



**CITY COUNCIL
REGULAR MEETING AGENDA
*REVISED 12-16-2024***

**Tuesday, December 17, 2024
7:00 PM**

**City Council Chamber
200 Old Bernal Avenue
Pleasanton, CA 94566**

The meeting will be held in-person, broadcast live on Channel 29 and at <https://www.tri-valleytv.org> and streamed at <https://www.youtube.com/user/TheCityofPleasanton>.

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

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

In Person at Council Chamber:

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

CALL TO ORDER

- Pledge of Allegiance
- Roll Call

Resolution No. 2024-076
Ordinance No. 2289

SPECIAL CONSENT CALENDAR ITEMS

1. Adopt a resolution declaring results of the General Municipal Election held November 5, 2024, for officers and ballot measure
2. Adopt Ordinance No. 2288 amending Municipal Code Chapter 17.16 regarding Tree Preservation
3. Adopt 1) a resolution approving and adopting the Nexus Studies prepared by Economic & Planning Systems, Inc., dated November 25, 2024, and by Raftelis, dated October 17, 2024, to update the City's Development Impact Fees; and amending the City's Master Fee Schedule to increase the City's Capital Facilities Fee, Transportation Development Fee (also referred to as the Transportation Development Fee), Commercial Linkage Fee, Affordable Housing In-Lieu Fee, and Water and Wastewater Connection Fees; and 2) introduce an ordinance amending the Pleasanton Municipal Code, Chapter 3.22 – Capital Facilities Fee, Chapter 3.26 – Transportation Development Fee, and Chapter 14.04 – Regulation of Water

System and Water Service Fee to align with the Nexus Studies and make other technical updates and corrections

RECOGNITION AND REMARKS

- Public Comment - *Speakers are limited to 3 minutes.*
- Councilmember Valerie Arkin
- Mayor Karla Brown

OATH OF OFFICE

- Mayor-elect Jack Balch
- Councilmember-elect Craig Eicher
- Councilmember-elect Matthew B. Gaidos

REMARKS

- Councilmember-elect Craig Eicher
- Councilmember-elect Matthew B. Gaidos
- Mayor-elect Jack Balch

ROLL CALL

AGENDA AMENDMENTS

CONSENT CALENDAR

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

City Council

4. Ratify Mayor's appointment of a Vice Mayor and City Council assignments to various boards and commissions for calendar year 2025

City Manager

5. Adopt a resolution setting the 2025 calendar year City Council meeting schedule

Community Development

6. Actions of the Zoning Administrator and Planning Commission
7. Adopt a resolution authorizing the City Manager to accept award of the U.S. Department of Energy's Energy Efficiency and Conservation Block Grant funding in the amount of \$140,450 for the Climate Action Plan 2.0 Project and approve budget amendments to allocate the funds to CIP No. 24461

Finance

8. Adopt a resolution finding that certain development impact fees subject to AB 1600 and SB 1693 are unexpended after five years and the funds are committed to particular projects

Human Resources

9. Adopt a resolution approving compensation for temporary/seasonal employees and amending the temporary, part-time/seasonal classification salary structure

Library and Recreation

10. Accept the donation of the public artwork *Hope and Promise* mural and frame

MEETING OPEN TO THE PUBLIC

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

PUBLIC HEARINGS AND OTHER MATTERS

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

12. Approve the FY 2025/26 and FY 2026/27 budget engagement plan
13. Approve the establishment of a Budget Advisory Committee and appoint members
14. Adopt a CIP Process and Prioritization Strategy
15. A) Adopt a resolution approving an addendum to the Downtown Specific Plan Final Environmental Impact Report; introduce an ordinance to approve: (1) Planned Unit Development rezoning (P21-1173) of two parcels totaling approximately 2.3 acres in area from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District; and (2) A PUD-MU development plan (PUD-146) to: (a) retain the two-story single-family home and construct a 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 14 detached single-family homes and two commercial buildings with a public plaza and parking lot, new private street, and related site improvements; and

B) Adopt a resolution to approve 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 located at 475 and 493 St. John Street

MATTERS INITIATED BY COUNCIL

COUNCIL REPORTS

ADJOURNMENT

Notice

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

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

Accessible Public Meetings

The City of Pleasanton can provide special assistance for persons with disabilities to participate in public meetings. To make a request for a disability-related modification or accommodation (e.g., an assistive listening device), please contact the City Clerk's Office at 123 Main Street, Pleasanton, CA 94566 or (925) 931-5027 at the earliest possible time. If you need translation or interpretation assistance, please provide at least two working days' notice prior to the meeting date.

CITY COUNCIL AGENDA REPORT

December 17, 2024
City Clerk

TITLE: ADOPT A RESOLUTION DECLARING RESULTS OF THE GENERAL MUNICIPAL ELECTION HELD NOVEMBER 5, 2024, FOR OFFICERS AND BALLOT MEASURE

SUMMARY

A General Municipal Election was held on November 5, 2024 for the purpose of electing a Mayor and two City Councilmembers (District 2 and District 4) and to vote on a local measure. The City consolidated its election with the California State General Election and coordinated with the Alameda County Registrar of Voters to canvass the returns. The Registrar of Voters has completed the official canvass and has provided the City with a Statement of Results of all votes cast for each candidate and for the measure.

RECOMMENDATION

Adopt a resolution reciting the facts of the General Municipal Election held on November 5, 2024 declaring the results and such other matters as provided by law.

BACKGROUND

The City holds its General Municipal Election for officers every other year in even-numbered years. A General Municipal Election was held on November 5, 2024 for the purpose of electing a Mayor and two City Councilmembers (District 2 and District 4). In 2024, the General Municipal Election also included local Measure PP.

DISCUSSION

City Council members are elected to a term of 4 years and the Mayor is elected to a term of 2 years.

EQUITY AND SUSTAINABILITY

Not applicable as this process is required to effectuate City governance.

OUTREACH

Not applicable as this process is required to effectuate City governance.

STRATEGIC PLAN ALIGNMENT

Not applicable as this process is required to effectuate City governance.

FISCAL IMPACT

There is no fiscal impact associated with this action.

Prepared by:



Jocelyn Kwong, City Clerk

Submitted by:



Jocelyn Kwong, City Clerk

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Resolution

RESOLUTION NO. 2024-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON, CALIFORNIA, RECITING THE FACT OF THE CONSOLIDATED GENERAL MUNICIPAL ELECTION HELD ON NOVEMBER 5, 2024, DECLARING THE RESULTS AND SUCH OTHER MATTERS AS PROVIDED BY LAW

WHEREAS, a General Municipal Election was held and conducted in the City of Pleasanton, California, Tuesday, November 5, 2024, as required by law; and

WHEREAS, notice of the election was given in time, form and manner as provided by law; that voting precincts were properly established; that election officers were appointed and that in all respects, the election was held and conducted and the votes were cast, received and canvassed and the returns made and declared in time, form and manner as required by the provisions of the Elections Code of the State of California for the holding of elections in general law cities; and

WHEREAS, the Alameda County Elections Department canvassed the returns of the election and has certified the results to this City Council, the results are received attached and made a part hereof as Exhibit A.

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

SECTION 1. That the whole number of votes (ballots) cast in said election in the City is as follows:

For Mayor: 37,658 votes

For Member of City Council, District 2: 9,792 votes

For Member of City Council, District 4: 10,682 votes

For Measure PP: 37,659 votes

SECTION 2. That the names of the persons voted for at the election are as follows:

For Mayor: Jack Balch, Karla Brown

For member of the City Council, District 2: Craig Eicher, Valerie Arkin

For member of the City Council, District 4: Vivek Mohan, Matthew B. Gaidos

SECTION 3. That the name of the measure voted upon at the election is as follows:
Measure PP – Pleasanton Essential Services Protection Measure.

SECTION 4. That the number of votes given at each precinct and the number of votes given in the City to each of the persons above named for the respective offices for which the persons were candidates and for and against the measure is listed in Exhibit A, attached.

SECTION 5. The City Council does declare and determine that:

Jack Balch was elected Mayor for a full term of two years; Craig Eicher was elected as Member of the City Council, District 2 for a full term of four years; Matthew B. Gaidos was elected as Member of the City Council, District 4 for a full term of four years.

As a result of the election, a majority of the voters voting on Measure PP did not vote in favor of it, and that the measure was not carried and shall not be deemed adopted and ratified.

SECTION 6. The City Clerk shall enter in the records of the City Council of the City, a statement of the result of the election, showing: (1) the whole number of votes cast in the City; (2) the names of the persons voted for; (3) the measure voted upon; (4) for what office each person was voted for; (5) the number of votes given to each person, and for and against each measure.

SECTION 7. The City Clerk shall immediately make and deliver to each of the persons so elected a Certificate of Election signed by the City Clerk and authenticated; that the City Clerk shall also administer to each person elected the Oath of Office prescribed in the Constitution of the State of California and shall have them subscribe to it and file it in the office of the City Clerk. Each and all the persons so elected shall then be inducted into the respective office to which they have been elected.

SECTION 8. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at an adjourned regular meeting held on the 17th day of December 2024 by the following vote:

Ayes:
Noes:
Absent:
Abstain:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney



EXHIBIT A

REGISTRAR OF VOTERS
ALAMEDA COUNTY • CALIFORNIA

TIM DUPUIS
REGISTRAR OF VOTERS

CYNTHIA CORNEJO
DEPUTY REGISTRAR OF VOTERS

December 5, 2024

City of Pleasanton
Jocelyn Kwong, City Clerk
PO Box 520
Pleasanton, CA 94566

Dear Jocelyn Kwong:

Enclosed are the Certificate of Election Results and a copy of the Official Canvass for the City of Pleasanton General Election held on November 5, 2024.

If you have any questions, please contact me at (510) 272-6933.

Sincerely,

Tim Dupuis
Registrar of Voters
Alameda County
Enclosures

STATE OF CALIFORNIA }
COUNTY OF ALAMEDA } ss.

I, **TIM DUPUIS**, Registrar of Voters for the County of Alameda, State of California, having canvassed the returns of all votes cast in the **City of Pleasanton** at the General Election held on Tuesday, **November 5, 2024**, do hereby certify the following to be a full, true and correct Statement of the Results of all the votes cast, to which this certificate is attached, at said election for each candidate in the **City of Pleasanton** for the office of **Mayor**.

I hereby set my hand and my official seal this **5th** day of **December 2024**.



Cynthia Conzatti
for **TIM DUPUIS**
Registrar of Voters
Alameda County
State of California

1 Mayor - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	JACK BALCH	KARLA BROWN	Over Votes	Under Votes
520000	Election Day	1197	117	9.77 %	55	52		10
520000	Vote by Mail	1197	812	67.84 %	441	324		47
520000	Youth Voting Election Day	1197	0	0.00 %				
520000	Youth Voting Vote by Mail	1197	0	0.00 %				
520000	Total	1197	929	77.61 %	496	376		57
520110	Election Day	1993	161	8.08 %	73	74		14
520110	Vote by Mail	1993	1462	73.36 %	773	610		79
520110	Youth Voting Election Day	1993	0	0.00 %				
520110	Youth Voting Vote by Mail	1993	0	0.00 %				
520110	Total	1993	1623	81.44 %	846	684		93
520220	Election Day	2873	240	8.35 %	123	98		19
520220	Vote by Mail	2873	2063	71.81 %	1106	853		104
520220	Youth Voting Election Day	2873	0	0.00 %				
520220	Youth Voting Vote by Mail	2873	0	0.00 %				
520220	Total	2873	2303	80.16 %	1229	951		123
520230	Election Day	1408	145	10.30 %	53	79		13
520230	Vote by Mail	1408	961	68.25 %	386	494		81
520230	Youth Voting Election Day	1408	0	0.00 %				
520230	Youth Voting Vote by Mail	1408	0	0.00 %				
520230	Total	1408	1106	78.55 %	439	573		94
520240	Election Day	1638	142	8.67 %	77	58		7
520240	Vote by Mail	1638	1047	63.92 %	623	359		65
520240	Youth Voting Election Day	1638	0	0.00 %				
520240	Youth Voting Vote by Mail	1638	0	0.00 %				
520240	Total	1638	1189	72.59 %	700	417		72
520250	Election Day	469	34	7.25 %	13	19		2
520250	Vote by Mail	469	309	65.88 %	168	121		20
520250	Youth Voting Election Day	469	0	0.00 %				
520250	Youth Voting Vote by Mail	469	0	0.00 %				
520250	Total	469	343	73.13 %	181	140		22
520400	Election Day	1284	113	8.80 %	66	42		5
520400	Vote by Mail	1284	874	68.07 %	410	422		42
520400	Youth Voting Election Day	1284	0	0.00 %				
520400	Youth Voting Vote by Mail	1284	0	0.00 %				
520400	Total	1284	987	76.87 %	476	464		47
520410	Election Day	128	1	0.78 %	***	***	***	***
520410	Vote by Mail	128	100	78.13 %	65	32		3
520410	Youth Voting Election Day	128	0	0.00 %				
520410	Youth Voting Vote by Mail	128	0	0.00 %				
520410	Total	128	101	78.91 %	66	32		3

1 Mayor - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	JACK BALCH	KARLA BROWN	Over Votes	Under Votes
520500	Election Day	4135	409	9.89 %	211	154		44
520500	Vote by Mail	4135	2780	67.23 %	1516	1052		212
520500	Youth Voting Election Day	4135	0	0.00 %				
520500	Youth Voting Vote by Mail	4135	0	0.00 %				
520500	Total	4135	3189	77.12 %	1727	1206		256
520510	Election Day	559	43	7.69 %	24	16		3
520510	Vote by Mail	559	407	72.81 %	214	156		37
520510	Youth Voting Election Day	559	0	0.00 %				
520510	Youth Voting Vote by Mail	559	0	0.00 %				
520510	Total	559	450	80.50 %	238	172		40
520600	Election Day	430	37	8.60 %	25	10		2
520600	Vote by Mail	430	295	68.60 %	171	101	2	21
520600	Youth Voting Election Day	430	0	0.00 %				
520600	Youth Voting Vote by Mail	430	0	0.00 %				
520600	Total	430	332	77.21 %	196	111	2	23
520630	Election Day	689	91	13.21 %	60	21		10
520630	Vote by Mail	689	442	64.15 %	253	161		28
520630	Youth Voting Election Day	689	0	0.00 %				
520630	Youth Voting Vote by Mail	689	0	0.00 %				
520630	Total	689	533	77.36 %	313	182		38
520640	Election Day	2104	228	10.84 %	101	108		19
520640	Vote by Mail	2104	1285	61.07 %	516	664		105
520640	Youth Voting Election Day	2104	0	0.00 %				
520640	Youth Voting Vote by Mail	2104	0	0.00 %				
520640	Total	2104	1513	71.91 %	617	772		124
520710	Election Day	1264	117	9.26 %	58	52		7
520710	Vote by Mail	1264	842	66.61 %	524	281		37
520710	Youth Voting Election Day	1264	0	0.00 %				
520710	Youth Voting Vote by Mail	1264	0	0.00 %				
520710	Total	1264	959	75.87 %	582	333		44
520720	Election Day	85	5	5.88 %	***	***	***	***
520720	Vote by Mail	85	55	64.71 %	42	12		1
520720	Youth Voting Election Day	85	0	0.00 %				
520720	Youth Voting Vote by Mail	85	0	0.00 %				
520720	Total	85	60	70.59 %	46	13		1
520730	Election Day	0	0					
520730	Vote by Mail	0	0					
520730	Youth Voting Election Day	0	0					
520730	Youth Voting Vote by Mail	0	0					
520730	Total	0	0					

1 Mayor - Pleasanton							
		Registered Voters	Voters Cast	Turnout (%)	JACK BALCH	KARLA BROWN	Under Votes
520760	Election Day	1342	132	9.84 %	51	67	14
520760	Vote by Mail	1342	903	67.29 %	469	384	50
520760	Youth Voting Election Day	1342	0	0.00 %			
520760	Youth Voting Vote by Mail	1342	0	0.00 %			
520760	Total	1342	1035	77.12 %	520	451	64
520770	Election Day	18	0	0.00 %			
520770	Vote by Mail	18	12	66.67 %	8	3	1
520770	Youth Voting Election Day	18	0	0.00 %			
520770	Youth Voting Vote by Mail	18	0	0.00 %			
520770	Total	18	12	66.67 %	8	3	1
520810	Election Day	1899	168	8.85 %	85	67	16
520810	Vote by Mail	1899	1334	70.25 %	707	543	84
520810	Youth Voting Election Day	1899	0	0.00 %			
520810	Youth Voting Vote by Mail	1899	0	0.00 %			
520810	Total	1899	1502	79.09 %	792	610	100
520850	Election Day	1016	97	9.55 %	49	39	9
520850	Vote by Mail	1016	712	70.08 %	378	293	39
520850	Youth Voting Election Day	1016	0	0.00 %			
520850	Youth Voting Vote by Mail	1016	0	0.00 %			
520850	Total	1016	809	79.63 %	427	332	48
520860	Election Day	2766	351	12.69 %	123	186	42
520860	Vote by Mail	2766	1616	58.42 %	577	925	112
520860	Youth Voting Election Day	2766	0	0.00 %			
520860	Youth Voting Vote by Mail	2766	0	0.00 %			
520860	Total	2766	1967	71.11 %	700	1111	154
521200	Election Day	1869	143	7.65 %	80	52	11
521200	Vote by Mail	1869	1326	70.95 %	662	577	87
521200	Youth Voting Election Day	1869	0	0.00 %			
521200	Youth Voting Vote by Mail	1869	0	0.00 %			
521200	Total	1869	1469	78.60 %	742	629	98
521500	Election Day	2833	258	9.11 %	89	149	20
521500	Vote by Mail	2833	1961	69.22 %	887	935	139
521500	Youth Voting Election Day	2833	0	0.00 %			
521500	Youth Voting Vote by Mail	2833	0	0.00 %			
521500	Total	2833	2219	78.33 %	976	1084	159
522010	Election Day	3027	253	8.36 %	126	104	23
522010	Vote by Mail	3027	2098	69.31 %	1058	928	110
522010	Youth Voting Election Day	3027	0	0.00 %			
522010	Youth Voting Vote by Mail	3027	0	0.00 %			
522010	Total	3027	2351	77.67 %	1184	1032	133

1 Mayor - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	JACK BALCH	KARLA BROWN	Over Votes	Under Votes
522100	Election Day	2854	270	9.46 %	148	99		23
522100	Vote by Mail	2854	2076	72.74 %	1097	862		117
522100	Youth Voting Election Day	2854	0	0.00 %				
522100	Youth Voting Vote by Mail	2854	0	0.00 %				
522100	Total	2854	2346	82.20 %	1245	961		140
522160	Election Day	594	51	8.59 %	22	20		9
522160	Vote by Mail	594	367	61.78 %	140	198		29
522160	Youth Voting Election Day	594	0	0.00 %				
522160	Youth Voting Vote by Mail	594	0	0.00 %				
522160	Total	594	418	70.37 %	162	218		38
522180	Election Day	1759	154	8.75 %	63	71		20
522180	Vote by Mail	1759	1156	65.72 %	565	535		56
522180	Youth Voting Election Day	1759	0	0.00 %				
522180	Youth Voting Vote by Mail	1759	0	0.00 %				
522180	Total	1759	1310	74.47 %	628	606		76
523100	Election Day	574	40	6.97 %	17	23		
523100	Vote by Mail	574	398	69.34 %	176	194	2	26
523100	Youth Voting Election Day	574	0	0.00 %				
523100	Youth Voting Vote by Mail	574	0	0.00 %				
523100	Total	574	438	76.31 %	193	217	2	26
523120	Election Day	792	6	0.76 %	***	***	***	***
523120	Vote by Mail	792	685	86.49 %	267	313		105
523120	Youth Voting Election Day	792	0	0.00 %				
523120	Youth Voting Vote by Mail	792	0	0.00 %				
523120	Total	792	691	87.25 %	267	318		106
523200	Election Day	2769	234	8.45 %	122	91		21
523200	Vote by Mail	2769	2004	72.37 %	1078	801		125
523200	Youth Voting Election Day	2769	0	0.00 %				
523200	Youth Voting Vote by Mail	2769	0	0.00 %				
523200	Total	2769	2238	80.82 %	1200	892		146
523700	Election Day	2942	229	7.78 %	122	87		20
523700	Vote by Mail	2942	2128	72.33 %	1172	832		124
523700	Youth Voting Election Day	2942	0	0.00 %				
523700	Youth Voting Vote by Mail	2942	0	0.00 %				
523700	Total	2942	2357	80.12 %	1294	919		144
523720	Election Day	1081	70	6.48 %	44	22		4
523720	Vote by Mail	1081	809	74.84 %	416	353		40
523720	Youth Voting Election Day	1081	0	0.00 %				
523720	Youth Voting Vote by Mail	1081	0	0.00 %				
523720	Total	1081	879	81.31 %	460	375		44

1 Mayor - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	JACK BALCH	KARLA BROWN	Over Votes	Under Votes
Total - Election Day		48391	4339	8.97 %	2085	1866		388
Total - Vote by Mail		48391	33319	68.85 %	16865	14318	10	2126
Total - Youth Voting Election Day		48391	0	0.00 %				
Total - Youth Voting Vote by Mail		48391	0	0.00 %				
Contest Total		48391	37658	77.82 %	18950	16184	10	2514

*** Indicates vote data was suppressed due to voter privacy settings.

1 Mayor - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	JACK BALCH	KARLA BROWN	Over Votes	Under Votes
California	Election Day	48391	4339	8.97 %	2085	1866		388
California	Vote by Mail	48391	33319	68.85 %	16865	14318	10	2126
California	Youth Voting Election Day	48391	0	0.00 %				
California	Youth Voting Vote by Mail	48391	0	0.00 %				
California	Total	48391	37658	77.82 %	18950	16184	10	2514
14th Congressional District	Election Day	48391	4339	8.97 %	2085	1866		388
14th Congressional District	Vote by Mail	48391	33319	68.85 %	16865	14318	10	2126
14th Congressional District	Youth Voting Election Day	48391	0	0.00 %				
14th Congressional District	Youth Voting Vote by Mail	48391	0	0.00 %				
14th Congressional District	Total	48391	37658	77.82 %	18950	16184	10	2514
5th State Senatorial District	Election Day	48391	4339	8.97 %	2085	1866		388
5th State Senatorial District	Vote by Mail	48391	33319	68.85 %	16865	14318	10	2126
5th State Senatorial District	Youth Voting Election Day	48391	0	0.00 %				
5th State Senatorial District	Youth Voting Vote by Mail	48391	0	0.00 %				
5th State Senatorial District	Total	48391	37658	77.82 %	18950	16184	10	2514
16th Assembly District	Election Day	38065	3419	8.98 %	1669	1439		311
16th Assembly District	Vote by Mail	38065	26174	68.76 %	13188	11290	8	1688
16th Assembly District	Youth Voting Election Day	38065	0	0.00 %				
16th Assembly District	Youth Voting Vote by Mail	38065	0	0.00 %				
16th Assembly District	Total	38065	29593	77.74 %	14857	12729	8	1999
20th Assembly District	Election Day	10326	920	8.91 %	416	427		77
20th Assembly District	Vote by Mail	10326	7145	69.19 %	3677	3028	2	438
20th Assembly District	Youth Voting Election Day	10326	0	0.00 %				
20th Assembly District	Youth Voting Vote by Mail	10326	0	0.00 %				
20th Assembly District	Total	10326	8065	78.10 %	4093	3455	2	515
Board of Equalization, 2nd District	Election Day	48391	4339	8.97 %	2085	1866		388
Board of Equalization, 2nd District	Vote by Mail	48391	33319	68.85 %	16865	14318	10	2126
Board of Equalization, 2nd District	Youth Voting Election Day	48391	0	0.00 %				
Board of Equalization, 2nd District	Youth Voting Vote by Mail	48391	0	0.00 %				
Board of Equalization, 2nd District	Total	48391	37658	77.82 %	18950	16184	10	2514

1 Mayor - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	JACK BALCH	KARLA BROWN	Over Votes	Under Votes
Alameda County	Election Day	48391	4339	8.97 %	2085	1866		388
Alameda County	Vote by Mail	48391	33319	68.85 %	16865	14318	10	2126
Alameda County	Youth Voting Election Day	48391	0	0.00 %				
Alameda County	Youth Voting Vote by Mail	48391	0	0.00 %				
Alameda County	Total	48391	37658	77.82 %	18950	16184	10	2514
1st Supervisorial District	Election Day	8167	787	9.64 %	390	336		61
1st Supervisorial District	Vote by Mail	8167	5290	64.77 %	2839	2118	2	331
1st Supervisorial District	Youth Voting Election Day	8167	0	0.00 %				
1st Supervisorial District	Youth Voting Vote by Mail	8167	0	0.00 %				
1st Supervisorial District	Total	8167	6077	74.41 %	3229	2454	2	392
4th Supervisorial District	Election Day	40224	3552	8.83 %	1695	1530		327
4th Supervisorial District	Vote by Mail	40224	28029	69.68 %	14026	12200	8	1795
4th Supervisorial District	Youth Voting Election Day	40224	0	0.00 %				
4th Supervisorial District	Youth Voting Vote by Mail	40224	0	0.00 %				
4th Supervisorial District	Total	40224	31581	78.51 %	15721	13730	8	2122
City of Pleasanton	Election Day	48391	4339	8.97 %	2085	1866		388
City of Pleasanton	Vote by Mail	48391	33319	68.85 %	16865	14318	10	2126
City of Pleasanton	Youth Voting Election Day	48391	0	0.00 %				
City of Pleasanton	Youth Voting Vote by Mail	48391	0	0.00 %				
City of Pleasanton	Total	48391	37658	77.82 %	18950	16184	10	2514
Total - Election Day		48391	4339	8.97 %	2085	1866		388
Total - Vote by Mail		48391	33319	68.85 %	16865	14318	10	2126
Total - Youth Voting Election Day		48391	0	0.00 %				
Total - Youth Voting Vote by Mail		48391	0	0.00 %				
Contest Total		48391	37658	77.82 %	18950	16184	10	2514

*** Indicates vote data was suppressed due to voter privacy settings.

STATE OF CALIFORNIA }
COUNTY OF ALAMEDA } ss.

I, **TIM DUPUIS**, Registrar of Voters for the County of Alameda, State of California, having canvassed the returns of all votes cast in the **City of Pleasanton, Council District 2**, at the General Election held on Tuesday, **November 5, 2024**, do hereby certify the following to be a full, true and correct Statement of the Results of all the votes cast, to which this certificate is attached, at said election for each candidate in the **City of Pleasanton, Council District 2**, for the office of **City Council Member, District 2**.

I hereby set my hand and my official seal this **5th** day of **December 2024**.



for 
TIM DUPUIS
Registrar of Voters
Alameda County
State of California

1 Member, City Council, District 2 - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	CRAIG EICHER	VALERIE ARKIN	Over Votes	Under Votes
522010	Election Day	3027	253	8.36 %	124	90		39
522010	Vote by Mail	3027	2098	69.31 %	1080	850		168
522010	Youth Voting Election Day	3027	0	0.00 %				
522010	Youth Voting Vote by Mail	3027	0	0.00 %				
522010	Total	3027	2351	77.67 %	1204	940		207
522100	Election Day	2854	270	9.46 %	164	83		23
522100	Vote by Mail	2854	2076	72.74 %	1095	799		182
522100	Youth Voting Election Day	2854	0	0.00 %				
522100	Youth Voting Vote by Mail	2854	0	0.00 %				
522100	Total	2854	2346	82.20 %	1259	882		205
522160	Election Day	594	51	8.59 %	24	18		9
522160	Vote by Mail	594	367	61.78 %	139	177		51
522160	Youth Voting Election Day	594	0	0.00 %				
522160	Youth Voting Vote by Mail	594	0	0.00 %				
522160	Total	594	418	70.37 %	163	195		60
522180	Election Day	1759	154	8.75 %	71	58		25
522180	Vote by Mail	1759	1156	65.72 %	488	579		89
522180	Youth Voting Election Day	1759	0	0.00 %				
522180	Youth Voting Vote by Mail	1759	0	0.00 %				
522180	Total	1759	1310	74.47 %	559	637		114
523100	Election Day	574	40	6.97 %	20	15		5
523100	Vote by Mail	574	398	69.34 %	184	167	1	46
523100	Youth Voting Election Day	574	0	0.00 %				
523100	Youth Voting Vote by Mail	574	0	0.00 %				
523100	Total	574	438	76.31 %	204	182	1	51
523120	Election Day	792	6	0.76 %	***	***	***	***
523120	Vote by Mail	792	685	86.49 %	261	292	1	131
523120	Youth Voting Election Day	792	0	0.00 %				
523120	Youth Voting Vote by Mail	792	0	0.00 %				
523120	Total	792	691	87.25 %	264	294	1	132
523200	Election Day	2769	234	8.45 %	143	64		27
523200	Vote by Mail	2769	2004	72.37 %	962	865	1	176
523200	Youth Voting Election Day	2769	0	0.00 %				
523200	Youth Voting Vote by Mail	2769	0	0.00 %				
523200	Total	2769	2238	80.82 %	1105	929	1	203
Total - Election Day		12369	1008	8.15 %	549	330		129
Total - Vote by Mail		12369	8784	71.02 %	4209	3729	3	843
Total - Youth Voting Election Day		12369	0	0.00 %				
Total - Youth Voting Vote by Mail		12369	0	0.00 %				

1 Member, City Council, District 2 - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	CRAIG EICHER	VALERIE ARKIN	Over Votes	Under Votes
Contest Total		12369	9792	79.17 %	4758	4059	3	972

*** Indicates vote data was suppressed due to voter privacy settings.

1 Member, City Council, District 2 - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	CRAIG EICHER	VALERIE ARKIN	Over Votes	Under Votes
California	Election Day	12369	1008	8.15 %	549	330		129
California	Vote by Mail	12369	8784	71.02 %	4209	3729	3	843
California	Youth Voting Election Day	12369	0	0.00 %				
California	Youth Voting Vote by Mail	12369	0	0.00 %				
California	Total	12369	9792	79.17 %	4758	4059	3	972
14th Congressional District	Election Day	12369	1008	8.15 %	549	330		129
14th Congressional District	Vote by Mail	12369	8784	71.02 %	4209	3729	3	843
14th Congressional District	Youth Voting Election Day	12369	0	0.00 %				
14th Congressional District	Youth Voting Vote by Mail	12369	0	0.00 %				
14th Congressional District	Total	12369	9792	79.17 %	4758	4059	3	972
5th State Senatorial District	Election Day	12369	1008	8.15 %	549	330		129
5th State Senatorial District	Vote by Mail	12369	8784	71.02 %	4209	3729	3	843
5th State Senatorial District	Youth Voting Election Day	12369	0	0.00 %				
5th State Senatorial District	Youth Voting Vote by Mail	12369	0	0.00 %				
5th State Senatorial District	Total	12369	9792	79.17 %	4758	4059	3	972
16th Assembly District	Election Day	12369	1008	8.15 %	549	330		129
16th Assembly District	Vote by Mail	12369	8784	71.02 %	4209	3729	3	843
16th Assembly District	Youth Voting Election Day	12369	0	0.00 %				
16th Assembly District	Youth Voting Vote by Mail	12369	0	0.00 %				
16th Assembly District	Total	12369	9792	79.17 %	4758	4059	3	972
Board of Equalization, 2nd District	Election Day	12369	1008	8.15 %	549	330		129
Board of Equalization, 2nd District	Vote by Mail	12369	8784	71.02 %	4209	3729	3	843
Board of Equalization, 2nd District	Youth Voting Election Day	12369	0	0.00 %				
Board of Equalization, 2nd District	Youth Voting Vote by Mail	12369	0	0.00 %				
Board of Equalization, 2nd District	Total	12369	9792	79.17 %	4758	4059	3	972
Alameda County	Election Day	12369	1008	8.15 %	549	330		129
Alameda County	Vote by Mail	12369	8784	71.02 %	4209	3729	3	843
Alameda County	Youth Voting Election Day	12369	0	0.00 %				
Alameda County	Youth Voting Vote by Mail	12369	0	0.00 %				
Alameda County	Total	12369	9792	79.17 %	4758	4059	3	972

1 Member, City Council, District 2 - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	CRAIG EICHER	VALERIE ARKIN	Over Votes	Under Votes
4th Supervisorial District	Election Day	12369	1008	8.15 %	549	330		129
4th Supervisorial District	Vote by Mail	12369	8784	71.02 %	4209	3729	3	843
4th Supervisorial District	Youth Voting Election Day	12369	0	0.00 %				
4th Supervisorial District	Youth Voting Vote by Mail	12369	0	0.00 %				
4th Supervisorial District	Total	12369	9792	79.17 %	4758	4059	3	972
City of Pleasanton	Election Day	12369	1008	8.15 %	549	330		129
City of Pleasanton	Vote by Mail	12369	8784	71.02 %	4209	3729	3	843
City of Pleasanton	Youth Voting Election Day	12369	0	0.00 %				
City of Pleasanton	Youth Voting Vote by Mail	12369	0	0.00 %				
City of Pleasanton	Total	12369	9792	79.17 %	4758	4059	3	972
Total - Election Day		12369	1008	8.15 %	549	330		129
Total - Vote by Mail		12369	8784	71.02 %	4209	3729	3	843
Total - Youth Voting Election Day		12369	0	0.00 %				
Total - Youth Voting Vote by Mail		12369	0	0.00 %				
Contest Total		12369	9792	79.17 %	4758	4059	3	972

*** Indicates vote data was suppressed due to voter privacy settings.

STATE OF CALIFORNIA }
COUNTY OF ALAMEDA } ss.

I, **TIM DUPUIS**, Registrar of Voters for the County of Alameda, State of California, having canvassed the returns of all votes cast in the **City of Pleasanton, Council District 4**, at the General Election held on Tuesday, **November 5, 2024**, do hereby certify the following to be a full, true and correct Statement of the Results of all the votes cast, to which this certificate is attached, at said election for each candidate in the **City of Pleasanton, Council District 4**, for the office of **City Council Member, District 4**.

I hereby set my hand and my official seal this **5th** day of **December 2024**.



for 
TIM DUPUIS
Registrar of Voters
Alameda County
State of California

1 Member, City Council, District 4 - Pleasanton

		Registered Voters	Voters Cast	Turnout (%)	VIVEK MOHAN	MATTHEW B. GAIDOS	Over Votes	Under Votes
520000	Election Day	1197	117	9.77 %	58	42		17
520000	Vote by Mail	1197	812	67.84 %	291	420		101
520000	Youth Voting Election Day	1197	0	0.00 %				
520000	Youth Voting Vote by Mail	1197	0	0.00 %				
520000	Total	1197	929	77.61 %	349	462		118
520110	Election Day	1993	161	8.08 %	75	60		26
520110	Vote by Mail	1993	1462	73.36 %	704	582		176
520110	Youth Voting Election Day	1993	0	0.00 %				
520110	Youth Voting Vote by Mail	1993	0	0.00 %				
520110	Total	1993	1623	81.44 %	779	642		202
520220	Election Day	2873	240	8.35 %	117	92		31
520220	Vote by Mail	2873	2063	71.81 %	899	935	1	228
520220	Youth Voting Election Day	2873	0	0.00 %				
520220	Youth Voting Vote by Mail	2873	0	0.00 %				
520220	Total	2873	2303	80.16 %	1016	1027	1	259
520230	Election Day	1408	145	10.30 %	62	64		19
520230	Vote by Mail	1408	961	68.25 %	350	460		151
520230	Youth Voting Election Day	1408	0	0.00 %				
520230	Youth Voting Vote by Mail	1408	0	0.00 %				
520230	Total	1408	1106	78.55 %	412	524		170
520240	Election Day	1638	142	8.67 %	89	41		12
520240	Vote by Mail	1638	1047	63.92 %	550	408		89
520240	Youth Voting Election Day	1638	0	0.00 %				
520240	Youth Voting Vote by Mail	1638	0	0.00 %				
520240	Total	1638	1189	72.59 %	639	449		101
520250	Election Day	469	34	7.25 %	24	7		3
520250	Vote by Mail	469	309	65.88 %	183	98		28
520250	Youth Voting Election Day	469	0	0.00 %				
520250	Youth Voting Vote by Mail	469	0	0.00 %				
520250	Total	469	343	73.13 %	207	105		31
520500	Election Day	4135	409	9.89 %	169	167		73
520500	Vote by Mail	4135	2780	67.23 %	939	1451	1	389
520500	Youth Voting Election Day	4135	0	0.00 %				
520500	Youth Voting Vote by Mail	4135	0	0.00 %				
520500	Total	4135	3189	77.12 %	1108	1618	1	462
Total - Election Day		13713	1248	9.10 %	594	473		181
Total - Vote by Mail		13713	9434	68.80 %	3916	4354	2	1162
Total - Youth Voting Election Day		13713	0	0.00 %				
Total - Youth Voting Vote by Mail		13713	0	0.00 %				

1 Member, City Council, District 4 - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	VIVEK MOHAN	MATTHEW B. GAIDOS	Over Votes	Under Votes
Contest Total		13713	10682	77.90 %	4510	4827	2	1343

*** Indicates vote data was suppressed due to voter privacy settings.

1 Member, City Council, District 4 - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	VIVEK MOHAN	MATTHEW B. GAIDOS	Over Votes	Under Votes
California	Election Day	13713	1248	9.10 %	594	473		181
California	Vote by Mail	13713	9434	68.80 %	3916	4354	2	1162
California	Youth Voting Election Day	13713	0	0.00 %				
California	Youth Voting Vote by Mail	13713	0	0.00 %				
California	Total	13713	10682	77.90 %	4510	4827	2	1343
14th Congressional District	Election Day	13713	1248	9.10 %	594	473		181
14th Congressional District	Vote by Mail	13713	9434	68.80 %	3916	4354	2	1162
14th Congressional District	Youth Voting Election Day	13713	0	0.00 %				
14th Congressional District	Youth Voting Vote by Mail	13713	0	0.00 %				
14th Congressional District	Total	13713	10682	77.90 %	4510	4827	2	1343
5th State Senatorial District	Election Day	13713	1248	9.10 %	594	473		181
5th State Senatorial District	Vote by Mail	13713	9434	68.80 %	3916	4354	2	1162
5th State Senatorial District	Youth Voting Election Day	13713	0	0.00 %				
5th State Senatorial District	Youth Voting Vote by Mail	13713	0	0.00 %				
5th State Senatorial District	Total	13713	10682	77.90 %	4510	4827	2	1343
16th Assembly District	Election Day	13713	1248	9.10 %	594	473		181
16th Assembly District	Vote by Mail	13713	9434	68.80 %	3916	4354	2	1162
16th Assembly District	Youth Voting Election Day	13713	0	0.00 %				
16th Assembly District	Youth Voting Vote by Mail	13713	0	0.00 %				
16th Assembly District	Total	13713	10682	77.90 %	4510	4827	2	1343
Board of Equalization, 2nd District	Election Day	13713	1248	9.10 %	594	473		181
Board of Equalization, 2nd District	Vote by Mail	13713	9434	68.80 %	3916	4354	2	1162
Board of Equalization, 2nd District	Youth Voting Election Day	13713	0	0.00 %				
Board of Equalization, 2nd District	Youth Voting Vote by Mail	13713	0	0.00 %				
Board of Equalization, 2nd District	Total	13713	10682	77.90 %	4510	4827	2	1343
Alameda County	Election Day	13713	1248	9.10 %	594	473		181
Alameda County	Vote by Mail	13713	9434	68.80 %	3916	4354	2	1162
Alameda County	Youth Voting Election Day	13713	0	0.00 %				
Alameda County	Youth Voting Vote by Mail	13713	0	0.00 %				
Alameda County	Total	13713	10682	77.90 %	4510	4827	2	1343

1 Member, City Council, District 4 - Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	VIVEK MOHAN	MATTHEW B. GAIDOS	Over Votes	Under Votes
1st Supervisorial District	Election Day	2107	176	8.35 %	113	48		15
1st Supervisorial District	Vote by Mail	2107	1356	64.36 %	733	506		117
1st Supervisorial District	Youth Voting Election Day	2107	0	0.00 %				
1st Supervisorial District	Youth Voting Vote by Mail	2107	0	0.00 %				
1st Supervisorial District	Total	2107	1532	72.71 %	846	554		132
4th Supervisorial District	Election Day	11606	1072	9.24 %	481	425		166
4th Supervisorial District	Vote by Mail	11606	8078	69.60 %	3183	3848	2	1045
4th Supervisorial District	Youth Voting Election Day	11606	0	0.00 %				
4th Supervisorial District	Youth Voting Vote by Mail	11606	0	0.00 %				
4th Supervisorial District	Total	11606	9150	78.84 %	3664	4273	2	1211
City of Pleasanton	Election Day	13713	1248	9.10 %	594	473		181
City of Pleasanton	Vote by Mail	13713	9434	68.80 %	3916	4354	2	1162
City of Pleasanton	Youth Voting Election Day	13713	0	0.00 %				
City of Pleasanton	Youth Voting Vote by Mail	13713	0	0.00 %				
City of Pleasanton	Total	13713	10682	77.90 %	4510	4827	2	1343
Total - Election Day		13713	1248	9.10 %	594	473		181
Total - Vote by Mail		13713	9434	68.80 %	3916	4354	2	1162
Total - Youth Voting Election Day		13713	0	0.00 %				
Total - Youth Voting Vote by Mail		13713	0	0.00 %				
Contest Total		13713	10682	77.90 %	4510	4827	2	1343

*** Indicates vote data was suppressed due to voter privacy settings.

STATE OF CALIFORNIA }
COUNTY OF ALAMEDA } ss.

I, **TIM DUPUIS**, Registrar of Voters for the County of Alameda, State of California, having canvassed the returns of all votes cast in the **City of Pleasanton** at the General Election held on Tuesday, **November 5, 2024**, do hereby certify the following to be a full, true and correct Statement of the Results of all the votes cast, to which this certificate is attached, at said election for and against **Measure PP**.

I hereby set my hand and my official seal this **5th** day of **December 2024**.



