7	50.0	0.0
Front End Loader	No	40		79.1	50.0	0.0
Dozer	No	40		81.7	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Night	Day		Calculated (dBA) Evening		Night		Evening		
Equipment Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Excavator	N/A	N/A	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Front End Loader	N/A	N/A	79.1	75.1	N/A	N/A	N/A	N/A	N/A
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Total	N/A	N/A	81.7	81.4	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 09/20/2023
Case Description: Site Preparation

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Site Preparation	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Equipment		
				Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Roller	No	20		80.0	50.0	0.0
Dozer	No	40		81.7	50.0	0.0
Excavator	No	40		80.7	50.0	0.0

Results

Noise Limit Exceedance (dBA)							Noise Limits (dBA)		
		Calculated (dBA)			Day		Evening		
Night	Day		Evening		Night				
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Roller	N/A	N/A	80.0	73.0	N/A	N/A	N/A	N/A	N/A
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Excavator	N/A	N/A	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Total	N/A	N/A	81.7	81.0	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 09/20/2023
Case Description: Grading

**** Receptor #1 ****

Description	Land Use	Daytime	Baselines (dBA)	
			Evening	Night
Grading	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec	Actual		
			Lmax (dBA)	Lmax (dBA)		
Dozer	No	40		81.7	50.0	0.0
Grader	No	40	85.0		50.0	0.0
Scraper	No	40		83.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

[illegible]

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 09/20/2023
Case Description: Building Construction

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
-----	-----	-----	-----	-----
Building Construction	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment		Receptor Distance (feet)	Estimated Shielding (dBA)
			Spec Lmax (dBA)	Actual Lmax (dBA)		
Grader	No	40	85.0		50.0	0.0
Backhoe	No	40		77.6	50.0	0.0
Backhoe	No	40		77.6	50.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Night		Day	Calculated (dBA) Evening		Day Night		Evening		
			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Equipment	Leq	Lmax	Leq	Lmax	Leq	Lmax	Lmax	Leq	Lmax
Grader	N/A	N/A	85.0	81.0	N/A	N/A	N/A	N/A	N/A
Backhoe	N/A	N/A	77.6	73.6	N/A	N/A	N/A	N/A	N/A
Backhoe	N/A	N/A	77.6	73.6	N/A	N/A	N/A	N/A	N/A
Total	N/A	N/A	85.0	82.4	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/20/2023
Case Description: Paving

**** Receptor #1 ****

Description	Land Use	Daytime	Baselines (dBA)	
			Evening	Night
Paving	Residential	65.0	55.0	50.0

Description	Impact Device	Usage (%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	50.0	0.0
Vibrating Hopper	No	50		87.0	50.0	0.0
Concrete Saw	No	20		89.6	50.0	0.0

Results

Noise Limit Exceedance (dBA)

Noise Limits (dBA)

Night	Day	Calculated (dBA)		Day Night	Evening		Lmax
		Lmax	Leq		Lmax	Leq	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Paver	N/A	N/A	77.2	74.2	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vibrating Hopper	N/A	N/A	87.0	84.0	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Saw	N/A	N/A	89.6	82.6	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total			89.6	86.6	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Attachment 2

Carrier 38AUD25 HVAC System

38AUZ / 38AUD

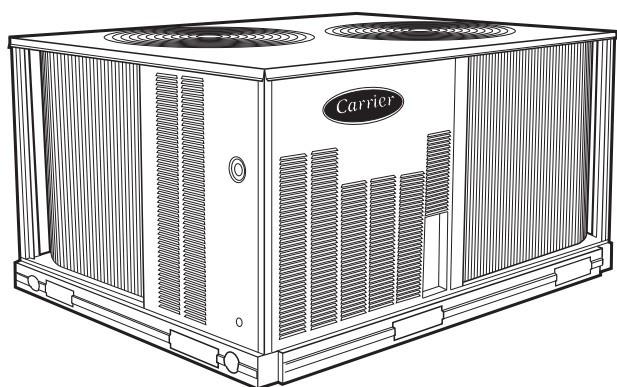
60 Hz Air Cooled Condensing Units
with Puron® (R-410A) Refrigerant

6 to 20 Nominal Tons

Sizes: 07 – 25



Product Data



C09227

38AUZ07-14 shown



Carrier's air-cooled air conditioning split systems:

- provide a logical solution for commercial needs
- have a rugged, dependable construction
- are available in single and circuit scroll compressor capacity control
- have cooling capability up to 125°F (52°C) ambient and down to 40°F (4°C) ambient standard

FEATURES / BENEFITS

The Gemini 38AU series outdoor air cooled condensing units matched with Carrier's 40RU series indoor air handlers offer a wide variety of options for your HVAC application needs. Whether it's first cost with the 38AU single compressor models or superior part load performance from the two compressor models, this series is designed for long, dependable operation as a rooftop or on-the-ground installation. All Gemini 38AU and 40RU series units use Puron® R-410A refrigerant. Together, they create a reliable split system that provides easy solutions to a wide range of commercial HVAC needs.

Constructed for long life

The 38AUZ single circuit and 38AUD dual circuit, scroll compressor models are designed and built to last. The high efficient designed outdoor coil construction allows for a more efficient design in a smaller cabinet size that utilizes an overall reduction in refrigerant charge. Where conditions require, special coil coating coil protection option is available. Cabinets are constructed of prepainted galvanized steel, delivering unparalleled protection from the environment. Inside and outside surfaces are protected to ensure long life, good looks, and reliable operation. Safety controls are used for enhanced system protection and reliability.

Each unit utilizes the Comfort Alert diagnostic and troubleshoot control system. This protects the units operation and provides valuable diagnostic information when required.

FEATURES AND BENEFITS (cont.)

Factory-installed options (FIOPs)

Certified and pre-engineered factory-installed options (FIOPs) allow units to be installed in less time, thereby reducing installed cost. FIOPs include:

- low ambient controls which provide cooling operation down to -20°F (-29°C) ambient temperatures
- non-fused disconnect
- 115-v GFI (ground fault interrupter) convenience outlet, powered and non-powered available
- special coil coating coil protection
- louvered hail guard

Efficient operation

These air cooled condensing units will provide EER's up to 11.5 which meets ASHRAE 90.1 efficiency levels. The 38AU dual compressor models provide two (2) stages of cooling for remarkable partial load performance.

This high efficiency will help reduce overall operating cost and energy consumption.

Controls for performance dependability

The 38AU condensing units offer operating controls and components designed for performance dependability. The high efficiency hermetic scroll compressor is engineered for long life and durability. The compressors include vibration isolation for quiet operation. The high-pressure switch protects the entire refrigeration system from abnormally high operating pressures. A low-pressure switch protects the system from loss of charge. These units also include anti-short-cycling protection, which helps to protect the units against compressor failure.

All units include a crankcase heater to eliminate liquid slugging at start-up. Each unit comes standard with the Comfort Alert™ control system. This provides:

- System Go LED indicator
- Fault LED indicator
- Compressor fault LED indicator
- Phase loss protection
- Phase reversal protection
- Safety pressure indicator
- Anti-short cycle protection

The latest safety standards for 38AUZ/D units are assured through UL, Canada approvals (6 to 12.5 ton units) and ETL, Canada approvals (15 and 20 ton units).

Innovative Carrier 40RU packaged air handlers are custom matched to 38AUZ/D condensing units

Information on matching 40RU DX packaged air handler follows for convenience. See separate product data for more details. The 40RU Series has excellent fan performance, efficient direct-expansion (DX) coils, a unique combination of indoor-air quality features, and is easy to install. Its versatility and state-of-the-art features

help to ensure economical performance of the split system both now and in the future.

Indoor-air quality (IAQ) features

The unique combination of IAQ features in the 40RU Series air handlers help to ensure that only clean, fresh, conditioned air is delivered to the occupied space.

Direct-expansion (DX) 4 row cooling coils prevent the build-up of humidity in the room, even during part-load conditions.

Standard 2-in. (51mm) disposable filters remove dust and airborne particles from the occupied space for cleaner air.

The pitched, non-corroding drain pan can be adjusted for a right-hand or left-hand connection to suit many applications and provide positive drainage and prevent standing condensate.

The accessory economizer can provide ventilation air to improve indoor-air quality by using demand control ventilation. When used in conjunction with Carrier Comfort System and CO₂ sensors, the economizer admits fresh outdoor air to replace stale, recirculated indoor air.

Economy

The 40RU Series packaged air handlers provide reduced installation expense and energy-efficient performance.

Quick installation is ensured by the multipoise design. Units can be installed in either the horizontal or vertical configuration without modifications. Fan motors and contactors are pre-wired and thermostatic expansion valves (TXVs) are factory-installed on all 40RU models.

High efficiency, precision-balanced fans minimize air turbulence, surging, and unbalanced operation, cutting operation expenses.

The economizer accessory precisely controls the blend of outdoor air and room air to achieve comfort levels. When the outside air enthalpy is suitable, outside air dampers can fully open to provide "free" cooling without energizing mechanical cooling.

Rugged dependability

The 40RU series units are made to last. The die-formed galvanized steel panels ensure structural integrity under all operating conditions. Galvanized steel fan housings are securely mounted to a die-formed galvanized steel fan deck.

Rugged pillow-block bearings (40RU14) are securely fastened to the solid steel fan shaft with split collets and clamp locking devices. Smaller unit sizes have spider-type bearings.

FEATURES AND BENEFITS (cont.)

Coil flexibility

Model 40RU direct-expansion coils have galvanized steel casings; inlet and outlet connections are on the same end. The coils are designed for use with Puron[®] (R-410A) refrigerant and have 3/8-in. diameter copper tubes mechanically bonded to aluminum sine-wave fins. The coils include matched, factory-installed thermostatic expansion valves (TXVs) with matching distributor nozzles and offers a removable power element and extended connections.

Easier installation and service

The multipoise design and component layout ensures quick unit installation and operation. Units can be converted from horizontal to vertical operation by simply repositioning the unit. Drain pan connections are duplicated on both sides of the unit. The filters, motor, drive, TXVs, and coil connections are all easily accessed by removing a single side panel.

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MODEL NUMBER NOMENCLATURE

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
3	8	A	U	Z	A	1	4	A	0	G	6	-	0	A	0	A	0

Model Type

38AU = Air Cooled Cond. Unit
Puron® R-410A Refrigerant

Type of Coil

D = Dual Circuit, A/C Scroll Compressor
Z = Single Circuit, A/C Scroll Compressor

Refrigerant Options

A = Standard
B = Low Ambient Controls
C = Hot Gas By-Pass
(38AUD 12, 16, 25 Models only)
D = Single circuit, two-stage
(07, 08 models only)
E = Single circuit, two-stage with Low
Ambient Controls (07, 08 models only)

Nominal Tonnage

07 = 6 Tons
08 = 7.5 Tons
12 = 10 Tons
14 = 12.5 Tons
16 = 15 Tons
25 = 20 Tons

Factory Assigned

A = Default

Factory Assigned

0 = Default

Brand / Packaging

0 = Standard
1 = LTL Packaging

Electrical Options

A = None
C = Non-Fused Disconnect

Service Options

0 = None
1 = Un-powered Convenience Outlet
2 = Powered Convenience Outlet

Factory Assigned

A = Default

Base Unit Controls

0 = Electro-Mechanical Controls

Design Rev

- = Catalog Model Number

Voltage

1 = 575/3/60
5 = 208/230/3/60
6 = 460/3/60

Coil Options (Condenser)

With Round Tube/Plate Fin Design

A = Al/Cu Standard
B = Pre Coat Al/Cu
C = E-Coat Al/Cu
E = Cu/Cu
M = Al/Cu Standard with louvered hail guard
N = Pre Coat Al/Cu with louvered hail guard
P = E-Coat Al/Cu with louvered hail guard
R = Cu/Cu - Louvered hail guard



Use of the AHRI Certified
TM Mark indicates a
manufacturer's
participation in the
program For verification
of certification for individual
products, go to
www.ahrirectory.org.



38AUZ - 6 to 12.5 Ton
38AUD - 10 to 12.5 Ton



Intertek
38AUD/Z - 15 to 20 Ton



Certified to ISO 9001

AHRI* CAPACITY RATINGS

UNIT	COOLING STAGES	COMPRESSORS	NOM. CAPACITY (TONS)	NET COOLING CAPACITY (MBH)	TOTAL POWER (kW)	EER	IEER	IEER w/ 2-SPEED
38AUZ(A,B)07/40RU07	1	1	6	71.0	6.2	11.5	12.2	N/A
38AUZ(A,B)08/40RU08	1	1	7.5	92.0	8.2	11.2	11.8	N/A
38AUZ12/40RU12	1	1	10	117.0	10.4	11.2	12.0	N/A
38AUZ14/40RU14	1	1	12.5	148.0	13.5	11.0	12.0	N/A
38AUZ16/40RU16	1*	2	15	184.0	16.4	11.2	13.2	14.3
38AUZ25/40RU25	1*	2	20	240.0	21.8	11.0	12.5	13.6

* Single circuit with two (tandem) compressors. See application tip #38TIP-10-03 for staging capabilities.