Cynthia Ceriza
for **TIM DUPUIS**
Registrar of Voters
Alameda County
State of California

1 Measure PP - City of Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	YES	NO	Over Votes	Under Votes
520000	Election Day	1197	117	9.77 %	50	59		8
520000	Vote by Mail	1197	813	67.92 %	339	426		48
520000	Youth Voting Election Day	1197	0	0.00 %				
520000	Youth Voting Vote by Mail	1197	0	0.00 %				
520000	Total	1197	930	77.69 %	389	485		56
520110	Election Day	1993	161	8.08 %	80	68		13
520110	Vote by Mail	1993	1462	73.36 %	557	791		114
520110	Youth Voting Election Day	1993	0	0.00 %				
520110	Youth Voting Vote by Mail	1993	0	0.00 %				
520110	Total	1993	1623	81.44 %	637	859		127
520220	Election Day	2873	240	8.35 %	107	122		11
520220	Vote by Mail	2873	2063	71.81 %	743	1177		143
520220	Youth Voting Election Day	2873	0	0.00 %				
520220	Youth Voting Vote by Mail	2873	0	0.00 %				
520220	Total	2873	2303	80.16 %	850	1299		154
520230	Election Day	1408	145	10.30 %	82	52		11
520230	Vote by Mail	1408	960	68.18 %	472	409		79
520230	Youth Voting Election Day	1408	0	0.00 %				
520230	Youth Voting Vote by Mail	1408	0	0.00 %				
520230	Total	1408	1105	78.48 %	554	461		90
520240	Election Day	1638	142	8.67 %	50	77		15
520240	Vote by Mail	1638	1046	63.86 %	346	621		79
520240	Youth Voting Election Day	1638	0	0.00 %				
520240	Youth Voting Vote by Mail	1638	0	0.00 %				
520240	Total	1638	1188	72.53 %	396	698		94
520250	Election Day	469	34	7.25 %	17	15		2
520250	Vote by Mail	469	307	65.46 %	116	168		23
520250	Youth Voting Election Day	469	0	0.00 %				
520250	Youth Voting Vote by Mail	469	0	0.00 %				
520250	Total	469	341	72.71 %	133	183		25
520400	Election Day	1284	113	8.80 %	52	56		5
520400	Vote by Mail	1284	875	68.15 %	336	486		53
520400	Youth Voting Election Day	1284	0	0.00 %				
520400	Youth Voting Vote by Mail	1284	0	0.00 %				
520400	Total	1284	988	76.95 %	388	542		58
520410	Election Day	128	1	0.78 %	***	***	***	***
520410	Vote by Mail	128	100	78.13 %	26	66		8
520410	Youth Voting Election Day	128	0	0.00 %				
520410	Youth Voting Vote by Mail	128	0	0.00 %				
520410	Total	128	101	78.91 %	26	67		8

1 Measure PP - City of Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	YES	NO	Over Votes	Under Votes
520500	Election Day	4135	409	9.89 %	194	175		40
520500	Vote by Mail	4135	2780	67.23 %	1190	1361	1	228
520500	Youth Voting Election Day	4135	0	0.00 %				
520500	Youth Voting Vote by Mail	4135	0	0.00 %				
520500	Total	4135	3189	77.12 %	1384	1536	1	268
520510	Election Day	559	43	7.69 %	10	32		1
520510	Vote by Mail	559	406	72.63 %	164	218		24
520510	Youth Voting Election Day	559	0	0.00 %				
520510	Youth Voting Vote by Mail	559	0	0.00 %				
520510	Total	559	449	80.32 %	174	250		25
520600	Election Day	430	37	8.60 %	13	23		1
520600	Vote by Mail	430	296	68.84 %	128	149		19
520600	Youth Voting Election Day	430	0	0.00 %				
520600	Youth Voting Vote by Mail	430	0	0.00 %				
520600	Total	430	333	77.44 %	141	172		20
520630	Election Day	689	91	13.21 %	43	41		7
520630	Vote by Mail	689	442	64.15 %	182	229		31
520630	Youth Voting Election Day	689	0	0.00 %				
520630	Youth Voting Vote by Mail	689	0	0.00 %				
520630	Total	689	533	77.36 %	225	270		38
520640	Election Day	2104	228	10.84 %	134	79		15
520640	Vote by Mail	2104	1286	61.12 %	646	532		108
520640	Youth Voting Election Day	2104	0	0.00 %				
520640	Youth Voting Vote by Mail	2104	0	0.00 %				
520640	Total	2104	1514	71.96 %	780	611		123
520710	Election Day	1264	116	9.18 %	57	50		9
520710	Vote by Mail	1264	845	66.85 %	335	440		70
520710	Youth Voting Election Day	1264	0	0.00 %				
520710	Youth Voting Vote by Mail	1264	0	0.00 %				
520710	Total	1264	961	76.03 %	392	490		79
520720	Election Day	85	5	5.88 %	***	***	***	***
520720	Vote by Mail	85	55	64.71 %	20	35		
520720	Youth Voting Election Day	85	0	0.00 %				
520720	Youth Voting Vote by Mail	85	0	0.00 %				
520720	Total	85	60	70.59 %	22	37		1
520730	Election Day	0	0					
520730	Vote by Mail	0	0					
520730	Youth Voting Election Day	0	0					
520730	Youth Voting Vote by Mail	0	0					
520730	Total	0	0					

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		Registered Voters	Voters Cast	Turnout (%)	YES	NO	Over Votes	Under Votes
520760	Election Day	1342	132	9.84 %	69	44		19
520760	Vote by Mail	1342	905	67.44 %	429	413		63
520760	Youth Voting Election Day	1342	0	0.00 %				
520760	Youth Voting Vote by Mail	1342	0	0.00 %				
520760	Total	1342	1037	77.27 %	498	457		82
520770	Election Day	18	0	0.00 %				
520770	Vote by Mail	18	12	66.67 %	4	7		1
520770	Youth Voting Election Day	18	0	0.00 %				
520770	Youth Voting Vote by Mail	18	0	0.00 %				
520770	Total	18	12	66.67 %	4	7		1
520810	Election Day	1899	168	8.85 %	80	72		16
520810	Vote by Mail	1899	1334	70.25 %	540	705	1	88
520810	Youth Voting Election Day	1899	0	0.00 %				
520810	Youth Voting Vote by Mail	1899	0	0.00 %				
520810	Total	1899	1502	79.09 %	620	777	1	104
520850	Election Day	1016	97	9.55 %	44	46		7
520850	Vote by Mail	1016	713	70.18 %	316	338		59
520850	Youth Voting Election Day	1016	0	0.00 %				
520850	Youth Voting Vote by Mail	1016	0	0.00 %				
520850	Total	1016	810	79.72 %	360	384		66
520860	Election Day	2766	351	12.69 %	204	118		29
520860	Vote by Mail	2766	1617	58.46 %	858	631		128
520860	Youth Voting Election Day	2766	0	0.00 %				
520860	Youth Voting Vote by Mail	2766	0	0.00 %				
520860	Total	2766	1968	71.15 %	1062	749		157
521200	Election Day	1869	143	7.65 %	64	68		11
521200	Vote by Mail	1869	1321	70.68 %	580	646		95
521200	Youth Voting Election Day	1869	0	0.00 %				
521200	Youth Voting Vote by Mail	1869	0	0.00 %				
521200	Total	1869	1464	78.33 %	644	714		106
521500	Election Day	2833	258	9.11 %	151	96		11
521500	Vote by Mail	2833	1961	69.22 %	904	902		155
521500	Youth Voting Election Day	2833	0	0.00 %				
521500	Youth Voting Vote by Mail	2833	0	0.00 %				
521500	Total	2833	2219	78.33 %	1055	998		166
522010	Election Day	3027	253	8.36 %	100	136		17
522010	Vote by Mail	3027	2092	69.11 %	888	1062	2	140
522010	Youth Voting Election Day	3027	0	0.00 %				
522010	Youth Voting Vote by Mail	3027	0	0.00 %				
522010	Total	3027	2345	77.47 %	988	1198	2	157

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		Registered Voters	Voters Cast	Turnout (%)	YES	NO	Over Votes	Under Votes
522100	Election Day	2854	270	9.46 %	115	136		19
522100	Vote by Mail	2854	2079	72.85 %	849	1109	1	120
522100	Youth Voting Election Day	2854	0	0.00 %				
522100	Youth Voting Vote by Mail	2854	0	0.00 %				
522100	Total	2854	2349	82.31 %	964	1245	1	139
522160	Election Day	594	51	8.59 %	24	19		8
522160	Vote by Mail	594	373	62.79 %	135	206		32
522160	Youth Voting Election Day	594	0	0.00 %				
522160	Youth Voting Vote by Mail	594	0	0.00 %				
522160	Total	594	424	71.38 %	159	225		40
522180	Election Day	1759	154	8.75 %	59	77		18
522180	Vote by Mail	1759	1160	65.95 %	444	645		71
522180	Youth Voting Election Day	1759	0	0.00 %				
522180	Youth Voting Vote by Mail	1759	0	0.00 %				
522180	Total	1759	1314	74.70 %	503	722		89
523100	Election Day	574	40	6.97 %	11	28		1
523100	Vote by Mail	574	397	69.16 %	173	197		27
523100	Youth Voting Election Day	574	0	0.00 %				
523100	Youth Voting Vote by Mail	574	0	0.00 %				
523100	Total	574	437	76.13 %	184	225		28
523120	Election Day	792	6	0.76 %	***	***	***	***
523120	Vote by Mail	792	683	86.24 %	326	272		85
523120	Youth Voting Election Day	792	0	0.00 %				
523120	Youth Voting Vote by Mail	792	0	0.00 %				
523120	Total	792	689	86.99 %	330	273		86
523200	Election Day	2769	234	8.45 %	98	117		19
523200	Vote by Mail	2769	2005	72.41 %	781	1070	1	153
523200	Youth Voting Election Day	2769	0	0.00 %				
523200	Youth Voting Vote by Mail	2769	0	0.00 %				
523200	Total	2769	2239	80.86 %	879	1187	1	172
523700	Election Day	2942	229	7.78 %	98	116		15
523700	Vote by Mail	2942	2125	72.23 %	815	1164	1	145
523700	Youth Voting Election Day	2942	0	0.00 %				
523700	Youth Voting Vote by Mail	2942	0	0.00 %				
523700	Total	2942	2354	80.01 %	913	1280	1	160
523720	Election Day	1081	70	6.48 %	31	39		
523720	Vote by Mail	1081	808	74.75 %	298	457		53
523720	Youth Voting Election Day	1081	0	0.00 %				
523720	Youth Voting Vote by Mail	1081	0	0.00 %				
523720	Total	1081	878	81.22 %	329	496		53

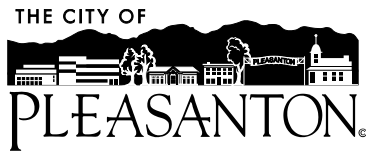
1 Measure PP - City of Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	YES	NO	Over Votes	Under Votes
Total - Election Day		48391	4338	8.96 %	2043	1965		330
Total - Vote by Mail		48391	33321	68.86 %	13940	16932	7	2442
Total - Youth Voting Election Day		48391	0	0.00 %				
Total - Youth Voting Vote by Mail		48391	0	0.00 %				
Contest Total		48391	37659	77.82 %	15983	18897	7	2772

*** Indicates vote data was suppressed due to voter privacy settings.

1 Measure PP - City of Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	YES	NO	Over Votes	Under Votes
California	Election Day	48391	4338	8.96 %	2043	1965		330
California	Vote by Mail	48391	33321	68.86 %	13940	16932	7	2442
California	Youth Voting Election Day	48391	0	0.00 %				
California	Youth Voting Vote by Mail	48391	0	0.00 %				
California	Total	48391	37659	77.82 %	15983	18897	7	2772
14th Congressional District	Election Day	48391	4338	8.96 %	2043	1965		330
14th Congressional District	Vote by Mail	48391	33321	68.86 %	13940	16932	7	2442
14th Congressional District	Youth Voting Election Day	48391	0	0.00 %				
14th Congressional District	Youth Voting Vote by Mail	48391	0	0.00 %				
14th Congressional District	Total	48391	37659	77.82 %	15983	18897	7	2772
5th State Senatorial District	Election Day	48391	4338	8.96 %	2043	1965		330
5th State Senatorial District	Vote by Mail	48391	33321	68.86 %	13940	16932	7	2442
5th State Senatorial District	Youth Voting Election Day	48391	0	0.00 %				
5th State Senatorial District	Youth Voting Vote by Mail	48391	0	0.00 %				
5th State Senatorial District	Total	48391	37659	77.82 %	15983	18897	7	2772
16th Assembly District	Election Day	38065	3419	8.98 %	1576	1587		256
16th Assembly District	Vote by Mail	38065	26175	68.76 %	10812	13446	6	1911
16th Assembly District	Youth Voting Election Day	38065	0	0.00 %				
16th Assembly District	Youth Voting Vote by Mail	38065	0	0.00 %				
16th Assembly District	Total	38065	29594	77.75 %	12388	15033	6	2167
20th Assembly District	Election Day	10326	919	8.90 %	467	378		74
20th Assembly District	Vote by Mail	10326	7146	69.20 %	3128	3486	1	531
20th Assembly District	Youth Voting Election Day	10326	0	0.00 %				
20th Assembly District	Youth Voting Vote by Mail	10326	0	0.00 %				
20th Assembly District	Total	10326	8065	78.10 %	3595	3864	1	605
Board of Equalization, 2nd District	Election Day	48391	4338	8.96 %	2043	1965		330
Board of Equalization, 2nd District	Vote by Mail	48391	33321	68.86 %	13940	16932	7	2442
Board of Equalization, 2nd District	Youth Voting Election Day	48391	0	0.00 %				
Board of Equalization, 2nd District	Youth Voting Vote by Mail	48391	0	0.00 %				
Board of Equalization, 2nd District	Total	48391	37659	77.82 %	15983	18897	7	2772

1 Measure PP - City of Pleasanton								
		Registered Voters	Voters Cast	Turnout (%)	YES	NO	Over Votes	Under Votes
Alameda County	Election Day	48391	4338	8.96 %	2043	1965		330
Alameda County	Vote by Mail	48391	33321	68.86 %	13940	16932	7	2442
Alameda County	Youth Voting Election Day	48391	0	0.00 %				
Alameda County	Youth Voting Vote by Mail	48391	0	0.00 %				
Alameda County	Total	48391	37659	77.82 %	15983	18897	7	2772
1st Supervisorial District	Election Day	8167	786	9.62 %	385	332		69
1st Supervisorial District	Vote by Mail	8167	5294	64.82 %	2232	2660		402
1st Supervisorial District	Youth Voting Election Day	8167	0	0.00 %				
1st Supervisorial District	Youth Voting Vote by Mail	8167	0	0.00 %				
1st Supervisorial District	Total	8167	6080	74.45 %	2617	2992		471
4th Supervisorial District	Election Day	40224	3552	8.83 %	1658	1633		261
4th Supervisorial District	Vote by Mail	40224	28027	69.68 %	11708	14272	7	2040
4th Supervisorial District	Youth Voting Election Day	40224	0	0.00 %				
4th Supervisorial District	Youth Voting Vote by Mail	40224	0	0.00 %				
4th Supervisorial District	Total	40224	31579	78.51 %	13366	15905	7	2301
City of Pleasanton	Election Day	48391	4338	8.96 %	2043	1965		330
City of Pleasanton	Vote by Mail	48391	33321	68.86 %	13940	16932	7	2442
City of Pleasanton	Youth Voting Election Day	48391	0	0.00 %				
City of Pleasanton	Youth Voting Vote by Mail	48391	0	0.00 %				
City of Pleasanton	Total	48391	37659	77.82 %	15983	18897	7	2772
Total - Election Day		48391	4338	8.96 %	2043	1965		330
Total - Vote by Mail		48391	33321	68.86 %	13940	16932	7	2442
Total - Youth Voting Election Day		48391	0	0.00 %				
Total - Youth Voting Vote by Mail		48391	0	0.00 %				
Contest Total		48391	37659	77.82 %	15983	18897	7	2772

*** Indicates vote data was suppressed due to voter privacy settings.



CITY COUNCIL AGENDA REPORT

December 17, 2024
Public Works - Engineering Division

TITLE: ADOPT ORDINANCE NO. 2288 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PLEASANTON AMENDING PLEASANTON MUNICIPAL CODE CHAPTER 17.16 TREE PRESERVATION

The foregoing Ordinance No. 2288 was introduced at a regular meeting of the City Council on December 3, 2024, by the following vote:

Ayes:	Councilmembers Arkin, Balch, Nibert, Testa, Mayor Brown
Noes:	None
Absent:	None
Abstain:	None

ORDINANCE NO. 2288

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PLEASANTON AMENDING MUNICIPAL CODE CHAPTER 17.16 TREE PRESERVATION

WHEREAS, the City Council prioritized the preparation of the Urban Forest Master Plan (UFMP) and approved the project, CIP No. 22773, as part of the FY2021/22 Capital Improvement Program (CIP) budget; and

WHEREAS, the City Council requested amendments to municipal code Chapter 17.16 Tree Preservation to improve the process and clarify the language as part of the UFMP process.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Finds that the proposed amendments to the Pleasanton Municipal Code are exempt from CEQA pursuant to Title 14 California Code of Regulations (CEQA Guidelines) §15061(b)(3).

SECTION 2. Amends and replaces Pleasanton Municipal Code Chapter 17.16 Tree Preservation, as set forth in the attached Exhibit A.

SECTION 3. A summary of this ordinance shall be published once within fifteen (15) days after its adoption in "The Valley Times," a newspaper of general circulation published in the City of Pleasanton, and the complete ordinance shall be posted for fifteen (15) days in the City Clerk's office within fifteen (15) days after its adoption.

SECTION 4. This ordinance shall be effective thirty (30) days after its passage and adoption.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Pleasanton, California, on December 3, 2024, by the following vote:

Ayes:	Councilmembers Arkin, Balch, Nibert, Testa, Mayor Brown
Noes:	None
Absent:	None
Abstain:	None

Karla Brown, Mayor

ATTEST:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney

Exhibit A

Chapter 17.16 TREE PRESERVATION

- 17.16.003 Purpose and intent.
- 17.16.006 Definitions.
- 17.16.010 Permit—Required.
- 17.16.020 Permit—Procedure.
- 17.16.040 Appeals.
- 17.16.045 Protected Tree Board of Appeals.
- 17.16.050 New property development.
- 17.16.060 Emergency action.
- 17.16.065 Special Condition Permit.
- 17.16.070 Protection of existing trees.
- 17.16.080 Pruning and maintenance.
- 17.16.090 Public utilities.
- 17.16.100 Insurance requirements.
- 17.16.110 Penalties.
- 17.16.120 Additional provisions.

17.16.003 Purpose and intent.

The City recognizes that preservation of trees enhances the natural scenic beauty, sustains the long-term potential increase in property values which encourages quality development, maintains the ecology, moderates the effect of extreme temperatures, prevents the erosion of topsoil, helps create an identity and quality, which enhances the attractiveness of the city to visitors, and increases the oxygen output of the area which is needed to combat air pollution. For these reasons the city council finds that to promote the public health, safety and general welfare of the city while at the same time recognizing individual rights to develop and maintain private property in a manner which will not be prejudicial to the public interest, it is necessary to enact regulations prescribing the removal and preservation of trees within the city. The City also recognizes that under certain circumstances protected trees may be removed. Those circumstances generally include: where protected trees are dangerous; are dead or diseased; are so situated on undeveloped land that their preservation would preclude reasonable development; are so abundant their removal would not destroy the area's natural beauty or ecology or cause erosion on the property. It is the intent of this chapter to preserve as many trees as possible throughout the city through staff review and the development review process.

17.16.006 Definitions.

For the purpose of this chapter, certain words and terms used in this chapter are defined as follows:

A. "Protected Tree" means a tree of any species or origin which meets any of the following:

For native species:

1. Any single-trunked tree with a minimum trunk circumference of 37 inches measured four and one-half feet above ground level (54 inches).
2. Any multi-trunked tree with a minimum circumference of 37 inches measured below the split at the narrowest point below the main attachment or at the base if applicable.
3. The following tree species shall be considered native:
 - Big Leaf Maple (*Acer macrophyllum*)
 - Box Elder (*Acer negundo*)
 - California Buckeye (*Aesculus californica*)
 - California Sycamore (*Platanus racemosa*)
 - Canyon Oak (*Quercus chrysolepis*)
 - Coast Live Oak (*Quercus agrifolia*)
 - Interior Live Oak (*Quercus wislizenii*)
 - Blue Oak (*Quercus douglassii*)
 - California Black Oak (*Quercus kelloggii*)
 - Valley Oak (*Quercus lobata*)
 - California Bay Laurel (*Umbellularia californica*)
 - California Black Walnut (*Juglans hindsii*)
 - Tan Oak (*Notholithocarpus densiflorus*)

For non-native species (any other species not listed in item A3):

1. Any single-trunked tree with a minimum trunk circumference of 55 inches measured four and one-half feet above ground level (54 inches).
 2. Any multi-trunked tree with a minimum trunk circumference of 55 inches measured below the split at the narrowest point below the main attachment or at the base if applicable.
- B. “Applicant” means the owner of property who is submitting an application to remove a Protected Tree located upon said property. Only the property owner, or their authorized representative, may apply to remove a Protected Tree.
- C. “Application” means the Application for Protected Tree Removal form.
- D. “Approved Consulting Arborist” means a Consulting Arborist who is approved by the Director for having the minimum qualifications to provide arborist reports satisfactory to the City for planning and development purposes.
- E. “Consulting Arborist” means an individual in the profession of arboriculture who has demonstrated their experience, education, and related training to the City that they possess the competence to provide an arborist report, risk assessment, tree survey and appraisal of tree values as well as supervise the care and maintenance of trees; and who is certified by the International Society of Arboriculture and/or is a member of the American Society of Consulting Arborists.
- F. “City” means the City of Pleasanton acting by and through its authorized representatives.

G. “Director” means the Director of the City department that oversees tree removals or the Director’s designee.

H. “Dripline” means the outermost circumference of the tree or trees’ canopy, from which water drips onto the ground. The 'dripline' is taken to include the area that lies within that circumference.

I. “Effectively Remove” means actions that foreseeably lead to the death of a Protected Tree or permanent damage to its health. Effective removal actions include, but are not limited to:

1. Any extreme root or branch pruning that is not consistent with standard arboriculture practices for a healthy tree;
2. Removal of the bark around the circumference of the tree (girdling);
3. Compaction of soil within the dripline;
4. Introduction of harmful chemicals;
5. Introduction of harmful foreign objects into tree or root system;
6. Introduction of pests or disease;
7. Unauthorized relocation or transportation of a tree; and
8. Trenching, excavating, altering the grade, or paving within the dripline.

□ “Emergency” means a sudden, serious, unexpected, and often dangerous situation requiring immediate action to prevent or mitigate loss or damage to life, property, or essential public services. An emergency tree situation typically includes but is not limited to: a tree failure that is active and in progress, such as a broken but still attached branch; a partially uprooted tree; or a split fork or bifurcated main stem, that meets the “extreme” or “high” risk characteristics as defined by the International Society of Arboriculture.

□. “Heritage Tree” means a tree that is considered irreplaceable. It may be any tree found on public or private property that has special significance to the community due to its history, size (circumference and/or height), species, or unique quality. The Landscape Architecture Section shall be responsible for overseeing the Heritage Tree Program. A request for designation as a Heritage Tree must come from the owner of the property where the tree is growing, or if nominating someone else’s tree, must have the property owner’s written permission to nominate the tree. Trees which are on properties that come under development review, may be designated as Heritage Trees during the review process by either the property owner or the Director. Any pruning of Heritage Trees shall be done in consultation with the City’s arborist to ensure that the work performed on or around the tree will not endanger its health, structure, or life of the tree.

L. “Multi-trunk tree” means a tree having more than one major supporting stem or trunk growing from a single root mass located at ground level or just above the trunk flare, capable of naturally exceeding ten feet in height at maturity. A multi-trunk tree does not include suckering growth or subordinate root sprouts.

M. “Pruning” means the selective removal of plant parts to meet specific goals and objectives, including but not limited safety and risk reduction; clearance; growth control; and to enhance

performance or function by developing and preserving tree structure and health or preserving or improving wildlife habitat.

N. “Topping” means the indiscriminate cutting of tree branches to stubs or lateral branches that are not large enough to assume the terminal role.

O. “Trunk” means the primary structural woody part of the tree beginning at and including the trunk flare and extending up into the crown from which scaffold branches grow.

17.16.010 Permit—Required.

A. No person shall remove, or Effectively Remove, any Protected Tree growing within the city without a permit except as provided in this chapter.

B. Normal maintenance and pruning of a Protected Tree shall not require a permit but shall in all cases be in conformance with the guidelines in Section 17.16.080. Pruning which, in the reasonable opinion of the Director, is not consistent with these guidelines shall be subject to penalties as provided in Section 17.16.110 of this chapter.

17.16.020 Permit—Procedure.

A. Except as provided in Section 17.16.050 of this chapter, any person desiring to remove a Protected Tree in the city shall submit an application to the Director on a form provided by the city. Said application shall contain the number, species, size and location of Protected Trees to be removed and a brief statement of the reason for removal as well as any other pertinent information. The permit, if granted, shall entitle the Applicant to remove only the Protected Tree(s) designated by permit.

B. When an Applicant submits an Application, the Applicant agrees to allow the Director to access the property to inspect the Protected Tree(s) and the surrounding area to make a determination on whether a permit to remove the tree shall be granted.

C. The Director may grant a permit to remove a Protected Tree if any of the following apply:

1. The tree is dead, dying, or diseased and good forestry practices cannot be reasonably undertaken to preserve it;
2. The tree is in such a dangerous or hazardous condition as to threaten or endanger the safety of people, structures, property, or other protected trees;
3. The tree has outgrown its planting space and is causing damage to utilities (e.g., water and sewer lines), structures or other significant improvements on the property (e.g., the foundation of a home, driveway, swimming pool, etc.), and no reasonable mitigation efforts can be taken to repair the damage and preserve the tree;
4. The tree must be removed in order to construct improvements to allow for the economic enjoyment of the property (e.g., expansion of the existing home, construction of an Accessory

Dwelling Unit, installation of a pool, etc.) and, at the discretion of the Director, the tree is situated on a parcel such that its preservation would preclude reasonable development;

5. After determining the number and quality of existing trees in the neighborhood or surrounding improved areas, removal of the tree would not negatively affect the goals and objectives of urban forest sustainability, canopy cover, public health, safety, general welfare of residents and upon the property values and beauty of the area; and

6. The tree is in a high or very high fire severity zone as identified by CalFire's current Fire Hazard Severity Zone Map, poses an increased risk to life or property as determined by the Fire Marshal of the Livermore-Pleasanton Fire Department, and no reasonable mitigation efforts can be taken to mitigate the risk and preserve the tree.

D. The following shall not be considered as reasons for a Protected Tree to be removed:

1. A general dislike or fear of a particular species or variety of tree;
2. Tree debris, e.g., leaves, messy fruit, pods, seeds, etc.;
3. Tree pollen that causes allergies;
4. Nuisances created from non-lethal pests and diseases, e.g., aphids;
5. Surface root intrusion
6. Landscape renovations

E. The Director shall notify the applicant in writing of the determination to approve or deny the Applicant's request for a removal permit (and the basis for the denial if the application is denied).

F. Upon determination by the Director, the Applicant shall plant climate-appropriate replacement tree(s) at a minimum of a 1:1 replacement ratio and 15-gallon size and irrigate for the establishment of such tree(s) unless otherwise specified by the Director. The Director may also require that the replacement tree(s) is/are an approved recommended species by the City and shall determine the size of the tree(s) and the timeline for planting the tree(s).

17.16.040 Appeals

- A. The Director's decision to deny an application to remove a Protected Tree may be appealed only by the Applicant. Such appeal must be signed by the Applicant and submitted in writing to the City Clerk within 20 days of the date of the Director's written decision and shall briefly state the basis for appeal and relevant facts supporting the appeal.
- B. The cost of the appeal shall be the same as the cost to appeal a Planning Division decision as listed in the current City of Pleasanton Master Fee Schedule and shall be refunded if the appeal is successful.
- C. Appeals shall be heard by the Protected Tree Board of Appeals.
- D. The Director shall set a date for the hearing and shall mail notice of the hearing to the Applicant and all properties within 300 feet of the Applicant's property. The Director shall submit a report to the Protected Tree Board of Appeals along with any recommendations.

17.16.045 Protected Tree Board of Appeals

- A. The Protected Tree Board of Appeals (Board) shall consist of two planning commissioners, and one parks and recreation commissioner (which are appointed by their respective commissions to serve on the Board). Every year, the Board shall select a chairperson from among the three commissioners. The Director shall be an ex officio member of said Board and shall serve as secretary.
- B. The Board shall:
 - 1. Hold a hearing within 60 days after the city's receipt of appeal (or later if agreed to by the Director and the Applicant) to hear information from any department of the city, the Applicant who filed the appeal, and any interested parties.
 - 2. The Board shall consider all information presented and shall make a decision at the hearing (unless the hearing is continued) upholding, reversing, or modifying the Director's decision, or by taking any action which is consistent with this Chapter. The decision of the Board on any such appeal shall be final and conclusive.

17.16.050 Ne□ property development.

- A. This section is intended to apply to major development such as land development for new housing or commercial projects, and modifications to existing commercial property. Any person desiring to remove one or more trees (including trees that are not Protected Trees) on any property in the city that is related to the development of such property requiring city approval or where any tree may be affected by a proposed development shall include in the application to the appropriate city reviewing body as part of the regular application, the following:
 - 1. Depending on the scope of the development, the Director may require the Applicant to provide a tree survey plan that includes all trees that may be affected by the new development. The survey, noting all trees 19 inches in circumference and greater, shall specify the precise

location of trunk and dripline, size, health and species of all trees that will be affected by the new development on the property with a special notation of those classified as a Protected Tree;

2. Depending on the scope of the development, the Director may require the Applicant to provide an arborist report that includes all trees that may be affected by the new development by an Approved Consulting Arborist.

- a. The arborist report, based on the findings of the tree survey plan and other necessary information, shall be used to determine the health of existing trees, the effects of the proposed development upon the trees, recommendations for any special precautions necessary for their preservation and shall also indicate which trees are proposed for removal.
- b. The Director shall require that the arborist report include an appraisal of the condition and replacement value of all trees affected by the development. The appraisal of each tree shall recognize the location of the tree in the proposed development. The appraisal shall be performed in accordance with the current edition of the "Guide for Plant Appraisal" under the auspices of the International Society of Arboriculture. The appraisal shall be performed at the Applicant's expense, and the appraiser shall be completed by an Approved Consulting Arborist.
- c. The tree survey plan and arborist report shall be included in the plan submittal, at which stage the Director will comment on which trees are recommended for preservation using the same standards set forth in Section 17.16.020 of this chapter. This report shall be made part of the plan set provided to the City reviewing body upon its consideration of the application for new property development;

3. The city reviewing body shall endeavor to preserve all trees recommended for preservation in the arborist report. The City reviewing body may determine that additional trees shall be preserved or that any of the trees recommended for preservation should be removed, if there is sufficient evidence in the report, or based on a site visit, that the preservation of the tree(s) would significantly preclude reasonable development of the property or effectively remove said tree(s);

- a. If trees are approved for removal, mitigation may include but is not limited to: (i) replacement planting with particular tree species, sizes, and numbers; (ii) payment towards the City's urban forestry fund suitable for the appraised value of all trees removed from the site less the cost of installed trees, as reasonably determined by the Director.

4. Approval of final site or landscape plans by the appropriate city reviewing body indicating which trees are to be removed shall constitute the approval and permit for the purpose of this chapter.

B. Depending on the scope of the development, the Director may require that prior to acceptance of subdivision improvements or final inspection, the developer shall submit to the Director a final arborist report to be performed by an Approved Consulting Arborist. This report shall consider all trees that were to remain within the development. The report shall note the trees' health in relation to the initially reported condition of the trees and shall note any changes in the trees' identification number or physical conditions.

1. The Applicant will be responsible for the loss of any tree not previously approved for removal. For trees which were not previously approved for removal but were in fact removed during construction, the developer shall pay a penalty in the amount equal to the appraised value of the subject tree.

2. The property owner is responsible for the health and survival of the trees not approved for removal within the development for a period of one year following the final inspection. The Director may make the developer responsible for survival of trees for a longer period should the trees show signs of decline or if impacts were observed during construction; and such extension period shall be in writing.

C. Prior to the issuance of any permit allowing construction to begin, the Applicant shall post cash, bond, or other security satisfactory to the Director, in the sum of either \$100 for each inch of circumference of the tree's trunk (when measured 54 inches above grade) or the appraised value for each tree required to be preserved, whichever is greater, up to a maximum of \$200,000. The cash, bond, or other security shall be retained for a period of one year following acceptance of the public improvements for the development or final inspection, as applicable, and shall be forfeited in an amount equal to the greater of either \$100 per each inch of circumference of the tree's trunk (when measured 54 inches above grade), or the appraised value of the tree as a civil penalty in the event that a tree or trees required to be preserved are removed or Effectively Removed. The Director may allow for the early release of all or a portion of such cash, bond, or other security in the Director's reasonable discretion. The Director may require the retention of the security for an additional time period beyond one year should the trees show signs of decline or if impacts were observed during construction. Such a requirement would be set forth in writing.

D. An Applicant with a proposed development which requires underground utilities shall avoid the installation of said utilities within the dripline of existing trees whenever possible. In the event that this is unavoidable, all trenching shall be done by hand, taking extreme caution to avoid damage to the root structure. Work within the dripline of existing trees shall be supervised at all times by a certified consulting arborist.

E. Any decision by a city reviewing body under this section may be appealed to City Council pursuant to Chapter 18.144.

17.16.060 Emergency action.

A person may remove a Protected Tree without a permit if there is an Emergency, as defined in section 17.16.006. In such event, the Director shall be notified at the earliest opportunity in order to confirm the Emergency. If the Director determines that the situation was not an emergency requiring immediate action, the person removing or damaging the Protected Tree may be subject to penalties set forth in Section 17.16.110 of this chapter.

17.16.070 Protection of existing trees.

For minor development (as described in section 17.16.020(C)(4)), permission to remove a Protected Tree shall be handled as part of the building permit process, and the applicant shall comply with the following conditions:

- A. The current version of the City Standard Details and Specifications for tree protection.
- B. Mitigation as described in section 17.16.020(F).
- C. If the project requires an arborist's report, the applicant must follow the recommendations for tree protection in the arborist's report and, at the discretion of the Director, may be required to provide a tree bond and/or a payment towards the City's urban forestry fund based on the appraised value of the trees removed from the site less the cost of installed trees.
- D. Retain the services of an Approved Consulting Arborist for periodic monitoring of the project site and the health of those trees to be preserved. The Approved Consulting Arborist shall confirm tree protection measures are installed prior to construction and be present whenever activities occur which pose a potential threat to the health of the trees to be preserved (for example, when work occurs within the dripline of trees to be preserved).
- E. The Director shall be notified of any damage that occurs to a tree during construction so that appropriate measures may be administered.

17.16.080 Pruning and maintenance.

All pruning of Protected Trees shall be performed under the supervision of an International Society of Arboriculture (ISA) certified arborist, in accordance with pruning guidelines, established by the current versions of the ISA Best Management Practices, Tree Pruning and American National Standards Institute (ANSI) A300 - Part 1 Tree, Shrub and Other Woody Plant Management Standard Practices, Pruning, and any special conditions as determined by the Director.

17.16.090 Public utilities.

- A. Any public utility installing or maintaining any overhead wires or underground pipes or conduits in the vicinity of a Protected Tree shall notify the City and obtain an encroachment permit before performing any work, including pruning, which may cause injury to the Protected Tree.
- B. The Director shall inspect said pruning work to ensure that appropriate pruning practices are followed. The public utility shall follow pruning practices conforming to the International Society

of Arboriculture pruning standards to promote the well-being of the tree. Topping shall not be permitted unless specifically approved by the Director. The Director shall stop any tree pruning performed by a utility if said practices are not being followed.

17.16.100 Insurance requirements.

Any person engaged in the business of pruning a Protected Tree within the city shall be licensed with the California Contractors State License Board (CSLB) and shall carry insurance as required by the CSLB.

17.16.110 Penalties.

A. Any person who unlawfully removes or Effectively Removes a Protected Tree in violation of this chapter shall pay a civil penalty of \$100 for each inch of circumference of the tree's trunk when measured 54 inches above grade (or measured at the height of the remaining trunk if less than 54 inches), or the appraised value of the tree, whichever is greater. The appraised value of the tree(s) shall be determined by the Director in accordance with the "Guide for Plant Appraisal" pursuant to the Council of Tree and Landscape Appraisers (CTLA). If there is no measurable part of the tree remaining, resources such as photographs, past plans, or Google Earth Streetview may be used to determine tree species and approximate size. If such resources are unavailable or the evaluator is not able to determine tree species and approximate size, then a minimum fine of \$5,000, or other amount as determined by the Director, will be charged.

B. If there are mitigating factors or other circumstances that may warrant reducing the penalties set forth above, the Director shall have the discretion to reduce the penalty to a lesser amount on a case-by-case basis.

C. The property owner who hired such person to prune or remove a Protected Tree shall be responsible for payment of the penalty unless otherwise determined by the Director. The collection of penalties may be enforced through the use of a collection agency or by civil action brought by the City.

D. The penalty imposed by the Director, may be appealed by the person subject to such penalty by submitting a written appeal to the City Clerk within 20 days of the date of the imposition of such penalty, and shall state the facts and grounds for the appeal and be signed by the appellant. Such appeal will be heard by the Protected Tree Board of Appeals as provided in Section 17.16.045.

E. The Director may consider the cost of replacement tree(s) as partial payment of any penalty under this chapter.

F. The failure of a person to plant a replacement tree(s) within one year, or water and care for such replacement tree(s) until establishment, shall be subject to penalties for the value of the original tree(s) removed, as provided in Subsection A, above, as reasonably determined by the Director.

G. In addition to the penalties set forth above, where a Protected Tree has been unlawfully removed or Effectively Removed, the Director may suspend permit processing, issue a stop work notice, or revoke permits for construction (where construction has not begun.)

17.16.120 Additional provisions.

The provisions of this chapter shall supplement but not supplant other provisions of this code relating to the preservation of trees.

CITY COUNCIL AGENDA REPORT

December 17, 2024
Community Development

TITLE: ADOPT 1) A RESOLUTION APPROVING AND ADOPTING THE NEXUS STUDIES PREPARED BY ECONOMIC & PLANNING SYSTEMS, INC., DATED NOVEMBER 25, 2024, AND BY RAFTELIS, DATED OCTOBER 17, 2024, TO UPDATE THE CITY'S DEVELOPMENT IMPACT FEES; AND AMENDING THE CITY'S MASTER FEE SCHEDULE TO INCREASE THE CITY'S CAPITAL FACILITIES FEE, TRANSPORTATION DEVELOPMENT FEE (ALSO REFERRED TO AS THE TRANSPORTATION DEVELOPMENT FEE), COMMERCIAL LINKAGE FEE, AFFORDABLE HOUSING IN-LIEU FEE, AND WATER AND WASTEWATER CONNECTION FEES; AND 2) INTRODUCE AN ORDINANCE AMENDING THE PLEASANTON MUNICIPAL CODE, CHAPTER 3.22 – CAPITAL FACILITIES FEE, CHAPTER 3.26 – TRANSPORTATION DEVELOPMENT FEE, AND CHAPTER 14.04 – REGULATION OF WATER SYSTEM AND WATER SERVICE FEE TO ALIGN WITH THE NEXUS STUDIES AND MAKE OTHER TECHNICAL UPDATES AND CORRECTIONS

SUMMARY

City staff and a professional services team have completed the necessary nexus studies to update the City's various impact and other fees that mitigate the impact of new development on public facilities, infrastructure, and affordable housing. The updated studies, conducted in accordance with all applicable legal requirements, support increases to the Capital Facilities Fee, Transportation Impact Fee (also known as the Transportation Development Fee), Commercial Linkage Fee, Affordable Housing Fee, and Water and Sewer Connection Fees.

At three public study sessions in May, August and November, 2024, the City Council considered and provided direction on the results of the nexus studies, including consideration of the maximum fee levels supported by the study, and the appropriate rates at which fees should be set, whether at or below the maximum. At the most recent meeting on November 19, 2024, based on analysis that considered development feasibility and comparability of potential new fees with those charged by neighboring jurisdictions, the City Council provided direction to staff on preferred fee levels, in most cases to set fees below the maximums justified by the nexus studies. This item presents, for City Council adoption, the Nexus Fee studies, a resolution to establish fees, consistent with the City Council's November 19 direction, and an Ordinance to make related amendments and other technical updates to the Pleasanton Municipal Code, related to the Capital Facilities Fee, Transportation Demand Fee, and Water Connection Fee.

RECOMMENDATION

Adopt 1) a resolution approving and adopting the Nexus Studies prepared by Economic & Planning Systems, Inc., dated November 25, 2024, and by Raftelis, dated October 17, 2024, to update the City's Development Impact Fees; and amending the City's Master Fee Schedule to increase the City's Capital Facilities Fee, Transportation Development Fee (also referred to as the Transportation Development Fee), Commercial Linkage Fee, Affordable Housing In-Lieu

Fee, and Water and Wastewater Connection Fees; and 2) introduce an ordinance amending the Pleasanton Municipal Code, Chapter 3.22 – Capital Facilities Fee, Chapter 3.26 – Transportation Development Fee, and Chapter 14.04 – Regulation of Water System and Water Service Fee to align with the Nexus Studies and make other technical updates and corrections.

BACKGROUND

Since early 2024, City staff and a professional services team led by Economic & Planning Systems (EPS) have been undertaking work to update the City's Development Impact Fees and Affordable Housing Fees, and to update the existing Inclusionary Zoning Ordinance (IZO). As a concurrent effort, the City, working with Raftelis, is also completing a study to update the local water and wastewater (sewer) connection fees.

The City Council held three workshops on May 7, August 20, and November 19, 2024, to discuss the fee updates and IZO. At these workshops, the City Council received information on the preliminary findings of the nexus studies, and analysis of the relationship between total fee burdens, inclusive of local impact fees, and development feasibility. Following an additional study session on October 15, 2024, on November 19, 2024 the City Council adopted amendments to the IZO, which included modifications to the inclusionary rate; this rate affects the calculation and consideration of the Affordable Housing In-Lieu fee, which is among the updated fees under review.

At the November 19, 2024, meeting, staff presented the Draft Nexus Studies and a series of alternatives and recommendations with respect to the level or amount of the various impact fees and affordable housing fees across different land use categories. The majority of fees, with the exception of the water and sewer connection fees, and fees for townhome developments, were recommended to be set below the maximum level supported by the Nexus Studies. The City Council, by a 4-1 vote, supported the staff-recommended alternatives. The resultant fee levels, following the City Council's direction, are reflected in the draft fee master fee schedule amendments for adoption (Attachment 1, Exhibit C) and outlined below. Also presented for City Council adoption is an ordinance amending several chapters of the Pleasanton Municipal Code related to fees: the amendments to Chapter 3.22, Chapter 3.26 and Chapter 14.04, to make the certain provisions more consistent across Chapters 3.22 and 3.26; align the PMC to the nexus studies; and make other minor technical updates.

The November 19, 2024, Agenda Report (Attachment 3) provides additional background on the Nexus Studies, the regulatory requirements of State law governing the preparation of those studies, the methodology and results of the Nexus Studies, and each of the alternatives presented for City Council consideration and direction.

DISCUSSION

Development Impact Fees and Affordable Housing Fee Study

EPS prepared the *Draft Fee Update and Nexus Study – City of Pleasanton Development Impact, Commercial Linkage and Housing In-Lieu Fee* (Draft Fee Update and Nexus Study), which includes the necessary background, analysis, and documentation to support the adoption of updated fees (Attachment 1, Exhibit A). The study was prepared in accordance with all applicable requirements of State law, including AB1600 and AB 602, as documented in detail in the attachment.

The Draft Fee Update and Nexus Study addresses three main categories of fees:

1. Development Impact Fees, which include the City's Capital Facilities Fee (CFF) and Transportation Impact Fee (TIF), which offset the cost of new and expanded public facilities and infrastructure to meet the demands of new residents and employees associated with new development.
2. A Commercial Linkage Fee with respect to housing, which is intended to offset or capture the impact of new commercial development on the demand for affordable housing, in the form of contributing new employees and related housing demand.
3. An Affordable Housing Fee, also known as an "inclusionary in-lieu fee," is levied for residential projects that are not required to build on-site affordable housing units or that may be permitted by the City to pay fees "in-lieu" of constructing units on-site.

Table 1 summarizes the maximum Capital Facilities Fee, Transportation Impact Fee, and Commercial Linkage Fee that can be supported, based on the analysis in the study. While the study supports increases to most of the fees, the City Council may choose, by policy, to set the fees at or below the maximum. The proposed fees are to be levied on a per-square-foot basis for all development types, including residential projects, which were previously assessed on a per-unit basis. As shown in Table 2, there are some limited cases in which residential fees would be charged per unit, for very large and very small units, for which there is lack of a direct nexus between unit size and project impact above or below those size thresholds.

Table 1: Summary of Maximum Development Impact Fees, Commercial Linkage Fees and Inclusionary Housing Fees

Land Use	Capital Facilities Fee ¹	Transportation Fee ¹	Commercial Linkage Fee	Inclusionary In-Lieu Fee	Total
Residential (per sq. ft)					
Single Family Detached	\$11.87	\$8.23	--	\$84.24	\$104.35
Townhome	\$11.87	\$8.23	--	\$42.10	\$62.20
Multi-Family	\$23.48	\$12.47	--	\$69.19	\$105.14
Non-Residential					
Office (per sq. ft)	\$13.41	\$31.50	\$142.42	--	\$187.34
Retail (per sq. ft)	\$9.15	\$48.35	\$578.73	--	\$636.26
Industrial (per sq.ft)	\$4.02	\$17.94	\$143.39	--	\$165.35
Lodging (per room)	\$671	\$12,908	\$36,430	--	\$50,009
1. Includes 2% Administrative Charge					

Table 2: Maximum Capital Facilities and Transportation Fee (Combined), Per Square Foot

Unit Type	Fee per Square Foot
Single-Family (including Detached and Townhome Units)	\$20.10 per square foot (Units 824-4,500 square feet)
	Minimum Fee (Units 824 square feet or less: \$16,567
	Maximum Fee: Units 4,500 square feet or more: \$90,437
Multi-Family	\$35.95 per square foot
	Minimum Fee (Units 417 sq.ft or less): \$14,982 per unit
	Maximum Fee (Units 1,600 square feet or more): \$57,517 per unit

Water and Wastewater Connection Fees

Raftelis has prepared the *Draft Water and Wastewater Connection Fee Study*, which includes the necessary background, analysis and documentation to support the adoption of updated connection fees (Attachment 1, Exhibit B). Tables 3 and 4 indicate the maximum justifiable connection fee amounts for water and wastewater, respectively.

Table 3: Water Connection Fees (See Attachment 1, Exhibit B, Tables 8 and 9 for full list of water connection fees)

Meter Size	Meter Capacity	2024 Update Maximum Allowable
5/8"	25	\$2,721.29
3/4"	35	\$3,809.81
1"	55	\$5,986.84
1.5"	120	\$13,062.20

Table 4: Wastewater Connection Fees by Equivalent Dwelling Unit (See Attachment 1, Exhibit B, Table 10 for full list of wastewater connection fees, including non-residential uses)

	EDU Ratio	Factor	2024 Update Maximum Allowable
Single Family Residential (SFR)	1	unit	\$556.24
Secondary Dwelling Unit	0.004	square foot	\$2.22
Townhome/Duplex	1	per unit	\$556.24
Condominium	0.75	per unit	\$417.18
Apartment/Mobile Home	0.66	per unit	\$367.12

Recommended Fees for Adoption

As described above, a significant consideration in the City Council's discussion of the fee updates, was the level at which those fees should be set, whether at or below the maximum supportable by the Nexus Studies. The City Council considered various alternatives and options in evaluating the appropriate fee levels, with an emphasis on balancing the need to help offset costs of new infrastructure and facilities, with considering overall development feasibility and comparability to peer jurisdictions. The nexus analysis generally finds that new growth and the cost of infrastructure and facilities to serve it could justify significantly higher impact fees. However, in setting the level of the fees, there are tradeoffs to be considered; in particular, setting fees at a very high level could have the negative consequence of discouraging, or making infeasible, new development or investment in the city, which could have longer-term fiscal implications.

After discussion, at the November 17 study session, the City Council provided direction to establish fees in consideration of the various factors above. The recommended initial fee amounts to be incorporated into the Master Fee Schedule are summarized below:

Water and Wastewater Connection Fees

The City Council recommended the water and wastewater fees be set at the maximum levels justified by the Nexus Study, as reflected in Tables 3 and 4 above and in Tables 8, 9, and 10 of the Raftelis Nexus Study (**Attachment 1, Exhibit B,**).

Capital Facilities Fee, Transportation Development Fee, Commercial Linkage Fee and Affordable Housing In-Lieu Fee

The recommended fee levels for residential and non-residential land uses are summarized in Tables 5 and 6 below, organized by land use.

Table 5 includes the maximum allowable, versus the actual recommended fees for all residential land use categories.

Not shown in the table, but reflected in the proposed Master Fee Schedule Amendments in Exhibit C to Attachment 1, are recommended fees for Accessory Dwelling Units. For ADUs, the proposed fee schedule follows the structure of the existing fee schedule, which does not charge impact fees for ADUs up to 750 square feet (as is required by State law), charges a reduced rate of 25 percent of the typical rate per square foot for smaller ADUs between 750 and 1,000 square feet, and 50 percent of the typical rate for ADUs larger than 1,000 square feet. This structure supports the production of ADUs more generally, by reducing fees relative to those of primary units, and providing a further discount to incentivize smaller and more affordable ADUs. This approach also meets the requirements of State law, which does not permit fees for ADUs to exceed 50 percent of those typically charged for the primary dwelling unit, and requires fees for ADUs to be charged such that they are proportionate to the size of the ADU, relative to the primary unit.

Table 5: Residential Projects: Maximum Versus Recommended Capital Facilities, Transportation Development and Affordable Housing Fees for Adoption

Land Use	Maximum Fee per Nexus Study	Recommended Fee
Single-Family Detached (per sq.ft)		
Capital Facilities Fee	\$11.87	\$11.87 ¹
Transportation Development Fee	\$8.23	\$8.23 ¹
Affordable Housing In-Lieu Fee	\$84.25	\$42.10
Total Fee	\$104.35	\$62.20
Townhome (per sq.ft)		
Capital Facilities Fee	\$11.87	\$11.87 ¹
Transportation Development Fee	\$8.23	\$8.23 ¹
Affordable Housing In-Lieu Fee	\$42.10	\$42.10
Total Fee	\$62.20	\$62.20
Multi-Family (per sq.ft)		
Capital Facilities Fee	\$23.48	\$23.48 ²
Transportation Development Fee	\$12.47	\$12.47 ²
Affordable Housing In-Lieu Fee	\$69.19	\$42.21
Total Fee	\$105.15	\$78.16
1. Fee shown is per square foot for Single-Family and Townhome Units between 825 and 4,499 square feet. See Exhibit A for other unit sizes. 2. Fee shown is per square foot for Multi-Family Units 418-1,599 square feet. See Exhibit A for other unit sizes.		

Table 6, below includes the maximum versus the recommended fees for all non-residential land use categories. Note that the non-residential fees discussed by the City Council on November 19 were presented for the Office land use category only; other commercial land use categories are listed below, reflecting proportionate adjustments to fees, in line with the direction provided for the Office land use.

Table 6: Non-Residential Projects: Maximum versus Recommended Capital Facilities, Transportation and Commercial Linkage Fees for Adoption

Land Use	Maximum Fee per Nexus Study¹	Recommended Fee
Office (per sq.ft)		
Capital Facilities Fee	\$13.41	\$10.15
Transportation Development Fee	\$31.50	\$10.15
Commercial Linkage Fee	\$8.98	\$2.49
Total Fee	\$53.89	\$22.79
Retail/Commercial (per sq.ft)		
Capital Facilities Fee	\$9.15	\$6.93
Transportation Development Fee	\$48.35	\$15.58
Commercial Linkage Fee	\$5.38	\$1.49
Total Fee	\$62.88	\$24.00
Industrial (per sq.ft)		
Capital Facilities Fee	\$4.02	\$3.04
Transportation Development Fee	\$17.92	\$5.77
Commercial Linkage Fee	\$14.91	\$4.13
Total Fee	\$36.85	\$12.94
Lodging (per room)		
Capital Facilities Fee	\$671	\$507.88
Transportation Development Fee	\$12,908	\$4,159.24
Commercial Linkage Fee	\$1,855	\$514.36
Total Fee	\$15,434	\$5,181.48

1. The maximum commercial linkage fee amounts are very high, and the City was not considering adopting them at their highest level. In this table, the existing commercial linkage fees in place of the maximum allowable are used.

Other Recommended Policy Items

On November 17, the City Council provided direction on two related policy items: a near-term, temporary reduction in the on-site inclusionary rate for multi-family projects, and applicability of the updated fee amounts to projects in process.

Near-Term Reduction in On-Site Inclusionary Requirement for Multi-Family Residential Projects

As directed by the City Council, the proposed resolution for adoption (Attachment 1) includes an interim provision, effective for two years following the resolution's adoption, to allow multi-family residential projects to include 10 percent, rather than 15 percent of their units as on-site affordable, as is typically required by the City's Inclusionary Zoning Ordinance. Such projects

would still be required to pay a pro-rata share of the Affordable Housing In-Lieu Fee for the units not constructed on-site. The intent of this provision is to stimulate near-term multi-family housing production, by providing some relief as to the typical on-site inclusionary requirement. Because the multi-family in-lieu housing fee was also reduced below the maximum that could be charged, overall development costs should be reduced as a result of this action.

Applicability of Updated Fees to Projects in Process

With respect to projects in process and with active applications, the draft resolution of adoption of the fees incorporates a policy regarding the applicability of the new fees to such projects. The City Council supported staff's recommended policy language, as reflected in Attachment 1. See the November 17, 2024 Agenda Report for additional discussion of this item. As noted, these provisions would not supersede or replace vesting conferred by provisions of State law or an existing Development Agreement, and would still apply any annual cost adjustments as reflected in the Pleasanton Municipal Code. Furthermore, they would not preclude the City and a developer from negotiating fees as part of a development agreement or similar mechanism.

Note that the proposed fees, if adopted on December 17, would become effective 60 days after adoption, on February 15, 2025.

Municipal Code Amendments

Amendments are proposed to several chapters of the PMC that relate to impact fees: specifically Chapters 3.22 - Capital Facilities Fees; 3.26 - Transportation Development Fee; and 14.04- Regulation of Water System and Water Service Fee. A redlined/strikeout version of the proposed text amendments is included as Exhibit A to Attachment 2. In Chapters 3.22 and 3.26, the majority of the changes are to align and make more consistent definitions and procedural requirements for calculation and application of fees between the chapters, and to clarify administrative provisions around fee credits. The changes also include minor changes to align with the nexus fee studies, such as referencing the refined list of land use categories, and including reference to a per-square-foot basis for applying fees.

With respect to Chapter 14.04, minor revisions have been made to reference provisions for sub-metering of attached single-family projects, to clarify that the City Engineer may authorize this in situations where it is deemed appropriate to do so, and to update the definition for "water system" to delete an antiquated reference.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The adoption of this Resolution is not a project within the meaning of Section 15378 of the California Environmental Quality Act (CEQA) Guidelines because there is no potential for it to result in a physical change in the environment, either directly or indirectly, in that the resolution provides only for the adoption of amendments to existing fees imposed on new development. Additionally, it is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility of a significant effect on the environment and contains no provisions that will directly or indirectly result in a physical change in the environment.

EQUITY AND SUSTAINABILITY

Adopting the updated fees helps to advance equity and sustainability goals by ensuring that new development contributes to the necessary facilities and infrastructure, including upgrading

buildings and facilities to meet energy efficiency standards, and expanding facilities to meet the needs of all segments of the community. Updating affordable housing fees will help to increase the inventory of below-market rate units by collecting fees that support the City's affordable housing programs and production.

OUTREACH

Notice of this meeting was made 30 days in advance as required by California Government Code, appearing in *The Valley Times* on the December 2, 2024, and December 9, 2024, publication dates. Interested parties requesting notification were also sent notices, as were developers whose email contact information is maintained by the City.

Staff also presented the key findings of the fee update to meetings of the Chamber of Commerce Economic Development and Government Relations (EDGR) Committee and the City's Economic Vitality Committee at meetings in October 2024.

STRATEGIC PLAN ALIGNMENT

Completion of these updates is consistent with the ONE Pleasanton Strategic Plan goal of *Funding Our Future* - Strategy 7: Conduct an analysis and update development fees to keep pace with new development costs, and with the 6th Cycle Housing Element.

FISCAL IMPACT

Adopting the fees would have a neutral or beneficial fiscal impact, since it would better align proposed fees levied on new development with the capital facilities, infrastructure and housing needs of the community, as documented in the EPS and Raftelis Fee studies. The TIF and CFF are proposed to include a 2% administrative charge, which is a permissible to address the administrative costs of preparing, revising and updating the Nexus Studies; as these fees are received, they may be used to reimburse the General Fund for the cost to prepare the current Nexus Studies and future updates. The total amount authorized by the City Council for the 2024 Nexus Study update is \$203,928

Prepared by:



Ellen Clark, Director of
Community Development

Submitted by:



Ellen Clark, Director of Community
Development

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Resolution to Approve Nexus Studies and Fees - with Exhibits
2. Ordinance - Adopt PMC Amendments with Exhibits
3. City Council Agenda Report 11-19-24

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON APPROVING AND ADOPTING THE NEXUS STUDIES PREPARED BY ECONOMIC AND PLANNING SYSTEMS, INC., DATED NOVEMBER 25, 2024, AND BY RAFTELIS, DATED OCTOBER 17, 2024; AND AMENDING THE MASTER FEE SCHEDULE TO UPDATE THE EXISTING CAPITAL FACILITY, TRANSPORTATION DEVELOPMENT, AFFORDABLE HOUSING, AND SEWER AND WATER CONNECTION FEES

WHEREAS, Chapters 3.22, 3.26 and 17.40 of the Pleasanton Municipal Code respectively established the Capital Facilities, Transportation Development and Affordable Housing Fees; and Chapters 14.04 and 15.05 of the Pleasanton Municipal Code respectively establish the charges for connection to the City's water and sewer systems; and

WHEREAS, these various chapters provide that such fees and charges shall be adopted by resolution of the City Council; and

WHEREAS, Assembly Bill No. 602, signed into law on September 28, 2021, and effective January 1, 2022, requires that a local agency that conducts an impact fee nexus study after January 1, 2022, must comply with new standards and practices, including, but not limited to, calculating fees levied or imposed on a housing development project to be proportionate to the square footage of proposed units, but with such requirement not applicable to sewer and water connection fees ; and

WHEREAS, the City has undertaken a comprehensive review of the Capital Facility, Transportation Development, and Affordable Housing Fee, with the latter inclusive of fees for commercial development (referred to as the Commercial Linkage Fee) and residential development (referred to as the Affordable Housing In-Lieu Fee), to reflect the improvements described in the 2005-2025 General Plan, the most recent 5-Year Capital Improvement Program, and Pleasanton Development Impact Fee Long-Term Capital Improvement Program that in part form a basis for such fees as detailed in the Fee Update and Nexus Study for the City of Pleasanton Development Impact Fee, Commercial Linkage Fee, and Affordable Housing In-Lieu Fee prepared by Economic and Planning Systems (EPS) dated November 25, 2024, attached hereto as Exhibit A, and incorporated by this reference and adopts the findings contained therein. The Development Impact Fee Study shall be made available for public inspection within the office of the City Clerk, and on the City's website within 30 days of adoption and

WHEREAS, the City has undertaken a comprehensive review of the charges for connection to the water and sewer system (referred to as the water and sewer connection fees), to reflect the improvements described in the Water Distribution System Capacity Master Plan and incremental wastewater system improvements that in part form a basis for such fees or charges as detailed in the City of Pleasanton Water and Wastewater Connection Fee Study prepared by Raftelis dated October 17, 2024

that results in changes to the fees charged, attached hereto as Exhibit B, and incorporated by this reference; and

WHEREAS, the City Council held four public workshops to consider the results of the above-referenced studies and related amendments to the inclusionary zoning ordinance on May 7, 2024 and August 20, 2024, October 15, and November 19, 2024, including considerations of factors such as overall development feasibility and comparability of fees to those of neighboring jurisdictions; and

WHEREAS, the EPS and Raftelis studies were prepared in accordance with all applicable provisions of state law and the Pleasanton Municipal Code, and identify the purpose of each fee, the use to which each fee will be put, demonstrate a reasonable relationship between each fee's use and the type of development project on which the fee will be imposed and provide how there is a reasonable relationship between the amount of each fee and the cost of the public facility or equipment or portion of the public facility or equipment attributable to the development on which each fee is imposed. The above-referenced nexus studies are incorporated herein by this reference. In addition, the studies and Capital Improvement Program identified capital projects are necessary to meet the goals, programs, and objectives within the City's General Plan; and

WHEREAS, on December 3, 2024, the City Council adopted amendments to Pleasanton Municipal Code (PMC) Chapter 17.40 – Affordable Housing Fee, and Chapter 17.44 – Inclusionary Zoning Ordinance, which modified the City's requirements for inclusion of affordable housing units in market-rate residential projects; and

WHEREAS, there is a need, particularly in the near-term, to reduce impediments to the production of multi-family housing units and promote residential development in conformance with the Housing Element so as to meet the housing needs of all segments of the community; and

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

Section 1: Findings Pursuant to the California Environmental Quality Act (CEQA)

The approval and adoption of the Nexus Studies and the adoption of an Updated Master Fee Schedule is not a project within the meaning of Section 15378 of the California Environmental Quality Act (CEQA) Guidelines because there is no potential for it to result in a physical change in the environment, either directly or indirectly, in that the resolution provides only for the adoption of amendments to existing fees imposed on new development. Additionally, it is also exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility of a significant effect on the environment and contains no provisions that will directly or indirectly result in a physical change in the environment.

Section 2: The City Council hereby approves and adopts the Nexus Studies prepared by Economic & Planning Systems, Inc., dated November 25, 2024, and by Raftelis, dated October 17, 2024, to update the City's Development Impact Fees.

Section 3: The City Council hereby amends the Master Fee Schedule as set forth in the attached Exhibit C, except for projects "already in process" which shall be subject to the Capital Facilities Fee, the Transportation Development Fee and the Affordable Housing Fee in effect on December 17, 2024. The following projects are considered "already in process": 1) planning applications subject to the Permit Streamlining Act that have been deemed complete before February 15, 2025; 2) planning applications that are not subject to the Permit Streamlining Act, which have been deemed complete or have made a significant financial investment prior to February 15, 2025; and 3) building permit applications that are substantially complete and submitted to the City prior to February 15, 2025. Any disputes regarding whether a project is "already in process" shall be determined by the Community Development Director, subject to appeal to the City Manager. Planning applications subject to a negotiated agreement with the City or vested rights under state law shall be subject to the terms of such agreement or state law.

Section 4: The City Council hereby permits any multi-family residential project ordinarily subject to the requirements of PMC Chapter 17.44 with respect to provision of on-site affordable units, and whose application is deemed complete between December 18, 2024 and December 17, 2026, to pay the Affordable Housing Fee in-lieu of constructing up to 33 percent of the required units on site (i.e. whereas PMC Chapter 17.44 would typically require 15 percent of the total project units to be included as affordable units constructed on-site, during the specified period, only 10 percent of the units would be required to be affordable units constructed on-site, with the project permitted to pay a pro-rata share of the Affordable Housing Fee in-lieu of constructing the remaining units) Multi-family residential projects shall be subject to all other applicable requirements in PMC Chapter 17.40 and 17.44.

Section 5: The amendments to the Master Fee Schedule as identified in attached Exhibit "C" adopted by this Resolution shall take effect on February 15, 2025, a period no sooner than 60 days following adoption of this Resolution, except for those projects "already in process" in accordance with Section 3 of this Resolution. All other provisions of this Resolution shall be effective immediately.

Section 6. If any part of this resolution is declared unconstitutional or invalid by a court, such unconstitutionality or invalidity shall not affect any remaining parts.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on December 17, 2024 by the following vote:

Ayes:
Noes:
Absent:
Abstain:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney

DRAFT

Final Draft Fee Update and Nexus Study

City of Pleasanton Development Impact Fee, Commercial Linkage Fee, and Affordable Housing In- Lieu Fee

The Economics of Land Use



Prepared for:
City of Pleasanton

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EPS #231081

November 25, 2024

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1. Introduction and Results

Introduction

This Fee Update and Nexus Study (Nexus Study) is designed to provide the City of Pleasanton with the necessary technical documentation to support the adoption of an update to the City's Development Impact Fee (DIF), Commercial Linkage Fee (CLF), and Affordable Housing In-lieu Fee (AHF) programs. It has been prepared by Economic & Planning Systems, Inc. (EPS), with technical support from Fehr & Peers for transportation as well as input from City of Pleasanton staff. The DIF, CLF, and AHF Programs must be approved by the City Council and will be effective 60 days following the City's adoption of the fees.

Impact fees are one-time charges on new development collected and used by jurisdictions (e.g., a City or County) to cover the cost of capital facilities and infrastructure needed to serve new residential and commercial growth. Meanwhile, affordable housing in-lieu fees provide developers, in certain circumstances, an alternative to meeting the City's inclusionary affordable housing requirements. This Nexus Study provides a legal basis for requiring payment of a development impact fee consistent with the Mitigation Fee Act (AB 1600/ Government Code Section 66000 et seq.) and subsequent related legislation.

This Study is designed to support a comprehensive DIF program and update to the City's Inclusionary Zoning Ordinance (IZO). It provides the nexus arguments and associated fee calculations for the maximum fees the City can charge for the facilities described herein. The calculated fees are proposed to be collected on a citywide basis given the broad scope of capital improvements included in this study. While the City may elect to charge lower fees for particular land uses, areas of the city, or across the board, it should consider the implications of doing so on funding for the identified improvements.

Legal Context

Development Impact Fees

This Nexus Study is designed to provide the necessary technical analysis to support the Pleasanton DIF and CLF programs to be established by a City Ordinance and implemented by Resolution. The Mitigation Fee Act allows the City to adopt, by resolution, the citywide DIF and CLF programs consistent with the supporting technical analysis and findings provided in this Nexus Report, and consistent with the basic parameters of the fee that have been adopted by an enabling ordinance and codified in the Municipal Code. The Resolution approach to setting the fee allows periodic adjustments of the fee amount that may be necessary over time, without amending the enabling ordinance.

Impact fee revenues are used to cover the cost of constructing capital and infrastructure improvements required to serve new development and growth in the area in which they apply. As such, impact fees must be based on a reasonable nexus, or connection, between new development and the need for specific capital facilities and improvements. Impact fee revenue cannot be used to cover the operation and maintenance costs of these or any other facilities and infrastructure. In addition, impact fee revenue cannot be collected or used to cover the cost of preexisting infrastructure needs or deficiencies.

In establishing, increasing, or imposing a fee as a condition for the approval of a development project, Government Code 66001(a) and (b) require a local agency to:

1. Identify the purpose of the fee;
2. Identify how the fee is to be used;
3. Determine how a reasonable relationship exists between the fee use and type of development project for which the fee is being used;
4. Determine how the need for the public facility relates to the type of development project for which the fee is imposed; and
5. Show the relationship between the amount of the fee and the cost of the public facility.

In September 2021, the State of California adopted Assembly Bill (AB) 602, which includes several new requirements related to the development and implementation of impact fee programs. The key provisions related to the calculations documented in this Nexus Report are summarized below.

- **Capital Improvement Plan:** AB 602 requires that jurisdictions adopt a capital improvement plan as part of the nexus study process. This adoption can occur at the same time as the fee ordinance adoption. Accordingly, this Nexus Study relies on a Pleasanton DIF Long-Term Capital Improvement Plan (Pleasanton DIF CIP) to be approved by the City Council in conjunction with the DIF Program.¹The Pleasanton DIF CIP presented in this Nexus Study is derived from the capital improvements identified as part of the Nexus Study and is attached as **Appendix Table A-1**.
- **Explanation of Level of Service and Fee Increase:** AB 602 requires that when applicable, the nexus study identifies the existing level of service for each public facility, identifies the proposed new level of service, and includes an explanation of why the new level of service is appropriate. This Nexus Study relies on service standards developed in consultation with City staff, based on City planning documents, and with reference to the existing capital facilities and improvements in

¹ The Pleasanton DIF CIP is different from and does not replace the City's 5 year CIP budget (balanced) and 10 year CIP. These separate CIP documents serve a shorter-term frame and generally rely on more specific project parameters than the DIF CIP. That said, the DIF CIP may provide funding to support some projects included in the 5-year and 10-year CIPs.

the City as appropriate and documented herein. The level of service is articulated in the CIP provided in **Appendix A-1**.

- **Per Square Foot Residential Fees:** AB 602 notes that for fees adopted after July 1, 2022, the nexus study must “either calculate a fee levied or imposed on a housing development proportionately to the square footage of the proposed units, or make specific findings explaining why square footage is not an appropriate metric to calculate the fees.” AB 602 also notes that “This bill would require that a local agency that calculates fees proportionately to the square footage of the proposed units be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development.” This analysis relies on assumptions about the average unit size for residential units developed following market research and conversations with City staff. The average home sizes were then applied to the per unit fees, to determine the maximum per square foot fee for both single family and multifamily development.

All State statutory requirements have been followed in establishing this DIF, as documented in subsequent chapters. **Chapter 6** summarizes the specific findings that explain or demonstrate this nexus. If the DIF is adopted, this Nexus Study and the technical information it contains should be maintained and reviewed periodically by the City to ensure its accuracy and to enable the adequate programming of funding sources. To the extent that infrastructure requirements, costs, and development potential changes over time, the DIF will need to be updated. AB 602 requires the DIF to be updated at least every 8 years.

Affordable Housing In-Lieu Fees

Inclusionary housing programs require that new market-rate residential development projects include a certain percentage of housing units at rents or sale prices that are affordable to lower-income households. Instead of providing required affordable housing units on site, developers may opt to pay an in-lieu fee. Local governments gain the authority to enact inclusionary housing programs and charge in-lieu fees through their general police power to regulate the development and use of real property.² The City of Pleasanton is updating its Inclusionary Zoning Ordinance, and as part of the process is updating the in-lieu fee levels. These in-lieu fees are not “mitigation fees” and therefore do not require a nexus study illustrating demand generated by new housing developments. The City’s authority impose in-lieu fees was confirmed with the approval of AB 1505 in 2017 which allows jurisdictions to require the inclusion of affordable housing in new rental housing projects, thereby superseding the 2009 decision of *Palmer/Sixth Street Properties, L.P., et al. v. City of Los Angeles* (2009) 175 Cal.App.4th 1396.

² *California Building Industry Assn. v. City of San Jose*, 61 Cal.4th 435 (2015).

Summary of Maximum Allowable Fees

Table 1 summarizes the City’s maximum allowable fee schedule for the capital facility and equipment needs as evaluated in this Fee Update. The three fee categories updated in this analysis are:

- **Development Impact Fees** – This fee includes the capital facilities fees and transportation fees for the City. Calculations can be found in **Chapters 2-4**.
- **Commercial Linkage Fee** – This fee only applies to nonresidential developments and is designed to mitigate its impact on the need for affordable housing in the city. Calculations can be found in **Chapter 5**.
- **Affordable Housing In-Lieu Fee** – This fee only applies to residential developments not providing the affordable housing on site required in the IZO. Calculations can be found in **Chapter 7**.

Table 1 Summary of Maximum Fee Calculations

Land Use	Capital Facilities Fees ¹	Transportation Fee ¹	Commercial Linkage Fee	Inclusionary In-Lieu Fee	Total
Residential (per sq. ft.)					
Single Family Detached	\$11.87	\$8.23		\$84.25	\$104.35
Multifamily Rental	\$23.48	\$12.47		\$69.19	\$105.14
Nonresidential					
Office (per sq. ft.)	\$13.41	\$31.50	\$142.42		\$187.34
Retail (per sq. ft.)	\$9.15	\$48.35	\$578.73		\$636.23
Industrial (per sq. ft.)	\$4.02	\$17.94	\$143.39		\$165.35
Lodging (per room)	\$671	\$12,908	\$36,430		\$50,009

(1) Includes 2% administrative charge.

As noted, the fees represent the [maximum](#) allowable amount that the City can charge based on the nexus requirements of the Mitigation Fee Act. The fees also include a two percent administration charge to cover the cost of implementation, as described further in **Chapter 6**.

Note that the maximum allowable commercial linkage fee is very large and significantly exceeds levels that could feasibly be borne by new commercial developments. This is a typical outcome for commercial linkage fee calculations and reflects the fundamental impact that most employment generating uses have on the need for affordable housing. This is why among the relatively small proportion of cities that impose commercial linkage fees, few, if any, charge the maximum allowable amount. To do so would likely have a deleterious effect on a city’s economic development and fiscal health.

This Fee Update and Nexus Study is provided to support the City Council's ultimate approval of a total fee schedule by land use. As part of these process, City staff has also prepared an analysis of various fee levels and their implications on various City policy considerations, including the need to fund future capital needs, to support affordable housing development, and to ensure that future residential and commercial projects are economically viable. Cities frequently approval impact fees that fall below the maximum allowable amount based on economic and fiscal considerations.

2. Development Impact Fee Methodology

This section provides a brief overview of the nexus methodology and key assumptions used in this Study. It also summarizes the demographic and land use projections underlying the fee. Subsequent chapters provide more detailed calculations for each DIF category. While the commercial linkage fee is considered a development impact fee, the methodology for determining the maximum justifiable fee level differs slightly and will be described in **Chapter 5**.

Summary of Methodology

While the nexus methodology employed in this study varies by fee category as appropriate given the range of capital facilities and improvements covered, there are basic steps common to all. Specifically, for each fee category, EPS has applied the following general steps to calculate the nexus-supported fee amounts:

1. EPS estimated existing and future population and employment in Pleasanton through buildout of the current General Plan using a variety of City and third-party sources, as described in the subsequent section.
2. The EPS consultant team identified the universe of new infrastructure and capital facility improvements needed to serve both existing and future residents and employees. These needs were based on interviews with City staff and analysis of existing City facility capacity and service standards. Capital facilities exclude water, sewer and storm drain facilities since these are part of a separate fee program.
3. The EPS consultant team developed cost estimates for the capital facility improvements described in step 2 above. These cost estimates were developed based on information provided by City departmental staff as well as additional research and in-house resources.
4. EPS allocated the capital facility costs identified in step 3 above between existing and new development to determine the share included in the DIF program. These allocation shares were determined in a variety of ways depending on improvement, available data, and City guidance. In cases where the improvement is expected to service both the existing population and the future population equally, the share of costs attributable to new development is based on the City's current versus future service population.
5. Once costs have been allocated between new and existing development, they are further distributed among residential and commercial uses to arrive at a cost per resident and a cost per employee. This distribution was based on the proportion of total forecasted service population composed of residents and employees, respectively.
6. Once costs were allocated to a "cost per resident" and "cost per employee" basis, they are multiplied by the people per household for each residential fee category

- to derive a fee per unit, or by the average square feet per employee to estimate a fee per square foot for each commercial land use.
7. As a final step, EPS converted the residential fee per unit to a fee per square foot, as required by AB 602, based on data on typical housing unit sizes.

Demographic and Land Use Assumptions

This section describes the demographic and land use assumptions utilized in this study for both existing and future General Plan buildout conditions. The estimates are used for the following primary purposes in the fee calculation:

- Existing population and employment levels are used to estimate service levels for specific capital improvement categories as well as to ascertain existing needs relative to existing standards.
- Future population and employment growth in the city are the basis for determining future capital facility needs and apportioning these costs between existing and new development.
- Estimates related to population and employment density (e.g., persons per household or employees per square foot) are used to allocate costs between land use categories.

Service Population Calculations

The DIF is largely predicated on calculations that translate the population and employment projections provided above into estimates of existing and future “service populations.” The “service population,” in turn, is derived from assumptions that compare residents and employees based on the relative service demands or typical service profiles of each (e.g., amount of time spent in the city, likely utilization of specific infrastructure).

While the service population characterization can differ by infrastructure category, in cases where detailed estimates are not available, EPS has relied upon a default service population calculation. This calculation is based on the City’s existing “daytime population” as derived using the City’s existing residents, employees, and commute patterns for each to estimate the relative time spent within the City. This approach is used to derive an *employee to resident equivalency factor* to allocate costs between existing and new growth and between residential and commercial development.

As illustrated in Table 2, the City’s existing population, employment, and commute patterns (derived from US Census data) suggest a total estimated service population of 99,343. The service population is composed of 76,459 residents and 55,650 employees, with each employee equivalent to .411 residents (e.g., the typical service demand of an employee is about 41 percent of a resident).

Table 2 Existing Service Population Factor Estimate

Item	Existing		Weight ²	Weighted Average
	#	%		
Employment Status of Pleasanton Residents¹	<i>Formula:</i> $a = b * c$	b^1	c	$= b * c$
Not in Labor Force	76,459			
Employed in the City	41,149	53.8%	100%	53.8%
Employed Outside of the City	5,007	6.5%	50%	3.3%
	30,303	39.6%	67%	26.6%
Total Residents	76,459	100.0%		83.7%
Residence Status of Pleasanton Employees¹	<i>Formula:</i> $a = b * c$	b^1	c	$= b * c$
Live in the City	55,650			
Live Outside the City	5,007	9.0%	50%	4.5%
	50,643	91.0%	33%	29.9%
Total Jobs	55,650	100.0%		34.4%
Employee to Resident Equivalency Factor³			(34.4% / 83.7%) =	
			41.1%	

(1) Distribution based on data from U.S. Census (OnTheMap 2021). Total residents are based on 2023 estimates provided by DOF in Table 2. Total jobs are based on 2021 estimates from U.S. Census (OnTheMap 2021).

(2) Represents EPS estimate of how various types of residents and employees relate to each other in terms of demand for City Services.

(3) Equals weighted average of residents divided by weighted average of employees.

Sources: LEHD OnTheMap 2021, Department of Finance, and Economic & Planning Systems, Inc.

Population and Employment Growth Projections

The nexus analysis relies on estimated population and employment growth likely to occur by buildout of existing City plans. EPS reviewed projections from several sources including the Association of Bay Area Governments (ABAG) and the California Department of Finance (DOF) but relied primarily on Pleasanton's 6th Cycle Housing Element Draft EIR and General Plan to estimate population growth. Employment growth is based on an employee to resident ratio of 0.81, which is sourced from Pleasanton's transportation model. EPS growth projections are based on approved City planning documents rather than specific projects "in the pipeline" at the local level, as such projects are, at this point, potentially speculative, and do not cover all years in the planning horizon.

As summarized in **Table 3**, this approach results in a total population of approximately 96,400 residents and total employment of approximately 78,080 employees at buildout. This equates to an increase of 19,941 residents and 22,434 jobs, representing a 26.1 percent and 40.3 percent increase over existing conditions, respectively. The buildout estimate does not correspond to a particular year, but rather reflects projected development embodied in City-wide planning documents.

Table 3 Existing Development and Development at Buildout

Item	Existing	Buildout	Growth	
			Amount	% Change
Resident Population¹	76,459	96,400	19,941	26.1%
Housing Units	30,992	37,781	6,788	21.9%
Employment²	55,650	78,084	22,434	40.3%
Nonresidential Development (KSF)	19,886	28,024	8,138	40.9%
Service Population³	99,343	128,510	29,167	29.4%

(1) Resident population growth is sourced from 6th Cycle Housing Element Draft EIR.

(2) Employment growth is based on an employees to residents ratio of 0.81 at the time of buildout.

(3) Service population represents a measure of public service demand in which employees are given a 40 percent weighting of residents, due to more modest service demands. It is calculated by adding total residential population and 40 percent of total employment (see **Table 2**).

Sources: City of Pleasanton Housing Element Draft EIR; Fehr & Peers; Economic & Planning Systems,

At buildout, the service population is projected to reach 128,510, with new growth accounting for about 22.7 percent of the service population total at that time as shown in **Table 4**. New residents are estimated to account for approximately 68.4 percent of the growth in service population while new employees account for the remaining 31.6 percent. These proportions are used to allocate costs for many of the facilities included in the DIF, unless otherwise indicated. These percentages are used repeatedly throughout the nexus study to allocate cost between new and existing (22.7 percent) and between residential and non-residential development (68.4 and 31.6 percent, respectively).

Table 4 Forecasted Service Population Estimate

Item	Existing ¹		Buildout ²		Net New	
	#	%	#	%	#	%
Employment Status of Pleasanton						
Residents¹						
Not in Labor Force	41,149	53.8%	51,881			
Employed in the City	5,007	6.5%	6,313			
Employed Outside of the City	30,303	39.6%	38,206			
Total Residents	76,459	100.0%	96,400		19,941	26%
Residence Status of Pleasanton						
Employees						
Live in the City	5,007	9.0%	11,562			
Live Outside the City	50,643	91.0%	116,948			
Total Jobs	55,650	100.0%	128,510		72,860	131%
Service Population Calculation³						
Amount Attributable to Residents (@ 100%)	76,459	77.0%	96,400	75.0%	19,941	68.4%
Amount Attributable to Employees (@ 41.1%)	22,884	23.0%	32,110	25.0%	9,225	31.6%
Total Service Population	99,343	100.0%	128,510	100.0%	29,167	100.0%
Service Population Growth as % Build-out Service Population					22.7%	

(1) Existing Resident and Job totals per **Table 3**, percent distributions per **Table 2**.

(2) Resident and Job totals per **Table 3**. Composition based on existing

(3) Amount attributable to Employees per **Table 2**.

Sources: LEHD OnTheMap 2021, Department of Finance, and Economic & Planning Systems, Inc.

Population and Employment Density Assumptions

In addition to the demographic calculations described above, the DIF utilizes assumptions related to population and employment densities by land use type. Specifically, DIF improvement cost estimates per capita or per job are converted to fee rates per unit or square foot based on average persons per household and square foot per employee factors. Note that for methodological simplicity, EPS first calculates all residential fees on a per unit basis (i.e., per single family and multi-family) and then converts the fee to per square foot based on data on typical housing unit sizes. Single Family units include single family detached and townhome units, therefore the average size is less than the typical single family detached home. These assumptions are summarized in **Table 5** and rely on data from the U.S. Census, CoStar, and the City of Pleasanton.

The commercial linkage fee also uses these employment densities in order to estimate the number of employees generated by 100,000 square feet of development for each land use type.

Table 5 Average Household Size and Density Assumptions

Land Use Fee Categories	Assumption for Population & Employment
Average Unit Size	
Single Family	2,500 square feet
Multifamily	895 square feet
Residential¹	
Single Family	3.03 people per household
Multifamily	2.15 people per household
Nonresidential²	
Office	300 square feet per employee
Retail	440 square feet per employee
Industrial	1,000 square feet per employee
Lodging	6 rooms per employee

(1) Average household size per occupied housing unit in the City of Pleasanton based on data from the 2022 American Community Survey (5-Year Estimates) conducted by U.S. Census Bureau.

(2) Average employment density is based on previous Pleasanton nexus studies and EPS review of relevant sources.

Sources: U.S. Census ACS 2022 5-Year Estimates; CoStar; Redfin; City of Pleasanton; Economic & Planning Systems, Inc.

3. Capital Facilities Fees

This Chapter describes the technical methodology for the Capital Facilities fees which consist of a variety of public buildings and facilities, including those for needed for Parks and Recreation, Police, Fire, and other City department functions. The transportation fee is calculated separately in Chapter 4. Since most City government services serve the needs of both residents and businesses (employees), it is assumed that both residential and nonresidential development will pay both the parks and recreational impact fee and the public facilities impact fee.

Facility Needs and Costs

In an effort to maximize the fee program's adaptability, this analysis determined the facility improvements necessary to serve future development primarily by calculating the City's existing service levels for its facilities. **Table 6** shows the inventory of existing parks and recreational facilities, as well as their calculated service levels, based on the City's current service population. In a select few instances, the City has identified that the existing service level is insufficient to meet the City's existing facility needs. These facilities are identified with an asterisk (*) and instead use a service standard approach to determine the facility needs for future development.

Table 6 Parks and Recreation Facilities Service Level

Item	Existing Inventory a	Service Level ¹ $b = (a / 99,343) * 1,000$	New Total Space $c = (b * 128,510) / 1,000$	Space Attributable to Growth $d = c - a$	Units
Library & Recreation					
Library Building	32,802	750*	96,383	63,581	square feet
Community Center ²	22,000	221	28,459	6,459	square feet
Cultural & Arts Buildings ³	58,266	587	75,373	17,107	square feet
Parks & Trails					
Open Space	1,016	10	1,314	298	acres
Developed Parkland	385	4	498	113	acres
Restrooms	12,622	127	16,328	3,706	square feet
Trails	80	1.24*	159	79	miles
Fields	67.25	0.68	87	20	acres
Synthetic Fields	7.46	0.08	10	2	acres
Outdoor Hard Surface Facilities ⁴	6.45	0.06	8	2	acres

(1) Calculations are based on the existing facility space per 1,000 service population, except where indicated by an asterisk (*), which signifies a service standard identified by City Staff.

(2) Existing square footage refers to Senior Center

(3) See **Appendix Table A-2** table for detailed list of facilities included.

(4) Includes basketball courts, tennis courts, pickleball courts, bocce courts and skate park.

Table 7 shows the inventory of existing public facilities, as well as their calculated service levels, based on the City's current service population.

Table 7 Pleasanton Public Facilities Service Levels

Item	Existing Inventory a	Service Level ¹ $b = (a / 99,343) * 1,000$	New Total Space $c = (b * 128,510) / 1,000$	Space Attributable to Growth $d = c - a$	Units
General Government					
Civic Center ²	45,384	456.84	58,709	13,325	square feet
Parking Spaces ²	370	4	479	109	spaces
Public Works					
Public Works Yard ²	53,709	541	69,478	15,769	square feet
Fleet Expansion/ Replacement ³	939	9	1,215	276	vehicles
Police					
Police Station ²	21,797	219	28,197	6,400	square feet
Public Works Yard Space ⁴	11,600	117	15,006	3,406	square feet
Fleet Expansion/ Replacement ³	258	3	334	76	vehicles
Fire					
Fire Stations	53,298	537	68,946	15,648	square feet
Public Works Yard Space ⁴	9,200	93	11,901	2,701	square feet
Fleet Expansion/ Replacement ³	111	1	144	33	vehicles

(1) Calculations are based on the existing facility space per 1,000 service population, except where indicated by an asterisk (*), which signifies a service standard identified by City Staff.

(2) See **Appendix Table A-2** table for detailed list of facilities included.

(3) This analysis assumes vehicles are replaced on average, 3 times within the term of the fee study.

(4) An evidence storage building (Police), firing range (Police), and fire training tower (Fire) are located at the Public Works Yard.

There are a few capital improvement projects which do not fit into this methodology. Those facilities and their related costs are outlined in **Table 8**.

Table 8 Specialized Facilities

Facilities	Department	Cost	Allocation to Fee Program (22.7%)
Aquatic Center Modernization¹	Library & Recreation	\$6,400,000	\$1,452,562
Emergency Operations Center	Police/Public Works	\$5,600,000	\$1,270,992
Cemetery²	Library & Recreation	\$660,000	\$149,796

(1) Cost sourced from Capital Improvement Program.

(2) Cost sourced from Cemetery Master Plan. This cost assumes there is no expansion in the South Hill Area of the Cemetery and all designs are completed in-house.

Cost Allocation and Fee Calculation

The public facility improvements allocated to new development are based on maintaining the same level of service for new development as is currently provided to existing residents. The portion of the cost allocated to new development is based on growth in the City's service population relative to the City's future service population, or 22.7 percent (see **Table 4**).

Table 9 Costs Attributable to Growth

Facilities	Space Attributable to Growth	Cost Assumption	Cost Attributable to Growth
Library & Recreation			
Library Building	63,581 square feet	\$550 per square foot	\$34,969,275
Community Center	6,459 square feet	\$500 per square foot	\$3,229,588
Cultural & Arts Buildings	17,107 square feet	\$500 per square foot	\$8,553,418
Parks & Trails			
Open Space ²	298 acres	\$1,000 per acre	\$298,297
Developed Parkland	113 acres	\$500,000 per acre	\$56,517,797
Restrooms	3,706 square feet	\$2,000 per square foot	\$7,411,612
Trails	79 miles	\$560,000 per mile	\$44,296,000
Fields	20 acres	\$1,000,000 per acre	\$19,744,529
Synthetic Fields	2 acres	\$1,000,000 per acre	\$2,190,534
Outdoor Hard Surface Facilities	2 acres	\$2,500,000 per acre	\$4,734,283
General Government			
Civic Center	13,325 square feet	\$500 per square foot	\$6,662,347
Parking Spaces ¹	109 spaces	\$10,000 per space	\$1,086,316
Public Works			
Public Works Yard	15,769 square feet	\$550 per square foot	\$8,672,898
Fleet Expansion/ Replacement	276 vehicles	\$85,000 per vehicle	\$23,433,600
Police			
Police Station	6,400 square feet	\$1,000 per square foot	\$6,399,576
Public Works Yard Space	3,406 square feet	\$550 per square foot	\$1,873,161
Fleet Expansion/ Replacement	76 vehicles	\$70,000 per vehicle	\$5,302,397
Fire			
Fire Stations	15,648 square feet	\$2,000 per square foot	\$31,296,473
Public Works Yard Space	2,701 square feet	\$550 per square foot	\$1,485,611
Fleet Expansion/ Replacement	33 vehicles	\$270,000 per vehicle	\$8,799,160
Total			\$276,956,873

(1) Estimate assumes all spaces are surface parking.

Sources: City of Pleasanton

Table 10 illustrates the total costs included in the fee program for each department. This figure includes the portion of the specialized facility costs identified in **Table 8**, as well as the costs attributable to growth identified in **Table 9**.

Table 10 Costs per Facility Category

Facilities	Cost
General Government	\$7,748,663
Public Works	\$32,106,498
Library and Recreation	\$48,354,639
Parks and Trails	\$135,193,051
Police	\$14,846,127
Fire	\$41,581,244
Total	\$279,830,223

Table 11 allocates these costs by land use, either residential or nonresidential, and then calculates a facilities cost per resident. **Table 12** utilizes that cost per resident figure to calculate fees for each department, and **Table 13** summarizes those department fees into the larger fee categories: Parks and Recreation Facilities and Public Facilities.

It is noted that the analysis included in this chapter calculates the initial residential impact fees on a per unit basis, however, AB 602 requires residential impact fees be charged on a per square foot basis. As described and outlined in the summary of fees at the end of this report, residential fees per unit have been converted into a fee per square foot, as required by AB 602, based on data on typical housing unit sizes.

Table 11 Facilities Costs per Resident & Employee

Cost Allocation Factor	Formula	Parks and Recreation Facilities		Public Facilities			
		Library & Recreation	Parks & Trails	General Government	Fire	Police	Public Works
Facility Costs Allocated to Fee Program	a	\$48,354,639	\$135,193,051	\$7,748,663	\$41,581,244	\$14,846,127	\$32,106,498
Cost Allocation to Land Use¹							
Residential Development	b	68%	68%	68%	68%	68%	68%
Nonresidential Development	c	32%	32%	32%	32%	32%	32%
Allocated Costs by Land Use							
Residential Development	d = a * b	\$33,059,275	\$92,429,274	\$5,297,634	\$28,428,415	\$10,150,053	\$21,950,687
Nonresidential Development	e = a * c	\$15,294,226	\$42,760,595	\$2,450,847	\$13,151,850	\$4,695,724	\$10,155,056
Service Population Growth							
Residents	f	19,941	19,941	19,941	19,941	19,941	19,941
Employees	g	22,434	22,434	22,434	22,434	22,434	22,434
Facilities Cost per Resident	h = d / f	\$1,658	\$4,635	\$266	\$1,426	\$509	\$1,101
Facilities Cost per Employee	i = e / g	\$682	\$1,906	\$109	\$586	\$209	\$453

[1] The cost allocation to residential and nonresidential development is based on the service population attribution calculated in Table 5.