UNIT	COOLING STAGES	COMPRESSORS	NOM. CAPACITY (TONS)	NET COOLING CAPACITY (MBH)	TOTAL POWER (kW)	EER	IEER	IEER w/ 2-SPEED
38AUZ(D,E)07/40RU07	2	1	6	70.0	5.8	12.0	12.2	14.0
38AUZ(D,E)08/40RU08	2	1	7.5	92.0	8.2	11.2	11.8	12.9
38AUD12/40RU12	2	2	10	117.0	10.4	11.2	11.6	13.0
38AUD14/40RU14	2	2	12.5	148.0	13.5	11.0	12.0	12.5
38AUD16/40RU16	2	2	15	184.0	16.4	11.2	11.8	12.6
38AUD25/40RU25	2	2	20	240.0	21.8	11.0	11.2	12.0

LEGEND

AHRI – Air Conditioning, Heating and Refrigeration Institute
ASHRAE – American Society of Heating, Refrigerating and Air Conditioning, Inc.
EER – Energy Efficiency Ratio
IEER – Integrated Energy Efficiency Ratio

NOTES

1. Rated in accordance with AHRI Standard 340/360, as appropriate.
2. Ratings are based on:
Cooling Standard: 80°F (27°C) db, 67°F (19°C) wb indoor air temp and 95°F (35°C) db outdoor air temp.
IEER Standard: 80°F (27°C) db, 67°F (19°C) wb indoor air temp and 4 various outdoor temperatures.
3. All units comply with ASHRAE 90.1 Energy Standard for minimum EER and IEER requirements.

SOUND POWER LEVELS, dB

UNIT	COOLING CIRCUITS	OUTDOOR SOUND (dB)								
		A – WEIGHTED	63	125	250	500	1000	2000	4000	8000
RTPF – Round Tube/Plate Fin Coil Design										
38AUZ07	1 & 2	85	89.3	85.0	82.0	82.7	80.2	75.2	71.0	66.0
38AUZ08	1 & 2	85	89.3	85.0	82.0	82.7	80.2	75.2	71.0	66.0
38AUZ12	1	83	86.6	81.9	85.7	80.0	77.1	74.6	69.2	65.8
38AUD12	2	84	86.3	85.8	81.4	81.9	79.5	75.1	71.9	68.9
38AUZ14	1	84	89.1	85.7	83.0	81.1	79.3	74.9	69.7	62.2
38AUD14	2	83	81.7	80.9	82.2	80.4	78.2	73.6	69.7	65.4
38AUZ16	1	83	86.7	81.2	78.9	80.4	78.0	74.2	70.2	65.0
38AUD16	2	83	86.7	81.2	78.9	80.4	78.0	74.2	70.2	65.0
38AUZ25	1	85	91.0	85.0	80.0	86.0	79.0	73.0	68.0	63.0
38AUD25	2	85	91.0	85.0	80.0	86.0	79.0	73.0	68.0	63.0

LEGEND

dB = Decibel

NOTE: Outdoor sound data is measure in accordance with AHRI standard 270.

PHYSICAL DATA

38AU

Single Circuit Models with RTPF – Round Tube/Plate Fin Coil Design								
	38AUZ(A,B)07	38AUZ(D,E)07	38AUZ(A,B)08	38AUZ(D,E)08	38AUZ12	38AUZ14	38AUZ16	38AUZ25
Refrigeration System								
# Circuits / # Comp. / Type	1 / 1 / Scroll	1 / 1 / 2 Stage Scroll	1 / 1 / Scroll	1 / 1 / Digital Scroll	1 / 1 / Scroll	1 / 1 / Scroll	1 / 2 / Scroll	1 / 2 / Scroll
R-410a charge A/B (lbs)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
System charge w/ fan coil*	14.0	14.0	17.0	18.0	20.0	43.0	43.0	38.0
Metering device	TXV	TXV	TXV	TXV	TXV	TXV	TXV	TXV
High–press. Trip / Reset (psig)	630 / 505	630 / 505	630 / 505	630 / 505	630 / 505	630 / 505	630 / 505	630 / 505
Low–press. Trip / Reset (psig)	54 / 117	54 / 117	54 / 117	54 / 117	54 / 117	54 / 117	54 / 117	54 / 117
Cond. Coil								
Material (Fin/Tube)	Al/Cu	Al/Cu	Al/Cu	Al/Cu	Al/Cu	Al/Cu	Al/Cu	Al/Cu
Coil type	RTPF	RTPF	RTPF	RTPF	RTPF	RTPF	RTPF	RTPF
Rows / FPI	2 / 17	2 / 17	2 / 17	2 / 17	2 / 17	3 / 17	2 / 17	2 / 17
Total face area (ft2)	17.5	17.5	17.5	23.0	25.1	31.8	23.5 x 2	25.0 x 2
Cond. fan / motor								
Qty / Motor drive type	2 / direct	2 / direct	2 / direct	2 / direct	2 / direct	2 / direct	3 / direct	4 / direct
Motor HP / RPM	1/4 / 1100	1/4 / 1100	1/4 / 1100	1/4 / 1100	1/4 / 1100	1/4 / 1100	1/4 / 1100	1/4 / 1100
Fan diameter (in)	22	22	22	22	22	22	22	22
Nominal Airflow (cfm)	6,000	6,000	6,000	6,000	6,000	6,000	9,000	12,000
Watts (total)	610	610	610	610	610	610	970	1150

* Approximate system charge with about 25 ft piping of sizes indicated with matched 40RU

Dual Circuit Models with RTPF – Round Tube/Plate Fin Coil Design				
	38AUD12	38AUD14	38AUD16	38AUD25
Refrigeration System				
# Circuits / # Comp. / Type	2 / 2 / Scroll	2 / 2 / Scroll	2 / 2 / Scroll	2 / 2 / Scroll
R-410a charge A/B (lbs)	9.0 / 9.0	9.0 / 9.0	9.0 / 9.0	9.0 / 9.0
System charge w/ fan coil*	11.0 / 11.0	22.0 / 22.0	22.0 / 22.0	19.0 / 19.0
Metering device	TXV	TXV	TXV	TXV
High–press. Trip / Reset (psig)	630 / 505	630 / 505	630 / 505	630 / 505
Low–press. Trip / Reset (psig)	54 / 117	54 / 117	54 / 117	54 / 117
Cond. Coil				
Material (Fin/Tube)	Al/Cu	Al/Cu	Al/Cu	Al/Cu
Coil type	RTPF	RTPF	RTPF	RTPF
Rows / FPI	2 / 17	3 / 17	2 / 17	2 / 17
total face area (ft2)	25.1	31.8	23.5 x 2	25.0 x 2
Cond. fan / motor				
Qty / Motor drive type	2 / direct	2 / direct	3 / direct	4 / direct
Motor HP / RPM	1/4 / 1100	1/4 / 1100	1/4 / 1100	1/4 / 1100
Fan diameter (in)	22	22	22	22
Nominal Airflow (cfm)	6,000	6,000	9,000	12,000
Watts (total)	610	610	970	1150

* Approximate system charge with about 25 ft piping of sizes indicated with matched 40RU

Attachment 3

2.5-ton Carrier 24ABA4030 HVAC System



Turn to the experts



COOL YOUR HOME WITH A CARRIER AIR CONDITIONER

Carrier offers real choices
for efficient and reliable
home comfort



MORE THAN A CENTURY OF COOL

In 1902, a determined engineer answered one of mankind's most nagging questions: How do we make hot, sticky, indoor air go away? In creating the world's first modern air conditioning system, Willis Carrier forever changed indoor life, and, more than a century later, the corporation that bears his name takes inspiration from his example.