Source: Economic & Planning Systems, Inc.

Table 12 DIF Calculation Summary

Land Use	Density (See Table 6)	Library and Recreation	Parks and Trails	General Government	Fire	Police	Public Works
Residential (per unit)	<u>Persons / Household</u>						
Single Family	3.03	\$5,028	\$14,057	\$806	\$4,323	\$1,544	\$3,338
Multifamily	2.15	\$3,560	\$9,954	\$571	\$3,062	\$1,093	\$2,364
Nonresidential	<u>Average Employment Density</u>						
Office (per sq. ft.)	300	\$2.27	\$6.35	\$0.36	\$1.95	\$0.70	\$1.51
Retail (per sq. ft.)	440	\$1.55	\$4.33	\$0.25	\$1.33	\$0.48	\$1.03
Industrial (per sq. ft.)	1,000	\$0.68	\$1.91	\$0.11	\$0.59	\$0.21	\$0.45
Lodging (per room)	6	\$114	\$318	\$18	\$98	\$35	\$75

Source: Economic & Planning Systems, Inc.

Table 13 Capital Facilities Fees Summary

Land Use	Parks & Recreation Facilities	Public Facilities	Total Capital Facilities Fees
Residential (per unit)			
Single Family Residential	\$19,084	\$10,011	\$29,095
Multifamily Residential	\$13,515	\$7,089	\$20,604
Nonresidential			
Office (per sq. ft.)	\$8.63	\$4.52	\$13.15
Retail (per sq. ft.)	\$5.88	\$3.09	\$8.97
Industrial (per sq. ft.)	\$2.59	\$1.36	\$3.95
Lodging (per room)	\$431	\$226	\$658

Source: City of Pleasanton; Economic & Planning Systems Inc.

4. Transportation DIF

This section describes the methodology and assumptions used to calculate the transportation component of the Pleasanton Impact fee program, also known as the Transportation Impact Fee or TIF. Transportation consultant Fehr & Peers (F&P) provided research and technical analysis to support the analysis and assumptions used in this fee calculation. The more detailed documentation of their assumptions, methodology, and data sources is provided in **Appendix B**.

Capital Needs, Costs, and Allocation

F&P, in coordination with City staff, developed a list of capital improvement projects for inclusion as part of the Transportation category of the citywide Development Impact Fee. The projects reflect the goals and objectives identified by the Pleasanton General Plan and City budget documents, with some project needs determined based on existing service standards as described below. The capital project list has a particular emphasis on improving traffic flow and reducing conflicts for vehicles, bicyclists, and pedestrians through the application of new signalized intersections, upgraded signal infrastructure, and various pedestrian/bicycle safety improvements such as new bike lanes and bridge railing.

The Transportation analysis uses the same service population calculations as those used for the capital facilities fees, therefore the fair share allocation to new development used for transportation items is 23 percent.

Table 14 lists each project type, the number of projects, and the resulting costs allocated to new development and included in the fee program. As shown, the total transportation-related costs included in the fee program sum to \$293 million. A more detailed list of these items and their descriptions can be found in **Appendix Table B-1**.

Following the same approach that was used in the 2018 TIF nexus study, if more than 70 percent of the usage of the facility was from Pleasanton, that indicates that the need for the improvement is predominantly due to Pleasanton-related travel so the entire cost of the project was considered to be included in the TIF program. If less than 70 percent of the usage was from Pleasanton, the percentage attributable to Pleasanton was used directly from the model. The result is shown in **Appendix Table B-1** in the column called Percent Pleasanton Trips, Adjusted. Note that these percentages have been newly calculated only for the 18 additional transportation improvement projects proposed to be included in the TIF program. For all the projects that are remaining from the current TIF project list, the percentage of future traffic volume attributable to Pleasanton has not been re-calculated but is carried forward from the 2018 TIF nexus study.

For projects that involve bicycle, pedestrian or safety enhancements, or those that are citywide projects, the percentage attributable to Pleasanton is calculated based on

current data about existing service population and projections of future growth. Per the growth projections described above, that value is 22.7 percent.

Table 14 Transportation Costs included in Fee Program

Project Type	Number of Projects	Cost
Roadway Improvements	40	\$233,144,000
New Traffic Signals	1	\$22,200,000
Bicycle and Pedestrian Improvements	53	\$37,912,360
Citywide Projects	3	\$576,100
Total	97	\$293,832,460

Source: Fehr & Peers, 2024.

Transportation Fee Calculations

This analysis allocates the \$293 million in fair share costs attributed to new growth based on trip rate factors drawn from the Institute of Transportation Engineers Trip Generation Manual (11th Edition), with a 35 percent adjustment for pass-by trips applied to retail uses (consistent with the approach from the 2018 TIF nexus study). **Table 15** determines the growth in total dwelling unit equivalents (DUE) for the buildout of the General Plan. **Table 16** establishes a cost per DUE and then applies that figure to each land use to calculate a fee.

This analysis included in this chapter calculates the initial residential impact fees on a per unit basis, however, AB 602 requires residential impact fees be charged on a per square foot basis. As described and summarized in the summary of fees at the end of this report, residential fees per unit have been converted into a fee per square foot, as required by AB 602, based on data on typical housing unit sizes.

Table 15 DUE Growth

Item	Growth	Trip Rate ¹	DUE Growth
Housing Units	6,788	0.56	3,769
Non Residential (KSF)	8,138	1.22	9,930
Total			13,699

(1) Reflects weighted average based on estimated development distribution.

Sources: Institute of Transportation Engineers *Trip Generation Manual* (11th Edition), Fehr & Peers, 2024.

Table 16 Transportation Fee Calculation

Item	Trip Rate	Total
Total Costs		\$293,832,460
DUE Growth		13,699
Cost per DUE		\$21,449
Fee Calculation		
Single Family (per unit)	0.94	\$20,162
Multifamily (per unit)	0.51	\$10,939
Office (per KSF)	1.44	\$30,886
Retail (per KSF)	2.21	\$47,402
Industrial (per KSF)	0.82	\$17,588
Lodging (per room) ¹	0.59	\$12,655
Other (per Trip Rate)		\$21,449

(1) Analysis assumes hotel/motel rooms will average 500 gross sq. ft. per room.

Sources: Institute of Transportation Engineers *Trip Generation Manual* (11th Edition), Fehr & Peers, 2024.

5. Commercial Linkage Fee

The commercial linkage fee is charged to non-residential development, exclusively, in order to mitigate its impact on the need for affordable housing in the city. Development of nonresidential buildings in the city will attract tenants or businesses who, in turn, hire additional workers. The wages of a significant portion of the new workers will be inadequate to support sufficient rent prices to attract residential developers to provide housing opportunities without further subsidy. The fee will be used to help to fill the “affordability gap” for housing development and increase the number of homes available for the local workforce.

As a development impact fee, this linkage fee can only be charged to new development and must be based on the impact of new development on the need for resources to subsidize the development of new affordable housing. Fee revenue may be collected by the City and used to subsidize the production or preservation of affordable units for lower-income households. Expenditures may include, but are not limited to, direct contributions to affordable housing developers, land acquisition, and funding local match requirements to leverage other funding opportunities. This use of funds is consistent with how the City has been using commercial linkage fee revenue collected since the fee’s adoption, and consistent with Chapter 17.40 of the Pleasanton Municipal Code, the enabling legislation for the City’s Affordable Housing Fee.

Methodology

Estimates for Level of Service

The City of Pleasanton currently has over approximately 1,000 affordable (non-senior) housing units for an employment base of 41,319 workers.³ This represents a ratio of 0.024 affordable units per worker. The “adjusted maximum” linkage fee levels identified herein would allow the City to subsidize a greater number of affordable units per worker than the current ratio – 0.5 per Commercial worker, 0.2 per Office worker, 0.5 per Lodging worker, and 0.4 per Industrial worker.⁴ These higher proportions may be appropriate given the shortfall of such affordable units in the city, region, and state, and the impacts of new commercial development on the city’s need for affordable housing.

³ Assisted rental unit count is from the City of Pleasanton Community Development department as of 2024. The employment base is from the US Census Bureau, ACS, Five-Year Estimates, 2022.

⁴ Proportions are calculated as the number of affordable units that could be subsidized by the maximum fee on a 100,000 square foot space, divided by the total number of employees that would work in a given building type (as shown on **Table 18**).

Primary Sources

To estimate the fee, EPS relied on numerous sources of data, including the following:

- JobsEQ, which is a software tool that compiles industry and wage occupation data for 2023 from a variety of sources, including U.S. Census Bureau, Bureau of Labor Statistics, Bureau of Economic Analysis, National Center of Education Statistics, and others.
- State Department of Housing and Community Development (HCD) annual income limits for Alameda County, 2024 (**Appendix Table C-1**)
- U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates (2018-2022)

In addition, EPS sought input from City of Pleasanton staff regarding affordability levels and recently developed affordable housing projects. Data from recent Pleasanton developments and land transactions were combined with information collected from various market-rate and affordable housing developers to estimate appropriate development cost assumptions for use in Pleasanton. These and other data sources are identified on the tables provided throughout this report.

Land Use Categories

The linkage fee program uses the same land use categories as the Capital Facilities and Transportation fees. While most land use categories are unique to a particular type of building, others may be interchangeable as tenants often shift between building types (e.g., businesses located in industrial space moving to office space). The commercial land uses analyzed in this study, along with a description of the types of businesses that often locate in each category, are presented in **Appendix Table D-1**. In general, each land use category is intended to be associated with a particular type of building or land use, to which the fees can be applied. This analysis bases its employment projections on North American Industry Classification System (NAICS) codes associated with the most typical tenants for each land use category.

Estimates of New Worker Households

The following section details the methodology for estimating the distribution of household income levels for new worker households in the city, and the number of these households that will be generated by new development in each commercial land use category.

Occupational Category and Wage Distribution

The first step in determining the number of new worker households requiring affordable residential units is to associate each land use type with occupational categories and the wage distribution within those categories. This estimate included the following analytical steps:

- EPS used JobsEQ to calculate the proportion of occupations likely to be represented under each land use category in the Oakland-Fremont-Berkeley

Metropolitan Division (MD) which includes Pleasanton.⁵ For example, EPS evaluated the occupation categories within the lodging industry to determine the proportional distribution of occupations for the land use category “Lodging.” Using JobsEQ, the NAICS sector 721000 (“Accommodation”) for Oakland-Fremont-Berkeley MD shows that 7.9 percent of the jobs in the Lodging industry nationwide are filled by managers, while 30.04 percent are in the category of buildings and grounds cleaning and maintenance (see **Table E-3**). The occupational distribution for all designated employment categories is provided in **Appendix E**. In addition to the distribution by occupation, JobsEQ provided the average wage for each occupation in each land use category.

- The wages for each occupation were multiplied by 1.79, the average number of workers per working household in the city.⁶ While certainly there will be some variation in wages per employee within a household, in the absence of more specific data, this analysis assumes comparable levels of education and training and thus hourly earnings among all workers in a household.⁷
- Each occupation is placed into its income category and the distribution is calculated based on JobsEQ’s reported percent of each industry’s jobs that is in the income category. This sorting uses HCD’s income classifications for a 3-person household because there are 3.4 people per working household in the City of Pleasanton. For consistency, the affordability gap calculation averages the respective affordability gaps of a two-person household multifamily rental unit and a four-person household townhome. The unit values used in this calculation are consistent with the unit values calculated as part of the Affordable Housing In-Lieu Fee Study in **Chapter 7**.

Household Formation

After calculating the estimated number of new employees (see **Table 5** for density assumptions) generated for each land use category, EPS estimated the number of households represented by these new employees (detailed in **Appendix Table F-1**). To calculate new households, EPS first adjusted the number of workers expected to form new households, accounting for those workers who are typically too young (aged 16 to 19) to form their own households.⁸ The resulting adjusted estimate of new workers was

⁵ The Oakland-Fremont-Berkeley Metropolitan Division (MD) is comprised of Alameda and Contra Costa Counties.

⁶ From the Census Bureau’s American Community Survey.

⁷ This assumption is consistent with “Assortative Mating” theory. See [National Bureau of Economic Research, “Marry Your Like: Assortative Mating and Income Inequality.”](#)

⁸ Data from the Bureau of Labor Statistics indicate this age cohort represents about 2.0 percent of the overall workforce. This proportion was applied to all industries except Commercial, which represents retail and food service industries, where the younger worker cohort represents 7.7 percent of the overall industry employment.

divided by 1.79, which represents the average number of workers per households in Pleasanton.⁹

Table 17 Income Distribution of Worker Households by Employment Category

Income Level ¹	Office	Commercial/ Retail	Industrial	Lodging
Low (up to 60% AMI)	0.0%	36.9%	0.5%	0.0%
Low (80% AMI)	13.3%	51.4%	14.7%	49.9%
Median (100% AMI)	19.3%	4.2%	31.1%	39.1%
Moderate (120% AMI)	4.4%	0.0%	26.3%	2.7%
Above Moderate (>120% AMI)	63.0%	7.5%	27.4%	8.4%

(1) Designation of household income assumes a 3-person household and 1.79 workers per household, based on American Community Survey data.

Sources: JobsEQ, 2022; California Housing and Community Development (HCD); Economic & Planning Systems, Inc.

⁹ Based on the Census Bureau's American Community Survey 2018-2022 data regarding the number of Pleasanton residents who are defined as "workers" in households that have workers.

Table 18 Household Generation Rates by Employment Category

Item	Office	Commercial/ Retail	Industrial	Lodging
Sq. Ft. per Worker ¹	300	440	1,000	3,000
Total Workers per 100k Sq. Ft.	333	227	100	33
Percent of Workers Forming Households ²	98.0%	92.3%	98.0%	98.0%
Total Households Per 100k Sq. Ft. ^{3,4}	182	117	55	18
Households by Income Level ⁵				
Very Low (50% AMI)	0	0	0	0
Low (60% AMI)	0	43	0	0
Low (80% AMI)	24	60	8	9
Median (100% AMI)	35	5	17	7
Moderate (120% AMI)	8	0	14	0
Above Moderate (>120% AMI)	115	9	15	2

(1) See **Appendix Table C-1** for sources on employment densities in different land uses.

(2) U.S. Bureau of Labor Statistics data indicates that 7.7% of retail/restaurant workers are aged 16-19, but an average of only 2% of workers in other industries fall into that age cohort. EPS has assumed that workers aged 16-19 do not form their own households.

(3) Assumes 1.79 workers per household based on Census data; rounded.

(4) This maximum nexus-based fee calculation assumes that Pleasanton fees account for all worker households generated by new employers in City of Pleasanton, though some workers and their households may choose to reside outside of Pleasanton. Total number of households may not match sum of households by income level due to rounding.

(5) Figures are rounded to nearest whole number.

Sources: U.S. Census American Community Survey 5-Year Estimates 2022; JobsEQ, 2023; California Housing and Community Development (HCD); Economic & Planning Systems, Inc.

Housing Development Costs and Affordability Gap

To calculate the maximum justifiable fee for each land use category, EPS estimated the “affordability gap” related to developing residential units affordable to very-low, low, and moderate-income households. The average household size in Pleasanton is 2.83 people per household according to 2022 Five-Year Estimates from the American Community Survey (ACS), but the average number of people, per *working* household (households with earnings – not including retired households, etc.) is 3.40.

To estimate the development cost of a “typical” affordable unit, a development prototype is defined. In an effort to provide consistency between the Commercial Linkage Fee Study and the Inclusionary Housing In-Lieu Fee Study, EPS has relied on prototypes developed for the Inclusionary Housing analysis in this study as well. Since there was no three-person household prototype used in the Inclusionary Housing analysis, the Commercial Linkage Fee analysis uses an average affordability gap of two development prototypes to characterize the cost of a “typical” affordable unit. The first assumed prototype reflects multifamily construction at over 30 dwelling units to the acre with podium parking. Based on comparable recent projects, EPS assumes the typical gross square footage of a one-bedroom rental unit will be approximately 800 square feet. The second assumed prototype reflects single family townhome construction at 20 dwelling units to the acre, consistent with recent townhome production in Pleasanton. EPS assumes the typical gross square footage of a three-bedroom townhome unit will be 2,000 square feet. These assumptions are based on the average sizes of similar housing units recently constructed in Pleasanton and nearby jurisdictions. The multifamily prototype is assumed to be rental and the townhome prototype is assumed to be for sale. The City of Pleasanton does not anticipate a significant amount of single family detached development, so it is less appropriate when estimating the “typical” affordable unit.

Development Cost Assumptions

Affordable housing development costs include land costs, direct costs (e.g., labor and materials), and indirect or “soft” costs (e.g., architecture, entitlement, marketing, etc.). Data from recent land transactions in and around Pleasanton have been combined with EPS’s information from various market-rate and affordable housing developers in the surrounding region to estimate appropriate development cost assumptions for use in Pleasanton. A developer fee is also estimated and represents the compensation to the developer for their efforts, investment, and risk. These assumptions are shown on **Table 19** and indicate that the total development cost per unit for rental apartments is about \$595,000 and the total development cost per unit for for sale townhomes is about \$1.07 million. By necessity, this figure represents a “prototypical” project; the actual costs for a given project will vary by location and project design characteristics.

Revenue Assumptions

Assumptions must be made regarding the applicable income level (very-low, low, and moderate) and the percentage of household income spent on housing costs to calculate the values of the affordable units. In addition, translating these assumptions into unit prices and values requires estimates of operating expenses and capitalization rates. Additional details about assumptions used to estimate unit prices and values can be found in **Chapter 7**.

Affordability Gap Results

Table 19 shows the costs and values for developing rental apartments in the city for households at various income levels. Across all categories, the cost of constructing the unit is higher than the supportable value of the unit. This is considered the “affordability gap,” and serves as the basis for calculating the subsidies required to provide housing for the lower-wage worker households generated by new nonresidential development. The results of the analysis illustrate that rents affordable to households earning moderate incomes and below cannot support the costs of new construction without subsidy.

Table 19 Affordability Gap Analysis

Item	Very Low Income 50% AMI	Low Income 60% AMI	Low Income 80% AMI	Median Income 100% AMI	Moderate Income 120% AMI
Multifamily Rental					
Project Development Cost Assumptions (per unit)	\$595,227	\$595,227	\$595,227	\$595,227	\$595,227
Maximum Supported Home Value					
Household Income ¹	\$62,300	\$74,730	\$96,650	\$124,550	\$149,500
Income Available for Housing Costs/Year ²	\$15,528	\$19,257	\$25,833	\$34,203	\$41,688
(less) Operating Expenses per Unit/Year ³	(\$7,500)	(\$7,500)	(\$7,500)	(\$10,000)	(\$10,000)
Net Operating Income	\$8,028	\$11,757	\$18,333	\$24,203	\$31,688
Capitalization Rate ⁴	5.0%	5.0%	5.0%	5.0%	5.0%
Total Supportable Unit Value ⁵	\$160,560	\$235,140	\$366,660	\$484,060	\$633,760
Affordability Gap	\$434,667	\$360,087	\$228,567	\$111,167	-\$38,533
Townhomes					
Project Development Cost Assumptions (per unit)	\$1,069,670	\$1,069,670	\$1,069,670	\$1,069,670	\$1,069,670
Maximum Supported Home Price					
Household Income ⁶	\$77,850	\$93,420	\$108,990	\$140,130	\$171,270
Income Available for Housing Costs/Year ⁷	\$27,248	\$32,697	\$38,147	\$49,046	\$59,945
Less Annual Housing Expenses ⁸	\$13,167	\$14,204	\$16,277	\$18,350	\$21,025
Income Available for Mortgage Payments	\$14,080	\$18,493	\$21,869	\$30,695	\$38,920
Interest Rate	7.0%	7.0%	7.0%	7.0%	7.0%
Total Supportable Mortgage Amount ⁹	\$174,719	\$229,478	\$271,376	\$380,897	\$482,955
Down Payment %	5%	5%	5%	5%	5%
Total Supportable Unit Value	\$183,915	\$241,556	\$285,659	\$400,944	\$508,374
Affordability Gap	\$885,754	\$828,113	\$784,011	\$668,726	\$561,295
Average Affordability Gap	\$660,211	\$594,100	\$506,289	\$389,946	\$261,381

(1) Incomes are based on 2024 HCD Income Limits for two-person households in Alameda County for rental.

(2) Assumes 30% of income available for housing related expenses.

(3) Operating expenses are generally based on EPS feasibility studies in the region and are inclusive of utility costs; lower-income units (at or below 80% of AMI) are assumed to be built as non-profit and are, therefore, exempt from property taxes. Property taxes are assumed to comprise a share of the operating expenses for the moderate-income category.

(4) The capitalization rate is used to determine the current value of a property based on estimated future operating income, and is typically a measure of estimated operating risk.

(5) The total supportable unit value is determined by dividing the net operating income by the capitalization rate.

(6) Incomes are based on 2024 HCD Income Limits for four-person households in Alameda County. Per California Health and Safety Code Section 50052.5, incomes for households above 70% AMI are set at a lower percent of AMI than the cutoff, (ex. Moderate Income is 110% of AMI rather than 120%).

(7) Assumes 35% of household income is spent on housing related expenses.

(8) Includes property tax, mortgage insurance, and utility payments.

(9) Assumes 30-year mortgage term.

Sources: City of Pleasanton; Alameda County Housing Authority; California Housing and Community Development (HCD); CoStar; Economic & Planning Systems, Inc.

Fee Calculation

Tables 20 through **23** provide the maximum nonresidential housing fee calculations for each of the four land use categories.

The fee is calculated by the following steps:

1. Estimate the number of new households by income category generated by a prototype 100,000-square foot building in the land use category.
2. Multiply the number of households generated by the per-unit affordability gap (as calculated in **Table 19**) to determine the level of subsidy required to provide housing in Pleasanton for all new worker households.
3. Divide the total affordability gap by 100,000 square feet (the size of the prototype building) to determine a maximum fee per building square foot.

The “Maximum Fee per Square Foot” calculated in the following tables represents the maximum justifiable linkage fee that the City can charge for each land use category based on the required nexus findings. The City may, however, decide to adopt fees below the maximum justifiable levels based on economic or policy considerations. The fee level ultimately adopted by City Council will depend on policy considerations regarding development feasibility and overall fee burdens.

Table 20 Fee Calculation – Office

Item	Worker Households per 100k sq. ft.	Affordability Gap per household	Total Gap
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Aggregate Financing Gap per 100K Sq. Ft**Affordability Level**

Very Low Income	0	\$660,211	\$0
Low Income - 60%	0	\$594,100	\$0
Low Income - 80%	24	\$506,289	\$12,150,927
Median Income	35	\$389,946	\$13,648,116
Moderate	<u>8</u>	\$261,381	<u>\$2,091,048</u>
Total	67		\$14,241,976

Fee Calculation*formula*

Total Financing Gap	<i>a</i>	\$14,241,976
Total Building Sq. Ft.	<i>b</i>	100,000
Maximum Fee per Sq. Ft.	<i>c = a / b</i>	\$142.42

Sources: US Census Bureau "On The Map"; Economic & Planning Systems, Inc.

Table 21 Fee Calculation – Commercial / Retail

Item	Worker Households per 100k sq. ft.	Affordability Gap per household	Total Gap
Aggregate Financing Gap per 100K Sq. Ft			
Affordability Level			
Very Low Income	0	\$660,211	\$0
Low Income - 60%	43	\$594,100	\$25,546,301
Low Income - 80%	60	\$506,289	\$30,377,318
Median Income	5	\$389,946	\$1,949,731
Moderate	0	\$261,381	\$0
Total	108		\$57,873,350
Fee Calculation	<i>formula</i>		
Total Financing Gap	<i>a</i>		\$57,873,350
Total Building Sq. Ft.	<i>b</i>		100,000
Maximum Fee per Sq. Ft.	<i>c = a / b</i>		\$578.73

Sources: US Census Bureau "On The Map"; Economic & Planning Systems, Inc.

Table 22 Fee Calculation – Industrial

Item	Worker Households per 100k sq. ft.	Affordability Gap per household	Total Gap
Aggregate Financing Gap per 100K Sq. Ft			
Affordability Level			
Very Low Income	0	\$660,211	\$0
Low Income - 60%	0	\$594,100	\$0
Low Income - 80%	8	\$506,289	\$4,050,309
Median Income	17	\$389,946	\$6,629,085
Moderate	<u>14</u>	\$261,381	<u>\$3,659,335</u>
Total	39		\$14,338,729
Fee Calculation		<i>formula</i>	
Total Financing Gap		<i>a</i>	\$14,338,729
Total Building Sq. Ft.		<i>b</i>	100,000
Maximum Fee per Sq. Ft.		<i>c = a / b</i>	\$143.39

Sources: US Census Bureau "On The Map"; Economic & Planning Systems, Inc.

Table 23 Fee Calculation – Lodging

Item	Worker Households per 100k sq. ft.	Affordability Gap per household	Total Gap
Aggregate Financing Gap per 100K Sq. Ft			
Affordability Level			
Very Low Income	0	\$660,211	\$0
Low Income - 60%	0	\$594,100	\$0
Low Income - 80%	9	\$506,289	\$4,556,598
Median Income	7	\$389,946	\$2,729,623
Moderate	<u>0</u>	\$261,381	<u>\$0</u>
Total	16		\$7,286,221
Fee Calculation		<i>formula</i>	
Total Financing Gap		<i>a</i>	\$7,286,221
Total Building Sq. Ft.		<i>b</i>	100,000
Maximum Fee per Sq. Ft.		<i>c = a / b</i>	\$72.86
Maximum Fee per Room¹		<i>d = c * 500</i>	\$36,431

(1) Lodging fees will be charged per room, rather than per square foot. This analysis assumes 500 square feet per room.

Sources: US Census Bureau "On The Map"; Economic & Planning Systems, Inc.

6. Nexus Findings and Impact Fee Summary

This chapter documents the necessary findings for the approval of a comprehensive DIF program for Pleasanton, as required under Government Code Section 66000 (also referred to as AB1600/the Mitigation Fee Act). Specifically, it demonstrates the "nexus" between new development in Pleasanton and the infrastructure improvements needed to serve it. It also summarizes the DIF calculations presented in previous chapters.

Nexus Findings

The development impact fees to be collected for all new development are calculated based on the proportionate share of the total facility demand that the land uses included in the DIF are anticipated to represent at build-out of the General Plan. With this context, the following findings are made regarding the Fee Program.

Purpose and Use of Fees

Parks and Recreation Facilities

The fee will fund acquisition and improvements of new parks as well as existing facility improvements and renovations, as documented in **Chapter 3**.

Public Facilities

The fee will fund construction and expansion of public facilities, including general government, fire, police, and public works. The public facility components are documented in Chapter 3.

Transportation

Fee revenue will be used to fund City transportation improvements, including interchange, pedestrian / bicycle safety, and traffic signal improvements required to serve future growth. A list of projects and costs is included in **Appendix Table B-1**.

Commercial Linkage Fee

The fee generated by this program will be deposited in the City's Lower Income Housing Fund, to assist in the production, acquisition of at-risk units, or rehabilitation of affordable housing.

Relationship between Use of Fees and Type of Development

New development in the City of Pleasanton will require additional public facilities and capital improvements, to maintain adequate levels of service and meet the needs of new residents and employees. The DIF revenue will be used to fund the "fair share" cost of these facilities and improvements based on the nexus relationships described in previous

chapters. While some of the infrastructure improvements included in the DIF Long Term CIP will also benefit existing land uses, the cost allocated to the DIF only reflect the proportion of the cost attributable to new development.

New development will also generate demand for affordable housing. The Commercial Linkage Fee revenue will be used to support the development of affordable housing.

Relationship between Need for Facility and Type of Project

The specific infrastructure improvements identified in this study are designed to accommodate the needs of new development. In addition, the infrastructure is based on the level of service standards and goals that reflect what is currently provided and/or addresses future needs identified by City staff. To establish a proper nexus between the demand for affordable housing and the type of project, EPS has assessed the proportion of lower wage workers and the number of square feet per employee for each employment category.

Relationship between Fee Amount and Cost Facilities Attributed to Development

The fee levels calculated in this Nexus Study are based on a fair share cost allocation to new citywide development. Overall, about 22.7 percent of the facility improvement costs are allocated to future development, which corresponds with growth as a percentage of future population, with the remainder attributable to existing land uses in the city.

EPS estimated the difference between the cost of developing new rental housing and the value of the new rental units based on rents affordable to workers at wages typical of businesses in different commercial land uses. The affordable rents yielded unit values below the cost of construction, indicating an “affordability gap.” To estimate the fee for each non-residential land use, this gap was multiplied by the anticipated number of lower wage workers generated by the new development projects and the number of households of various income categories those workers are likely to form.

Summary of Impact Fees

Table 24 summarizes the Capital Facilities fees and Transportation fees for residential and nonresidential uses.

The maximum fee estimates include a 2 percent fee program administration fee, consistent with other Mitigation Fee Act program administrative costs in many other California jurisdictions. This 2 percent administration cost is designed to cover expenses for preparation of the development impact fee and subsequent updates, as well as the required reporting, auditing, collection and other annual administrative costs involved in overseeing the program.

Table 24 Capital Facilities & Transportation Fees

Land Use	Capital Facilities Fees ¹	Transportation Fee ¹	Total ¹
Residential (per unit)			
Single Family	\$29,677	\$20,565	\$50,243
Multifamily	\$21,016	\$11,158	\$32,174
Nonresidential			
Office (per sq. ft.)	\$13.41	\$31.50	\$44.92
Retail (per sq. ft.)	\$9.15	\$48.35	\$57.50
Industrial (per sq. ft.)	\$4.02	\$17.94	\$21.96
Lodging (per room)	\$671	\$12,908	\$13,579

(1) Includes 2% administrative charge.

This analysis calculates the initial residential impact fees on a per unit basis, however, AB 602 requires residential impact fees be charged on a per square foot basis. **Table 25** and **Table 26** convert the Capital Facilities and Transportation fees for single family and multifamily into per square foot fees using the average unit sizes for those units. EPS has also provided a minimum and maximum per unit fee, based on the range of typical unit sizes. The minimum unit size has been adjusted to reflect the minimum square footage of a one-person household, based on the average unit sizes and average persons per household for single family and multifamily.

Table 25 Capital Facilities & Transportation Single Family Fee Per Sq. Ft. Conversion

Item	Amount		Formula	Source / Assumption
	Capital Facilities	Transportation		
Unit Size (sq.ft.)				
Average ¹	2,500		a	Redfin
Units equal or less than ²	824		b	
Units equal or greater than ³	4,500		c	Redfin
Fee / Unit				
Average ⁴	\$29,677	\$20,565	d	
Minimum ⁵	\$9,786	\$6,781	e = d * (b / a)	
Maximum ⁶	\$53,419	\$37,017	f = d * (c / a)	
Fee Amounts				
Units equal to or less than 824 sq.ft. (per unit)	\$9,786	\$6,781		see "e"
Units between 824 - 4,500 sq.ft. (per sq. ft.)	\$11.87	\$8.23	= d / a	
Units equal to or greater than 4,500 sq.ft. (per unit)	\$53,419	\$37,017		see "f"

(1) Represents average square footage of recently built single family housing (both detached and attached) in Pleasanton, based on Redfin sales data.

(2) Minimum size has been adjusted to reflect the square footage for a 1-person household, based on the average unit size (2,500 sq. ft.) and average persons per household (3.03) in Pleasanton.

(3) Represents high end of recent home built in Pleasanton based on Redfin sales data.

(4) Based on the average development impact fee per unit as calculated in **Table 24**.

(5) Adjusts the average fee based on the ratio of minimum unit size to the average unit size.

(6) Adjusts the average fee based on the ratio of maximum unit size to the average unit size.

Table 26 Capital Facilities & Transportation Multifamily Fee Per Square Foot Conversion

Item	Amount		Formula	Source / Assumption
	Capital Facilities	Transportation		
Unit Size (sq.ft.)				
Average ¹	895		a	CoStar
Units equal or less than ²	417		b	
Units equal or greater than ³	1,600		c	CoStar
Fee / Unit				
Average ⁴	\$21,016	\$11,158	d	
Minimum ⁵	\$9,786	\$5,196	$e = d * (b / a)$	
Maximum ⁶	\$37,570	\$19,947	$f = d * (c / a)$	
Fee Amounts				
Units equal to or less than 417 sq.ft. (per unit)	\$9,786	\$5,196		see "e"
Units between 417 - 1,600 sq.ft. (per sq. ft.)	\$23.48	\$12.47	$= d / a$	
Units equal to or greater than 1,600 sq.ft. (per unit)	\$37,570	\$19,947		see "f"

(1) Represents average square footage of recently built single family housing (both detached and attached) in Pleasanton, based on

(2) Minimum size has been adjusted to reflect the square footage for a 1-person household, based on the average unit size (895 sq. ft.) and average persons per household (2.15) in Pleasanton.

(3) Represents high end of recent rental apartments built in Pleasanton based on CoStar rental data.

(4) Based on the average development impact fee per unit as calculated in **Table 24**.

(5) Adjusts the average fee based on the ratio of minimum unit size to the average unit size.

(6) Adjusts the average fee based on the ratio of maximum unit size to the average unit size.

7. Affordable Housing In-Lieu Fee

The City of Pleasanton's Inclusionary Zoning Ordinance (IZO) requires that new market-rate residential development projects include a certain percentage of housing units at rents or sale prices that are affordable to lower-income households. This program also includes the option for new development to pay a fee in-lieu of providing affordable units on-site, as an alternative means of compliance. This Chapter provides the calculation needed to establish the maximum allowable in-lieu fee amount that corresponds to the City's IZO requirements.

When a developer builds the affordable units on-site, the project's development costs are not significantly affected as it usually costs roughly the same to build a market-rate unit as an affordable unit, unless the units are materially different. However, the *revenue* the developer can expect from the affordable units is less than the revenue from the market-rate units. The developer is, in effect, subsidizing the development of the affordable units. Generally, the deeper the affordability for the units, the greater the amount of subsidy needed for the development.

As an alternative to on-site construction of the full inclusionary requirement, the developer may request to pay in-lieu fees. Pleasanton's IZO also allows for smaller residential projects, below a threshold number of units, to pay in-lieu fees. In-lieu fees, which are a common alternative means of complying with an inclusionary requirement, are typically calculated based on the financial subsidy needed to support the development of affordable units that are not being provided on-site. The fee revenues are collected in a dedicated fund that can be utilized to support the production and preservation of affordable units in the city.

IZO Policy Scenarios

EPS worked closely with City staff to develop the inclusionary housing scenarios used in this analysis. Additionally, the study process was informed by input from City Council received at two separate public meetings in May and August, 2024. It is important to stress that the affordable housing in-lieu fee represents only one component of a large IZO policy framework that has been developed by City staff with City Council input, and which will be considered separately as part of a comprehensive update to the Ordinance. Other elements of the IZO will play a more significant role in the amount and type of affordable housing developed in the city over time.

EPS calculated an updated maximum in-lieu fee to align with the proposed changes to the IZO recommended by City staff and supported by City Council as illustrated in **Table 27**. Specifically, the calculations reflect the City's intent to change the inclusionary percentage for ownership units (generally, single-family units) from 20 percent to 15 percent, bringing it into alignment with the inclusionary percentage for rental properties (generally, multi-family units). The subsidy between market rate and

affordable rates tends to be greater for ownership units, therefore the affordability level for these units is set at Moderate-income (120% AMI). For rental units, the affordable units will be evenly split between Very Low-income and Low-income households (50% and 60% AMI, respectively).

Table 27 Inclusionary Housing Requirements

	Overall	Very Low Income (50% of AMI)	Low Income (60% of AMI)	Moderate Income (120% of AMI)
Ownership	15%	0%	0%	15%
Rental	15%	7.5%	7.5%	0%

Source: City of Pleasanton

Methodology

To calculate the subsidy needed to support the development of affordable units, EPS developed several residential prototypes to determine their respective development costs and estimated anticipated revenues.

Housing Prototypes

The prototype residential products used in the feasibility analysis were informed by EPS research on the local housing market. Research included review of recent developments and proposed projects, discussions with developers active in the region, and discussions with City staff. The chosen prototypes include one rental prototype – podium multifamily apartments – and three for-sale prototypes – condominiums, townhomes, and single-family detached homes.

The critical differentiator between the for-sale prototypes is the density at which they are built and how parking is provided, with the condominium product assumed to be built at a higher density (45 units per acre) than the townhome product (20 units per acre) and with wrap-around style parking. The townhome product is assumed to include an attached, “tuck-under” garage. The single-family detached product is assumed to be developed at an even lower density (5 units per acre) and with an attached garage. The analysis also assumes that the prototypical townhome is smaller than the prototypical single-family home. In some cases, there may be additional design factors – such as whether a unit is detached or attached – that are used to define a project as a townhome or single-family home. This analysis does not account for those types of factors, only differentiating the two prototypes based on density, parking, and unit size.

The unit characteristics for each prototype are meant to represent average unit sizes and other generic project parameters. The analysis assumes that the unique unit mix of any particular project will, in aggregate, conform to these average unit sizes. However, any specific project will have its own cost and revenue factors that may be impacted in part by its unit mix.

Development Cost Assumptions

Housing development costs categories include land acquisition, site preparation, indirect or “soft” costs (e.g., architecture, entitlement, marketing, etc.), and hard costs (e.g., construction labor and materials). For multifamily projects that include a structured garage, EPS also defines parking costs per unit as a separate line item. Data from recent developments and land transactions in the local market have been combined with information from interviews with various housing developers to inform the development cost assumptions used in this analysis. **Table 28** calculates the cost per unit for all four development types. More detailed cost calculations can be found in **Appendix G**.

Table 28 Prototype Development Costs (per unit)

	Single Family Detached	Single Family Townhome	Multifamily Condo	Multifamily Podium
Land	\$1,061,360	\$290,340	\$145,170	\$84,091
Direct Construction Costs	\$630,000	\$472,500	\$574,875	\$351,750
Indirect Costs ¹	\$301,981	\$192,222	\$180,525	\$131,042
Developer Profit Threshold ²	\$239,201	\$114,607	\$108,068	
Total Development Cost Per Unit	\$2,232,542	\$1,069,670	\$1,008,638	\$566,883

(1) Includes Development Impact fees, as well as costs for architecture and engineering, entitlement and fees,

(2) Assumes a 12 percent profit margin for ownership products.

Affordable Housing Values

Based on the maximum household income at each income level, which as defined in Pleasanton is based on the Alameda County Area Median Income, EPS calculated the maximum spending toward housing costs affordable at each income level. Consistent with the City's published inclusionary program guidelines, the analysis assumes that rental households spend 30 percent of their gross annual income on total housing costs and for-sale households spending 35 percent of gross annual income. For rental units, housing costs include rent and utilities. For for-sale units, housing costs include mortgage and interest payments, insurance, property taxes, and Homeowners Association (HOA) fees.

To calculate the maximum affordable sale price for these for-sale units, EPS estimated other housing costs based on professional assumptions as well as assumptions given in the City's inclusionary program guidelines and subtracted them from 35 percent of gross annual income to obtain the maximum income available for a mortgage payment. This mortgage payment was converted into an affordable home sale price assuming a 5 percent down payment¹⁰ and a 30-year mortgage with a fixed interest rate of 7 percent.

Table 29 indicates the maximum annual incomes for Alameda County households associated with each income category for the associated household size, as well as the affordable rents and sale prices associated with each category.

¹⁰ While The City's affordable housing guidelines allow for down payments as low as 3 percent, 5 percent is commonly used when estimating affordable values due to the availability of assistance programs.

Table 29 Affordable Home Values

Item	Very Low Income (50% AMI)	Low Income (60% AMI)	Moderate Income (120% AMI) ⁹
Rental Multifamily Apartments			
Maximum Household Income ¹	\$62,300	\$74,730	\$149,500
Income Available for Housing Costs/Year ²	\$15,528	\$19,257	\$41,688
(less) Operating Expenses per Unit/Year ³	(\$7,500)	(\$7,500)	(\$10,000)
Net Operating Income	\$8,028	\$11,757	\$31,688
Capitalization Rate ⁴	5%	5%	5%
Unit Value⁵	\$160,560	\$235,140	\$633,760
Ownership Condominiums			
Household Income ¹	\$56,060	\$70,075	\$154,165
Income Available for Housing Costs/Year ⁶	\$19,621	\$24,526	\$53,958
Supportable Mortgage ⁷	\$98,569	\$147,861	\$436,880
Supportable Home Price⁸	\$103,800	\$155,600	\$459,900
Ownership Townhomes			
Household Income ¹	\$77,850	\$93,420	\$171,270
Income Available for Housing Costs/Year ⁶	\$27,248	\$326,697	\$59,945
Supportable Mortgage ⁷	\$174,719	\$229,478	\$482,955
Supportable Home Price⁸	\$183,915	\$241,556	\$508,400
Ownership Single Family Detached			
Household Income ¹	\$67,260	\$84,075	\$184,965
Income Available for Housing Costs/Year ⁶	\$23,541	\$29,426	\$64,738
Supportable Mortgage ⁷	\$114,242	\$173,380	\$520,164
Supportable Home Price⁸	\$120,300	\$182,500	\$547,500

(1) Reflects 2024 HCD Income Limits for a two-person household for apartments, a three-person household for condominiums, a four-person household for townhomes, and a five-person household for single-family homes.

(2) Assumes that no more than 30% of a household's income should be spent on housing costs for housing to be considered affordable.

(3) Operating expenses are generally based on EPS feasibility studies in the region and are inclusive of utility costs; units at or below 80% of AMI are assumed to be built as non-profit and are therefore exempt from property taxes. Property taxes are assumed to comprise a share of the operating expenses for the moderate income category.

(4) The capitalization rate is used to determine the current value of a property based on estimated future operating income, and is typically a measure of estimated operating risk. Obtained for multifamily developments in Pleasanton and the surrounding region from CoStar.

(5) The unit value is determined by dividing the net operating income by the capitalization rate.

(6) Based on Pleasanton's Inclusionary Guidelines for calculating income, this reflects that total housing costs should not exceed 35% of income, and takes into account other housing-related costs, such as taxes, insurance, and HOA fees.

(7) Assumes a 30-year mortgage and a fixed 7% interest rate.

(8) Assumes a 5% down payment.

(9) Per California Health and Safety Code Section 50052.5, incomes for households above 70% AMI are set at a lower percent of AMI than the cutoff, (ex. Moderate Income is 110% of AMI rather than 120%).

Sources: City of Pleasanton; Alameda County Housing Authority; California Housing and Community Development (HCD); CoStar; Economic & Planning Systems, Inc.

Fee Calculations

Table 30 summarizes the development costs and supportable home values for all prototypes and calculates the corresponding maximum justifiable in-lieu fee.

Table 30 Inclusionary In-Lieu Fee Calculations

Item	Formula	Single Family Detached	Townhomes	Condos	Rental (Podium)
Income Level		Moderate Income (120% AMI)	Moderate Income (120% AMI)	Moderate Income (120% AMI)	Low Income (60% AMI) and Very Low Income (50% AMI)
Inclusionary Percentage	a	15%	15%	15%	15%
Development Cost Per Unit	b	\$2,232,542	\$1,069,670	\$1,008,638	\$566,883
Supportable Home Value	c	\$547,500	\$508,400	\$459,900	\$197,850
Affordability Gap	d = b - c	\$1,685,042	\$561,270	\$548,738	\$369,033
Per Market Rate Unit Fee	e = d * a	\$252,756	\$84,190	\$82,311	\$55,355
Average Unit Size	f	3,000	2,000	1,500	800
Per Sq. Ft. Fee	g = e / f	\$84.25	\$42.10	\$54.87	\$69.19



APPENDIX A:

2024 Pleasanton Development Impact Fee Capital Improvement Program

Appendix Table A-1
2024 Pleasanton Development Impact Fee CIP
Pleasanton Development Impact Fee Update

Improvement Item	Space Attributable to Growth	Cost Allocated to Fee Program
Library & Recreation		
Library Building	63,581 square feet	\$34,969,275
Community Center	6,459 square feet	\$3,229,588
Cultural & Arts Buildings	17,107 square feet	\$8,553,418
Aquatic Center Modernization		\$1,452,562
Cemetery		\$149,796
Parks & Trails		
Open Space	298 acres	\$298,297
Developed Parkland	113 acres	\$56,517,797
Restrooms	3,706 square feet	\$7,411,612
Trails	79 miles	\$44,296,000
Fields	20 acres	\$19,744,529
Synthetic Fields	2 acres	\$2,190,534
Outdoor Hard Surface Facilities	2 acres	\$4,734,283
General Government		
Civic Center	13,325 square feet	\$6,662,347
Parking Spaces	109 spaces	\$1,086,316
Public Works		
Public Works Yard	15,769 square feet	\$8,672,898
Fleet Expansion/ Replacement	276 vehicles	\$23,433,600
Police		
Police Station	6,400 square feet	\$6,399,576
Public Works Yard Space	3,406 square feet	\$1,873,161
Fleet Expansion/ Replacement	76 vehicles	\$5,302,397
Emergency Operations Center		\$1,270,992
Fire		
Fire Stations	15,648 square feet	\$31,296,473
Public Works Yard Space	2,701 square feet	\$1,485,611
Fleet Expansion/ Replacement	33 vehicles	\$8,799,160

Sources: City of Pleasanton, Economic & Planning Systems, Inc.