Carrier strives to improve on our founder's breakthroughs, introducing new technologies that make life at home even cooler. Today, a nationwide network of experts continues to advance Willis Carrier's lifework. Your expert Carrier dealer is equipped to evaluate your home and create a customized system designed around your lifestyle.



Turn to the experts

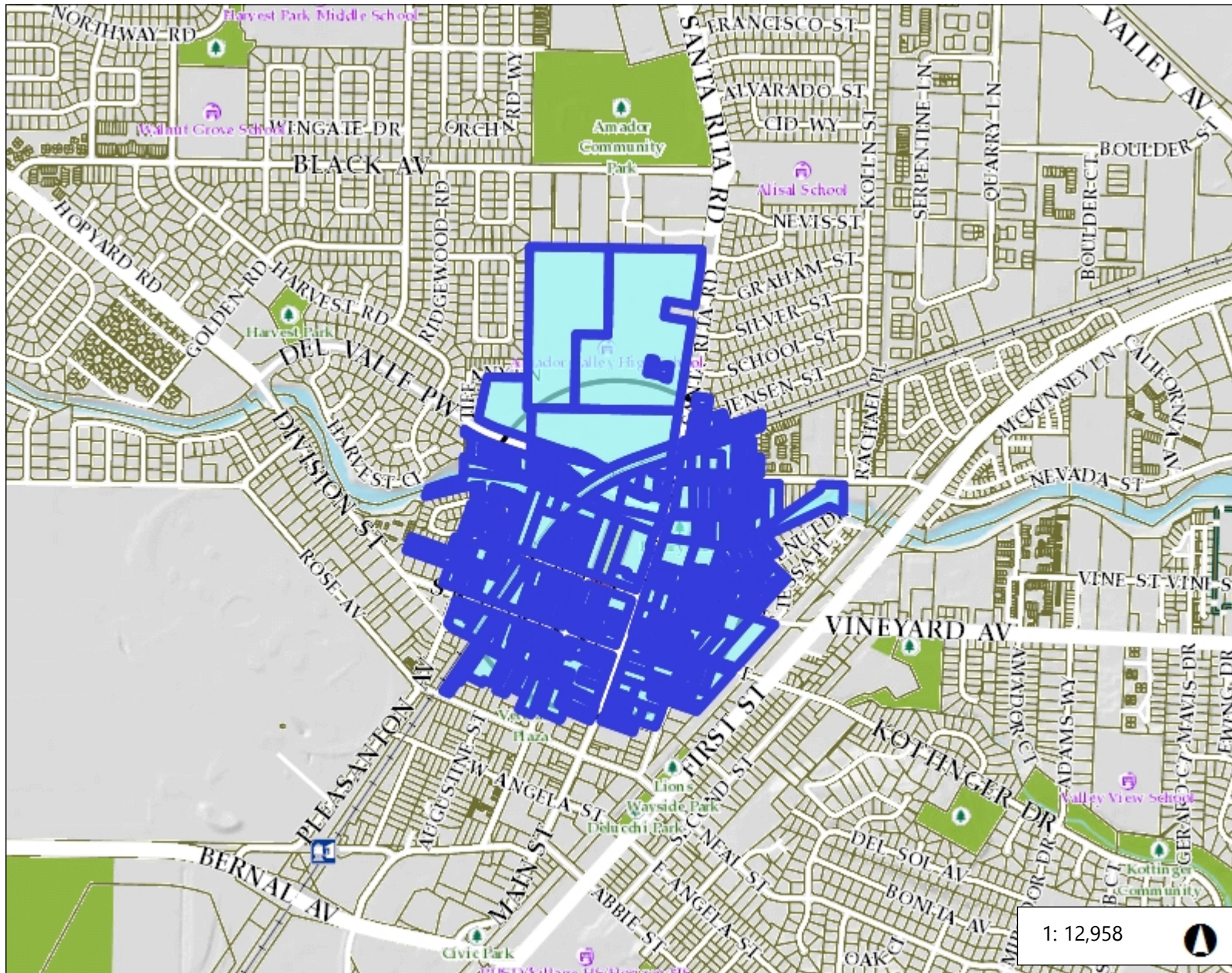
[carrier.com](https://www.carrier.com) 1-800-CARRIER

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475 ST. JOHNS STREET

EXHIBIT D



Legend

- Fire Station
- School
- Park
- Parcels

Notes

Notes

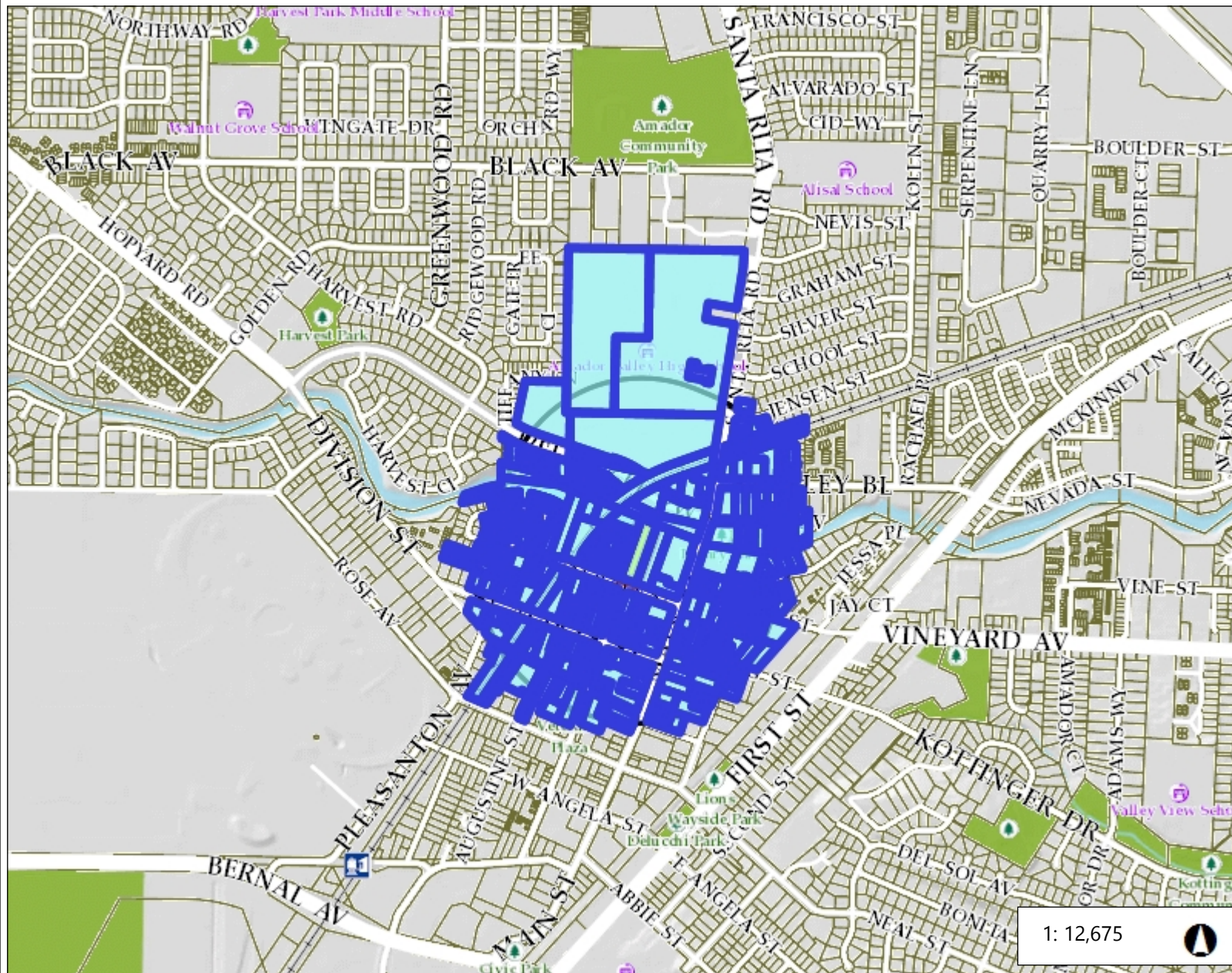
2,159.6 0 1,079.82 2,159.6 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