Appendix Table A-2
Baseline Data of Existing Facilities
Pleasanton Development Impact Fee Update

Facility	Existing Amount
<u>Civic Center (square feet)</u>	
200 Bernal	16,209
200 Bernal HR Modular	2,666
123 Main	9,243
123 Main IT Modular	2,048
157 Main	<u>15,218</u>
Subtotal	45,384
<u>Parking Spaces (number of spaces)</u>	
Library	113
Police	88
123 Main	26
IT Modular	2
157 Main	40
200 Old Bernal	89
HR Modular	<u>12</u>
Subtotal	370
<u>Public Works Yard (square feet)</u>	
Administrative Building ¹	7,808
Control Tower/Office	5,100
Parks Building	12,900
Steam Cleaning Office	493
Streets Building	12,900
Support Services Storage	2,500
Support Services Building	17,800
Vehicle Services Building	<u>2,016</u>
Subtotal	61,517
<u>Cultural & Arts Buildings (square feet)</u>	
Cultural Arts Building (4477 Black Ave)	3,200
Amador Recreation Building	2,015
Amador Theater	12,530
Century House	2,730
Historical Building (603 Main St)	4,716
Nature House	800
VFW Building	9,025
Adobe House	750
Alviso Adobe	2,500
Fire House Arts Center	<u>20,000</u>
Subtotal	58,266

Appendix Table A-2
Baseline Data of Existing Facilities
Pleasanton Development Impact Fee Update

Facility	Existing Amount
<u>Police Buildings</u>	
Police Station	20,297
Joint BART/Pleasanton (50%) ²	<u>1,500</u>
Subtotal	21,797

(1) The Public Works Yard Administrative Building is shared with the Utilities Department, which is funded by an enterprise fund. While the Administrative Building is actually 10,410 square feet, this analysis assumes 25% of that space is used by the Utilities Department and therefore is not included in this fee program.

(2) Analysis assumes responsibilities for 3,000 sf joint BART/Pleasanton substation are split 50/50 between BART and Pleasanton

Source: City of Pleasanton



APPENDIX B:

2024 Transportation Improvements

Technical Memorandum

Date: September 24, 2024

To: Jason Moody and Megan Gregory, Economic & Planning Systems

From: Julie Morgan and Bruno Lertora, Fehr & Peers

Subject: **Pleasanton Transportation Impact Fee Update: Documentation of Nexus Analysis**

WC24-4053

Introduction

The Pleasanton Transportation Impact Fee (TIF) program, as most recently updated in 2018, has a capital improvement list made up of 111 projects. As documented in previous nexus studies, the transportation facilities included in the Pleasanton TIF project list are needed in whole or in part to serve the demand created by new development in Pleasanton. The primary purpose of this current effort is to update the TIF project list by removing completed projects and incorporating 19 additional transportation improvement projects that are consistent with the purpose of the TIF program. As part of that effort, Fehr & Peers has completed a technical analysis regarding the nexus between new development, the need for the 19 additional transportation projects, and the costs associated with those improvements. This technical memorandum documents the steps in that analysis.

Transportation Project List

The list of new transportation improvement projects to be included in the TIF was developed by City staff. The projects are drawn from recent studies and plans that identified the needs for future improvements in order to serve the City's transportation needs. **Table 1** shows a summary of the project costs by type of improvement for the projects from the current TIF program that will remain on the project list, as well as for the new projects to be included in the TIF program. Improvement projects have been subdivided into four categories: roadway improvements, new traffic signals, bicycle projects, and supporting citywide infrastructure. Projects that have already been completed or those for which TIF funding has already been secured have been removed from the list. **Attachment 1** shows the detailed project list with project descriptions and extents,



along with the source for each project. The locations of the roadway improvements are shown geographically in **Figure 1**.

Table 1: Pleasanton TIF Transportation Project List

Project Type	2018 TIF Remaining Projects		New Projects		Total 2024 TIF Project List	
	# of Projects	Cost*	# of Projects	Cost*	# of Projects	Cost*
Roadway Improvements	31	\$259,170,000	9	\$11,685,000	40	\$270,855,000
New Traffic Signals	0	\$0	1	\$22,200,000	1	\$22,200,000
Bicycle and Pedestrian Improvements	45	\$129,560,000	8	\$64,280,000	53	\$193,840,000
Citywide Projects	2	\$2,570,000	1	\$500,000	3	\$3,070,000
Total	78	\$391,300,000	19	\$98,665,000	97	\$489,965,000

Source: Fehr & Peers, 2024.

Note: *The costs are in 2024 US dollars.

For the projects that are already part of the TIF program, the cost estimates from the 2018 TIF nexus study have been escalated to the current year to adjust for inflation. For the newly added projects, cost estimates have been developed based on assumptions about the planned right-of-way, roadway cross-sections, and landscaping treatments for each corridor. These assumptions have been based on similar existing corridors within the City of Pleasanton as well as the City's roadway design standards, and have been reviewed and confirmed by City staff. In some cases, the estimated project cost is presented as a range, depending on design details that are not known at this point.

As shown in **Table 1**, the total cost of all projects is about \$490 million. The results of the nexus analysis procedures are described in the following sections of this memorandum.

Nexus Analysis

In order to include the 19 additional projects that are proposed to be added to the TIF program, it is necessary to establish a "nexus" or relationship between new development in Pleasanton, the need for transportation improvements in order to serve that new development, and the cost of the improvements that would be covered by the TIF. The following procedures have been used to evaluate that nexus relationship.



First, there has been an evaluation of whether there is an existing deficiency at any of the 18 new project locations, and if so, the magnitude of that deficiency. Existing deficiencies are accounted for by reducing the project cost that is included in the fee program. The concept of accounting for existing deficiencies in a fee study is that new development should not be charged the full cost of improving a facility if that facility is not meeting current operating standards during the critical peak hour (typically the PM peak period). As in the original TIF study, the determination of existing deficiencies is being drawn from the results of prior traffic analyses and the traffic count data available from the City, and no new traffic data has been collected. Based on the available information, no existing deficiencies were identified for the 19 new projects being added to the TIF list.

Anticipated Direct Developer Contributions

Some of the projects listed in Attachment 1 are anticipated to be partially funded through direct contributions from nearby developments, because those projects are needed to provide access to the developments or as mitigation for the developments' direct impacts. In those instances, the percent eligibility for the TIF program has been set per direction from City staff. None of the 19 new projects proposed to be added to the TIF program involve any direct developer contributions.

Growth Projections

The City of Pleasanton's Travel Demand Model was used to project future traffic volumes for the Buildout Year scenario. The travel demand model includes forecasted land use changes and roadway improvements, reflecting the growth anticipated in the Pleasanton General Plan. The total amount of citywide growth in the major land use categories is presented below in **Table 2**.

Table 2: Growth Projections by Land Use Category

Land Use	Unit	Existing	Buildout	Growth (Existing - Buildout)	% Growth
Residential	Dwelling Units	30,992	37,781	6,788	22%
Non-Residential	KSF	19,237	26,990	7,753	40%

Source: Fehr & Peers, 2024.

As part of this TIF study, Economic & Planning Systems (EPS) has prepared refined projections of the number of residents and workers who would be associated with the new residential and non-residential development summarized above. The EPS projections calculate that the "Service Population" which is defined as all of the residential population and 40% of the employees, is expected to grow from roughly 99,343 today to approximately 128,510 over the planning horizon



of this study. Thus, the Service Population added as a result of new growth will represent 22.7% of the total future Service Population.

Costs Attributable to Pleasanton

The next step in the nexus analysis is to determine the proportion of project costs attributable to the land uses within the City of Pleasanton.

Land use growth to the buildout year was incorporated into the Pleasanton travel demand model and the model was applied to generate estimates of travel patterns and volumes in the future. A common modeling technique called a select zone analysis was applied to identify the amount of future traffic volume on each roadway link that would be generated by land uses in Pleasanton. On each model link that represents the location of a project, the future traffic volume attributable to Pleasanton was compared to the overall future traffic volume, thereby calculating the share of the usage of that link that can be attributed to land uses in Pleasanton. These usage percentages are shown in Attachment 1 in the column called Percent Pleasanton Trips, From Model.

Following the same approach that was used in the 2018 TIF nexus study, if more than 70% of the usage of the facility was from Pleasanton, that indicates that the need for the improvement is predominantly due to Pleasanton-related travel so the entire cost of the project was considered to be included in the TIF program. This approach was used in recognition of the “lumpiness” of most transportation infrastructure (for example, it is not possible to build half of a left-turn lane or half of a traffic signal), and the consideration that if Pleasanton traffic was contributing more than 70% of the need for an improvement then it would be reasonable to conclude that the improvement would not be needed but for the growth in Pleasanton. If less than 70% of the usage was from Pleasanton, the percentage attributable to Pleasanton was used directly from the model. The result is shown in Attachment 1 in the column called Percent Pleasanton Trips, Adjusted. Note that these percentages have been newly calculated only for the 19 additional projects proposed to be included in the TIF program. For all of the projects that are remaining from the current TIF project list, the percentage of future traffic volume attributable to Pleasanton has not been re-calculated but is carried forward from the 2018 TIF nexus study.

For projects that involve bicycle, pedestrian or safety enhancements, or those that are city-wide projects, the percentage attributable to Pleasanton is calculated based on current data about existing service population and projections of future growth. Per the growth projections described above, that value is 22.7%.

Final Nexus Results

For each project, the cost to be included in the TIF program was calculated as the estimated project cost multiplied by the eligibility factor (thus accounting for existing deficiencies and direct developer contributions) and then multiplied by the Percent Pleasanton Trips, Adjusted. As shown



in **Table 3**, the final project costs eligible for funding through the TIF program are approximately \$294 million, with about \$49 million of that total being associated with the 19 new projects to be added to the program.

Table 3: Pleasanton TIF Transportation Projects Cost Eligibility

Project Type	2018 TIF Remaining Projects		New Projects		Total 2024 TIF Project List	
	# of Projects	Cost*	# of Projects	Cost*	# of Projects	Cost*
Roadway Improvements	31	\$221,459,000	9	\$11,685,000	40	\$233,144,000
New Traffic Signals	0	\$0	1	\$22,200,000	1	\$22,200,000
Bicycle and Pedestrian Improvements	45	\$23,320,800	8	\$14,591,560	53	\$37,912,360
Citywide Projects	2	\$462,600	1	\$113,500	3	\$576,100
Total	78	\$245,242,400	19	\$48,590,060	97	\$293,832,460

Source: Fehr & Peers, 2024.

Note: *The costs are in 2024 US dollars.

Trip Rate Factors

The costs attributable to new development in Pleasanton, described above, can be distributed across the various land uses that will make up the new development, in order to determine a reasonable fee for each land use category.

A typical method for achieving this distribution is to develop a set of factors that relate the transportation demands of different land use categories to each other. **Table 4** presents a set of factors for the land use categories that might occur in Pleasanton; these factors are drawn from the Institute of Transportation Engineers Trip Generation Manual (11th Edition), and an adjustment of 35% for pass-by trips is applied to retail uses (consistent with the approach from the 2018 TIF nexus study). Each land use factor is then multiplied by the corresponding growth projection to result in a Dwelling Unit Equivalent (DUE) growth that can be added across categories.

Table 5 displays the calculated maximum impact fees based on this nexus analysis. The total potential future fee contribution toward all the projects shown in Table 3 (\$293.8 million) has been divided by the total number of future Dwelling Unit Equivalents (DUEs) expected in Pleasanton as shown in Table 4 (13,699 DUEs), to calculate the resulting maximum fee per trip of



21,449. That maximum fee per trip is then multiplied by the Adjusted PM Peak Hour Trip Rate for each of the categories shown in the previous table, and the results are presented in Table 5.

Table 4: Trip Rates and DUE Growth by Land Use Category

Category	Unit	PM Peak Hour Trip Rate	Pass-by Adjustment	Adjusted PM Peak Hour Trip Rate	Growth (Existing - Buildout)	DUE Growth
Single-Family Residential	DU	0.94	0%	0.94	6,788	3,769
Multi-Family Residential	DU	0.51	0%	0.51		
General Office	KSF	1.44	0%	1.44	7,753	9,930
Light Industrial/R&D	KSF	0.82	0%	0.82		
Retail	KSF	3.40	-35%	2.21		
Hotel	Rooms	0.59	0%	0.59		
Total	-					13,699

Source: Institute of Transportation Engineers *Trip Generation Manual* (11th Edition), Fehr & Peers, 2024.

Table 5: New Maximum Fee Calculations

Category	Unit	New Maximum Fee
Single-Family Residential	DU	\$20,162
Multi-Family Residential	DU	\$10,939
General Office	KSF	\$30,886
Light Industrial/R&D	KSF	\$17,588
Retail	KSF	\$47,402
Hotel	Rooms	\$12,655
Other Categories	PM Peak Hour Trip Rate	\$21,449

Source: Fehr & Peers, 2024.

This concludes the technical elements of the transportation nexus analysis. Please contact us with any questions.



Attachment 1

Attachment 1: 2024 Pleasanton TIF Update Project List

#	Roadway	Intersection/Segment	Improvements	Estimated Cost (\$2024)		Existing Deficiency?	Percent Eligible for Fee Program	Explanation of Eligibility	Percent Pleasanton Trips, from Model	Percent Pleasanton Trips, Adjusted	Cost Included in TIF Program	
				Low	High						Minimum	Maximum
Roadway Improvements												
1	Bernal Avenue	I-680 to East of Foothill	Construct a new bridge to the south of the existing bridge to provide new bike lane and two eastbound travel lanes. Existing bridge will be converted to "westbound" direction only.	\$7,350,000	\$7,350,000	No	100%		100%	100%	\$7,350,000	\$7,350,000
2	Bernal Avenue	I-680 to Valley Avenue	Widen to 6 lanes; at the intersection of Valley Avenue, convert the westbound right turn only lane into a through/right option lane; convert the SBR only lane to a channelized free right turn lane and convert the SB shared through/right lane to an exclusive SBT lane	\$1,470,000	\$1,470,000	No	100%		96%	100%	\$1,470,000	\$1,470,000
3	Bernal Avenue	Case Avenue/Old Bernal Avenue	Add southbound right turn lane on Old Bernal Avenue	\$740,000	\$740,000	No	100%		96%	100%	\$740,000	\$740,000
4	Busch Road	East of Ironwood Drive to El Charro Road	Construct as 4 lane divided with Class I bike facility along south side or Class IV bike facilities	\$12,340,000	\$12,340,000	No	100%		100%	100%	\$12,340,000	\$12,340,000
5	El Charro Road	Stoneridge Drive to Stanley Boulevard	Construct as 4 lane divided with Class I bike facility along west side or Class IV bike facilities	\$78,670,000	\$78,670,000	No	100%		99%	100%	\$78,670,000	\$78,670,000
6	First Street	Vineyard Avenue/Ray Street	Convert east/west to protected/permissive left turn phasing	\$110,000	\$110,000	No	100%		97%	100%	\$110,000	\$110,000
7	First Street/Sunol Boulevard	Bernal Avenue	Add 2nd WBL lane on Bernal and extend 2nd SBT lane on First Street/Sunol Boulevard; include bike lanes	\$6,100,000	\$6,100,000	No	100%		97%	100%	\$6,100,000	\$6,100,000
8	Foothill Road	Stoneridge Drive	Add a third southbound left turn lane; consider removing split phasing	\$590,000	\$890,000	No	100%		90%	100%	\$590,000	\$890,000
9	Foothill Road	Foothill High School	Widen SB approach to provide 2nd left-turn lane and NB right turns	\$1,620,000	\$1,620,000	No	100%		100%	100%	\$1,620,000	\$1,620,000
10	Hacienda Drive	Owens Drive	Add 3rd southbound and eastbound left turn lanes from through lanes	\$2,360,000	\$2,360,000	No	100%		95%	100%	\$2,360,000	\$2,360,000
11A	Hopyard Road	Owens Drive (Phase I)	Modify northbound lanes to full build configuration: 2 left turns, 3 through, 1 right turn	\$0	\$0	No	100%		86%	100%	\$0	\$0
11B	Hopyard Road	Owens Drive (Full Build)	Modify lanes; Northbound: 2 left turns, 3 through, 1 right turn; Southbound: 3 left turns, 3 through, 1 right turn (free); Eastbound: 2 left turn, 2 through, 1 right turn; Westbound: 2 left turn, 2 through, 1 right turn (free); unsplit eastbound/westbound; narrow lane to reduce pedestrian clearance to 20 seconds	\$2,500,000	\$2,500,000	No	100%		86%	100%	\$2,500,000	\$2,500,000
12	Nevada Street	First Street to California Avenue	Construct as 2 lane street with TWLTL and bike lanes	\$7,350,000	\$7,350,000	No	100%		100%	100%	\$7,350,000	\$7,350,000
13	Santa Rita Road	I-580 Eastbound Off-Ramp/Pimlico	Construct 2nd southbound left turn lane	\$11,310,000	\$11,310,000	No	100%		91%	100%	\$11,310,000	\$11,310,000

#	Roadway	Intersection/Segment	Improvements	Estimated Cost (\$2024)		Existing Deficiency?	Percent Eligible for Fee Program	Explanation of Eligibility	Percent Pleasanton Trips, from Model	Percent Pleasanton Trips, Adjusted	Cost Included in TIF Program	
				Low	High						Minimum	Maximum
14	Santa Rita Road	Valley Avenue	Construct second WB left-turn lane. Construct 3rd SB left-turn. Timing to be determined by City Council under Program 2.3.	\$2,940,000	\$2,940,000	No	100%		100%	100%	\$2,940,000	\$2,940,000
15	Stanley Boulevard	Valley Avenue/Bernal Avenue	Extend sidewalk on east side of Valley Avenue (from the termination near the train overcrossing) to Stanley Boulevard and modify intersection to provide crosswalk on the east leg of the intersection and construct free westbound right turn lane.	\$3,680,000	\$3,680,000	No	100%		99%	100%	\$3,680,000	\$3,680,000
16	Stoneridge Drive	I-680 Overpass	Widen WB overpass by 1 to 2 lanes	\$11,760,000	\$18,510,000	No	100%		90%	100%	\$11,760,000	\$18,510,000
17	Stoneridge Drive	Hopyard Road	Provide EB free right turn (maybe remove one SB through lane). Change cycle to 100 sec	\$1,140,000	\$1,140,000	No	100%		97%	100%	\$1,140,000	\$1,140,000
18	Stoneridge Drive	Springdale Avenue	Unsplit north/south phasing (safety improvement)	\$110,000	\$110,000	Yes	18%	Treated as existing deficiency because project is primarily safety-focused.	88%	100%	\$19,800	\$19,800
19	Stoneridge Drive	W Las Positas Boulevard	Convert a through lane for the northbound and southbound approaches to a left turn lane; restripe WB and EB lanes to add separate WB and EB right turn lanes on Stoneridge	\$80,000	\$80,000	No	100%		100%	100%	\$80,000	\$80,000
20	Sunol Boulevard	I-680 Interchange	Widen roadway in interchange area; signalize both ramp intersections at Sunol Boulevard; widen structure over Happy Valley Road and provide a southbound acceleration lane from Sunol On-Ramp	\$31,000,000	\$31,000,000	No	100%		97%	100%	\$31,000,000	\$31,000,000
21	W Las Positas Boulevard	Hopyard Road	Construct 3rd westbound left turn lane	\$1,210,000	\$1,210,000	No	100%		98%	100%	\$1,210,000	\$1,210,000
22	Park and Ride Lot	-	Park and Ride lot at Bernal/I-680	\$5,880,000	\$5,880,000	No	100%		100%	100%	\$5,880,000	\$5,880,000
23	Embarcadero Court	Embarcadero Court at two-way stop-controlled intersection	Construct a roundabout	\$1,470,000	\$1,470,000	No	100%		100%	100%	\$1,470,000	\$1,470,000
24	El Charro Road	I-580 Interchange	I-580/El Charro Road Interchange Improvements (Phase 2): reconstruction of overcrossing to provide four-lanes in each direction with bike lanes; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; and widening of the westbound on-ramp	\$46,120,000	\$46,120,000	No	25%	City of Pleasanton is only responsible for 25% of the project cost	77%	100%	\$11,530,000	\$11,530,000
25	Hacienda Drive	Hacienda Drive at I-580 Eastbound Off-Ramp	Modify signal and striping to convert #2 left turn lane to a left/right option lane	\$60,000	\$60,000	No	100%		84%	100%	\$60,000	\$60,000
26	Hopyard Road	Hopyard Road at I-580 Eastbound Ramp	Modify signal to provide eastbound right/northbound through overlap period	\$50,000	\$50,000	No	100%		72%	100%	\$50,000	\$50,000
27	Hopyard Road	Hopyard Road at I-580 Westbound Off-Ramp	Re-stripe off-ramp to convert #2 left turn lane into a left/right option lane	\$30,000	\$30,000	No	100%		56%	56%	\$16,800	\$16,800
28	Stoneridge Drive	Stoneridge Drive at I-680 Northbound	Modify signal to allow a northbound right/westbound through overlap period	\$50,000	\$50,000	No	100%		96%	100%	\$50,000	\$50,000
29	Valley Avenue	Valley Avenue at Koll Center Parkway North	Un-split east/west signal phasing	\$60,000	\$60,000	No	100%		100%	100%	\$60,000	\$60,000

#	Roadway	Intersection/Segment	Improvements	Estimated Cost (\$2024)		Existing Deficiency?	Percent Eligible for Fee Program	Explanation of Eligibility	Percent Pleasanton Trips, from Model	Percent Pleasanton Trips, Adjusted	Cost Included in TIF Program	
				Low	High						Minimum	Maximum
30	-	Johnson Drive at Stoneridge Drive	Construct 3rd eastbound left turn lane; widen southbound approach to six lanes for at least 700 feet north of intersection to provide an additional northbound receiving lane and an additional southbound right turn lane; add an additional southbound left turn lane; extend the westbound right turn pocket 800 feet, convert the lane to a shared through-right lane, and construct a second on-ramp lane to northbound I-680	\$10,290,000	\$10,290,000	No	100%		98%	100%	\$10,290,000	\$10,290,000
31	Various Locations	-	Install flashing yellow arrows at up to 25 traffic signals	\$1,840,000	\$3,680,000	Yes	18%	Treated as existing deficiency because project is primarily safety-focused.		100%	\$331,200	\$662,400
32*	Hopyard Road	Hopyard @ Valley	Unsplit eastbound and westbound and add a second eastbound left turn	\$890,000	\$890,000	No	100%		97%	100%	\$890,000	\$890,000
33*	West Las Positas Boulevard	West Las Positas @ Muirwood Drive	Widen eastbound and westbound approaches to allow for 2 through lanes. Need 200 feet of additional lane to improve intersection capacity	\$2,000,000	\$2,000,000	No	100%		96%	100%	\$2,000,000	\$2,000,000
34*	West Las Positas Boulevard	West Las Positas @ Foothill Road	Add a second westbound left turn lane. Widen the south side of intersection to receive second left turn lane. Extend westbound left turn pocket	\$1,250,000	\$1,250,000	No	100%		94%	100%	\$1,250,000	\$1,250,000
35*	Bernal Avenue	Bernal Avenue at Foothill Road	Add a second southbound left turn lane and widen east side of intersection to receive additional turn lane	\$1,110,000	\$1,110,000	No	100%		96%	100%	\$1,110,000	\$1,110,000
36*	Santa Rita Road	Santa Rita @ Rosewood	Add a second northbound left turn lane	\$1,210,000	\$1,210,000	No	100%		93%	100%	\$1,210,000	\$1,210,000
37*	Owens Drive	Owens @ Willow	Reduce crossing distance on west side of intersection	\$825,000	\$825,000	No	100%		100%	100%	\$825,000	\$825,000
38*	Valley Avenue	Crestline, Blackbird, Paseo Santa Cruz (N), Hansen, Paseo Santa Cruz (S)	Construct roundabouts	\$3,000,000	\$3,000,000	No	100%		98%	100%	\$3,000,000	\$3,000,000
39*	Hopyard Road	Hopyard @ Black	Redesign south side of intersection to allow 2 southbound through lanes through the intersection.	\$200,000	\$200,000	No	100%		100%	100%	\$200,000	\$200,000
40*	Santa Rita Road	at Amador High	Modify design to allow southbound right turn lane into parking lot. Elevate bike lane	\$1,200,000	\$1,200,000	No	100%		95%	100%	\$1,200,000	\$1,200,000
SUBTOTAL, Roadway Improvements				\$261,965,000	\$270,855,000						\$225,762,800	\$233,144,000
New Traffic Signals												
41*	Citywide	Citywide	Installation of new traffic signals	\$22,200,000	\$22,200,000	No	100%				\$22,200,000	\$22,200,000
SUBTOTAL, New Traffic Signals				\$22,200,000	\$22,200,000						\$22,200,000	\$22,200,000
Bicycle and Pedestrian Improvements												
42	Dublin Canyon Road	Foothill Road to Canyon Meadow Circle	Six foot bike lanes	\$350,000	\$350,000		18%				\$63,000	\$63,000
43	Foothill Road	Canyon Way to Castlewood Drive	Six foot bike lanes with 2 foot buffer or cycle track	\$1,250,000	\$7,740,000		18%				\$225,000	\$1,393,200

#	Roadway	Intersection/Segment	Improvements	Estimated Cost (\$2024)		Existing Deficiency?	Percent Eligible for Fee Program	Explanation of Eligibility	Percent Pleasanton Trips, from Model	Percent Pleasanton Trips, Adjusted	Cost Included in TIF Program	
				Low	High						Minimum	Maximum
44	Hopyard Road	I-580 WB Off-Ramp to Black Avenue	Six foot bike lanes with 2 foot buffer or cycle track	\$1,500,000	\$9,290,000		18%				\$270,000	\$1,672,200
45	Santa Rita Road	Stoneridge Drive to Black Avenue	Six foot bike lanes with 2 foot buffer or cycle track	\$750,000	\$4,650,000		18%				\$135,000	\$837,000
46	St Mary Street	Division Street to Main Street	Six foot bike lanes	\$40,000	\$100,000		18%				\$7,200	\$18,000
47	Main Street	Old Bernal Avenue to Bernal Avenue	Six foot bike lanes	\$30,000	\$490,000		18%				\$5,400	\$88,200
48	Abbie Street	Main Street to First Street	Six foot bike lanes	\$40,000	\$40,000		18%				\$7,200	\$7,200
49	First Street	Vineyard Avenue to Bernal Avenue	Six foot bike lanes with 2 foot buffer or cycle track	\$380,000	\$2,330,000		18%				\$68,400	\$419,400
50	Owens Drive	Hopyard Avenue to W Las Positas Boulevard	Six foot bike lanes with 2 foot buffer or cycle track	\$940,000	\$5,810,000		18%				\$169,200	\$1,045,800
51	Stoneridge Drive	Foothill Road to Santa Rita Road	Six foot bike lanes with 2 foot buffer or cycle track	\$1,100,000	\$1,900,000		18%				\$198,000	\$342,000
52	W Las Positas Boulevard	Santa Rita Road to Hacienda Drive	Six foot bike lanes with 2 foot buffer or cycle track	\$630,000	\$3,870,000		18%				\$113,400	\$696,600
53	W Las Positas Boulevard	Dorman Road to Hopyard Road	Five to five and a half foot bike lanes	\$70,000	\$390,000		18%				\$12,600	\$70,200
54	Valley Avenue	Sunol Boulevard to Case Avenue	Six foot bike lanes with 2 foot buffer or cycle track	\$190,000	\$1,170,000		18%				\$34,200	\$210,600
55	Valley Avenue	Hopyard Road to Bernal Avenue	Six foot bike lanes with 2 foot buffer or cycle track	\$470,000	\$5,030,000		18%				\$84,600	\$905,400
56	Valley Avenue	Northway Road to Greenwood Road	Six foot eastbound bike lanes	\$110,000	\$110,000		18%				\$19,800	\$19,800
57	Valley Avenue	Santa Rita Road to Stanley Boulevard	Six foot bike lanes with 2 foot buffer or cycle track	\$400,000	\$4,260,000		18%				\$72,000	\$766,800
58	Bernal Avenue	Foothill Road to Pleasanton Avenue	Six foot bike lanes with 2 foot buffer or cycle track	\$470,000	\$5,030,000		18%				\$84,600	\$905,400
59	Bernal Avenue	Kottinger Drive to Stanley Boulevard	Six foot bike lanes with 2 foot buffer or cycle track	\$630,000	\$3,870,000		18%				\$113,400	\$696,600
60	Sunol Boulevard	Arlington Drive to I-680	Six foot bike lanes	\$110,000	\$190,000		18%				\$19,800	\$34,200
61	Pleasanton Sunol Boulevard	I-680 Interchange to Castlewood Drive	Six foot bike lanes	\$70,000	\$70,000		18%				\$12,600	\$12,600
62	Val Vista Community Park Trail	Arroyo de la Laguna to Johnson Drive/Stoneridge Drive	East bank: 10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use	\$680,000	\$1,090,000		18%				\$122,400	\$196,200
63	Val Vista Community Park Trail	Johnson Drive/Stoneridge Drive to Johnson Drive North/I-580	South and east banks: 10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use Intersection/trail crossing at Stoneridge	\$1,710,000	\$2,730,000		18%				\$307,800	\$491,400

#	Roadway	Intersection/Segment	Improvements	Estimated Cost (\$2024)		Existing Deficiency?	Percent Eligible for Fee Program	Explanation of Eligibility	Percent Pleasanton Trips, from Model	Percent Pleasanton Trips, Adjusted	Cost Included in TIF Program	
				Low	High						Minimum	Maximum
64	Val Vista Bridge Improvements	Val Vista Community Park Trail & Arroyo de la Laguna	Update bridge railing to meet Caltrans standards	\$140,000	\$140,000		18%				\$25,200	\$25,200
65	Arroyo de la Laguna	Arroyo Mocho to Arroyo del Valle	East bank: 10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use	\$1,870,000	\$2,990,000		18%				\$336,600	\$538,200
66	W Las Positas/Arroyo de la Laguna Trail Access Point	Arroyo de la Laguna to W Las Positas	Access gate and pathway from north side of W Las Positas Road	\$170,000	\$170,000		18%				\$30,600	\$30,600
67	Arroyo de la Laguna Trail - South Extension	Arroyo del Valle to near south end of Laguna Creek Lane	10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use Requires new bike/ped bridge at junction of Arroyo del Valle. Intersection improvements at Bernal Ave, Potential access points at Lylewood Drive, Bernal Avenue, and along Laguna Creek Lane	\$3,070,000	\$3,070,000		18%				\$552,600	\$552,600
68	Pleasanton Canal Bridge Improvements	Alamo Canal Trail to Pleasanton Canal	Change bridge railing to meet Caltrans standards, 55" height	\$110,000	\$110,000		18%				\$19,800	\$19,800
69	Chabot Canal	Owens Drive/Dublin-Pleasanton BART Station to W Las Positas Boulevard/Arroyo Mocho Trail	10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use Intersection Improvements at W Las Positas, Inglewood, Stoneridge, Gibraltar, Owens. Requires bridge at Arroyo Mocho. Provides between Arroyo Mocho Trail and Dublin-Pleasanton BART, and Hart Middle School (Constrain: multiple mid-block crossings)	\$6,000,000	\$6,000,000		18%				\$1,080,000	\$1,080,000
70	Iron Horse Trail	Between Stoneridge Drive and Santa Rita Road	Iron Horse Trail, intersection/trail crossing and signage improvements are needed; this area includes the intersection of W Las Positas with Stoneridge Drive and the Arroyo Mocho Trail with the Iron Horse Trail Corridor; construct bridge across Arroyo Mocho Trail	\$2,360,000	\$4,120,000		18%				\$424,800	\$741,600
71	Iron Horse Trail	Busch Road to Stanley Boulevard	10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use from Busch Road, to Stanley Boulevard, at Shadow Cliffs Regional Park Entrance. Intersection/trail crossings improvements at Busch Road and Valley/Stanley intersection, and railroad crossing	\$12,360,000	\$12,360,000		18%				\$2,224,800	\$2,224,800

#	Roadway	Intersection/Segment	Improvements	Estimated Cost (\$2024)		Existing Deficiency?	Percent Eligible for Fee Program	Explanation of Eligibility	Percent Pleasanton Trips, from Model	Percent Pleasanton Trips, Adjusted	Cost Included in TIF Program	
				Low	High						Minimum	Maximum
72	Tassajara Canal	Rosewood Drive/I-580 to W Las Positas Boulevard/Arroyo Mocho Trail	10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use Intersection Improvements at Rosewood, Owens, Stoneridge, W Las Positas. Requires bridge at Arroyo Mocho. Study potential for crossing at I-580 to connect with Tassajara Creek Trail in Dublin, (constraints, multiple mid-block crossings, current adjacent land uses are commercial office/industrial parks which turn backs to canal with no access South bank: 10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use Provides connection to future trails to Livermore	\$3,450,000	\$4,770,000		18%				\$621,000	\$858,600
73	Arroyo Mocho	Hopyard Road to City Limit near Busch Road	10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use Provides connection to future trails to Livermore	\$4,770,000	\$7,610,000		18%				\$858,600	\$1,369,800
74	Arroyo Mocho	Near Gulfstream Street to City Limit near Busch Road	Access improvements from Fairlands Park and Meadows Park neighborhoods North bank: 10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use Provides connection to future trails to Livermore	\$1,570,000	\$2,500,000		18%				\$282,600	\$450,000
75	Arroyo Mocho	Hopyard Road to Santa Rita Road	Access Improvements from Parkside neighborhood	\$100,000	\$100,000		18%				\$18,000	\$18,000
76	Arroyo Mocho - Fairlands Connector	W Las Positas to Arroyo Mocho Trail	In coordination with any future major redevelopment of the Nob Hill shopping center site at the SW corner of W Las Positas and Hopyard, provide a multi-use trail connecting from Fairlands Elementary School to the Arroyo Mocho trail. Consider new bike/pedestrian bridge for this connection	\$480,000	\$760,000		18%				\$86,400	\$136,800
77	Pleasanton Canal	Arroyo de la Laguna to Hopyard Road	North bank: 10 foot paved bikeway Compacted soil/decompressed granite side path for pedestrian/runner/equestrian use Provides connection Tennis & Community Park and Pleasanton Sports & Recreation Park	\$1,190,000	\$1,900,000		18%				\$214,200	\$342,000
78	Pleasanton Canal	Arroyo de la Laguna to Hopyard Road	Trail Access Improvements	\$2,190,000	\$3,110,000		18%				\$394,200	\$559,800
79	Pleasanton Sports & Recreation Park	Hopyard Road to Omega Circle	Trail Access Improvements	\$50,000	\$50,000		18%				\$9,000	\$9,000
80	Arroyo del Valle	Main Street to Shadow Cliffs Regional Park	Trail improvements per <i>Community Trails Master Plan</i>	\$4,280,000	\$4,280,000		18%				\$770,400	\$770,400
81	Main Street/Santa Rita to Stanley connector	South end of Santa Rita frontage road to Stanley Boulevard	Realign existing path on east side of Main Street south side of railroad. Add bike/ped crossing gate at the railroad crossing from Santa Rita frontage road southbound 10' concrete pedestrian/bike path	\$680,000	\$680,000		18%				\$122,400	\$122,400
82	Regional Trail	Bernal Avenue to Stanley Boulevard	6' decomposed granite multi-use path. Intersection/trail crossing improvements	\$2,790,000	\$2,790,000		18%				\$502,200	\$502,200
83	Regional Trail	Bernal Avenue to City Limit near I-680	Class I Multi-Use Trail, connecting with planned East Bay Regional Parks District Trail south. Provides route avoiding the Sunol Boulevard crossing of I-680.	\$1,700,000	\$2,720,000		18%				\$306,000	\$489,600
84	Interchanges	I-580 (Foothill, Hopyard, Hacienda, Santa Rita and El Charro) and I-680 (Stoneridge, Bernal and Sunol)	Interchange improvements for bikes	\$8,390,000	\$8,390,000		18%				\$1,510,200	\$1,510,200
85	Foothill Road	-	Foothill Road Bike Master Plan	\$60,000	\$60,000		18%				\$10,800	\$10,800

#	Roadway	Intersection/Segment	Improvements	Estimated Cost (\$2024)		Existing Deficiency?	Percent Eligible for Fee Program	Explanation of Eligibility	Percent Pleasanton Trips, from Model	Percent Pleasanton Trips, Adjusted	Cost Included in TIF Program	
				Low	High						Minimum	Maximum
86	Downtown	-	Downtown Bike Master Plan	\$230,000	\$370,000		18%				\$41,400	\$66,600
87*	West Las Positas Corridor	Foothill to Fairlands	Pedestrian and bicycle improvements identified in WLP Corridor plan	\$50,000,000	\$50,000,000	No	23%				\$11,350,000	\$11,350,000
88*	Stoneridge Mall Road	Full loop	Add sidewalk	\$510,000	\$510,000	No	23%				\$115,770	\$115,770
89*	Stoneridge Mall Road	Full loop	Add cycle track	\$3,780,000	\$3,780,000	No	23%				\$858,060	\$858,060
90*	Bernal Avenue	Valley to Fire Station	Add bike lane in the eastbound direction	\$110,000	\$110,000	No	23%				\$24,970	\$24,970
91*	Peters Avenue	St. John to Old Bernal	Construct two-way cycle track on west side of roadway	\$2,000,000	\$2,000,000	No	23%				\$454,000	\$454,000
92*	Safety Corridors	Santa Rita, Stoneridge Hopyard	Convert to protected intersections	\$6,600,000	\$6,600,000	No	23%				\$1,498,200	\$1,498,200
93*	Stanley Boulevard	Valley to City Limit	Extend two-way cycle track / mixed use path design from intersection to the mixed use path that exists to the east of the BMX park	\$880,000	\$880,000	No	23%				\$199,760	\$199,760
94*	Citywide	Trails	Improve trail access by adding gates and paths from existing sidewalks	\$400,000	\$400,000	No	23%				\$90,800	\$90,800
SUBTOTAL, Bicycle Improvements				\$134,210,000	\$193,840,000						\$27,178,960	\$37,912,360
Citywide Projects												
95	Citywide	-	Expand the City's ITS equipment and capabilities; update the City's Traffic Operations Center Hardware (computers, servers, switches, monitors, etc.); web integration and information dissemination project to provide information to public through various media (i.e., web, mobile, phone, etc.); includes 5 years of service	\$950,000	\$950,000		18%				\$171,000	\$171,000
96	Citywide	-	Upgrade and update of approximately 70 traffic controllers to allow for Ethernet communications; upgrade system communication to Ethernet and establish communication to all signals; upgrade existing controller software to the latest version	\$1,620,000	\$1,620,000		18%				\$291,600	\$291,600
97*	Citywide	-	Update to the existing traffic model	\$500,000	\$500,000		23%				\$113,500	\$113,500
Remaining Project TOTAL				\$322,780,000	\$391,300,000						\$227,127,800	\$245,242,400
New Projects TOTAL				\$98,665,000	\$98,665,000						\$48,590,060	\$48,590,060
OVERALL TOTAL (Remaining + New Projects)				\$421,445,000	\$489,965,000						\$275,717,860	\$293,832,460

Note: New projects added in the 2024 TIF Update are marked with asterisk (*).



APPENDIX C:

Affordable Housing Income Limits

Appendix Table C-1
Alameda County 2024 Income Limits by Persons in Household
Pleasanton Fee Update

Affordability Category	Maximum Percentage of County Median	Number of Persons in Household						
		1	2	3	4	5	6	7
Acutely Low Income	0% - 15%	\$16,350	\$18,700	\$21,000	\$23,350	\$25,200	\$27,100	\$28,950
Extremely Low Income	30%	\$32,700	\$37,400	\$42,050	\$46,700	\$50,450	\$54,200	\$57,950
Very Low Income	50%	\$54,500	\$62,300	\$70,100	\$77,850	\$84,100	\$90,350	\$96,550
Low Income	60%	\$65,400	\$74,730	\$84,090	\$93,420	\$100,890	\$108,360	\$115,830
Low Income	80%	\$84,600	\$96,650	\$108,750	\$120,800	\$130,500	\$140,150	\$149,800
Median Income	100%	\$109,000	\$124,550	\$140,150	\$155,700	\$168,150	\$180,600	\$193,050
Moderate Income	120%	\$130,800	\$149,500	\$168,150	\$186,850	\$201,900	\$216,750	\$231,700
Moderate Income	150%	\$163,500	\$186,825	\$210,225	\$233,550	\$252,225	\$270,900	\$289,575

Sources: CA Department of Housing and Community Development; Economic & Planning Systems, Inc.



APPENDIX D:

Non Residential Land Use Descriptions

Appendix Table D-1
Non-Residential Category Descriptions
Pleasanton Fee Study

Land Use Category	Description and Examples	NAICS Sectors
Commercial/Retail	Businesses selling or providing merchandise, entertainment, and personal services to the general public. Examples include grocery stores, drug stores, clothing stores, general merchandise stores, beauty salons, and gas stations. Food and drinking places are also included in this category.	44 and 45 - Retail Trade 532 - Rental and Leasing Services 722 - Food Services and Drinking Places 812 - Personal and Laundry Services
Lodging	Lodging or short-term accommodations for travelers, vacationers, and others in facilities known as hotels, motor hotels, resort hotels, and motels. Does not include short-term rentals.	721000 - Accommodation.
Office	Employers engaged in business activity with limited direct access from the general public; businesses focused on professional, financial, scientific, and technical services. Examples include finance, insurance, real estate, law, engineering, medical offices, and science and technology.	51 - Information 52 - Finance and Insurance 53 - Real Estate and Rental and Leasing (excluding 532000 -Rental and Leasing Services) 54 - Professional, Scientific, and Technical Services 55 - Management of Companies and Enterprises 561 - Admin. and Support Services 6211 - Offices of Physicians 6212 - Offices of Dentists 6213 - Offices of Other Health Practitioners 6214 - Outpatient Care Centers 6215 - Medical and Diagnostic Laboratories
Industrial/R&D	Employers engaged in business activity with limited direct access from the general public; businesses focused on assembling, distributing, or repairing products; businesses focused on the testing and invention of new materials, products, or processes; and businesses engaged in the transformation of raw materials into consumable products. Examples include auto repair, self-storage facilities, and food/beverage products manufacturing. Additionally includes warehousing, and the storage and distribution of goods.	22 - Utilities 23 - Construction 31 - Manufacturing 42 - Wholesale Trade 484 - Truck Transportation 493 - Warehousing & Storage 811 - Repair and Maintenance

Sources: City of Pleasanton; Economic & Planning Systems, Inc.