493 ST. JOHNS STREET



Legend

- Fire Station
- School
- Park
- Parcels

Notes

Notes

2,112.4 0 1,056.22 2,112.4 Feet

NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US
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SEP 28 2024

CITY OF PLEASANTON
PLANNING DIVISION

EXHIBIT E

August 25, 2020

Mayor Brown and City Council Members,

The Pleasanton Downtown Association Board of Directors unanimously supports the Robson Homes proposed project for 475 and 493 St. John Street. The full project presentation was made to both our Board of Directors and Downtown Vitality Committee and this project was met with tremendous enthusiasm.

The PDA believes this project aligns with the overall goals of Downtown by enhancing and activating a major side street while also providing ample on-site parking. We are very excited about the prospect of the new ground floor retail component and know this will be an excellent addition to the wonderful business mix that already exists Downtown. Having a "Blacksmith Square"-esque project in Downtown Pleasanton has long been desired by our community, which was noted in the 2019 Downtown Specific Plan process. The thoughtful design of these plans would provide a beautiful transition from Main Street, past the Rose Hotel and down St. John Street which only increases the desired walkability of this side street location.

We strongly encourage the City Council to show their support for the future of Downtown and begin to move this exciting project forward. Thank you for your time & thoughtful consideration of this project.

Best regards,

Laura Brooks

Interim Executive Director

Pleasanton Downtown Association

May 12, 2023

2023 BOARD OF DIRECTORS**Board Chair**Jill Buck
*Go Green Initiative***Chair-Elect**Shawn Henley
*Morgan Stanley***Treasurer**Steve Baker
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*Fidelity National Title***STAFF****President/CEO**James Cooper
*Pleasanton Chamber
of Commerce*

Natalie Amos
Associate Planner (Community Development Department)
City of Pleasanton
P.O. Box 520
Pleasanton, CA 94566

Re: 475 & 493 St. John Street (Barone's)

Dear Ms. Amos:

The Pleasanton Chamber of Commerce is writing in support of the proposed mixed-use project on the Barone property. Joe and Maricela Barone have been downtown residents and business owners for nearly three decades. After years of hard work operating their restaurant, they have decided to sell their property for redevelopment while continuing to live in their family home. They have partnered with a reputable, respected builder, Robson Homes, to design a small, highly attractive mixed-use project for their property. We believe it will be a positive addition to our downtown.

The proposed project includes beautiful brick retail buildings with a center courtyard for outdoor dining and community gathering. The plan provides ample on-site parking and will be a wonderful place for people in our town to visit and enjoy. Behind the retail are 14 attractive new homes, which will blend with and enhance the architectural character of the area. As a neighbor to this property, we appreciate the attention to detail that was put into this design. This is a thoughtful, well-designed project that residents will be proud of.

In addition, the Pleasanton Chamber of Commerce's Housing Policy (18.1) supports "the development of housing that meets the current and future demands of all economic segments of the community" including below-market rate, market rate, and higher end housing. Robson Homes has a proven track record of building quality projects that enhance their local communities. They have embraced the Planning Commission's recommendations for the project as they've worked to complete its design, which shows a commitment to doing this project the right way. They have met the city's requirements, and the plan is consistent with zoning guidelines for the downtown area.

For these and other reasons, we support Robson Homes' proposal for the redevelopment of the Barone property.

Sincerely,


Jill Buck
2023 Chair
James Cooper
President/CEO

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SEP 23 2024
CITY OF PLEASANTON
PLANNING DIVISION
EXHIBIT E

RECEIVED

SEP 23 2024

EXHIBIT E

November 7, 2023

CITY OF PLEASANTON
PLANNING DIVISION

Ms. Natalie Amos
Associate Planner
Community Development Department
City of Pleasanton
P.O. Box 520
Pleasanton, CA 94566

Re: 475 & 493 St. John Street, Pleasanton – Barone's Property

Dear Ms. Amos,

This letter is in support of the mixed-use project being proposed by Bobson Homes.

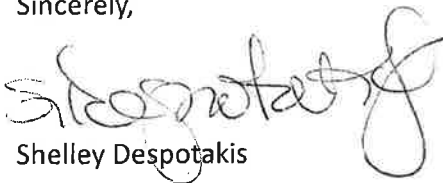
I am impressed with their well thought out plan. The look of the beautiful brick project fits in perfectly with downtown Pleasanton. The open plaza concept plaza is a needed addition and will enrich community gatherings.

When I saw that the homes were designed with thought put into providing extra parking – which much of it is placed under the home site – I realized how lucky we are that Robson Homes is considering building in downtown Pleasanton.

This is exactly the type of mixed used project we need in Pleasanton.

Please approve this project.