APPENDIX E:

Occupation Distributions By Land Use Category

Appendix Table E-1
Occupation and Wage Distribution - Office
Pleasanton Fee Update

Office

Occupation Category [1]	Oakland-Fremont- Berkeley, CA MD Average Wage	% of Industry Jobs in Occupation Category	HH Income at 1.79 workers/HH	Income Category
Management Occupations	\$190,189.69	12.08%	\$340,439.54	Above Moderate
Business and Financial Operations Occupations	\$109,574.09	12.72%	\$196,137.62	Above Moderate
Computer and Mathematical Occupations	\$143,171.62	9.73%	\$256,277.19	Above Moderate
Architecture and Engineering Occupations	\$126,733.41	4.35%	\$226,852.81	Above Moderate
Life, Physical, and Social Science Occupations	\$117,113.42	3.35%	\$209,633.02	Above Moderate
Community and Social Service Occupations	\$72,901.01	1.47%	\$130,492.81	Moderate
Legal Occupations	\$177,265.53	1.93%	\$317,305.30	Above Moderate
Educational Instruction and Library Occupations	\$77,620.09	0.17%	\$138,939.96	Moderate
Arts, Design, Entertainment, Sports, and Media Occupations	\$107,865.12	2.99%	\$193,078.57	Above Moderate
Healthcare Practitioners and Technical Occupations	\$146,806.42	9.65%	\$262,783.50	Above Moderate
Healthcare Support Occupations	\$58,401.33	4.56%	\$104,538.38	Median
Protective Service Occupations	\$45,503.11	2.85%	\$81,450.57	Low - 80%
Food Preparation and Serving Related Occupations	\$42,081.80	0.31%	\$75,326.43	Low - 80%
Building and Grounds Cleaning and Maintenance Occupations	\$49,239.19	5.76%	\$88,138.16	Low - 80%
Personal Care and Service Occupations	\$45,408.38	0.49%	\$81,281.00	Low - 80%
Sales and Related Occupations	\$95,622.38	6.17%	\$171,164.06	Above Moderate
Office and Administrative Support Occupations	\$59,331.54	14.75%	\$106,203.46	Median
Farming, Fishing, and Forestry Occupations	\$50,329.29	0.11%	\$90,089.43	Low - 80%
Construction and Extraction Occupations	\$81,943.93	0.69%	\$146,679.63	Moderate
Installation, Maintenance, and Repair Occupations	\$69,898.86	2.09%	\$125,118.97	Moderate
Production Occupations	\$50,311.25	1.54%	\$90,057.14	Low - 80%
Transportation and Material Moving Occupations	\$45,028.98	2.26%	\$80,601.87	Low - 80%
Total or Weighted Average	\$107,955.58	100.00%	\$193,240.49	

[1] Includes NAICS Sectors: 51 - Information; 52 - Finance and Insurance; 53 - Real Estate and Rental and Leasing (excluding 532000 -Rental and Leasing Services); 54 - Professional, Scientific, and Technical Services; 55 - Management of Companies and Enterprises; 561 - Admin. and Support Services; 6211 - Offices of Physicians; 6212 - Offices of Dentists; 6213 - Offices of Other Health Practitioners; 6214 - Outpatient Care Centers; and 621500 - Medical and Diagnostic Laboratories.

Sources: JobsEQ, 2023; U.S. Census American Community Survey 5-Year Estimates 2021; Economic & Planning Systems, Inc.

Appendix Table E-2

**Occupation and Wage Distribution - Commercial/Retail
Pleasanton Fee Update**

Commercial/Retail

Occupation Category [1]	Oakland-Fremont- Berkeley, CA MD Average Wage	% of Industry Jobs in Occupation Category	HH Income at 1.79 workers/HH	Income Category
Management Occupations	\$113,984.36	4.15%	\$204,032.01	Above Moderate
Business and Financial Operations Occupations	\$83,844.08	1.28%	\$150,080.90	Above Moderate
Computer and Mathematical Occupations	\$110,151.18	0.27%	\$197,170.60	Above Moderate
Architecture and Engineering Occupations	\$108,059.95	0.02%	\$193,427.32	Above Moderate
Life, Physical, and Social Science Occupations	\$72,681.78	0.01%	\$130,100.38	Moderate
Community and Social Service Occupations	\$48,053.74	0.04%	\$86,016.19	Low - 80%
Legal Occupations	\$103,257.95	0.02%	\$184,831.73	Above Moderate
Educational Instruction and Library Occupations	\$57,721.53	0.05%	\$103,321.53	Median
Arts, Design, Entertainment, Sports, and Media Occupations	\$63,118.73	0.88%	\$112,982.53	Median
Healthcare Practitioners and Technical Occupations	\$99,977.79	1.72%	\$178,960.25	Above Moderate
Healthcare Support Occupations	\$65,049.21	0.49%	\$116,438.09	Median
Protective Service Occupations	\$46,978.54	0.32%	\$84,091.59	Low - 80%
Food Preparation and Serving Related Occupations	\$39,864.03	36.91%	\$71,356.62	Low - 60%
Building and Grounds Cleaning and Maintenance Occupations	\$45,703.53	0.83%	\$81,809.32	Low - 80%
Personal Care and Service Occupations	\$46,413.98	5.09%	\$83,081.02	Low - 80%
Sales and Related Occupations	\$45,282.34	26.00%	\$81,055.40	Low - 80%
Office and Administrative Support Occupations	\$52,341.58	5.40%	\$93,691.43	Low - 80%
Farming, Fishing, and Forestry Occupations	\$42,195.83	0.14%	\$75,530.53	Low - 80%
Construction and Extraction Occupations	\$68,067.59	0.19%	\$121,840.99	Median
Installation, Maintenance, and Repair Occupations	\$63,064.55	2.63%	\$112,885.54	Median
Production Occupations	\$46,988.54	2.23%	\$84,109.48	Low - 80%
Transportation and Material Moving Occupations	\$43,635.21	11.35%	\$78,107.02	Low - 80%
Total or Weighted Average	\$48,833.76	100.00%	\$87,412.42	

[1] Includes NAICS Sectors: 44 and 45 - Retail Trade; 532000 - Rental and Leasing Services; 812000 - Personal and Laundry Services; and 722000 - Food Services and Drinking Places.

Sources: JobsEQ, 2021; U.S. Census American Community Survey 5-Year Estimates 2021; Economic & Planning Systems, Inc.

Appendix Table E-3
Occupation and Wage Distribution - Industrial
Pleasanton Fee Update

Industrial

Occupation Category [1]	Oakland-Fremont-Berkeley, CA MD Average Wage	% of Industry Jobs in Occupation Category	HH Income at 1.79 workers/HH	Income Category
Management Occupations	\$170,068.19	8.09%	\$304,422.05	Above Moderate
Business and Financial Operations Occupations	\$107,128.27	5.63%	\$191,759.60	Above Moderate
Computer and Mathematical Occupations	\$150,750.78	2.34%	\$269,843.90	Above Moderate
Architecture and Engineering Occupations	\$126,716.77	3.75%	\$226,823.01	Above Moderate
Life, Physical, and Social Science Occupations	\$100,708.55	0.72%	\$180,268.30	Above Moderate
Community and Social Service Occupations	\$78,825.42	0.00%	\$141,097.51	Moderate
Legal Occupations	\$224,628.17	0.07%	\$402,084.43	Above Moderate
Educational Instruction and Library Occupations	\$69,671.15	0.01%	\$124,711.37	Moderate
Arts, Design, Entertainment, Sports, and Media Occupations	\$86,811.16	0.78%	\$155,391.98	Above Moderate
Healthcare Practitioners and Technical Occupations	\$113,972.14	0.11%	\$204,010.12	Above Moderate
Healthcare Support Occupations	\$69,978.63	0.01%	\$125,261.74	Moderate
Protective Service Occupations	\$58,763.47	0.13%	\$105,186.61	Median
Food Preparation and Serving Related Occupations	\$41,626.70	0.51%	\$74,511.79	Low - 60%
Building and Grounds Cleaning and Maintenance Occupations	\$52,033.86	0.58%	\$93,140.60	Low - 80%
Personal Care and Service Occupations	\$47,839.93	0.01%	\$85,633.48	Low - 80%
Sales and Related Occupations	\$88,773.80	5.87%	\$158,905.10	Above Moderate
Office and Administrative Support Occupations	\$60,870.71	9.10%	\$108,958.57	Median
Farming, Fishing, and Forestry Occupations	\$46,920.74	0.25%	\$83,988.12	Low - 80%
Construction and Extraction Occupations	\$81,208.86	19.00%	\$145,363.86	Moderate
Installation, Maintenance, and Repair Occupations	\$76,268.71	7.28%	\$136,521.00	Moderate
Production Occupations	\$60,443.04	21.87%	\$108,193.05	Median
Transportation and Material Moving Occupations	\$53,036.54	13.89%	\$94,935.40	Low - 80%
Total or Weighted Average	\$82,806.00	100.00%	\$148,222.75	

[1] Includes NAICS Sectors: 22 - Utilities; 23 - Construction; 42 - Wholesale Trade; 484 - Truck Transportation; 493 - Warehousing & Storage; and 811 - Repair and Maintenance

Sources: JobsEQ, 2023; U.S. Census American Community Survey 5-Year Estimates 2021; Economic & Planning Systems, Inc.

Appendix Table E-4
Occupation and Wage Distribution - Lodging
Pleasanton Fee Update

Lodging

Occupation Category [1]	Oakland-Fremont-Berkeley, CA MD Average Wage	% of Industry Jobs in Occupation Category	HH Income at 1.79 workers/HH	Income Category
Management Occupations	\$127,300.00	7.90%	\$227,867.00	Above Moderate
Business and Financial Operations Occupations	\$72,100.00	2.32%	\$129,059.00	Moderate
Computer and Mathematical Occupations	\$95,600.00	0.20%	\$171,124.00	Above Moderate
Architecture and Engineering Occupations	\$134,300.00	0.07%	\$240,397.00	Above Moderate
Life, Physical, and Social Science Occupations	\$92,900.00	0.01%	\$166,291.00	Above Moderate
Community and Social Service Occupations	\$70,700.00	0.03%	\$126,553.00	Moderate
Legal Occupations	\$311,900.00	0.01%	\$558,301.00	Above Moderate
Educational Instruction and Library Occupations	\$74,500.00	0.10%	\$133,355.00	Moderate
Arts, Design, Entertainment, Sports, and Media Occupations	\$89,700.00	0.20%	\$160,563.00	Above Moderate
Healthcare Practitioners and Technical Occupations	\$121,600.00	0.01%	\$217,664.00	Above Moderate
Healthcare Support Occupations	\$63,100.00	0.60%	\$112,949.00	Median
Protective Service Occupations	\$47,700.00	1.96%	\$85,383.00	Low - 80%
Food Preparation and Serving Related Occupations	\$46,100.00	21.07%	\$82,519.00	Low - 80%
Building and Grounds Cleaning and Maintenance Occupations	\$54,000.00	30.04%	\$96,660.00	Median
Personal Care and Service Occupations	\$48,500.00	4.12%	\$86,815.00	Low - 80%
Sales and Related Occupations	\$67,000.00	2.50%	\$119,930.00	Median
Office and Administrative Support Occupations	\$48,900.00	19.34%	\$87,531.00	Low - 80%
Farming, Fishing, and Forestry Occupations	\$51,800.00	0.08%	\$92,722.00	Low - 80%
Construction and Extraction Occupations	\$77,500.00	0.20%	\$138,725.00	Moderate
Installation, Maintenance, and Repair Occupations	\$67,500.00	5.91%	\$120,825.00	Median
Production Occupations	\$53,100.00	2.44%	\$95,049.00	Low - 80%
Transportation and Material Moving Occupations	\$45,600.00	0.87%	\$81,624.00	Low - 80%
Total or Weighted Average	\$58,598.75	100.00%	\$104,891.77	

[1] Includes NAICS Sector: 721 - Accommodation.

Sources: JobsEQ, 2023; U.S. Census American Community Survey 5-Year Estimates 2021; Economic & Planning Systems, Inc.



APPENDIX F:

Demographic Assumptions

Appendix Table F-1
Commercial Linkage Fee Demographic Assumptions
Pleasanton Fee Update

Item		Source
Demographic Assumptions		
Households with Earnings	23,111 households	American Community Survey 5-Year Estimates 2022
Workers per Household with Workers	1.79 persons	American Community Survey 5-Year Estimates 2022
Persons per Working Household	3.40 persons	American Community Survey 5-Year Estimates 2022
Pleasanton Workers Living in Pleasanton	9.0% of workers	US Census Bureau "On The Map" 2021 data

Sources: U.S. Census American Community Survey 5-Year Estimates 2022;US Census Bureau "On The Map"; City of Pleasanton



APPENDIX G:

Housing Proformas

Appendix Table G-1
Market-Rate Prototypes and Development Cost Assumptions
Pleasanton Inclusionary Zoning Ordinance Update

Item	Single Family Detached	
	Assumptions	Per Unit
Development Prototype		
Tenure	Ownership	
Parcel Size	1 acre	
Density	5 units/acre	
Unit Size	3,000 sq.ft.	
Number of Bedrooms	4.0 per unit	
Amount of Parking	2.0 per unit	
Development Costs		
Land Costs	\$4,000,000 per acre	\$800,000
Site Preparation	\$30 per sq.ft. of land	<u>\$261,360</u>
<i>Subtotal, Land</i>		<i>\$1,061,360</i>
Direct Construction Costs	\$200 per bldg. sq.ft.	\$600,000
Parking Costs	\$0 per space	\$0
Builder Fee	5.0% of direct const. costs	<u>\$30,000</u>
<i>Subtotal, Direct Costs</i>		<i>\$630,000</i>
Development Impact Fees [1]	\$175,981 per unit	\$175,981
Indirect Costs [2]	20% of direct costs	<u>\$126,000</u>
<i>Subtotal, Indirect Costs</i>	48% of direct costs	<i>\$301,981</i>
Total Construction Costs		\$1,993,341

Sources: Costar; Marshall & Swift; EPS discussions with local active developers

[1] Development impact fee total does not include current affordable housing inclusionary fee requirements

[2] Includes costs for architecture and engineering; entitlement and fees; project management; appraisal and market study; marketing, commissions, and general administration; financing and charges; insurance; and contingency.

Appendix Table G-2
Market-Rate Prototypes and Development Cost Assumptions
Pleasanton Inclusionary Zoning Ordinance Update

Item	Single Family Attached Townhome	
	Assumptions	Per Unit
Development Prototype		
Tenure	Ownership	
Parcel Size	1 acre	
Density	20 units/acre	
Unit Size	2,000 sq.ft.	
Number of Bedrooms	3.0 per unit	
Amount of Parking	2.0 per unit	
Development Costs		
Land Costs	\$4,500,000 per acre	\$225,000
Site Preparation	\$30 per sq.ft. of land	<u>\$65,340</u>
<i>Subtotal, Land</i>		<i>\$290,340</i>
Direct Construction Costs	\$225 per sq.ft.	\$450,000
Parking Costs	\$0 per space	\$0
Builder Fee	5.0% of direct const. costs	<u>\$22,500</u>
<i>Subtotal, Direct Costs</i>		<i>\$472,500</i>
Development Impact Fees [1]	\$97,722 per unit	\$97,722
Indirect Costs [2]	20% of direct costs	<u>\$94,500</u>
<i>Subtotal, Indirect Costs</i>	41% of direct costs	<i>\$192,222</i>
Total Construction Costs		\$955,062

Sources: Costar; Marshall & Swift; EPS discussions with local active developers

[1] Development impact fee total does not include current affordable housing inclusionary fee requirements

[2] Includes costs for architecture and engineering; entitlement and fees; project management; appraisal and market study; marketing, commissions, and general administration; financing and charges; insurance; and contingency.

Appendix Table G-3
Market-Rate Prototypes and Development Cost Assumptions
Pleasanton Inclusionary Zoning Ordinance Update

Item	Multifamily Attached Condo	
	Assumptions	Per Unit
Development Prototype		
Tenure	Ownership	
Parcel Size	1 acre	
Density	40 units/acre	
Unit Size	1,500 sq.ft.	
Number of Bedrooms	2.0 per unit	
Amount of Parking	1.5 per unit	
Development Costs		
Land Costs	\$4,500,000 per acre	\$112,500
Site Preparation	\$30 per sq.ft. of land	<u>\$32,670</u>
<i>Subtotal, Land</i>		<i>\$145,170</i>
Direct Construction Costs	\$325 per sq.ft.	\$487,500
Parking Costs	\$40,000 per space, wrap-style	\$60,000
Builder Fee	5.0% of direct costs, incl. parking	<u>\$27,375</u>
<i>Subtotal, Direct Costs</i>		<i>\$574,875</i>
Development Impact Fees [1]	\$65,550 per unit	\$65,550
Indirect Costs [2]	20% of direct costs	<u>\$114,975</u>
<i>Subtotal, Indirect Costs</i>	<i>31% of direct costs</i>	<i>\$180,525</i>
Total Construction Costs		\$900,570

Sources: Costar; Marshall & Swift; EPS discussions with local active developers

[1] Development impact fee total does not include current affordable housing inclusionary fee requirements

[2] Includes costs for architecture and engineering; entitlement and fees; project management; appraisal and market study; marketing, commissions, and general administration; financing and charges; insurance; and contingency.

Appendix Table G-4
Market-Rate Prototypes and Development Cost Assumptions
Pleasanton Inclusionary Zoning Ordinance Update

Item	Multifamily Attached Podium	
	Assumptions	Per Unit
Development Prototype		
Tenure	Rental	
Parcel Size	1 acre	
Density	75 units/acre	
Unit Size	800 sq.ft.	
Number of Bedrooms	1.0 per unit	
Amount of Parking	1.5 per unit	
Development Costs		
Land Costs	\$5,000,000 per acre	\$66,667
Site Preparation	\$30 per sq.ft. of land	<u>\$17,424</u>
<i>Subtotal, Land</i>		<i>\$84,091</i>
Direct Construction Costs	\$325 per sq.ft.	\$260,000
Parking Costs	\$50,000 per space, podium	\$75,000
Builder Fee	5.0% of direct costs, incl. parking	<u>\$16,750</u>
<i>Subtotal, Direct Costs</i>		<i>\$351,750</i>
Development Impact Fees [1]	\$60,692 per unit	\$60,692
Indirect Costs [2]	20% of direct costs	<u>\$70,350</u>
<i>Subtotal, Indirect Costs</i>	<i>37% of direct costs</i>	<i>\$131,042</i>
Total Construction Costs		\$566,883

Sources: Costar; Marshall & Swift; EPS discussions with local active developers

[1] Development impact fee total does not include current affordable housing inclusionary fee requirements

[2] Includes costs for architecture and engineering; entitlement and fees; project management; appraisal and market study; marketing, commissions, and general administration; financing and charges; insurance; and contingency.

City of Pleasanton

Water and Wastewater Connection Fee Study

October 17, 2024

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October 17, 2024

Tamara Baptista
Deputy Director of Business Services, Operations Services Department
City of Pleasanton
P.O. Box 520
Pleasanton, CA 94566

Subject: Water and Wastewater Connection Fee Study

Dear Ms. Baptista,

Raftelis is pleased to provide this Water and Wastewater Connection Fee Study Report (Report) for the City of Pleasanton (City).

The major objectives of the study include the following:

- Review the current connection fee structure and propose updates to reflect the current state of the water and wastewater systems and future capital improvements as well as industry standards
- Provide subject matter expertise in the methodology used to calculate the proposed connection fee schedules
- Confirm that proposed connection charges are fair to both future users and existing users who have invested and reinvested in the water and wastewater systems

This Report summarizes the analyses, key assumptions, results, and proposed fees.

It has been a pleasure working with you, and we thank you and the City staff for their support during the study.

Sincerely,



Brian Bass
Project Manager

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Introduction

Connection fees are also commonly known as developer fees, development impact fees, capacity fees, tap fees, and system development charges, among others. This report uses the term *connection fees* reflecting the nomenclature used by the City. Connection fees are one-time capital charges assessed against new development to recover the proportional share of capital facility investment previously constructed by a utility (or to be constructed) to accommodate growth. Connection fees are codified in the California Government Code Sections 66000-60025. Connection fees must reflect the link between the fee imposed on, and the benefit received by, a new connection to the system. The fee charged may not exceed the reasonable share of costs associated with providing the service.

Broadly, utilities use one of three different methodologies to calculate capacity fees: Buy-In, Incremental, and Hybrid. Variations of each are dictated by local community and system characteristics and policy objectives. Utilities have broad latitude in the method and approach used to calculate fees, provided the fees reflect the cost and do not exceed the reasonable costs for providing service to the connection. These fees are designed to be proportional to the burden placed on the system by new connections.

Background and Legal Framework

Background of the Study

The City revised its water connection fees in 1992, wastewater connection fees in 2008, and recycled water connection fees in 2015. The adopted connection fees have not consistently been adjusted annually for inflation. The City engaged Raftelis in 2024 to conduct a connection fee study to examine the existing approach against alternatives that may better reflect current community conditions, system characteristics, and policy objectives. Raftelis worked collaboratively with City staff throughout the study to calculate the proposed connection fees. This report documents the findings, analyses, and proposed changes to the City's water and wastewater connection fees. The updated connection fees documented in this report are in accordance with the rules and regulations of California State Government Code Section 66013. This report is the formal technical documentation supporting modifications to the water and wastewater connection fees within the City's service area, including data sources, methodology, results, and comparisons.

Economic and Legal Framework

For publicly owned systems, most of the assets are typically paid for by the contributions of existing customers through rates, charges, securing debt, and taxes. In service areas that incorporate new customers, the infrastructure developed by previous customers is generally extended towards the service of new customers. Existing customers' investment in the existing system capacity allows newly connecting customers to take advantage of unused surplus capacity. To further economic equality among new and existing customers, new connectors will typically "Buy-In" to the existing and pre-funded facilities based on the existing assets, effectively putting them on par with existing customers. In other words, the new users are buying into the existing system based on the replacement costs of existing assets to continue providing the same service level to new customers through repairs, expansions, and upgrades to the system.

The basic economic philosophy behind connection fees is that those who receive utility from the product should pay for service costs. To effect fair distribution of the system's value, the charge should reflect a reasonable estimate of the cost of providing capacity to new users and not unduly burden existing users through a comparable rate increase. Accordingly, many utilities make this philosophy one of their primary guiding principles when developing their connection fee structure.

The philosophy that service should be paid for by those who receive utility service is often referred to as “growth-should-pay-for-growth.” The principle is summarized in the American Water Works Association (AWWA) Manual M26: *Water Rates and Related Charges*:

“The purpose of designing customer-contributed-capital system charges is to prevent or reduce the inequity to existing customers that results when these customers must pay the increase in water rates that are needed to pay for added plant costs for new customers. Contributed capital reduces the need for new outside sources of capital, which ordinarily has been serviced from the revenue stream. Under a system of contributed capital, many water utilities are able to finance required facilities by use of a ‘growth-pays-for-growth’ policy.”

This principle, in general, applies to water and wastewater systems. In the excerpt above, customer-contributed capital system charges are equivalent to connection fees.

Legal Framework and California Requirements

In establishing connection fees, it is important to understand and comply with local laws and regulations governing establishing, calculating, and implementing connection fees. The following sections summarize Raftelis’ understanding¹ of the regulations applicable to developing connection fees for the City.

Connection fees must be established based on a reasonable relationship to the costs and benefits of the development or expansion. Courts have long used a standard of reasonableness to evaluate the legality of development charges. The basic statutory standards governing connection fees are embodied by California Government Code Sections 66013, 66016, 66022, and 66023. Government Code Section 66013 contains requirements specific to determining utility development charges:

“Notwithstanding any other provision of law, when a local agency imposes fees for water connections or sewer connections, or imposes capacity charges, those fees or charges shall not exceed the estimated reasonable cost of providing the service for which the fee or charge is imposed, unless a question regarding the amount the fee or charge in excess of the estimated reasonable cost of providing the services or materials is submitted to, and approved by, a popular vote of two-thirds of those electors voting on the issue.”

Section 66013 also includes the following general requirements:

- Local agencies must follow a process set forth in the law, making certain determinations regarding the purpose and use of the charge; they must establish a nexus, or relationship, between a development project and the improvement being financed with the charge.
- The capacity charge revenue must be segregated from the General Fund to avoid commingling of connection fees and the General Fund.

¹ Raftelis does not practice law, nor does it provide legal advice. Our discussion provides a general overview of Raftelis’ understanding as utility rate and charges practitioners and is labeled “Legal Framework and California Requirements” for literary convenience only. The City should consult with its legal counsel for clarification and/or specific guidance.

Methodology Overview

A connection fee is a one-time charge paid by a newly connecting water or wastewater system customer for the cost of backbone facilities necessary to provide water system capacity to that new customer. New customers are directly impacted when the City requires them to mitigate the costs of backbone facilities. If the impacts are cumulative over time, then the impact is indirectly addressed by the payment of connection fees. Backbone facilities are built in advance with the capacity needed for new customers, and as customers connect and use this capacity, they are expected to pay their fair share of those costs. Revenues generated by this charge are used to pay for growth-related water and wastewater facilities. Backbone facilities refer to those components of the system that are necessary to provide service to all customers. Water backbone facilities include sources of supply, treatment, pumping, major water transmission lines, and daily storage; and wastewater backbone facilities include conveyance, pumping, and treatment.

A connection fee may be developed as a single charge for the entire backbone system or as individual charges for each backbone component. The City has historically calculated the capacity fee as a single charge, which is the most common approach across California. The City's water connection fees have historically been charged by meter size. The City's wastewater connection fees have historically been charged by a unit factor, which differs by customer class. Residential customers are charged per dwelling unit, while non-residential customers are charged per square foot with some exceptions, such as accessory dwelling units (ADUs), which are charged per square foot, and churches and hotels/motels, which are charged per seat and per room, respectively. Under specific conditions, the City Building Official has the discretion to adjust a connection fee based on historical water usage, among other factors.

Connection Fee Methodologies

The method for calculating connection fees generally utilizes one of the following three approaches: Buy-In, Incremental, or Hybrid. The Buy-In approach is designed to recover the historical costs of plant investment in proportion to the amount of built capacity, some of which is available for new growth. The Incremental approach is designed to recover the costs of future growth-related projects and the additional capacity those projects will yield. The Hybrid approach combines aspects of the buy-in and incremental approaches. It is appropriate where some remaining capacity is available in the existing system and new future facilities are required for development.

BUY-IN METHOD

The "Buy-In Method" is backward-looking and based on the premise that new customers are entitled to service at the same cost as existing customers. Under this approach, new customers pay only an amount equal to the current system value, either using the original cost or replacement cost as the valuation basis and either deducting the value of depreciation or not. This net investment, or value of the system, is then divided by the current system capacity to determine the Buy-In cost per unit.

For example, if the existing system has 100 units of equivalent 3/4" meters and the new connector uses a 3/4" meter, then the new customer would pay 1/100 of the total value of the existing system. The new connector has "bought in" to the existing system by contributing this connection fee. The new user has effectively acquired a financial position on par with existing customers and will face future capital re-investment on an equal financial footing with those customers. This approach is suitable when: (1) an agency has built most or all of its facilities and only a small, or no, portion of future facilities are required for additional development, (2) an agency does not have a detailed adopted long-term capital improvement plan, or (3) an agency's "build-out" date is so far out in the future that it is

difficult to project growth and required facilities with precision accurately. Figure 1 shows the framework for calculating a Buy-In connection fee.

Figure 1: Formula for Buy-In Approach

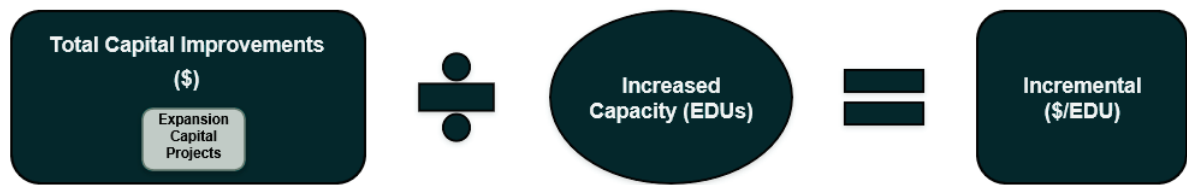


INCREMENTAL COST METHOD

The Incremental Cost Method is forward-looking and states that new development (new users) should pay for the additional capacity and expansions necessary to accommodate them. This method is typically used when specific capital improvements are needed to facilitate growth for new development. Under the Incremental-Cost Method, growth-related capital improvements are allocated to new development based on their estimated usage or capacity requirements, irrespective of the value of past investments made by existing customers.

For instance, if it costs X dollars (\$X) to provide water for 100 3/4” meter equivalent connection and a new connector uses one of those equivalent units, then the new user would pay \$X/100 to connect to the system. In other words, new customers pay the incremental cost of capacity based on the estimated cost of the new facilities. This method is generally used when detailed future facilities have been identified to meet the capacity required to serve new customers and limited existing system capacity is available for development. While California Code 66013 (b)(3) does not define a specific period to include future projects, these periods can be as long as a master planning period. Figure 2 shows the framework for calculating an incremental cost connection fee.

Figure 2: Formula for Incremental-Cost Approach



HYBRID METHOD

The hybrid method is typically used where some capacity is available to serve new growth, but additional expansion is necessary to accommodate new development. Under the hybrid method, the connection fee is based on the existing capacity value and the costs of necessary expansions (i.e., the Buy-In component and the Incremental-cost component). Capital improvements that expand system capacity to serve future customers may be included proportionally to the percentage of the cost specifically required for expansion of the system versus the percentage of cost incurred in repair and replacement of existing capacity (and therefore benefitting existing users). Figure 3: Formula for Hybrid Approach summarizes the framework for calculating the Hybrid connection fee.

Figure 3: Formula for Hybrid Approach



RECOMMENDED METHODOLOGY

Since new capacity is currently being constructed to meet expansion needs, and the existing capacity is insufficient for new development, the City selected the Incremental approach, which is forward-looking.

System Value and Equivalent Units

This section details the calculation of the per-unit costs for the Incremental approach.

Water Connection Fee

SYSTEM VALUE

The cost basis for determining the Incremental, or expansion, system value was provided by City Staff. The \$22.3 million valuation includes all expansion-related capital expenses identified in the Water Distribution System Capacity Master Plan dated November 2023 and adopted by the City in May 2024. These expenses are the share of the City's water capital improvement plan that are allocated to future users. The growth-related expenses identified in the new water master plan are used for the water system value.

The 1992 water master plan had specific costs applicable to N. Pleasanton District 2B; thus, a separate connection fee was calculated for those customers. A future review of the water connection fees will use a hybrid approach and reevaluate the backbone water costs applicable to N. Pleasanton District 2B customers. Therefore, the City's existing water connection fees for N. Pleasanton District 2B customers should be used until this future analysis using the hybrid approach has been completed.

EQUIVALENT UNITS

To determine the Incremental component, the second step is to determine the capacity that can be served by the expansion improvements above. The expansion CIP projects are estimated to add approximately 6.06 million gallons per day (MGD) per the East Pleasanton Specific Plan and Tri-Valley Municipal and Industrial Water Demand Study. The single-family residential (SFR) equivalent capacity demand is calculated by taking the gallon per day (GPD) demand for a typical single-family home and multiplying it by the SFR maximum day peaking factor to obtain the GPD maximum day demand². This value is used to divide the GPD additional capacity to calculate the additional SFR equivalent units served by expansion projects. This calculation is detailed in Table 1.

² SFR demand and peaking factors were identified in the Water Distribution System Capacity Master Plan, November 2023.

Table 1: Projected Water SFR Equivalents

Line No.	Description	Derivation	Values
	Future Water System Capacity		
1	Future Capacity (MGD)	-	6.06
2	Future Capacity (GPD)	Line 1 x 1,000,000	6,060,000
	SFR Equivalent Capacity Demand		
3	GPD Demand	-	390
4	Max Day Peaking Factor	-	1.9
5	GPD Max Day Demand	Line 3 x Line 4	741
6	SFR Equivalent Units Served	Line 2 / Line 5	8,178

INCREMENTAL UNIT COST

The Incremental unit cost for an SFR equivalent is the quotient of the Incremental system valuation divided by the additional SFR equivalent units served by expansion projects. The Incremental unit cost component is \$2,721.29 per SFR equivalent unit. Table 2 shows the unit cost calculation.

Table 2: Water Incremental Unit Cost Calculation

Line No.	Fee Calculation	Derivation	Values
1	Expansion CIP	-	\$22,255,100
2	SFR Equivalent Units Served	Table 1	8,178
3	SFR Equivalent Unit Fee	Line 1 / Line 2	\$2,721.29

Wastewater Connection Fee

SYSTEM VALUE

The cost basis for determining the Incremental, or expansion, system value was provided by City Staff. The \$5.0 million valuation includes expansion projects related to upsizing pipes in the system, as shown in Table 3 below.

Table 3: Wastewater Incremental System Value

Line No.	System Valuation	Derivation	Values
1	Project 3: Upsize Pipes downstream of Stoneridge Mall	-	\$3,000,000
2	Project 4: Upsize Pipes on Kamp and Stoneridge Drive	-	\$2,019,000
3	Total Expansion CIP	Line 1 + Line 2	\$5,019,000

EQUIVALENT UNITS

To determine the Incremental capacity fee, the next step is to determine the demands that can be served by the expansion improvements above. The SFR equivalent capacity demand for wastewater is calculated by multiplying the SFR demand based on billed water consumption times a return to sewer factor to estimate the amount of water usage entering the wastewater system. The return to sewer factor calculation is outlined in Table 4. The City provided the estimated billed water consumption in hundred cubic feet (HCF) and the number of wastewater accounts for previous financial planning work. Table S1101 (2022: ACS 1-Year Estimates) from the U.S. Census Bureau is used for the average family size. The flow per day is based on California Water Code Section 10608.20 (b) (2) (A). The SFR equivalent capacity demand calculation is outlined in Table 5.

Table 4: Wastewater Return to Sewer Factor

Line No.	Description	Derivation	Values
1	Estimated billed water consumption for SFR (HCF)	-	3,012,950
2	Estimated wastewater flow for SFR		
2	Wastewater Accounts	-	19,235
3	Household density	-	3.4
4	Flow per day (GPD)	-	55
5	Estimated wastewater flow (HCF)	Line 2 x Line 3 x Line 4 x 365 / 748	1,755,194
6	Return to Sewer Factor	Line 1 / Line 5	0.58

Table 5: Wastewater SFR Equivalent Capacity Demand

Line No.	Description	Derivation	Values
	SFR Equivalent Capacity Demand		
1	GPD Flow	-	390
2	Return to Sewer Factor	Table 4	0.58
3	Estimated GPD Demand	Line 1 x Line 2	227

The demands that the expansion improvements can serve are calculated by dividing the future capacity by the SFR equivalent capacity demand. The expansion CIP projects are estimated to add 2.05 MGD. This calculation is detailed in Table 6.

Table 6: Wastewater Projected SFR Equivalents

Line No.	Description	Derivation	Values
	Future Wastewater System Capacity		
1	Future Capacity (MGD) - Project 3	-	1.6
2	Future Capacity (MGD) - Project 4	-	0.45
3	Future Capacity (MGD) - Total	Line 1 + Line 2	2.05
4	Future Capacity (GPD)	Line 3 x 1,000,000	2,050,000
	SFR Equivalent Capacity Demand		
5	Estimated GPD Demand	Table 5	227
6	SFR Equivalent Units Served	Line 4 / Line 5	9,023

INCREMENTAL UNIT COST

The Incremental unit cost for an SRF equivalent is the quotient of the Incremental system valuation divided by the additional SFR equivalent units served by expansion projects. The Incremental unit cost component is \$556.24 per SFR equivalent. Table 7 shows the unit cost calculation.

Table 7: Wastewater Incremental Unit Cost Calculation

Line No.	Fee Calculation	Derivation	Values
1	Total Expansion CIP	Table 3	\$5,019,000
2	SFR Equivalent Units Served	Table 6	9,023
3	SFR Equivalent Unit Fee	Line 1 / Line 2	\$556.24

Proposed Connection Fees

Water Connection Fee

Table 8 compares the proposed fee calculated under this approach by meter size to the existing capacity fee. Fees are levied per meter size. Meter size is a common approach for assessing water connection fees. This approach is popular because it is easy to administer and explain to customers. Using the meter size approach, connection fees are increased based on the size or capacity of the meter. The projected water connection fees shown in Table 8 below are calculated for each meter size using the meter capacity ratio normalized to the 5/8" meter size. For example, if a 1-inch meter has 2.5 times the flow capacity of a 5/8-inch meter, the connection fee will be 2.5 times higher. The City of Pleasanton currently installs meters from three manufacturers – Diehl, Sensus, and Kamstrup. New meters installed in the future will be either Sensus, Kamstrup, Master Meter, Metron Farnier, or Metron Spectrum. These meters have different meter capacities for each meter size. Table 8 shows the meter capacities, resulting meter ratios, and proposed rates by meter size for each manufacturer. Table 9 shows the proposed water connection fees for N. Pleasanton Improvement District 2B are the same as the existing fees.

Table 8: Proposed Water Incremental Unit Charge Connection Fee and Existing Connection Fee

Ultrasonic

Proposed Fees – Diehl/Sensus Meters	Meter Capacity	Meter Ratio	\$/Meter Size	Existing \$/Meter Size	Difference (\$)
5/8 inch - Diehl	22	0.9	\$2,394.74	\$1,200.00	\$1,194.74
5/8 inch - Sensus	25	1.0	\$2,721.29	\$1,200.00	\$1,521.29
3/4 inch - Diehl	32	1.3	\$3,483.25	\$1,800.00	\$1,683.25
3/4 inch - Sensus	35	1.4	\$3,809.81	\$1,800.00	\$2,009.81
1 inch - Diehl	55	2.2	\$5,986.84	\$3,000.00	\$2,986.84
1 inch - Sensus	55	2.2	\$5,986.84	\$3,000.00	\$2,986.84
1-1/2 inch - Diehl	100	4.0	\$10,885.17	\$6,000.00	\$4,885.17
1-1/2 inch - Sensus	160	6.4	\$17,416.27	\$6,000.00	\$11,416.27
2 inch - Sensus	160	6.4	\$17,416.27	\$19,200.00	-\$1,783.73
2 inch - Diehl	170	6.8	\$18,504.79	\$19,200.00	-\$695.21
3 inch - Sensus	500	20.0	\$54,425.84	\$21,000.00	\$33,425.84
4 inch - Sensus	1000	40.0	\$108,851.68	\$60,000.00	\$48,851.68
6 inch - Sensus	2000	80.0	\$217,703.35	\$120,000.00	\$97,703.35
8 inch - Sensus	2700	108.0	\$293,899.53	\$210,000.00	\$83,899.53
10 inch - Sensus	4000	160.0	\$435,406.71	\$330,000.00	\$105,406.71
Proposed Fees - Kamstrup Meters	Meter Capacity	Meter Ratio	\$/Meter Size	Existing \$/Meter Size	Difference (\$)
5/8 inch	25	1.0	\$2,721.29	\$1,200.00	\$1,521.29
3/4 inch	35	1.4	\$3,809.81	\$1,800.00	\$2,009.81
1 inch	55	2.2	\$5,986.84	\$3,000.00	\$2,986.84
1-1/2 inch	120	4.8	\$13,062.20	\$6,000.00	\$7,062.20
2 inch	160	6.4	\$17,416.27	\$19,200.00	-\$1,783.73
3 inch	350	14.0	\$38,098.09	\$21,000.00	\$17,098.09
4 inch	700	28.0	\$76,196.17	\$60,000.00	\$16,196.17
6 inch	1600	64.0	\$174,162.68	\$120,000.00	\$54,162.68
8 inch	2800	112.0	\$304,784.70	\$210,000.00	\$94,784.70
10 inch	4500	180.0	\$489,832.55	\$330,000.00	\$159,832.55
12 inch	5500	220.0	\$598,684.22		
Proposed Fees - Metron Spectrum	Meter Capacity	Meter Ratio	\$/Meter Size	Existing \$/Meter Size	Difference (\$)
5/8 x 3/4	25	1.0	\$2,721.29	\$1,800.00	\$921.29

Positive Displacement

Proposed Fees - Master Meter (BLMJ)	Meter Capacity	Meter Ratio	\$/Meter Size	Existing \$/Meter Size	Difference (\$)
5/8 inch	20	0.8	\$2,177.03	\$1,200.00	\$977.03
3/4 inch	30	1.2	\$3,265.55	\$1,800.00	\$1,465.55
1 inch	50	2.0	\$5,442.58	\$3,000.00	\$2,442.58
Proposed Fees - Metron Farnier	Meter Capacity	Meter Ratio	\$/Meter Size	Existing \$/Meter Size	Difference (\$)
5/8 inch	20	0.8	\$2,177.03	\$1,200.00	\$977.03
3/4 inch	30	1.2	\$3,265.55	\$1,800.00	\$1,465.55
1 inch	70	2.8	\$7,619.62	\$3,000.00	\$4,619.62

Table 9: Proposed and Existing N. Pleasanton Improvement District 2B Water Connection Fees

Proposed Fees – Sensus Meters	Proposed \$/Meter Size	Existing \$/Meter Size	Difference (\$)
5/8 inch	\$460.00	\$460.00	\$0
3/4 inch	\$690.00	\$690.00	\$0
1 inch	\$1,150.00	\$1,150.00	\$0
1-1/2 inch	\$2,300.00	\$2,300.00	\$0
2 inch	\$7,360.00	\$7,360.00	\$0
3 inch	\$8,050.00	\$8,050.00	\$0
4 inch	\$23,000.00	\$23,000.00	\$0
6 inch	\$46,000.00	\$46,000.00	\$0
8 inch	\$80,500.00	\$80,500.00	\$0
10 inch	\$126,500.00	\$126,500.00	\$0
Proposed Fees – Kamstrup Meters	Proposed \$/Meter Size	Existing \$/Meter Size	Difference (\$)
1-1/2 inch	\$2,300.00	\$2,300.00	\$0
2 inch	\$7,360.00	\$7,360.00	\$0
3 inch	\$8,050.00	\$8,050.00	\$0
4 inch	\$23,000.00	\$23,000.00	\$0
6 inch	\$46,000.00	\$46,000.00	\$0
8 inch	\$80,500.00	\$80,500.00	\$0
10 inch	\$126,500.00	\$126,500.00	\$0

Wastewater Connection Fee

Table 10 compares the proposed fees by factor calculated under this approach to the existing capacity fee. Fees are assessed per SFR equivalent dwelling units (EDU), and EDU factor ratios are based on those previously developed by the City. The EDU factor ratios also match the connection fee factor ratios used by the Dublin San Ramon Services District (DSRSD). This agency processes and treats all sewage from the City. The Projected connection fees shown in Table 10 below are calculated for each customer class using their respective SFR EDU factor ratio.

Table 10: Proposed Wastewater Incremental Unit Charge Connection Fee and Existing Connection Fee

Proposed Fees	EDU Ratio	Factor	Proposed Fee	Existing Fee	Difference (\$)
Residential					
Single Family Dwelling Unit	1.00	per house/unit	\$556.24	\$500.00	\$56.24
Auxiliary (Secondary) Dwelling Unit	0.004	per square foot	\$2.22	\$2.00	\$0.22
Townhome, Townhouse, Duet, Duplex	1.00	per unit	\$556.24	\$500.00	\$56.24
Condominium	0.75	per unit	\$417.18	\$375.00	\$42.18
Apartment, Mobile Home	0.66	per unit	\$367.12	\$330.00	\$37.12
Regular (low)					
Auditoriums	0.0091	per seat	\$5.06	\$4.55	\$0.51
Auto body shops/Auto dealers	0.0005	per square foot	\$0.28	\$0.25	\$0.03
Banks, Financial Offices	0.0003	per square foot	\$0.16	\$0.14	\$0.02
Barber shops / Beauty shops	0.0014	per square foot	\$0.76	\$0.68	\$0.08
Bars, Cocktail lounges, taverns (w/o dining)	0.0016	per square foot	\$0.89	\$0.80	\$0.09
Bowling alleys	0.0014	per square foot	\$0.78	\$0.70	\$0.08
Car washes	0.0077	per square foot	\$4.29	\$3.86	\$0.43
Churches	0.0227	per seat	\$12.64	\$11.36	\$1.28
Delicatessen	0.0032	per square foot	\$1.79	\$1.61	\$0.18
Dental Clinic	0.0041	per square foot	\$2.28	\$2.05	\$0.23
Dry Cleaners	0.0020	per square foot	\$1.13	\$1.02	\$0.11
Gas Stations	0.0021	per square foot	\$1.19	\$1.07	\$0.12
General Retail/ Commercial	0.0002	per square foot	\$0.12	\$0.11	\$0.01
Gyms, Health Clubs	0.0019	per square foot	\$1.06	\$0.95	\$0.11
Hospital	1.1364	per bed	\$632.09	\$568.18	\$63.91
Hotels, Motels (no dining facilities)	0.5909	per room	\$328.68	\$295.45	\$33.23
Institutional (Resident)	0.4545	per bed	\$252.83	\$227.27	\$25.56
Laundries, coin-operated	0.5909	per machine	\$328.68	\$295.45	\$33.23
Laundries, full service (commercial)	0.0045	per square foot	\$2.53	\$2.27	\$0.26
Market - Dry Goods	0.0009	per square foot	\$0.48	\$0.43	\$0.05
Medical Clinic	0.0017	per square foot	\$0.93	\$0.84	\$0.09
Medical/ Dental Complex	0.0010	per square foot	\$0.56	\$0.50	\$0.06
Office Buildings	0.0002	per square foot	\$0.12	\$0.11	\$0.01
Parks/ Rec					
Country Club	0.3182	per person	\$176.98	\$159.09	\$17.89
Picnic Park	0.0455	per person	\$25.29	\$22.73	\$2.56
Pool	0.0455	per person	\$25.29	\$22.73	\$2.56
Tennis Courts, w/ toilet & shower	0.4545	per court	\$252.83	\$227.27	\$25.56
Plant Nursery	0.0004	per square foot	\$0.20	\$0.18	\$0.02
Printers	0.0006	per square foot	\$0.36	\$0.32	\$0.04
Public Agencies	0.0002	per square foot	\$0.12	\$0.11	\$0.01
Recreational vehicle R.V. Park	0.5454	per RV	\$303.39	\$272.72	\$30.67
Schools (excluding cafeteria)					
W/o showers	0.0682	per student	\$37.92	\$34.09	\$3.83
With showers	0.0909	per student	\$50.56	\$45.45	\$5.11
Theaters	0.0091	per seat	\$5.06	\$4.55	\$0.51
Veterinary Hospital	0.0015	per square foot	\$0.86	\$0.77	\$0.09
Warehouse/distribution	0.0001	per square foot	\$0.08	\$0.07	\$0.01
Regular (medium)					

Proposed Fees	EDU Ratio	Factor	Proposed Fee	Existing Fee	Difference (\$)
Banquet Facilities - intermittent use	0.0012	per square foot	\$0.68	\$0.61	\$0.07
Business with cafeteria	0.0027	per square foot	\$1.51	\$1.36	\$0.15
Cafeteria	0.0025	per square foot	\$1.37	\$1.23	\$0.14
Hotels/Motels with dining facilities	0.0027	per square foot	\$1.51	\$1.36	\$0.15
Restaurant, Fast Food	0.0027	per square foot	\$1.51	\$1.36	\$0.15
Restaurant, Full Service	0.0025	per square foot	\$1.37	\$1.23	\$0.14
School with cafeteria	0.0027	per square foot	\$1.51	\$1.36	\$0.15
Regular (high)					
Bakeries/ Donut Shops/ Ice Cream Shops	0.0028	per square foot	\$1.57	\$1.41	\$0.16
Car washes w/ steam cleaning	0.0018	per square foot	\$1.01	\$0.91	\$0.10
Markets with garbage disposals	0.0077	per square foot	\$4.29	\$3.86	\$0.43
Mortuaries	0.0009	per square foot	\$0.48	\$0.43	\$0.05
Industrial (other)					
Wastewater Flow		Gallons per day	\$2.45	\$2.27	\$0.18

EXHIBIT C

E. Water Connection Fees - City (Eff 02.15.2025)

For each single family house, or any other use that is determined by the City Engineer or the Engineer's duly appointed representative to have a water demand equivalent to that of a single-family house, for normal domestic-type water uses only, there shall be a connection fee charged for each service connection as indicated in the following table. This shall be the minimum charge for all uses. For all other uses, for each service connection, a charge shall be made as established in the following table depending on the size of the meter capacity required for that service connection as determined by the City Engineer or his duly appointed representative. Minimum size is 5/8" meter.