Sincerely,



Shelley Despotakis

OCT 02 2024

CITY OF PLEASANTON
PLANNING DIVISION

As a neighbor living next door to the proposed project and a Board member of the St John Court Homeowners' Association, I felt it important for you to hear our concerns. We have shared our questions and concerns with Richard Yee and look forward to ongoing conversations. I have attached the questions and concerns we presented to Richard plus some additional comments we have thought of in the last couple of days:

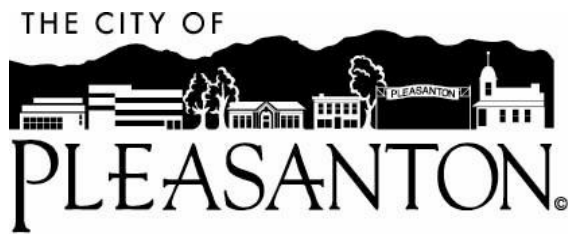
1. The site is two to three feet above our parcel. There is a fence and retaining wall between the two currently. What is the plan to replace both the fence and retaining wall? Especially considering the site work that will need to be done.
2. Are the homes to be sold or rented? Will they have their own HOA?
3. How tall are the proposed homes? Can you put up structures to show the residences how it will affect their views and light?
4. Once approval is received from the City, what is the projected timeframe to completion? We had construction across the street for close to three years to build a similar number of units.
5. What is the plan for the trees currently on the construction site? Currently these trees provide shade to our East facing residences.
6. Street parking is an issue in the neighborhood currently. Is there guest parking on site? Also, what about for the ADU units?
7. The other traffic concern is the corner at Peters and St John. This backs up every afternoon. It can be difficult to turn onto St John and to get out during the afternoon. Is there going to be stop signs? Has this been discussed with the City?
8. We also want to make you aware of a concern we have with the vegetation and trees on the Northern border of our and your parcel. This is a fire danger during the summer and Fall months. With construction we believe that the risk is greatly increased. We have had a difficult time getting anyone from the City or Zone 7 to assist us in addressing this issue.
9. How will dust be kept down with all the asphalt that needs to be removed and the site graded?

We want to make clear that whatever the City decides there are certain issues, we the HOA at St John Court, are concerned. The corner at Peters and St John is a dangerous curve. I am out there multiple times a day and drivers constantly cut the corner encroaching on the lane coming the other way. During the afternoon, the traffic backs up from Main Street and makes it difficult to turn left onto St John to enter our homes. With the addition of the homes across the street from our community this problem has been exasperated. These units were not completed until after Covid lockdowns began so we have not seen the turn impact of the additional units. We also would note that there have been additional units built up off Stanley and the full impact off commuters to the South Bay has not fully been recognized either. We would respectfully ask that the City do a traffic study that includes commute times once the pandemic is over.

If it is not housing but commercial use, we are still concerned about the same traffic issues and the hours of operation. Living next to Barones when music is playing on Thursday nights can be challenging from the noise, parking, and rowdy patrons. If commercial activity is going to be included, we are concerned about hours of operation and parking. Currently there are less than 12 street parking spots from Barones to Main Street. On weekends these spaces are generally full. Once the Pandemic has passed, I am sure we will see big crowds back downtown contributing to increased traffic and parking shortages.

We strongly encourage a thorough review of the traffic and parking issues in addition to the other items listed on Exhibit A and the email above.

Thank you for your consideration.



Planning Commission Agenda Report

October 23, 2024
Item 5

SUBJECT: P24-0585

**APPLICANT/
PROPERTY OWNER:** City of Pleasanton

PURPOSE: Work session to review and discuss amendments to the Objective Design Standards for Housing Sites and Chapter 18.84 of the Pleasanton Municipal Code

LOCATION: Citywide

**GENERAL PLAN/
SPECIFIC PLAN/
ZONING:** Various

EXHIBITS: A. Objective Design Standards for Housing Sites, adopted May 2, 2023

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review and discuss draft amendments to the Objective Design Standards for Housing Sites (ODS) and the Pleasanton Municipal Code (PMC) and provide direction on topics to include in future amendments to the ODS.

EXECUTIVE SUMMARY

On January 26, 2023, the City Council adopted two sets of Objective Design Standards (ODS) for residential development: (1) ODS for sites identified in the Housing Element; and (2) ODS for smaller infill development in multifamily zoning districts located principally downtown and within limited areas outside of downtown. The adoption of the ODS coincided with the adoption of the 2023-2031 (6th Cycle) Housing Element and was intended to ensure the City had in place a robust set of standards beyond that included in the PMC to regulate housing development.

Since that time, the City has received a number of development applications that have utilized the ODS, several of which have come before the Planning Commission for consideration, action, or recommendation to City Council. The Commission has expressed an interest to review the ODS holistically and based on the submitted applications to evaluate the usability and applicability of the ODS, as well as the stringency of the standards themselves. Additionally, City staff in various departments has also had the opportunity to utilize the ODS and give consideration to modifications.

This meeting is a work session with the Planning Commission to provide an opportunity for the Commission and the community to provide feedback for potential future amendments to the ODS. This report also provides an overview of other ODS-related projects that staff will be bringing forward to the Planning Commission over the next several months, with technical assistance and input from an experienced architecture and design firm, Van Meter Williams Pollack (VMWP). VMWP is very familiar with Pleasanton and has provided support to the City on multiple projects, including the development of the ODS.

BACKGROUND

State Law regarding Objective Design Standards

As the Planning Commission is aware, legislation passed by the State since 2017 has placed particular emphasis on the objectivity of the development review process, citing the housing crisis and the need to produce additional housing units across the state in a streamlined manner, with a high degree of certainty and predictability for developers. Through these recent State laws, much of the discretion previously granted to local jurisdictions, including the ability to rely on subjective findings as a basis for project approval or denial, has been curtailed. These recent changes have dictated a broader range of housing projects that must be processed ministerially (i.e., without any discretionary review); and for other types of projects, to the extent the City may have discretion to approve or deny an application, such approval or denial may only be based on conformance to objective, uniformly verifiable standards.

ODS Update Process

In 2020, the City engaged VMWP to assist with an update of the 2012 Housing Site Development Standards and Guidelines, and to create additional ODS applicable to a broader range of housing developments, including those within the City's multifamily zones. The project was initiated primarily in response to the above-mentioned changes in State law that restrict the City's scope of review for residential development projects generally, and which created additional opportunities for ministerial, non-discretionary and streamlined review of certain types of housing projects. Key among many of these laws is that City review is generally limited to conformance with objective design standards and, as such, the new ODS was intended to supplement the 2012 guidelines with more detail and broader applicability in response to significantly curtailed discretion. As mentioned in this report, the City adopted ODS in January 2023 to coincide with adoption of the 6th Cycle Housing Element and later amended the ODS for Housing Sites in May 2023 in response to comments principally from the local development community.

The ODS are organized into three major parts: Introduction, Development Standards, and Design Standards:

- The Introduction provides the purpose of the ODS, relationship to other standards and City-adopted policy documents and State law; and indication of the review and approval process for projects subject to the ODS.
- The Development Standards include parameters regarding project density, affordability requirements for rental and for-sale units, and site standards such as minimum lot width, depth, and minimum yards (i.e., setbacks), building height, bicycle parking/unit storage, and group and private open space ratios.

- The Design Standards include:
 - *Part A, Site Design and Planning*: circulation, building orientation, standards for streets, alleys, and pedestrian paseos, parking standards, open space and landscaping requirements, lighting, utility screening
 - *Part B, Architectural Features*: building massing, entries, window design, roofs, materials and character, frontages, proportion and scale, signage, and compatibility with surrounding development.

The appendices include examples of building types, glossary, and permitted non-residential uses for mixed-use sites.

Projects Reviewed To-Date

The ODS, in Table 2.1 and Table 2.2 (pages 18-20) of Exhibit A, provide a list of Housing Element sites to which the ODS apply. As the Planning Commission may be aware, the City is reviewing or has taken action on the following projects:

Table 1: Recent Development Applications

Project	Status	Description	Subject to ODS?	Density Bonus?
PUSD-Vineyard Site	Under Review	27 new single-family units and 27 ADUs	Yes	No
3300 Busch Road, Kiewit	Under review	310 single-family homes, 102 apartment units, and 57 ADUs	Yes	Yes
4141 Foothill Road, Merritt	Approved	110 new single-family units	No ¹	No
2025 Santa Rita Road, Tri-Valley Inn	Approved	42 condominium units	Yes	No
3200 Hopyard Road	Approved	55 condominium units	No ²	Yes
4400 Black Ave	Under Review	59 townhome units and seven ADUs	Yes	No
1008 Stoneridge Mall Road	Approved	486 apartment units	No ³	Yes
5976 W. Las Positas Road	Denied	146 condominium units and 38 ADUs	No	No

Additional and Upcoming ODS-related Efforts

The City has secured the services of VMWP for other efforts related to the development of standards and guidelines for residential projects; called for as programs/implementation of the Housing Element and/or in response to State law changes. In addition to a minor update to the ODS for Housing Sites, the City

¹ Merritt was submitted in December 2022, prior to the adoption of the ODS. Additionally, the project was submitted as a new Planned Unit Development that established the site's development standards.

² The project was submitted in October 2022, prior to adoption of the ODS, pursuant to SB330. State law provides an optional vesting opportunity for housing development projects, meaning that the project is vested to policies, standards, and fees at the time of submittal. Therefore, this project was not subject to the 2023 ODS.

³ This project was reviewed using the 2012 Housing Site Development Standards and Design Guidelines, the basis for the current ODS, as the site was included in the 4th Cycle Housing Element.

anticipates bringing forward the following additional efforts as they relate to objective standards:

- Evaluation of Development Standards in Multifamily Zoning (Implementation of the Housing Element): Programs 4.6 and 4.7 of the Housing Element require the City to evaluate if existing development standards (e.g., setbacks, parking minimums, open space requirements, etc.) constrain development and limit the ability to achieve the maximum allowed density for multifamily development in Multifamily Residential (R-M), Mixed Use (M-U), and Central Commercial (C-C) District zoning.
- Integration of ODS for Housing Sites into the Hacienda Design Guidelines: Existing guidelines and standards in the Hacienda Design Guidelines would be updated with the standards included in the ODS and where applicable, Hacienda guidelines would be modified to be standards.
- Standards for Project Developed Pursuant to Senate Bill 684 (SB684): The City plans to adopt an ordinance in response to SB684, that allows for small-lot subdivisions; the ordinance would incorporate parameters of State law but would also include objective design standards, similar to those previously included in the City's ordinances for accessory dwelling units (ADUs) and SB9 (allows for up to two housing developments or an urban lot split in residential zoning districts).

DISCUSSION

The focus of this workshop is to solicit input and feedback from the Planning Commission and the public regarding desired changes to the ODS for Housing Sites. Based on the projects reviewed using the ODS to date, the following are emerging themes for potential modifications:

- Residential Adjacency: Community feedback during review of the Tri-Valley Inn (Harmony Condominiums) project at 2025 Santa Rita Road indicated that the distance between multifamily homes and existing single-family residences should be increased. Currently, ODS Standard B9.2, that applies to rezoned Housing Element sites that are adjacent to existing neighborhoods, requires a minimum 20-foot setback from the property lines adjoining single-family residences. In addition, the portion of any structure located within 30 feet of the property line is required to be no more than 30 feet in height (the typical height maximum for single-family residential zoning). Copied below is the text of ODS Standard B9.2, sections of which are bolded for emphasis.

B9.2. Development on the St. Elizabeth Seton (Site 14) and Tri-Valley Inn (Site 16) housing sites **shall provide a 20-foot building setback or shall conform to the prescribed setback in these ODS, whichever is greater**, for property lines adjoining existing single-family residential development.

In addition to this setback requirement, **the portion of any structure located within a distance of 30 feet measured perpendicular to the property line adjoining existing residential development, shall not exceed 30 feet in height**. Buildings or portions of buildings located beyond this 30-linear-foot measurement may be taller than 30 feet, if allowed by these ODS.

“Adjoin” as used here means immediately adjacent and not separated by an intervening property, public street or roadway.

In response to this concern, the City could: (1) consider increasing the minimum setback from sites that are adjacent to existing residential neighborhoods; (2) limit the number of stories to two instead of three along the shared property lines; (3) prohibit balconies with direct sight lines into rear yards; and/or (4) increase screening requirements at the property lines. Implementation of increased setbacks or height reduction would need to consider the potential impact to floor areas, unit yield, and impacts that could potentially reduce residential density and housing units currently anticipated by the Housing Element.

- Visitor Parking: The Commission has expressed concern that not enough visitor parking spaces were proposed for the Tri-Valley Inn project, and that the ODS, instead of deferring to the municipal code for parking requirements, should establish more stringent guest parking standards. It would, however, be imperative that the additional parking requirements do not prohibit or preclude the project from achieving the density and number of units assigned in the Housing Element. Currently, the municipal code requires one visitor space for each seven units in multifamily developments, which can be covered or uncovered and does not count towards the minimum parking requirements for the residential units. The PMC does not require any additional guest parking spaces for single-family detached or townhome projects, besides the number required to serve each residence (generally, two off-street spaces per unit). Further, any changes to visitor parking would only apply to projects located greater than one-half mile from a major transit stop, since Assembly Bill 2097 (AB2097) restricts the City’s ability from imposing parking minimums on developments located within one-half mile from transit.
- Density Bonus Waivers and Concessions: While the development of the ODS entailed considerable analysis and testing of real sites against proposed standards, every potential site geometry or adjacency could not be anticipated. Evaluating incentive and waiver requests under the State Density Bonus can provide insight into how the ODS is performing for applicants of recently submitted projects. Projects under review or recently approved that requested a Density Bonus - and that also require an incentive or waiver - asked for waivers on standards such as: minimum lot dimensions and area, setbacks, vehicular parking – oftentimes citing that compliance with the objective standard would preclude the project from achieving the density allocated in the Housing Element.

Related to the Density Bonus, Assembly Bill 2334 (AB2334) indicates that, “site area per unit” is a development standard that can be waived. One of standards in the City’s municipal code indicates a “site area per unit” to determine how many units are allowed on a property that allows multifamily. To make it clear that this requirement is in fact a *density standard* instead of a development standard that could be waived with use of a Density Bonus, staff recommends that the City change that the Table 18.84.010 be modified to indicate, “dwelling units per acre” instead of the existing “site area per unit.” This would be a straightforward (arithmetic) change without conferring any additional density or allowable number of units on particular sites.