Amounts DO NOT include water meter installation fees, which are revised periodically based on current costs for labor & materials as authorized in Section B "Water Meter & Installation Fees".	Meter Size	Meter Capacity	Meter Ratio	Meter Connection Fee	N. Pleasanton Improvement Dist 2B
	5/8"	20	0.8	\$2,177	
	5/8"	22	0.9	\$2,449	\$460.00
	5/8"	25	1	\$2,721	
	3/4"	30	1.2	\$3,266	
	3/4"	32	1.3	\$3,483	\$690.00
	3/4"	35	1.4	\$3,810	
	1"	50	2	\$5,443	
	1"	55	2.2	\$5,987	\$1,150
	1"	70	2.8	\$7,620	
	1-1/2"	100	4	\$10,885	\$2,300
	1-1/2"	160	6.4	\$17,416	
	2"	160	6.4	\$17,416	\$7,360
	2"	170	6.8	\$18,505	
	3"	350	14	\$38,098	
	3"	500	20	\$54,426	\$8,050
	4"	700	28	\$76,196	
	4"	1000	40	\$108,852	\$23,000
	6"	1600	64	\$174,163	
	6"	2000	80	\$217,703	\$46,000
	8"	2700	108	\$293,899	\$80,500
	8"	2800	112	\$304,784	
	10"	4000	160	\$435,406	\$126,500
	10"	4500	180	\$489,832	
	12"	5500	220	\$598,684	
		"Grey" Denotes meter is not currently available contact Public Works for update.			
For any larger service connection, the City Engineer or his duly appointed representative will determine the charge; or a battery of meters may be used at the City Engineer's option.					
	use or addition requiring				

Fees From: Raftelis Water Connection Fee Study - October 17, 2024

CITY OF PLEASANTON

MASTER FEE SCHEDULE

X. SEWER RATES, FEES, AND CHARGES

B. Local Sewer Connection Fees (Eff 02.15.2025)

		Pleasanton Local Fee
RESIDENTIAL		
Single Family Dwelling Unit	per house	\$556
Auxiliary (Secondary) Dwelling Unit	per Square Foot	\$2.22
Townhome, Townhouse, Duet, Duplex	per unit	\$556
Condominium	per unit	\$417
Apartment, Mobile Home	per unit	\$367
REGULAR (low strength wastewater)		
Auditoriums	per seat	\$5.06
Auto body shops/ Auto dealers	per square foot	\$0.28
Banks, Financial Offices	per square foot	\$0.16
Barber shops/ Beauty shops	per square foot	\$0.76
Bars, Cocktail lounges, taverns (w/o dining)	per square foot	\$0.89
Bowling alleys	per square foot	\$0.78
Car washes	per square foot	\$4.29
Churches	per seat	\$12.64
Delicatessen	per square foot	\$1.79
Dental Clinic	per square foot	\$2.28
Dry Cleaners	per square foot	\$1.13
Gas Stations	per square foot	\$1.19
General Retail/ Commercial	per square foot	\$0.12
Gyms, Health Clubs	per square foot	\$1.06
Hospital	per bed	\$632.09
Hotels, Motels (no dining facilities)	per room	\$328.68
Institutional (Resident)	per bed	\$252.83
Laundries, coin-operated	per machine	\$328.68
Laundries, full service (commercial)	per square foot	\$2.53
Market - Dry Goods	per square foot	\$0.48
Medical Clinic	per square foot	\$0.93
Medical/ Dental Complex	per square foot	\$0.56
Office Buildings	per square foot	\$0.12
		Pleasanton Local Fee

CITY OF PLEASANTON

MASTER FEE SCHEDULE

REGULAR (low strength wastewater) continued		
Parks/ Rec		
Country Club	<i>per person</i>	\$176.98
Picnic Park	<i>per person</i>	\$25.29
Pool	<i>per person</i>	\$25.29
Tennis Courts, w/ toilet & shower	<i>per court</i>	\$252.83
Plant Nursery	<i>per square foot</i>	\$0.20
Printers	<i>per square foot</i>	\$0.36
Public Agencies	<i>per square foot</i>	\$0.12
Recreational vehicle R.V. Park	<i>per RV</i>	\$303.39
Schools (excluding cafeteria)		
W/o showers	<i>per student</i>	\$37.92
With showers	<i>per student</i>	\$50.56
Theaters	<i>per seat</i>	\$5.06
Veterinary Hospital	<i>per square foot</i>	\$0.86
Warehouse/distribution	<i>per square foot</i>	\$0.08
REGULAR (medium strength wastewater)		
Banquet Facilities - intermittent use	<i>per square foot</i>	\$0.68
Business with cafeteria	<i>per square foot</i>	\$1.51
Cafeteria	<i>per square foot</i>	\$1.37
Hotels/Motels with dining facilities	<i>per square foot</i>	\$1.51
Restaurant, Fast Food	<i>per square foot</i>	\$1.51
Restaurant, Full Service	<i>per square foot</i>	\$1.37
School with cafeteria	<i>per square foot</i>	\$1.51
REGULAR (high strength wastewater)		
Bakeries/ Donut Shops/ Ice Cream Shops	<i>per square foot</i>	\$1.57
Car washes w/ steam cleaning	<i>per square foot</i>	\$1.01
Markets with garbage disposals	<i>per square foot</i>	\$4.29
Mortuaries	<i>per square foot</i>	\$0.48
INDUSTRIAL (other):		
<i>All other non-residential users or special use (users with above-normal discharge of flow, BOD, and SS) shall be assessed a connection fee on a case-by-case basis based on average day peak month flow, BOD, and SS to be discharged to the sewer system as follows:</i>		
Wastewater Flow	<i>gallons per day</i>	n/a
BOD (Biochemical Oxygen Demand)	<i>lbs per day</i>	n/a
SS (Suspended Solids)	<i>lbs per day</i>	n/a

Fees From: Raftelis Wastewater Connection Fee Study - October 17, 2024

XI. DEVELOPMENT IMPACT FEES

Eff. 02.15.2025

A. Capital Facilities Fee (includes Quimby Act)

<i>Applicable to all new construction and non-residential additions exceeding 200 sq. ft., and as specified in PMC Chapter 3.22</i>			
<i>PMC 3.22.040 Subject to an annual inflation adjustment on January 1 of each year based upon the Engineering News Record Construction Cost Index (CCI) for the San Francisco Bay Area.</i>			
Residential (dwelling unit)			
Single-family detached			
Units 825-4,499 square feet	per sq. ft.	\$	11.87
Units 824 square feet or less	per unit	\$	9,786
Units 4,500 square feet or greater	per unit	\$	53,419
Single-family attached (Townhome, duet, etc.)			
Units 825-4,499 square fee	per sq. ft.	\$	11.87
Units 824 square feet or less	per unit	\$	9,786
Units 4,500 square feet or greater	per unit	\$	53,419
Multi-family (Apartment, Condominium)			
Units 418-1,599 square feet	per sq. ft.	\$	23.48
Units 417 square feet or less	per unit	\$	9,786
Units 1,600 square feet or greater	per unit	\$	37,570
Accessory Dwelling Units and Junior Accessory Dwelling Units (ADU) e.g. In-law, Aupair, etc			
Less than 749 sq. ft.	per sq. ft.		\$0
750 sq ft or greater ADU, whether attached or detached to a detached single-family dwelling or townhome			
750- 1,000 sq ft	per sq. ft.	\$	2.97
> 1,000 sq ft	per sq. ft.	\$	5.93
750 sq ft or greater ADU, whether attached or detached to a multi-family (apartment or condominium) dwelling			
750- 1,000 sq ft	per sq. ft.		5.87
> 1,000 sq ft	per sq. ft.		11.74
<i>For all ADU/JADUs, the required fee shall be the lesser of either: 1) The stated fee per square foot for an ADU/JADU multiplied by the square footage of the ADU/JADU, or 2) The stated fee per square foot for the primary unit type, multiplied by the square footage of the ADU/JADU, multiplied by the number that represents the proportionate square footage of the ADU/JADU, compared to the size of the primary unit.</i>			
Non-Residential			
Office	per sq. ft.	\$	10.15
Retail/Commercial	per sq. ft.	\$	6.93
Industrial	per sq. ft.	\$	3.04
Hotel/Motel (per Room)	per room	\$	508

B. Affordable Housing Fee

<i>Applicable to all residential and non-residential projects as specified in PMC Chapters 17.40 and 17.44</i>			
<i>PMC 17.40.070, Subject to an annual inflation adjustment on January 1 of each year, based upon the Engineering News Record Construction Cost Index (CCI) for the San Francisco Bay Area.</i>			
Residential	Single-family detached (over 1,500 sq ft)	per sq. ft	\$42.10
	Single-family attached (Townhome, Duet, etc)	per sq.ft.	\$42.10
	Multi-family (Apartment, Condominium)	per sq. ft.	\$42.21
	Accessory Dwelling Unit(In-law, Aupair, etc..)		\$0.00
Non-Residential	Office	per sq.ft.	\$2.49
	Retail/Commercial	per sq.ft.	\$1.49
	Industrial	per sq.ft.	\$4.13
	Hotel/Motel	per room	\$514.36

C. Transportation Development Fee

Applicable to all new construction and non-residential additions exceeding 200 sq. ft., and as specified in PMC Chapter 3.26

PMC 3.26.040 Subject to an annual inflation adjustment on January 1 of each year based upon the Engineering News Record Construction Cost Index (CCI) for the San Francisco Bay Area.

Residential

Single-family detached

Units 825-4,499 square feet	per sq. ft.	\$	8.23
Units 824 square feet or less	per unit	\$	6,781
Units 4,500 square feet or greater	per unit	\$	37,017

Single-family attached (Townhome, Duet, etc.)

Units 825-4,499 square fee	per sq. ft.	\$	8.23
Units 824 square feet or less	per unit	\$	6,781
Units 4,500 square feet or greater	per unit	\$	37,017

Multi-family (Apartment, Condominium)

Units 418-1,599 square feet	per sq. ft.	\$	12.47
Units 417 square feet or less	per unit	\$	5,196
Units 1,600 square feet or greater	per unit	\$	19,947

Accessory Dwelling Units and Junior Accessory Dwelling Units (ADU) e.g. In-law, Aupair, etc

Less than 749 sq. ft.	per sq. ft.		\$0
750 sq ft or greater ADU, whether attached or detached to a detached single-family dwelling or townhome			
750- 1,000 sq ft	per sq. ft.	\$	2.06
> 1,000 sq ft	per sq. ft.	\$	4.12

750 sq ft or greater ADU, whether attached or detached to a multi-family (apartment or condominium) dwelling

750- 1,000 sq ft	per sq. ft.	\$	3.12
> 1,000 sq ft	per sq. ft.	\$	6.24

For all ADU/JADUs, the required fee shall be the lesser of either: 1) The stated fee per square foot for an ADU/JADU multiplied by the square footage of the ADU/JADU, or 2) The stated fee per square foot for the primary unit type, multiplied by the square footage of the ADU/JADU, multiplied by the number that represents the proportionate square footage of the ADU/JADU, compared to the size of the primary unit.

Non-Residential

Office		\$	10.15
Retail/Commercial		\$	15.88
Industrial		\$	5.77
Hotel/Motel (per Room)	per room	\$	4,159
Other	See PMC 3.26.050	per trip	\$ 14,585

DRAFT

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PLEASANTON APPROVING AMENDMENTS TO CHAPTERS 3.22 – CAPITAL FACILITIES FEE, 3.26 – TRANSPORTATION DEVELOPMENT FEE, AND 14.04 – REGULATION OF WATER SYSTEM AND WATER SERVICE FEES OF THE PLEASANTON MUNICIPAL CODE

WHEREAS, on November 3, 1998, the City Council of the City of Pleasanton adopted Ordinance 1764, adding Chapter 3.22 - Public Facilities Fee to the Pleasanton Municipal Code; and which chapter and fee was retitled in 2019 to the Capital Facilities Fee; and

WHEREAS, on November 3, 1998, the City Council adopted Ordinance 1765, adding Chapter 3.26 - Traffic Development Fee to the Pleasanton Municipal Code; and which chapter and fee was retitled in 2019 to Transportation Development Fee; and

WHEREAS, on August 8, 1966, the City Council adopted Ordinance 466 to establish connection charges for connection to the City of Pleasanton water system and related policies related to the extension of the system and developers obligations thereto; and which provisions have been amended and updated over time, and incorporated into the Pleasanton Municipal Code as part of Chapter 14.04 - Regulation of Water System and Water Service Fees; and

WHEREAS, the City has undertaken a comprehensive update of the Capital Facilities Fee, Transportation Development Fee, and Sewer and Water Connection Fee, as detailed in the *Fee Update and Nexus Study for the City of Pleasanton Development Impact Fee, Commercial Linkage Fee, and Affordable Housing In-Lieu Fee* prepared by Economic and Planning Systems, and the *City of Pleasanton Water and Wastewater Connection Fee Study* prepared by Raftelis; and

WHEREAS, on December 17, 2024, the City Council adopted the above-referenced nexus studies and amendments to the various fees; and

WHEREAS, amendments to Chapters 3.22, 3.26, and 14.04 are necessary to align with the studies and to incorporate various technical amendments to provide consistency between the chapters, and clarify and update various administrative provisions of the various fees; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: Findings Pursuant to the California Environmental Quality Act (CEQA)

The City Council finds the adoption of this Ordinance is not a project within the meaning of Section 15378 of the California Environmental Quality Act (CEQA) Guidelines because there is no potential for it to result in a physical change in the environment, either directly or indirectly, in that the various amendments pertain to administrative provisions of existing impact fees and metering of water connections. Additionally, it is also exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility of a

significant effect on the environment and contains no provisions that will directly or indirectly result in a physical change in the environment.

Section 2: Approves the amendments to Pleasanton Municipal Code (PMC) Chapters 3.22 – Capital Facilities Fee; 3.26 – Transportation Development Fee; and 14.04 - Regulation of Water System and Water Service Fees, attached hereto as Exhibit A.

Section 3: Consistency. The ordinance is consistent with the Pleasanton General Plan, any applicable specific plan, and the Pleasanton Municipal Code.

Section 4: This resolution shall become effective 30 days following its passage.

Section 5: The documents that constitute the record of proceedings upon which this decision is based on can be found in the City Clerk's Office, 123 Main Street, Pleasanton California.

Section 6. If any part of this ordinance is declared unconstitutional or invalid by a court, such unconstitutionality or invalidity shall not affect any remaining parts.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Pleasanton on December 17, 2024, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

Karla Brown, Mayor

ATTEST:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

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CHAPTER 3.22
CAPITAL FACILITIES FEE

§ 3.22.010. Purpose.

The city council finds that the cumulative impact of all new development under the general plan will result in unacceptable decreases in public services. To prevent these undesirable consequences, public facilities must be provided at a rate which will accommodate the expected growth in the city. The city council acknowledges that the demand for public facilities is shared by new development as well as by existing development. The proposed capital facilities fee (formerly known as the public facilities fee) apportions the cost of the necessary public improvements among the different categories of new and existing users according to the reasonably estimated demand that each group of users places upon public facilities.
(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.020. Terms and definitions.

For the purposes of this chapter, the following terms shall have the meanings indicated in this section:

"Developer" means an individual or entity submitting an application for a building permit or other entitlement for development.

"Development" means:

1. New residential unit(s), including conversion of or addition to an existing unit ~~to that results in~~ greater than one unit.
2. New commercial, office, and industrial development.
3. Additions to existing commercial, office and industrial development greater than 200 gross square feet.

"Future growth" means the total amount of potential new development in the city permitted under the general plan. Future growth is expressed in terms of gross square footage for industrial and commercial development, ~~and in terms of~~ the number of dwelling units for residential development, and the residential and employee population associated with such new development.

"Gross floor area" has the same meaning as set forth in Section 18.08.195 of this code.

"Land use category" means any of the following specified land uses:

1. Residential:
 - a. Single-family detached;
 - b. Single-family attached (townhouse);
 - c. Multi-family (apartment, condominium);
 - d. Accessory dwelling or junior dwelling unit.
2. Office.
3. Commercial/retail.

4. Industrial/warehouse.

5. Lodging

6. Other

“Master fee schedule” means the document providing the –current list of fees and charges for services and permits approved by the city council, which is on file with the city clerk.

"Public facilities" means those improvements necessary to provide public safety, community facilities, park improvements and general municipal facilities identified in the Pleasanton Development Impact Fee Nexus Study dated September 2018 adopted by the city council and as amended from time to time, and other improvements in connection therewith, as may be determined by the city council from time to time, which are not otherwise provided by, or required of, development within the city pursuant to Titles 18, 19, and 20 of this code. Public facilities shall also include architectural, administrative, engineering, legal, planning, environmental, inspection, construction management and other services required in connection with the implementation of this chapter and the construction of the foregoing improvements.

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.030. Applicability.

Except as otherwise expressly provided in this chapter, –adopted this chapter applies to, and the e capital facilities fee required under this chapter –is payable with respect to each development within the city for which a building permit or other entitlement for development is issued on or after the effective date of the fee as adopted in the master fee schedule (on file in the office of the city clerk).

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.040. Amount of fee.

- A. The amount of the capital facilities fee shall be determined by the building division or planning division prior to issuance of the building permit or other entitlement or approval for development if a building permit is not required. –Calculation of the fee shall be based upon the applicable rate for each land use category identified in section 3.22.020 and specified in the master fee schedule, multiplied by the gross square footage or number of units in the development, as specified in the master fee schedule. master fee schedule (on file in the office of the city clerk).
- B. In the event a developer is not satisfied with the calculation of the fee by the building division or planning division, he or she may request that the type of land use and the amount of the capital facilities fee required of the development be determined by the community development director.
- C. The developer shall be notified in writing of the community development director's determination about the type of land use and the capital facilities fee applicable to the development. Such determination shall be made within 30 days of the community development director's receipt of the report request and any other additional materials reasonably requested to assist in making the determination. The developer may appeal the determination of the community development director to the city council in accordance with

the provisions of Section 3.22.100 of this chapter.

- D. The amount of the fee shall be subject to an annual inflation adjustment on January 1st of each year based upon the Engineering News Record Construction Cost Index for the San Francisco—Bay Area.

E. The amount of the fee shall be reviewed periodically, but not less than every at least every four-eight years or more frequently if specified by state law.

E.F. (Ord. 1764 § 2, 1998; Ord. 2000 § 1, 2009; Ord. 2192 § 2, 2019)

§ 3.22.050. Payment of fee.

- A. The full amount of the fee shall be paid at the time of issuance of the building permit. For those instances where a developer receives an entitlement or approval for development, but is not required to seek a building permit from the city, the capital facilities fee shall be payable within 30 days of final action on the development entitlement or approval.

~~B.~~ No city official may issue a building permit, certificate of occupancy, or certify a final inspection, ~~as the case may be,~~ for a development until the capital facilities fee, with respect to such development required by this chapter, is paid in accordance with this section.

B.

C. If the developer has appealed the determination of the fee, and such appeal is pending at the time he or she applies for a building permit, the developer must pay the capital facilities fee to receive a building permit, but may do so under protest. If the developer's appeal is successful, and the fee is subsequently reduced, the developer shall be refunded the difference within 30 days.

D. The city shall not accept prepayments of the capital facilities fee, unless prepayment is authorized in a development agreement or other agreement.

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.060. Credits.

If the developer desires to construct a public facility, the developer and the city may enter into an agreement regarding a credit against capital facilities fees due, as provided in this section. The City shall require such agreement to be recorded against the property.

A. Eligibility.

1. To be eligible for credit, each of the following must be satisfied:

- a. The construction for which credit is given must be a public facility which would otherwise be constructed by the city using capital facilities funds.
- b. The public improvement must appear in the city council adopted 5-Year Capital Improvement Plan or Pleasanton Development Impact Fee Long-Term Capital Improvement Plan for public facilities or improvements, as such plans may be amended from time to time.

- c. The land on which the work is done must be owned by the city, offered for dedication to the city through a recorded document, or be owned by or offered for dedication to a public agency that would offer general public access to the facility or land.
 - d. The developer shall have improvement plans for the work approved by the city engineer and shall provide a bond, cash deposit or other type of security as required by the Subdivision Map Act, the City of Pleasanton's Subdivision Ordinance or other applicable provision of the Pleasanton Municipal Code, before beginning construction.
2. The developer and the city shall enter into a written subdivision or other agreement with respect to the credit, which shall be recorded against the property. The agreement shall include the amount of the credit which will be given (or for unusual projects, the exact method of calculating the credit), when the credit will be given, and to which lots it will apply. ~~aA~~

§ 3.22.070. Reimbursements.

A. General.

- 1. If the credit for improvements due under Section 3.22.060 of this chapter exceeds the required capital facilities fee for development, the developer is eligible for reimbursement from the capital facilities fund.
- 2. To be eligible for reimbursement, the following must be satisfied:
 - a. The developer is eligible for credit under Section 3.22.060 of this chapter; and
 - b. The credit due exceeds the required capital facilities fee.

B. Development or Other Agreement. The terms of a written development or other agreement regarding reimbursement for public facilities shall supersede the terms of this section.

C. Time and Manner of Reimbursement.

- 1. The community development director shall determine the exact amount of reimbursement at the time the improvements are accepted by the city.
- 2. Until repaid, the reimbursement amount shall accrue simple interest commencing upon acceptance of the improvements by the city. Simple interest shall accrue each year on January 1st in an amount equal to the percentage change to the Engineering News Record Construction Cost Index for the San Francisco—Bay Area. Reimbursement payments will be applied first to interest and then to principal.
- 3. The total amount of reimbursement, net of credits, shall be set one time upon acceptance of the improvements. The annual percentage amount of reimbursement shall be set one time, upon acceptance of the improvements, by establishing a percentage equal to: the percentage value of the reimbursement amount compared to the value of all eligible improvements; such set percentage shall then be multiplied by the total of all capital facilities ~~capital facilities~~ fees collected in the preceding year to produce a pro rata payment for each year.
- 4. In the event that the amount to be reimbursed to developers pursuant to this section, or

- pursuant to a development or other agreement, exceeds the amount of capital facilities fees received by the city in the preceding calendar year, the city council shall take action to apportion the available fee revenue to developers entitled to reimbursement pursuant to this section in a manner which the council determines is reasonable for that calendar year.
5. The city council may elect, in its absolute discretion, to provide reimbursement at a faster rate than provided in this section, based upon fees collected and available.
 6. The reimbursement shall be paid one time each calendar year.
 7. The right to reimbursement shall not run with the land, but shall be personal to the developer. The developer may assign his or her right to reimbursement to another by filing a written notarized assignment with the city clerk. It is the developer's or assignee's responsibility to keep the city clerk advised of a current address. If the city cannot locate a developer or assignee to send a reimbursement payment after reasonable diligence, the amount of the reimbursement for that year is forfeited, and the unclaimed funds shall be returned to the capital facilities fee fund.

B. Calculation of Credit.

1. General.

- a. The community development director, or designee, ("director") shall calculate the amount of credit to be given based upon the approved improvement plans and using cost estimates (which are based on recent city project bids for similar work). The cost of any right-of-way to be purchased shall be based upon an appraisal done by a licensed appraiser, approved by the city, at the developer's expense, with said costs eligible for credit..
 - b. For nonstandard improvements, the credit shall be calculated based on information provided by the developer (such as bids or other documents verifying costs) for the community development director's review and approval.
 - c. The calculation of costs shall be based only on work which is eligible for credit under subsection A of this section. No credit shall be given for the cost of constructing improvements otherwise required by direct development pursuant to Titles 18, 19, and 20 of this code. The amount of credit includes construction costs and the cost of engineering.
2. Assessment Districts, Benefit Area and Community Facilities Districts. If development occurs within an assessment district, fee benefit area, community facilities district, or otherwise is subject to an assessment, fee or special tax collected specifically to defray the costs of providing or constructing public facilities, the amount of credit is equal to that portion of the estimated construction cost of the public facilities included in the assessments, fees or special taxes which will be contributed by the development.

C. Reimbursement When Credit Exceeds Fee. When the amount of credit exceeds the amount of the developer's capital facilities fee, the developer may be eligible for reimbursement of costs under Section 3.22.090 of this chapter.

D. How and When Credit is Given.

1. If a developer is eligible for credit, the community development director shall calculate the credit pursuant to subsection B of this section, and determine the number of residential units or residential square footage, or office, commercial/retail, or industrial/warehouse square footage for which developer shall receive a credit. No interest shall accrue on the amount of the credit.
2. For a residential subdivision, the lots or units to which the credit will apply shall be precisely identified; and the entitlement to the credit recorded in the office of the county recorder if the developer desires to sell, transfer, or assign the lots prior to obtaining a building permit.

E. Appeal. Any determination of the community development director under this section is subject to appeal by the developer to the city council pursuant to Section 3.22.100 of this chapter.

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.070. Exemptions.

Unless a development agreement or other agreement provides otherwise, the following projects shall be exempt, in whole or in part, from the capital facilities fee otherwise required by this chapter:

A. Residential development consisting of the repair or replacement, on a one-to-one basis of dwelling units, including expansion of such units. Residential development consisting of the repair or replacement, on a one-to-one basis, of dwelling units, including expansion that does not result in the creation of additional dwelling units.

A.B.

C. Commercial, office or industrial development consisting of the repair or replacement of structures, provided, that such repair or replacement does not result in any conversion or change in land use, or any enlargement of gross floor area beyond that of the previous structure.

D. Additions, extensions or enlargements of an existing commercial, office/retail, or light industrial/warehouse structure which, in any calendar year, do not increase the gross floor area of the structure by 200 square feet or more.

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.080. Use of funds.

The fees paid pursuant to this chapter shall, except for temporary investments, be placed in a separate fund in a manner to avoid commingling of the fees with other revenues or funds of the city, and shall be used solely for the purpose of acquiring and constructing the public facilities identified by the city council in the ~~capital facilities master plan or facilities included in the city's capital improvement program~~ as described in Section 3.22.060.A.1.b. Any interest income

earned on the fund shall also be deposited therein and shall only be expended for the purposes set forth in this section.

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.090. Refunds.

Refunds may be made where:

- A. Development has ceased, the building permit has expired and no extensions have been granted, or if granted, the extension(s) has expired; as to a development for which the fee required under this chapter has been collected; provided that the claim for such a refund is filed no later than six months after the expiration date of the building permit, or any extension thereof as may have been approved by the city, as the case may be; or
- B. A refund is specifically authorized by resolution of the city council adopted pursuant to Government Code Section 66001(d). Such amounts shall be refunded by the city to the then-current record owners of the development on a prorated basis. The city may effect such refunding by direct payment, or by providing credit towards future capital facilities fees, or by any other means consistent with the intent of Government Code Section 66001.

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.100. Appeals.

A developer may appeal to the city council any determination made pursuant to this chapter. All appeals shall be in a form prescribed by the community development director and shall be filed within 15 days of the date of mailing to the developer any written notice of the applicable determination. Any appeal not filed within such period shall be deemed waived. The city council shall set the matter for hearing within 45 days of the date of receipt by the city clerk of the notice of the appeal.

(Ord. 1764 § 2, 1998; Ord. 2000 § 1, 2009; Ord. 2192 § 2, 2019)

§ 3.22.110. Expiration of fee.

The fees required by this chapter shall expire when the public facilities are completed and all debt service related to such public improvements are paid and satisfied.

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.120. Supplementary provisions.

It is the intent of the city council that the fees required by this chapter shall be supplementary to the fees, dedications or conditions imposed upon development pursuant to the provisions of the Subdivision Map Act, California Environmental Quality Act, and other state laws and city ordinances, policies or conditions which may authorize the imposition of fees, dedications or conditions thereon.

(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.22.130. Severability.

The provisions of this chapter shall not apply to any person, association, corporation or to any property as to whom or which it is beyond the power of the city to impose the fee provided in this chapter. If any sentence, clause, section or part of this chapter, or any fee imposed upon

any person or entity is found to be unconstitutional, illegal, or invalid, such unconstitutionality, illegality or invalidity shall affect only such sentence, clause, section or part of this chapter, and shall not affect or impair any of the remaining provisions, sentences, clauses, sections or other parts of this chapter, or its effect on other persons or entities. It is declared to be the intention of the city council that this chapter would have been adopted had such unconstitutional, illegal, or invalid sentence, clause, section or part of this chapter had not been included herein; or had such person or entity been expressly exempted from the application of this chapter. To this end, the provisions of this chapter are severable.
(Ord. 1764 § 2, 1998; Ord. 2192 § 2, 2019)

CHAPTER 3.26 TRANSPORTATION DEVELOPMENT FEE

§ 3.26.010. Purpose.

The city council finds that the cumulative impact of all new development under the general plan will result in adverse impacts to traffic circulation. To prevent these undesirable consequences, transportation improvements must be provided at a rate which will accommodate the expected growth in the city. The city council acknowledges that the demand for transportation improvements is shared by existing as well as new development. The proposed transportation development fee (formerly the traffic development fee) apportions the cost of the necessary transportation improvements and reconstruction among the different categories of new and existing users according to the reasonably estimated peak hour trip demand that each group of users places upon transportation improvements.
(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.020. Terms and definitions.

For the purposes of this chapter, the following terms shall have the meanings indicated in this section:

"Average trip cost" means the cost per peak hour trip as determined in accordance with Section 3.26.040(A) of this chapter.

"Circulation element" means the text and maps in the circulation element of the city's general plan, as amended.

"Developer" means an individual or entity submitting an application for a building permit or other entitlement for development.

"Development" means:

1. New residential unit(s), including conversion of or addition to an existing unit ~~to that results in~~ greater than one unit.
2. New commercial, office, and industrial development.
3. Additions to existing commercial, office, and industrial development greater than 200 gross square feet.
4. Conversion or change in use of an existing structure which individually or cumulatively increases the peak hour trips rate by 10 or more ~~trips~~.

"Future growth" means the total amount of potential new development in the city permitted under the general plan. Future growth is expressed in terms of gross square footage for commercial, office, and industrial development, ~~and in terms of~~ the number of dwelling units for residential ~~development~~ development, and the residential and employee population associated with such new development.

"Gross floor area" has the same meaning as set forth in Section 18.08.195 of this code.

"Land use category" means any of the following specified land uses:

1. Residential:
 - a. Single-family detached;

- b. Single-family attached (~~no more than two units~~ townhouse);
 - c. Multi-family (~~three or more units~~ apartment, condominium);
 - d. Accessory dwelling or junior dwelling unit.
- 2. Office.
 - 3. Commercial/retail.
 - 4. Industrial/warehouse.

5. Lodging

4.6. Other

“Master fee schedule” means the document providing the current list of fees and charges for services and permits approved by the city council, which is on file with the city clerk.

"Net transportation improvement costs" means costs determined in accordance with Section 3.26.040(A)(1) of this chapter.

"Peak hour trip" means a one-way vehicle trip measured during the hour of peak traffic volume occurring between 4:00 p.m. and 6:00 p.m.

"Peak hour trip rate" means the average number of peak hour trips generated by a land use category per unit or per square foot of development, as established by the city's traffic ~~manager~~ engineer in accordance with Section 3.26.040(A) of this chapter.

"Transportation improvements" means those improvements necessary to complete the major street and interchange improvements and renovations identified in the circulation element, the Pleasanton Development Fee Nexus Study adopted by the city council and as may be amended from time to time, dated September 2024~~18~~, and capital improvement program (CIP), as may be amended from time to time by the city council, including paving, curbs, gutters, sidewalks, medians, landscaping, drainage facilities, traffic signals, street lighting, rights- of-way, bicycle paths, bridges, grade separation, and other improvements in connection therewith, which are not otherwise provided by, or required of, direct development requirements pursuant to Titles 18, 19, and 20 of this code. Transportation improvements shall also include architectural, administrative, engineering, legal, planning, environmental, inspection, construction management and other services required in connection with the implementation of this chapter and the construction of the foregoing improvements.

(Ord. 1765 § 2, 1998; Ord. 2161 § 1, 2017; Ord. 2192 § 2, 2019)

§ 3.26.030. Applicability.

Except as otherwise expressly provided in this chapter, ~~-,~~ this chapter applies to, and the transportation development fee required under this chapter is payable with respect to, each development within the city for which a building permit or other entitlement for development is issued on or after the effective date of the fee as adopted in the master fee schedule (on file in the office of the city clerk).

(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.040. Rate of fee.

The rate of the transportation development fee shall be calculated in accordance with the

procedure set forth in this section and shall be established and adjusted by resolution of the city council and set forth in the master fee schedule (on file in the office of the city clerk) as follows:

A. Establishment of the Rate. The city council shall establish the rate of the transportation development fee by dividing the net transportation improvement costs attributable to new growth by the total additional peak hour trips generated by future growth. The city council may review and make adjustments to the net transportation improvement costs and peak hour trips as necessary. The net transportation improvements and total peak hour trips shall be determined as follows:

1. Net Transportation Improvement Costs.

- a. The city council shall determine the transportation improvements which are necessary to implement the circulation element of the general plan and reduce the adverse impacts caused by the increased traffic volume generated by future growth. For purposes of determining the amount of the net transportation improvement costs, the city council shall not include the cost of transportation improvements required directly of development pursuant to Titles 18, 19, and 20 of this code. Such direct development requirements, improvements, and dedications in addition to or in lieu thereof, shall continue to be imposed in accordance with Titles 18, 19 and 20 of this code, as appropriate, in addition to the transportation development fees imposed pursuant to this chapter. ~~In addition, the city council shall take into account the similarly situated transportation improvements provided and funded by the North Pleasanton Improvement District #3 ("NPID-3") in determining the net transportation improvements requiring funding, and the rate of the fee for properties within the NPID-3.~~
- b. The city council shall make a reasonable estimate of the total costs necessary to construct, renovate, or provide the transportation improvements.
- c. The city council shall estimate the current and anticipated funding available to satisfy the costs of constructing and implementing the transportation improvements. In determining the amount of funding available, the city council shall include funding from other governmental entities to the extent the receipt by the city of such funding is reasonable, and city revenues appropriated for construction or implementation or transportation improvements, if any.
- d. The city council shall attribute the need for the transportation improvements between new development and existing development.
- e. The city council shall determine the difference, if any, between the estimated costs of the construction and implementation of the transportation improvements and the estimated funding available therefor. The extent to which the cost of such construction and implementation exceeds the funds available, or expected to be available, therefor shall be the "net transportation improvement costs."

2. Total Peak Hour Trips.

- a. The total gross square footage or dwelling unit count, as the case may be, of potential new development within each land use category as projected to occur during the period of build-out under the general plan shall be multiplied by the peak hour rate for each land use category established pursuant to Section 3.26.020

of this chapter.

- b. The peak hour trips generated by potential new development within each land use category as determined pursuant to subsection (A)(2)(a) of this section shall be added together to determine the total additional peak hour trips created by new development which the city's transportation system must accommodate upon build-out under the general plan.
- B. Annual Adjustment of the Rate. The transportation development fee rate shall be subject to an annual inflation adjustment on January 1st of each year based upon the Engineering News Record Construction Cost Index for the San Francisco—Bay Area.
(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.050. Amount of fee.

- A. The amount of the transportation development fee shall be determined by the building division or planning division prior to issuance of the building permit or other entitlement or approval for development if a building permit is not required, based on the land use categories identified in section 3.26.020, multiplied by based upon the gross square footage or number of residential units as specified in the master fee schedule based upon the type and number of residential units, or upon the amount of gross square footage for commercial, office/retail, and industrial/warehouse development, and the corresponding rate set forth in the master fee schedule (on file in the office of the city clerk). If the development does not fit within the land use categories identified in 3.26.020 or the land use has a trip rate that is significantly different than any of the land use categories, the “other” land use category shall be used. The fee shall be calculated by multiplying the number of PM trips generated by the development by the trip rate established in 3.26.040(A)
1. If a developer is not satisfied with the calculation of the fee by the building division or planning division, he or she may request that the traffic engineer review the peak hour trips generated and/or community development director review the gross square footage and land use category to determine the fee in accordance with this chapter. The traffic engineer and/or community development director shall calculate the fee within 30 days of the submission of a written request for review, and receipt of all materials necessary to determine the amount of the fee.
 2. Because the fee for commercial uses has been established based upon an average for several types of commercial uses, the developer may only petition for a review of the commercial transportation development fee to be charged to its development based upon a peak hour trip rate which is substantially different from that established by the city's traffic engineer pursuant to Section 3.26.020 of this chapter. Such application shall include a traffic study contracted ~~for~~ by the city, and paid for by the developer, or such other reports and analyses in lieu thereof as the city traffic engineer determines are sufficient to establish the peak hour trip rate applicable to the development. The developer may also submit additional information which the city traffic engineer shall consider insofar as he or she determines it to be relevant in establishing the peak hour trip rate applicable to the development, including, but not limited to, information contained in the trip generation manual adopted by the Institute of Transportation Engineers. The city traffic engineer, based upon his or her review and consideration of the information provided in the foregoing studies, reports, or analyses, and such other information as he or she may deem relevant, may approve a peak hour trip rate for the

development which is different than that set forth in Section 3.26.020 of this chapter.

- B. For development consisting of an addition, extension, or enlargement of an existing structure, the transportation development fee shall be paid only on any additional dwelling units or additional gross floor area resulting from such addition, extension, or enlargement.
- C. For development consisting of a conversion or change in use of an existing structure which increases the peak hour trip rate otherwise applicable to such existing structure, the transportation development fee shall equal the fee applicable to the entire new structure minus the fee otherwise applicable to the existing structure.
- D. The amount of the transportation development fee determined in accordance with subsection A of this section, shall be reduced by the amount of any credits authorized by Section 3.26.070 of this chapter.
- E. The amount of the fee shall be reviewed periodically, but not less than every eight years or more frequently if specified by state law. at least every four years. (Ord. 1765 § 2, 1998; Ord. 2000 § 1, 2009; Ord. 2192 § 2, 2019)

§ 3.26.060. Payment of fee.

- A. The full amount of the fee shall be paid at the time of issuance of the building permit. For those instances where a developer receives an entitlement for development, but is not required to seek a building permit from the city, the transportation development fee shall be payable within 30 days of final action on the development entitlement or approval.

B. No city official may issue a building permit, certificate of occupancy, or certify a final inspection, as the case may be, for a development until the transportation development fee, with respect to such development required by this chapter, is paid in accordance with this section.

~~B.C.~~ If the developer has appealed the determination of the fee, and such appeal is pending at the time he or she applies for a building permit, the developer must pay the transportation development fee to receive a building permit, but may do so under protest. If the developer's appeal is successful, and the fee is subsequently reduced, the developer shall be refunded the difference within 30 days.

~~C.D.~~ The city shall not accept prepayments of the transportation development fee, unless prepayment is authorized in a development agreement or other agreement.
(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.070. Credits.

When a developer constructs a transportation improvement not otherwise required by Titles 18, 19, and 20 of this code, the developer's transportation development fee shall be reduced as provided in this section. The details of any credit provided shall be reflected in an agreement between the city and the developer, which shall be recorded against the property.

- A. Eligibility.

1. To be eligible for credit, each of the following must be satisfied:

- a. The construction for which credit is given must be a transportation improvement which would otherwise be constructed by the city using transportation

development fee funds.

- b. The transportation improvement must appear on the city council approved 5-Year Capital Improvement Plan or Pleasanton Development Impact Fee Long-Term Improvement Plan for list of transportation ~~development fee~~ improvements, as said list plans may be amended from time to time.
 - c. The land on which the work is done must be owned by the city, or offered for dedication to the city through a recorded document.
 - d. The developer shall have improvement plans for the work approved by the city engineer and shall provide a bond, cash deposit or other type of security as required by the Subdivision Map Act, the City of Pleasanton's Subdivision Ordinance, have provided the required any security as required by the Subdivision Ordinance or other applicable provision of the Pleasanton Municipal Code before beginning construction.
 - ~~e. The developer and the city must enter into a written subdivision or other agreement.~~
 - ~~e. The developer and the city must enter into a written subdivision or other agreement.~~
2. The developer and the city shall enter into a written subdivision or other agreement with respect to the credit, which shall be recorded against the property. The agreement shall include the amount of the credit which will be given (or for unusual projects, the exact method of calculating the credit), when the credit will be given, and to which lots it will apply.

B. Calculation of Credit.

1. General.
 - a. The community development director, or designee, ("director") shall calculate the amount of credit to be given based upon the approved improvement plans and using cost estimates (which are based on recent city project bids for similar work). The cost of right-of-way to be purchased shall be based upon an appraisal done by a licensed appraiser at city expense.
 - b. For nonstandard improvements, the credit shall be calculated based on information provided by the developer (such as bids or other documents verifying costs) for the community development director's review and approval.
 - c. The calculation of costs shall be based only on work which is eligible for credit under subsection A of this section. No credit shall be given for the cost of constructing improvements otherwise required by direct development pursuant to Titles 18, 19, and 20 of this code. The amount of credit includes construction costs and the cost of engineering.
2. Assessment Districts, Benefit Area and Community Facilities Districts. If development occurs within an assessment district, fee benefit area, community facilities district, or otherwise is subject to an assessment, fee or special tax collected specifically to defray the costs of providing or constructing transportation circulation improvements, the

amount of credit is equal to that portion of the estimated construction cost of the transportation circulation improvements included in the assessments, fees or special taxes which will be contributed by the development.

- C. Reimbursement When Credit Exceeds Fee. When the amount of credit exceeds the amount of the developer's transportation development fee, the developer may be eligible for reimbursement of costs under Section 3.26.080 of this chapter.
 - D. How and When Credit is Given.
 - 1. If a developer is eligible for credit, the community development director shall calculate the credit pursuant to subsection B of this section, and determine the number of residential units, or office, commercial/retail, or industrial/warehouse square footage for which developer shall receive a credit. ~~Developer shall draw down this credit as he or she receives building permits.~~ No interest shall accrue on the amount of the credit.
 - For a residential subdivision, the lots or units to which the credit will apply shall be precisely identified; and the entitlement to the credit recorded in the office of the county recorder if the developer desires to sell, transfer, or assign the lots prior to obtaining a building permit.
 - E. Appeal. Any determination of the community development director under this section is subject to appeal by the developer to the city council pursuant to Section 3.26.120 of this chapter.
- (Ord. 1765 § 2, 1998; Ord. 2000 § 1, 2009; Ord. 2192 § 2, 2019)

§ 3.26.080. Reimbursements.