- City Staff Input: Input by City staff includes clarifying definitions, clarifying and adding requirements related to landscaping, clarifying the introductory text, and reinforcing the difference between “alleys” and “internal streets” - especially as they apply to projects on small sites.

The above summary is intended to provide an overview of the types of changes that could be made to the ODS in the near future, *assuming that the modification does not compromise the site’s ability to achieve the assigned density and allocated units in the Housing Element*. The Planning Commission is invited to discuss the topics above or any other topics it would like to consider recommending modifications to, as part of this workshop.

PUBLIC NOTICE

Notification of this code amendment has been published in The Valley Times as an upcoming agenda item for the October 23, 2024, Planning Commission meeting. At the time this report was prepared, staff has not received any public comments.

ENVIRONMENTAL ASSESSMENT

The discussion and future adoption of refinements to the Objective Design Standards for Housing Sites implement and are within the scope of the 2023-2031 (6th Cycle) Housing Element Update Program Environmental Impact Report (State Clearinghouse No. 2022040091) and are further exempt from CEQA review pursuant to CEQA Guidelines Section 15061(b)(3) in that there is no possibility the activity will have a significant effect on the environment.

SUMMARY/CONCLUSION

The information in this agenda report is intended to provide an overview of upcoming ODS-related efforts by the City and guide the Planning Commission’s discussion regarding updates to the ODS for Housing Sites, based on the experience of using the ODS for recent development applications.

Primary Author: Shweta Bonn, Senior Planner, 925-931-5611 or sbonn@cityofpleasantonca.gov

Reviewed/Approved By:

Melinda Denis, Planning and Permit Center Manager/Deputy Director of Community Development
Ellen Clark, Director of Community Development
Kim Cilley, Assistant City Attorney

Exhibit A

Due to the file size, we are only providing an [electronic copy of this document](#) if requested. Thank you.

SUBJECT: Committee, Commission, and Task Force List

Bicycle, Pedestrian, and Trails Committee

Advise the Parks and Recreation Commission and the City's Traffic Engineering Division on bicycle, pedestrian and trail-related items. The committee reviews and prioritizes potential projects and provides input on policies related to bikeways and trails.

Meeting Time: Fourth Monday of every other month at 6:45 p.m.
Meeting Location: Pleasanton Senior Center, 5353 Sunol Blvd., Pleasanton
Representative: Commissioner Jain
Alternate: 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: Megan Campbell, Associate Planner, 931-5610

Economic Vitality Committee

Assess the current and ongoing business climate in the City of Pleasanton and offer suggestions and recommendations to the City Council intended to maintain a strong economic development base in the City.

Meeting Time: Third Thursday of each month at 7:30 a.m.
Meeting Location: Remillard Conference Room, 3333 Busch Rd., Pleasanton
Staff Contact: Lisa Adamos, Economic Development Manager, 931-5039

Heritage Tree Board of Appeals

Make findings of fact upholding, reversing or modifying the director's decision with regard to heritage tree removal permits.

Meeting Time: As needed
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Representatives: Commissioners Morgan and Wedge
Alternate: Commissioner Mohan

Human Services Commission

Advise the City Council on the human service needs of the community and methods of fulfilling these needs. Particular emphasis is given by the commission to the human service needs of the socially and economically disadvantaged, the elderly and the youth of the community.

Meeting Time: First Wednesday of each month at 7 p.m.
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact: Lia Bushong, Asst. Director, Library and Recreation, 931-3412

Library Commission

Advise the City Council on matters related to the Pleasanton Library and library services in general. Promote the use of library services to the community.

Meeting Time: First Thursday of each month at 7 p.m.
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact: Heidi Murphy, Director of Library and Recreation, 931-3400

Parks and Recreation Commission

Advise the City Council, City Manager, and Parks and Community Services Department on matters related to the development and provision of services pertaining to parks and recreation facilities, programs and services.

Meeting Time: Second Thursday of each month at 7 p.m.
Meeting Location: City Council Chamber, 200 Old Bernal Ave., Pleasanton
Staff Contact: Heidi Murphy, Director of Library and Recreation, 931-3400

Youth Commission

Act as the liaison between Pleasanton's youth community and the City Council; advise the Council on youth-related issues; promote an understanding and appreciation of community affairs among the youth of Pleasanton.

Meeting Time: Second Wednesday of each month at 7 p.m., September-May
Meeting Location: Remillard Conference Room, 3333 Busch Rd., Pleasanton
Staff Contact: Nicole Thomas, Recreation Supervisor, 931-3432

SUBJECT: Actions of the City Council

September 17, 2024

Consent Calendar:

Actions of the Zoning Administrator and Planning Commission

Council approved the consent calendar, as recommended

October 1, 2024

Consent Calendar:

Actions of the Zoning Administrator and Planning Commission

Council approved the consent calendar, as recommended

Hearing Items:

Receive information and discuss options and opportunities for a program to support affordable housing project(s) in Pleasanton

Council received the report

October 15, 2024

Consent Calendar:

Actions of the Zoning Administrator

Approve and authorize the City Manager to execute the funding agreement with the Federal Highway Administration for the Safe Streets and Roads for All – Planning and Demonstration Grant to develop the Pleasanton Travel Action Plan and approve budget amendments in the Miscellaneous CIP Grants Fund and General Fund

Adopt resolutions of local support and authorize staff to submit three applications to the Alameda County Transportation Commission for a total of \$5,875,000 in funding from the 2026 Comprehensive Investment Plan for the West Las Positas Boulevard Multimodal Reconstruction Project, CIP No. 11514, the I-580 Overcrossing Bicycle and Pedestrian Improvements Project, CIP No. 22570, and the Santa Rita Road at Valley Avenue Intersection Improvement Project, CIP No. 20569

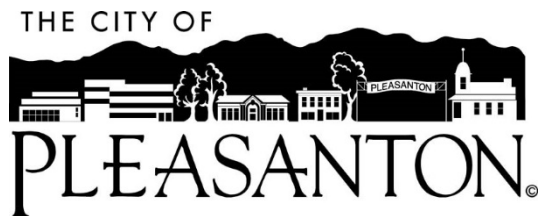
Public Hearing: Introduce an ordinance approving amendments to Chapters 17.38, 18.08, and 18.88 of the Pleasanton Municipal Code regarding density bonus and major transit stop as identified in State law [Case P24-0334]

Council approved the consent calendar, as recommended

Public Hearing:

Receive a presentation and provide input on Draft Amendments to Pleasanton Municipal Code (PMC) Chapter 17.44 - Inclusionary Zoning Amendments and Related Amendments to PMC Chapter 17.40 - Affordable Housing Fee, Chapter 18.38 - Housing Opportunity Zone District, and the Objective Design Standards for Housing Element Sites

Council received the presentation and provided feedback



Planning Commission Agenda Report

October 23, 2024
Item 8

SUBJECT: Future Planning Calendar

No items to report