- A. General.
 - 1. If the credit for improvements due under Section 3.26.070 of this chapter exceeds the required transportation development fee for development, the developer is eligible for reimbursement from the transportation development fee fund.
 - 2. To be eligible for reimbursement, the following must be satisfied:
 - a. The developer is eligible for credit under Section 3.26.070 of this chapter; and
 - b. The credit due exceeds the required transportation development fee.
- B. Development or Other Agreement. The terms of a written development or other agreement regarding reimbursement for transportation improvements shall supersede the terms of this section.
- C. Time and Manner of Reimbursement.
 - 1. The community development director shall determine the exact amount of reimbursement at the time the improvements are accepted by the city.
 - 2. Until repaid, the reimbursement amount shall accrue simple interest commencing upon acceptance of the improvements by the city. Simple interest shall accrue each year on January 1st in an amount equal to the percentage change to the Engineering News Record Construction Cost Index for the San Francisco—Bay Area. Reimbursement payments will be applied first to interest and then to principal.

3. The total amount of reimbursement, net of credits, shall be set one time upon acceptance of the transportation improvements. The annual percentage amount of reimbursement shall be set one time, upon acceptance of the transportation improvements, by establishing a percentage equal to: the percentage value of the reimbursement amount compared to the value of all transportation improvements; such set percentage shall then be multiplied by the total of all transportation development fees collected in the preceding year to produce a pro rata payment for each year.

Example: The total transportation improvements to be funded by the transportation development fee in year one cost \$50,000,000.00; developer builds an improvement valued at \$10,000,000.00 and is entitled to a \$5,000,000.00 reimbursement. Developer's reimbursement amount is 10 percent of the cost of all improvements, so developer is entitled to 10 percent of the transportation development fees collected each year, irrespective of whether the value of the total transportation c improvements increases or decreases in subsequent years (e.g., if \$5,000,000.00 in transportation fees are collected in year two, the developer is entitled to 10 percent or \$500,000.00, and interest accrues on the remaining \$4,500,000.00). Developer should receive full reimbursement, with interest, upon build-out, subject to adjustments as provided in subsection (C)(4) of this section.

4. In the event that the amount to be reimbursed to developers pursuant to this section, or pursuant to a development or other agreement, exceeds the amount of transportation development fees received by the city in the preceding calendar year, the city council shall take action to apportion the available fee revenue to developers entitled to reimbursement pursuant to this section in a manner which the council determines is reasonable for that calendar year.
5. The city council may elect, in its absolute discretion, to provide reimbursement at a faster rate than provided in this section, based upon fees collected and available.
6. The reimbursement shall be paid one time each calendar year.
7. The right to reimbursement shall not run with the land, but shall be personal to the developer. The developer may assign his or her right to reimbursement to another by filing a written notarized assignment with the city clerk. It is the developer's or assignee's responsibility to keep the city clerk advised of a current address. If the city cannot locate a developer or assignee to send a reimbursement payment after reasonable diligence, the amount of the reimbursement for that year is forfeited, and the unclaimed funds shall be returned to the transportation development fee fund.

(Ord. 1765 § 2, 1998; Ord. 2000 § 1, 2009; Ord. 2192 § 2, 2019)

§ 3.26.090. Exemptions.

Unless a development or other agreement provides otherwise, the following projects shall be exempt, in whole or in part, from the transportation development fee otherwise required by this chapter:

- A. Residential development consisting of the repair or replacement, on a one-to-one basis, of dwelling units, including expansion that does not result in the creation of additional dwelling units.
- B. Commercial or industrial/warehouse development consisting of the repair or replacement of

structures, provided, that such repair or replacement does not result in any conversion or change in land use which increases the peak hour trip rate applicable to the previous structure, or any enlargement of gross floor area beyond that of the previous structure.

- C. Additions, extensions or enlargements of an existing commercial, office/retail, or light industrial/warehouse structure which, in any calendar year, do not increase the gross floor area of the structure by 200 square feet or more.

(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.100. Use of funds.

The fees paid pursuant to the provisions of this chapter shall, except for temporary investments, be placed in a separate fund in a manner to avoid commingling of the fees with other revenues or funds of the city, and shall be used solely for the purpose of acquiring and constructing the transportation improvements ~~identified by the city council~~ as defined in Section 3.26.020. Any interest income earned on the fund shall also be deposited therein and shall only be expended for the purposes set forth in this section.

(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.110. Refunds.

Refunds may be made where:

- A. Development has ceased, the building permit has expired and no extensions have been granted, or if granted, the extensions have expired; as to a development for which the fee required under this chapter has been collected; provided that the claim for such a refund is filed no later than six months after the expiration date of the building permit, or any extension thereof as may have been approved by the city; or
- B. A refund is specifically authorized by resolution of the city council adopted pursuant to Government Code Section 66001(d). Such amounts shall be refunded by the city to the then-current record owners of the development on a prorated basis. The city may effect such refunding by direct payment, or by providing credit towards future transportation improvements fees, or by any other means consistent with the intent of Government Code Section 66001.

(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.120. Appeals.

A developer may appeal to the city council any final administrative determination made pursuant to this chapter, after exhausting all other appeals provided in this chapter, and payment of the fee for a planning appeal as set forth in the master fee schedule (on file in the office of the city clerk). All appeals to the city council shall be in a form prescribed by the city clerk and shall be filed within 15 days of the date of mailing to the developer any written notice of the applicable final administrative determination. Any appeal not filed within such period shall be deemed waived. The city clerk shall set the matter for hearing before the city council within 45 days of the date of receipt by the city clerk of the notice of the appeal. In making its determination on the appeal, the city council shall follow the standards set forth in this chapter.

(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.130. Expiration of fee.

The fees required by this chapter shall expire when the transportation improvements are completed and all debt service and reimbursements related to such transportation improvements are paid and satisfied.

(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.140. Supplementary provisions.

It is the intent of the city council that the fees required by this chapter shall be supplementary to the fees, dedications or conditions imposed upon development pursuant to the provisions of the Subdivision Map Act, California Environmental Quality Act, and other state laws and city ordinances or policies which may authorize the imposition of fees, dedications or conditions thereon.

(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

§ 3.26.150. Severability.

The provisions of this chapter shall not apply to any person, association, corporation or to any property as to whom or which it is beyond the power of the city to impose the fee provided in this chapter. If any sentence, clause, section or part of this chapter, or any fee imposed upon any person or entity is found to be unconstitutional, illegal, or invalid, such unconstitutionality, illegality or invalidity shall affect only such sentence, clause, section or part of this chapter, and shall not affect or impair any of the remaining provisions, sentences, clauses, sections or other parts of this chapter, or its effect on other persons or entities. It is declared to be the intention of the city council that this chapter would have been adopted had such unconstitutional, illegal, or invalid sentence, clause, section or part of this chapter had not been included herein; or had such person or entity been expressly exempted from the application of this chapter. To this end, the provisions of this chapter are severable.

(Ord. 1765 § 2, 1998; Ord. 2192 § 2, 2019)

CHAPTER 14.04
REGULATION OF WATER SYSTEM AND WATER SERVICE FEES

§ 14.04.010. Definitions.

Whenever in this chapter the words or phrases defined in this section are used, they shall have the respective meanings assigned to them in the following definitions (unless in the given instance, the context wherein they are used shall clearly impart a different meaning):

"Applicant" means any prospective consumer applying for water service.

"Consumer" means any person, firm, company, corporation, partnership, association, the city, any public corporation, political subdivision, city, county, district, the state of California or the United States of America, or any department or agency of any thereof, billed for water furnished by the water system. The singular in each case shall include the plural.

"Department" means the department of public works of the city.

"Developer" means any individual, firm, corporation, partnership, association or governmental agency other than the city that installs any parts of or connects any services to any point in the city water system for the purpose of extracting water from the city water system.

"Director" means the operations services director of the city or other person designated by the city manager to perform the services or make the determinations permitted or required under this chapter to be made by the director.

"Distribution main" means an intermediate main serving more than one developer or neighborhood, normally larger than eight inches and smaller than 16 inches and to which service lines may be attached.

"Dwelling unit" means any single-family dwelling of one or more rooms suitable for residential occupancy by any number of persons living together as a single family, including single-family dwelling units, and each group of rooms constituting a dwelling unit for a single family in any multiple-dwelling structure.

"Finance department" means the finance department of the city.

"In-tract main" means a water main within the physical boundaries of a lot or subdivision.

"Local main" means a water line serving a single developer or neighborhood, normally eight inches or smaller, but may include larger sizes, to which all service lines are attached.

"Master meter" means one meter that is subsequently connected to multiple submeters.

"Meter" means a city-installed water meter.

"Mixed-use residential and commercial structure" means a structure containing two or more dwelling units (but excepting low-income housing, housing at a place of education, long-term care facilities, time-share property and residential care facilities for the elderly, as defined in California Water Code Section 537(a), as amended).

"Multiunit residential structure" means a structure containing two or more dwelling units (but excepting low-income housing, housing at a place of education, long-term care facilities, time-share property and residential care facilities for the elderly, as defined in California Water Code Section 537(a), as amended).

"Perimeter main" means a water main in a street or right-of-way on or about the border of a lot or

subdivision which is or may be shared by two or more developers.

"Premises" means any lot, piece or parcel of land or any building or other structure or any part of any building or structure having a connection with the water system.

"Service, commercial" means the furnishing of water to premises where the consumer is engaged in a trade or business.

"Service connection" means any connection on private property to a service line for the purpose of extracting water from the city water system.

"Service, domestic" means the furnishing of water for household residential purposes, including water used for sprinkling lawns, gardens and shrubbery, for watering livestock, for washing vehicles and for other similar and customary purposes.

"Service, industrial" means the furnishing of water to premises for use by a consumer in manufacturing or processing activities.

"Service line" means the supply line extending from the local or distributing main to the property line and includes the meter.

"Service, metered" means the furnishing of water by measured quantities.

"Service, municipal" means furnishing water for municipal or other public use.

"Submeter" or "submetering" means a property-owner installed device to measure water supplied for the exclusive use of the particular dwelling unit installed after a city-installed meter; which is in compliance with California Civil Code Sections 1954.201 through 1954.219, as amended.

"Transmission main" means any of the larger mains shown on the city master plan, or otherwise designated by the city, and which shall not normally have any service line directly attached.

"Valley floor zone" means that area within or without the city roughly between the elevations of 315 to 430 feet and served or capable of being served by gravity from the main storage facilities of the city water system located at elevations approximately 485 to 535 feet.

"Water" means water furnished by the water system.

"Water facilities" means all of the necessary component parts of a water system including pipe, fittings, valves and hydrants.

"Water main extension" means a water main connecting a developer's lot or subdivision with a nonadjacent water main and which benefits or will benefit lands on one or both sides of the main that are not part of the developer's lot or subdivision. "Water main extensions" are also sometimes referred to as "off-tract mains."

"Water service" means the services, facilities and water furnished or available to premises by the water system.

"Water system" means the existing municipal water system of the city, together with the improvements thereto, as described in the following measure, including works and facilities for the storage, transmission and distribution of water, including pumping plants, lift stations, reservoirs and water storage facilities, water mains, pipelines, pipes, meters, pumps, equipment, and other works, properties or structures necessary or convenient for improvements to the existing municipal water system, together with such additions, extensions, betterments or improvements thereto as may be made from time to time:

~~MEASURE (A) (Water System Improvements—Revenue Bonds) Shall the city of Pleasanton issue revenue bonds in the principal amount of \$750,000 pursuant to the Revenue Bond Law of 1941, to provide funds for the acquisition, construction, improvement and financing of the following enterprise, to wit: Improvements to the existing municipal water system of the city of Pleasanton, comprising works and facilities for the storage, transmission and distribution of water, including pumping plants, lift stations, reservoirs and water storage facilities, water mains, pipelines, pipes, meters, pumps, equipment, and other works, properties or structures necessary or convenient for improvements to the existing municipal water system for the city of Pleasanton?~~

~~Which measure was duly approved by the voters of the city at a special revenue bond election duly called and held in the city on October 5, 1965.~~

(Prior code § 2-16.01; Ord. 2000 § 1, 2009; Ord. 2171 § 2, 2017)

§ 14.04.020. General provisions.

- A. The city will endeavor to supply water at the curb or property line in adequate quantities and at proper working pressures to meet the reasonable needs and requirements of consumers.
- B. Whenever water is furnished for human consumption, the city will endeavor to supply at all times a safe and potable water.
- C. All water supplied consumers will be supplied by metered service, and will be measured by means of suitable standard water meters. A cubic foot will be the unit of measurement for metered service.
- D. All water rates and charges shall become effective immediately, as to all premises then connected to the water system. All such rates and charges shall become effective against all premises not then connected to the water system immediately upon such connection.
- E. No water and no services or facilities of the water system shall be furnished to any consumer or to any person free of charge; provided, however, that the city may without charge use water for park irrigation, street cleaning, firefighting and testing, maintenance and repairing the water system, and for similar municipal purposes.
- F. Except by special agreement with the city or city-authorized submetering, no consumer shall resell any water furnished by the city through the water system.
- G. The city will exercise reasonable diligence to provide continuous and adequate water service to consumers and to avoid any shortage or interruption of delivery of water, but cannot guarantee complete freedom from interruption. The department shall have the right to suspend water service temporarily to make necessary repairs or improvements to the water system. In each case of temporary suspension of service, the department will notify the consumers affected as soon as circumstances permit and will prosecute the work of repair or improvement with due diligence and with the least possible inconvenience to consumers.
- H. During any period of threatened or actual water shortage the city shall have the right to apportion its available water supply among consumers in such manner as appears most equitable under the circumstances then prevailing and with due regard to public health and

safety.

- I. The city shall not be liable for interruption, shortage or insufficiency of water supply or water pressure or any loss or damage occasioned thereby.

(Prior code § 2-16.02)

§ 14.04.030. Operation of water system.

- A. The department of public works shall have jurisdiction, supervision and control of the water system and of the construction of all improvements, additions, extensions and betterments thereto hereafter constructed or acquired, and shall operate and maintain the water system and all improvements, additions, extensions and betterments thereto.
- B. Subject to the general control of the council and the city manager of the city, the water system shall be under the direct supervision of the director.
- C. The department, under the supervision of the director, shall supervise all connections to the water system, and the finance department shall collect or cause to be collected all water bills and charges and all connection and other fees provided for in this chapter, and the directors of both departments, respectively, are charged with the enforcement of the provisions of this chapter and the director of the finance department shall keep or cause to be kept an accurate accounting and records showing the source, amount and disposition of all funds received from the water system under this chapter.
- D. The city shall cause to be issued and shall maintain in good standing a surety bond conditioned upon the full and prompt deposit by the director of the finance department and all other employees of the finance department of all revenues from the water system.

(Prior code § 2-16.03)

§ 14.04.040. Service area.

The territory served by the water system of the city shall be all territory now within the boundaries of the city and, at the discretion of the council, any other territory as the city may determine.

(Prior code § 2-16.04)

§ 14.04.050. Connections to water system.

- A. Any person whose premises are not connected with the water system upon the date of the adoption of Ordinance 478, March 28, 1967, shall connect such premises or cause such premises to be connected with the water system only after first obtaining a permit to do so from the director and upon payment of the applicable connection charges provided in Chapter 14.08, Water Connections; provided, however, that there shall be no charge for connecting premises for which a service connection has already been installed to the water system, except as this chapter expressly otherwise provides.

Any consumer connecting to the water system on an intermittent or temporary basis, including, but not limited to, use of fire hydrants or blow-offs for construction water, flushing lines, or similar purposes, shall connect to the water system only after first obtaining a permit to do so from the director; there shall be no connection charge pursuant to Chapter 14.08,

Water Connections, but there shall be a charge pursuant to Section 14.04.070.

- B. Each applicant for water service may be required to sign, on a form provided by the department, an application which shall set forth:
1. Date and place of application;
 2. Location of premises to be served;
 3. Date applicant will be ready for service;
 4. Whether the premises have been heretofore supplied with water from the water system;
 5. Purpose for which service is to be used;
 6. Address to which bills are to be mailed or delivered;
 7. Whether applicant is owner or tenant of, or agent for, the premises;
 8. Such other information as the department may reasonably require.

The application is only a written request for service and does not bind the applicant to take service for a period of time longer than that upon which the rates and minimum charges of the applicable rate schedule are based; neither does it bind the city to serve, except under reasonable conditions.

Two or more parties who join in one application for service shall be jointly and severally liable for payment of bills and shall be billed by means of single periodic bills.

- C. Connections to the water system shall occur as follows:
1. For separate houses, including single-family homes, condominiums and townhouses, through a separate service connection to each dwelling unit; For condominiums and townhouses, the director is authorized to allow service using a master meter.
 2. For multiunit residential structures, or mixed-use residential and commercial structures, on the same parcel, either:
 - a. Through separate service connections to each dwelling unit, or
 - b. Through a single connection with subsequent submetering to each dwelling unit;
 3. For buildings or business quarters on the same parcel or on adjoining parcels under a single control or management by either of the following methods, as the director shall elect:
 - a. Through separate service connections to each such building or business quarter, or
 - b. Through a single service connection to supply all of such buildings and business quarters, and in which case one monthly minimum charge shall be applied for each such occupied building or business quarter, and the responsibility for payment of charges for all water furnished shall be assumed by the consumer having such control or management. Credit for such vacant units which are not metered

separately but together with the occupied units shall be computed by deducting one monthly minimum charge for each vacant unit from the original total monthly bill for all of the units.

- D. In order to assist in monitoring sewage flows and water conservation, all applicants for service connections shall provide a separate meter and water system for irrigation purposes when an applicant's site qualifies under the *City of Pleasanton's Landscape Ordinance* thresholds for separate domestic and irrigation metering depending on the size of the irrigated areas, or as otherwise determined in the reasonable discretion of the director for submetered or separately metered sites, and may provide separate meter and water systems for other water consumptive uses which do not have the potential to generate flows to the sewerage system. Any such meter shall be installed in a manner and location satisfactory to the director. Upon request by the applicant, the director may waive, at his or her sole discretion, this requirement if he or she finds that the volume of irrigation water would be minimal and the cost of a separate meter and water system would be disproportionately uneconomical relative to sewer user charges to be saved.
- E. If, in the opinion of the city, it is doubtful if satisfactory water service can be given, due to location or elevation of the premises, then the city may require a written release from liability for any damage or inconvenience that may occur by reason of insufficient pressure or inadequate volume of water or intermittent supply. The release shall, without further notice from the city, remain in effect for all consumers taking water through the service, until changes, extensions, or betterments may be made to the distribution system by the city.
- F. Failure by any person or any consumer to file his or her application containing the information required by this chapter shall constitute a violation of this chapter. No application shall be conclusive as to the matters therein set forth nor shall the filing of any application preclude the city from collecting from the consumer responsible for payment (as provided in this chapter) by appropriate action such sum as is actually due and payable for water service under the provisions of this chapter. Each application shall be subject to verification by the director. Any person who takes possession of and uses water from the water system without having made application for service pursuant to this chapter shall be held liable for the full amount of the service rendered.
- G. The city may require a written contract with any consumer as a condition precedent to water service in any case where unusual quantities of water or construction of special facilities are or will be required; provided, however, that any such contract shall not modify the rate structure provided in this chapter.
- H. No rent or other charge shall be paid by the city for any meter or other facilities located on a consumer's premises.
- I. All service connections, meters, main extensions and installations paid for by applicants, and all other facilities furnished by the department or the city, whether located wholly or partially on public or private property, shall be and remain the property of the city, and the department shall have the right to repair, replace and maintain the same and the right to remove the same upon discontinuance of service.
- J. The city shall not be responsible for the installation or maintenance of any water lines beyond

the end of its service connection or meter.
(Prior code § 2-16.05; Ord. 1073 § 1, 1983; Ord. 1175 § 2, 1985; Ord. 2171 § 2, 2017; Ord. 2179 § 2, 2018)

§ 14.04.060. Use of water service.

- A. The director or other duly authorized agent of the department shall have at all reasonable times the right of ingress to and egress from any consumer's premises for any purpose properly relating to the furnishing of water to the consumer. Any inspection work or recommendation made by the department or its agents in connection with plumbing or appliances or any use of water on the consumer's premises, either as a result of a complaint or otherwise, will be made without charge. No agent or employee of the department or the city shall accept any personal compensation from a consumer or applicant for any services rendered.
- B. Consumers making any material change in the size, character or extent of the utilizing equipment or operations for which the city is supplying water service shall immediately give the department written notice of the extent and nature of the change and, if necessary, amend their application.
- C. When a consumer receiving service at the water system main or service connection must by means of a pump of any kind elevate or increase the pressure of the water received, the pump shall not be attached to any pipe directly connected to the main or service pipe. Such pumping or boosting of pressure shall be done from a sump, cistern, or storage tank which may be served by, but not directly connected with, the water system distribution facilities.
- D. Quick closing or opening valves shall not be installed on any consumer's pipes which are directly attached to the water system mains or service pipes. A consumer whose operation requires the use of a quick opening or closing valve must operate such device from a tank, cistern, pump or other facility which may be served by but not directly connected with the water system distribution mains or service pipes.
- E. The city will not be responsible for any loss or damage caused by any negligence or unlawful action of any consumer or any other person in installing, maintaining, supplying, or using any appliances, facilities or equipment for which water or water service is furnished by the city. Each consumer shall be held responsible for damage to the city's meters and other property comprising any part of the water system resulting from use or operation of appliances or facilities on such consumer's premises including, without limiting the generality of the foregoing, damage caused by steam, hot water or chemicals.
- F. It is a violation of this chapter for any person to tamper with any of the property comprising the water system.
- G. It is a violation of this chapter for any person or consumer to waste water obtained from the water system. As used in this subsection, the term "waste" means:
 - 1. Use of potable water between 9:00 a.m. and 6:00 p.m. to irrigate grass, lawns, groundcover, shrubbery, crops, vegetation, and trees, with the exception of hand watering and drip irrigation;

2. The application of potable water to outdoor landscaping in a manner that causes runoff such that water flows onto adjacent property, non-irrigated areas, private and public walkways, roadways, parking lots or structures;
3. Use of potable water to irrigate outdoor landscaping during and within 48 hours after measurable rainfall;
4. Use of potable water to wash down sidewalks, walkways, driveways, parking lots, open ground or other hard surface areas by the direct application of water thereto, unless needed for health or safety reasons;
5. Use of potable water in non-recirculating decorative ponds, fountains and other water features, with the exception of child water-play features;
6. Allowing potable water to escape from breaks within the person or consumer's plumbing system for more than eight hours after the person or consumer is notified or discovers the break.
7. Use of potable water for outdoor landscaping through a dedicated irrigation meter within the city's recycled water use area unless otherwise exempted by the director of operations and water utilities for existing water customers, or city engineer for new development.

(Prior code § 2-16.06; Ord. 2093 § 1, 2014; Ord. 2097 § 1, 2014; Ord. 2118 § 1, 2015; Ord. 2176 § 2, 2018)

§ 14.04.070. Water rates and charges.

There is levied and assessed upon all consumers and premises connected with the water system a service charge based upon the size of the city-installed water meter to the premises and a charge based upon the amount of water flow through the city-installed meter, both of which charges shall be paid. The amount of the service charge and the charge for water used shall be in accordance with the amount specified in the resolution establishing various fees and charges for municipal services of the city. The city shall only read city-installed water meters, and not property-owner installed submeters.

(Prior code § 2-16.07; Ord. 1973 § 2, 1983; Ord. 2171 § 2, 2017)

§ 14.04.075. Security deposits.

- A. For a new residential applicant, whether the applicant is the property owner or a tenant of a residential unit that is not master metered, the finance director may require from the applicant a security deposit in an amount not to exceed twice the average periodic (i.e., bimonthly) bill.
- B. For a new residential applicant for a building that is master metered, the finance director may require from the property owner a security deposit in an amount not to exceed an estimated 12 months' average bills.
- C. For a new nonresidential applicant, whether the applicant is the property owner or the tenant, the finance director may require from the applicant a security deposit in an amount not to exceed an estimated 12 months' average bills.

- D. Where the new residential applicant is a tenant in a residence that is not master metered, the finance director shall not require, as a condition of the new applicant's establishing an account and receiving service, that the account be established in the property owner's name unless the property owner consents through a written agreement.
 - E. Where the new residential applicant is a tenant in a residence where the account for the previous tenant has outstanding charges and/or penalties, the finance director shall not require the new applicant to pay those charges/penalties as a condition of establishing an account and receiving service unless the new applicant was an adult living in the residence when the charges/penalties accrued.
 - F. If a portion or all of a bill is not paid, the security deposit shall be applied to satisfy the bill. Any charges/penalties not satisfied from the security deposit may be collected by the city as provided in Section 14.04.130 of this chapter.
- (Prior code § 2-16.08; Ord. 1127 § 1, 1984; Ord. 1703 § 1, 1997)

§ 14.04.080. Rates outside city limits.

The charges for water furnished or available to premises outside the boundaries of the city shall be in amounts equal to the charges which would be applicable if the premises were located within the city. (Unnumbered prior code section)

§ 14.04.090. Collection of water charges.

- A. All water charges shall be billed to the owner of the premises upon which charges herein fixed are levied and assessed or to the person who requested connection to the water system, or his or her successor in interest, or to any person requesting that such bill be charged to him or her.
 - 1. In the event water usage is recorded on a meter for which no connection has been requested, the owner of the premises shall be responsible for all such water charges; unless it is demonstrated to the city's reasonable satisfaction that during the period of such water usage that the premises was occupied by person(s) or legal entity who had requested that service at the premises be terminated as provided in Section 14.04.120.
- B. All water charges shall become due and payable at the operations services department on the date of payment specified thereon and shall become delinquent on the day following the current billing due date, except that closing bills, where service is discontinued, will be due and payable on date of presentation, and collection will be made at time of presentation. All bills for water charges will be rendered by the city monthly or bimonthly and will be issued by the operation services department. Meters will be read at regular intervals for the preparation of regular metered service bills and as required for the preparation of opening bills, closing bills and special bills. Each meter will be read separately. It may not always be possible to read meters regularly on the same day of each period. Should a monthly billing period contain less than 27 days or more than 33 days, a pro rata correction in the bill will be made. Proportionate adjustments will be made when other billing periods are used.
- C. Opening bills, closing bills, monthly bills rendered for a period of less than 27 days or more than 33 days, and other bills requiring proration, will be computed in accordance with the

applicable schedule, but the amount of the fixed charge or minimum charge specified therein will be prorated on the basis of the ratio of the number of days in the period to the number of days in the average billing period, based on an average month of 30.4 days. Should the total period of service be less than one month, no proration will be made, and no bill shall be less than the specified monthly fixed charge or minimum charge.

- D. On each bill for water service rendered by the city to its consumers will be printed substantially the following language:

This bill is due upon receipt and is delinquent if not paid on the day after the current billing due date. If delinquent, service may be discontinued and penalties assessed. A cash deposit and reconnection charge may be required to reestablish service. See Municipal Code §14.04.090.

- E. The city manager, in consultation with the director of operation services, is authorized to administratively adopt, and amend as needed, a policy setting penalty amounts to be levied on past due and/or unpaid utility bills, as well as a process to waive such penalty amounts. (Prior code § 2-16.09; Ord. 2192 § 2, 2019; Ord. 2244 § 2, 2023)

§ 14.04.100. Temporary service.

- A. The city will, if no undue hardship to its existing consumers will result therefrom, furnish temporary service under the following conditions:
1. The applicant will be required to pay to the city, in advance, the estimated net cost of installing and removing the facilities necessary to furnish the service; and
 2. Where duration of service is to be less than one month, the applicant may also be required to deposit cash equal to the estimated bill, subject to adjustment and refund or repayment in accordance with actual bill rendered upon discontinuance of service; or
 3. Where the duration of service is to exceed one month, the applicant may also be required to establish his or her credit in the manner prescribed for permanent service in Section 14.04.070.
- B. In the event a temporary service becomes permanent, the city will refund to the temporary consumer the amount paid for a temporary service installation upon payment of the applicable connection fee provided for in Chapter 14.08.
(Prior code § 2-16.10)

§ 14.04.110. Refusal to serve.

- A. The city may refuse an application for service under the following conditions:
1. If the applicant fails to comply with the provisions of this chapter; or
 2. If in the judgment of the director the intended use of the service is of such a nature that it would be detrimental or injurious to the water service furnished by the city to other consumers; or
 3. If in the judgment of the director the intended use of the service is dangerous or unsafe

or of such a nature that satisfactory service cannot be rendered; or

4. If in the judgment of the director the intended use of the service would result in a negligent or wasteful use of water which would affect the city's water service.
- B. The city shall have the right to refuse water service to any premises if necessary to protect itself against fraud or abuse.
- C. If service has theretofore been discontinued for fraudulent use, service will not be rendered until the director has determined that all conditions of fraudulent use or practice have been corrected.
- D. When an applicant is refused service under the provisions of this section, the director shall inform him or her of the reason for the refusal to serve him or her and of his or her right of appeal under this chapter.

(Prior code § 2-16.11)

§ 14.04.120. Discontinuance of service.

Any consumer may have his or her water service discontinued by giving notice to the department requesting discontinuance not less than two days prior to the requested date of discontinuance. Each such consumer shall pay all water charges up to and including the date of discontinuance stated in such notice. In any case where such notice is not given, the consumer shall be required to pay for water service until two days after the department has knowledge that the consumer has vacated the premises or otherwise discontinued water service. The city shall make a reconnection charge for restoring water service to any consumer whose water service has been discontinued at his or her request. Such charge shall be as set forth in the master fee schedule.

(Prior code § 2-16.12; Ord. 2019 § 1, 2011)

§ 14.04.130. Enforcement measures.

- A. A consumer's water service may be discontinued for nonpayment of a bill for water service furnished if the bill is not paid within 60 days after it has become delinquent. A consumer's water service may also be discontinued for nonpayment of a bill for water service furnished at a previous or different location served by the city, if such bill is not paid within 60 days after it has become delinquent. No service will be discontinued under this subsection until at least five days after deposit by written notice from the director to such consumer in the United States Post Office of Pleasanton, Alameda County, California, addressed to the person to whom notice is given and stating the city's intention to discontinue service. The city may also provide additional notice about discontinuance of water service by telephone contact, and/or a door hanger with written notice on the main entrance of the building where water service is furnished.
- B. The city may discontinue service without notice to any premises where a consumer's installation for utilizing the service is found by the director to be dangerous or unsafe or where the use of water on such premises is found by the director to be detrimental or injurious to the water service furnished by the city to other consumers, or where the director finds that negligent or wasteful use of water exists on any premises which affects the city's water service. The city shall have the right to discontinue water service to any premises if necessary

to protect itself against fraud or abuse.

- C. In the event of violation of any terms of this chapter (except subsections A and B of this section), the department may disconnect the premises to which such violation relates from the water system after first notifying in writing the person causing, allowing or committing such violation, specifying the violation and, if applicable, the time after which (upon the failure of such person to prevent or rectify the violation) the director will exercise his or her authority to disconnect the premises from the water system; provided, that such time shall not be less than five days after the deposit of such notice in the United States Post Office at Pleasanton, Alameda County, California, addressed to the person to whom notice is given; provided, however, that in the event such violation results in a public hazard or menace, then the director may enter upon the premises without notice and do such things and expend such sums as may be necessary to abate such hazard, and the reasonable value of the things done and the amounts expended in so doing shall be a charge upon the person so in violation.
- D. Upon failure of any consumer billed or the owner of any premises to pay any water service charge subsequent to delinquency, the following action shall be taken by the city or the director to enforce such payment:
 - 1. In each case where any bill for water service remains unpaid after such bill becomes delinquent, and remains unpaid for 60 days thereafter the director shall: (a) disconnect the premises from the water system for nonpayment of water bills; and (b) cause an action at law to be brought on behalf of the city against the person responsible for payment of such bill to recover the amount of such bill and the costs of such action.
 - 2. For situations involving significant unpaid amounts which have been delinquent for a long period of time involving accounts where service was requested by the property owner, the director may impose a lien on the property for the unpaid amount plus penalties as provided in California Government Code Section 43008.
- E. Whenever any premises have been disconnected from the water system for any violation of this chapter, such premises shall not be reconnected to the water system until all delinquent charges have been paid, together with applicable charges as provided in the master fee schedule, and until a security deposit is established pursuant to Section 14.04.075. When any person's premises have been disconnected from the water system under the provisions of this subsection, the director shall inform him or her of the reason for the disconnection and of his or her right of appeal under this chapter.
- F. Notwithstanding the measures described above, the city manager, in consultation with the director of operation services, is authorized to administratively adopt, and amend as needed, a policy for discontinuance of residential water service for non-payment as required by California Health and Safety Code Section 116900 et seq. (the Water Shutoff Protection Act). The provisions of such administrative policy shall supersede any conflicting provisions of this chapter.

(Prior code § 2-16.13; Ord. 2019 § 1, 2011; Ord. 2093 § 1, 2014; Ord. 2192 § 2, 2019; Ord. 2216 § 2, 2021)

§ 14.04.140. Meter tests and adjustment of bills.

A. Tests On Consumer's Request.

1. A consumer may, on not less than one week's notice, request that the city test the meter serving consumer's premises. Where the accuracy of the record of the water meter is questioned by the consumer, such meter may be removed by the city at the consumer's request, and shall be tested using a third-party meter testing agency selected by the city. Testing shall be in accordance with then current American Water Works Association M6 Water Meters standard practice.
2. Before testing any meter, the consumer requesting the test shall make a deposit with the city in the amount of the estimated cost for the city to remove, replace and have tested the meter in question.
3. A report showing the results of the meter test will be furnished to the consumer within 15 days after completion of the test. If consumer disagrees with the report's findings, consumer may pay for a second test and report using a different third-party meter testing agency selected by the city.

B. Adjustment of Bills for Meter Error or Leaks.

1. Fast Meters. If the test discloses an error against the consumer of more than two percent of the meter's registry, the excess consumption on the three previous readings shall be credited to the consumer's meter account. The city shall bear the entire expense of the test, and the deposit required by this chapter shall be returned to consumer.
2. Slow Meters. When, upon test, a meter is found to be registering more than three percent slow, the city may bill the consumer for the amount of the undercharged water based upon corrected meter readings for the period the meter was in service but not exceeding the previous three readings. The consumer who has requested the test shall pay for the meter test and labor to remove the old meter and reinstall an accurate meter. The city shall provide a cost estimate to the consumer prior to any work being done.
3. Nonregistering Meters. A nonregistering meter is a meter which has lost the ability to measure water flowing through it. The main indicator of this condition is the flow registering device fails to increment as water passes through the meter. The city may bill the consumer for water consumed while the meter was nonregistering but for a period not exceeding six months at the minimum monthly meter rate, or upon an estimate of the consumption based upon the consumer's prior use during the same season of the year if conditions were unchanged, or upon an estimate based upon a reasonable comparison with the use of other consumers during the same period, receiving the same class of service under similar circumstances and conditions.
4. Leaks. The city manager may adopt an administrative policy, "Credit to Utility Bill After Repair of Certain Water Leaks Policy," for utility bill adjustments after a consumer repairs a water leak which was not readily discernable and is beyond the control of the consumer.
5. General. When it is found that the error in a meter is due to some cause, the date of which can be fixed, the overcharge or the undercharge will be computed back to, but not beyond, such date.

(Prior code § 2-16.14; Ord. 2167 § 2, 2017; Ord. 2239 § 2, 2022)

§ 14.04.150. Notices.

- A. Notices from the city to any consumer will be given in writing, either delivered to the consumer or mailed to his or her last known address, except that where conditions warrant or in any emergency the city may give verbal notice by telephone or in person.
- B. Notices from a consumer to the city may be given by the consumer or his or her authorized representative verbally or in writing at the office of the department or to an employee or agent of the department who is authorized to receive notices or complaints, or may be sent by mail to the department office.

(Prior code § 2-16.15)

§ 14.04.160. Appeals.

- A. Any person who shall have a right to appeal as provided in any section of this chapter or who shall be dissatisfied with any determination hereinafter made under this chapter by the department or the director may, at any time within 30 days after such determination, appeal to the city manager by giving written notice to the director and to the city manager, setting forth the determination with which such person is dissatisfied. After review and determination by the city manager, any person who shall then be dissatisfied with such determination may, at any time within 30 days after such determination, appeal to the council by giving written notice to the city manager and to the city clerk, setting forth the determination with which such person is dissatisfied. The council may, at any time, upon its own motion appeal from any determination made by the director or the city manager under this chapter. In the event of any such appeal to the council, the city manager shall transmit to the council a report upon the matter appealed. The council shall cause notice to be given, at least 10 days prior to the time fixed for such hearing, to all persons affected by such appeal, of the time and place fixed by the council for hearing such appeal. The council shall direct the city clerk to mail a written notice, postage prepaid, to all such persons whose addresses are known to the council.
- B. Pending decision upon any appeal relative to the amount of any charge under this chapter, the person making such appeal shall pay such charge. After the appeal is heard, the council shall order refunded to the person making such appeal such amount, if any, as the council shall determine should be refunded.

(Prior code § 2-16.16)

§ 14.04.170. Disposition of revenues.

All revenues received by the finance department or the city under this chapter, excepting all connection charges provided for in Chapter 14.08, and all refundable deposits made to establish credit, shall be deposited within a reasonable time after receipt thereof in a depository bank of the city, and said sums, together with any interest earned thereon, shall on or before the first business day of each calendar month next succeeding the calendar month in which such revenues shall have been collected, be deposited by the city in the manner and for the purposes provided and with the fiscal agent designated, in or pursuant to that certain resolution adopted by the council on March

27, 1967, entitled:

Resolution Providing for the Issuance of \$750,000 Principal Amount of City of Pleasanton 1967 Water Revenue Bonds and of \$400,000 Principal Amount of Series A Bonds of Said Issue, and Prescribing the Terms, Conditions and Form of Said Series A Bonds.

(Prior code § 2-16.17)



CITY COUNCIL AGENDA REPORT

Item #17

November 19, 2024
Community Development

TITLE: RECEIVE PRESENTATION ON DRAFT IMPACT FEE NEXUS STUDIES AND PROVIDE INPUT ON RECOMMENDED CAPITAL FACILITIES FEE, TRANSPORTATION IMPACT FEE, COMMERCIAL LINKAGE FEE, AFFORDABLE HOUSING FEE, AND SEWER AND WATER CONNECTION FEE AMOUNTS

SUMMARY

This study session presents drafts of two separate nexus/fee update studies that support: Update of the City's existing Capital Facilities Fee, Traffic Impact Fee, Commercial Linkage Fee (for housing), and Affordable Housing Fee, and Update of the Sewer and Water Connection Fees. Staff is seeking City Council input and direction on the studies, including the levels at which the various fees should be set.

RECOMMENDATION

Receive presentation on Draft Impact Fee Nexus Studies and provide input on recommended Capital Facilities Fee, Transportation Impact Fee, Commercial Linkage Fee, Affordable Housing Fee, and Sewer and Water Connection Fee amounts.

BACKGROUND

Since early 2024, City staff and a professional services team lead by Economic & Planning Systems (EPS) have been undertaking work to update the City's Development Impact Fees and Affordable Housing Fees, and to update the existing Inclusionary Zoning Ordinance (IZO). Related to the IZO update, amendments are also proposed to PMC Chapter 17.40 - Affordable Housing Fee, Chapter 18.38 – Housing Opportunity Zone District, and the Objective Design Standards for Housing Element Sites to align with the amendments to the IZO and other clarifying changes. As a separate effort, the City, working with Raftelis, is also completing a study to update the local water and wastewater (sewer) Connection fees.

The City Council held two workshops (May 7 and August 20, 2024) as part of the study process, with the latter focused on the update of the IZO.

At the May 7 meeting, the City Council reviewed and discussed the results of the initial analysis completed by EPS and Raftelis, including an evaluation of potential changes to the affordable housing inclusionary rate, along with other initial findings and recommendations with respect to impact fees more generally. The analysis found that new growth and the cost of infrastructure and facilities to serve it could justify significantly higher impact fees. However, the report notes there are trade-offs to be considered – in particular, setting fees at a very high level could have the negative consequence of discouraging, or making infeasible, new development or investment in the city – which could have longer-term fiscal impacts.

Regarding the water and wastewater connection fees, the initial analysis found that the City's

fees are substantially lower than neighboring agencies' due to the length of time since the last fee updates, and it was staff's recommendation, supported by the City Council, to accept the maximum rate increase identified in the draft study.

At the August 20 meeting, the City Council provided direction on several aspects of the IZO, including the inclusionary rate, which the City Council supported setting at 15% for all project types (single-family and multi-family), with recommended target affordability levels for each project type. These recommendations are reflected in the Draft Inclusionary Zoning Ordinance, which the City Council reviewed on October 15, and is presented to the City Council for adoption at this November 19 meeting as a separate agenda item.

DISCUSSION

Regulatory Requirements

State law, specifically Government Code 66000 et. seq. (also known as AB 1600 or the Mitigation Fee Act) and the more recently adopted AB 602, includes various requirements with respect to the development and implementation of fee programs. Note that AB 1600 and AB 602 relate specifically to development impact fees, (i.e., in Pleasanton, the Capital Facilities Fee (CFF) and Transportation Impact Fee (TIF), as well as the Commercial Linkage Fee (fee charged to commercial development to mitigate housing impacts)). The nexus studies have been completed in accordance with all statutory requirements.

Among the requirements of AB 602 is for impact fees to be charged on a per square foot basis, unless analysis can otherwise show that a different methodology is appropriate. Under AB 602 (Government Code Section 66019.A), water, wastewater and similar utility-related fees are not required to be calculated on a per square foot basis.

The City's affordable housing fees are a separate category of fee, related to the City's inclusionary zoning requirements. As such, they are not "mitigation fees" subject to the requirements of AB1600/AB 602; rather, they are authorized under the general police powers given to local agencies to regulate the development and use of property. However, it is best practice for such in-lieu fees to be calculated based on a clear and defensible methodology, and for the inclusionary rate to be considered in the context of development feasibility to ensure it does not present an impediment to residential development.

Calculation of Maximum Fee Amounts

The largest part of the fee study is dedicated to outlining the methodology and calculation of various fees. It is noted the studies provide a calculation of the maximum allowable fee that the City can charge based on the nexus requirements of AB1600, or for the commercial linkage and affordable housing fee, that is otherwise supported based on the analysis. As described later in this report, as a policy matter, the City can elect to set the fee levels at, or below, the maximum amount justified by the study.

Development Impact Fees and Affordable Housing Fee Study

EPS has prepared the *Draft Fee Update and Nexus Study – City of Pleasanton Development Impact, Commercial Linkage and Housing In-Lieu Fee*, which includes the necessary background, analysis, and documentation to support the adoption of updated fees. (Attachment 1)

The study addresses three main categories of fees:

1. Development Impact Fees, which include the City's Capital Facilities Fee (CFF) and Transportation Impact Fee (TIF), and which offset the cost of new and expanded public facilities and infrastructure to meet the demands of new residents and employees associated with new development.
2. A Commercial Linkage Fee with respect to housing, which is intended to offset or capture the impact of new commercial development on the demand for affordable housing, in the form of contributing new employees and related housing demand.
3. An Affordable Housing Fee, also known as an "inclusionary in-lieu fee," is levied for residential projects that are not required to build on-site affordable housing units, or that may be permitted by the City to pay fees "in-lieu" of constructing units on-site.

Capital Facilities and Transportation Impact Fees

The study outlines the methodology, assumptions and other input used to calculate the CFF and DIF, including the following basic steps:

- Estimates of projected future population and employment growth, amounting to a future estimated "service population" of residents and employees of approximately 128,510, an increase of approximately 29,167 over today's service population (99,343). This increase in service population represents 22.7% of the service population total at the time of buildout.
- Evaluation of the necessary infrastructure and capital improvements to serve the future service population, exclusive of water and sewer improvements that are part of a separate fee study (see below).
- Cost estimates of these infrastructure and capital improvements, based on information provided by City staff and other research.
- The allocation of costs between existing and future development, and between residential and commercial uses to derive a cost per resident and per employee.
- Multiplication of those costs per resident or employee, by the future service population.

With respect to capital facilities and infrastructure, the study uses a "service level" approach that determines facility improvements primarily by calculating the City's existing service levels and extrapolating the future needs based on the available facilities today. Certain specialized facilities, such as the aquatic center and cemetery have unique characteristics that mean the service level model works less well; those facilities costs are called out separately. The study also accounts for those facilities planned or included in the City's 5-year CIP, as well as various infrastructure master plans and similar documents. It is noted that AB 602 requires jurisdictions to adopt a "capital improvement plan" as part of the nexus study process. As outlined in the nexus study, the report includes the "Pleasanton DIF Long-Term Capital Improvement Plan (Pleasanton DIF CIP)", which is included in the report as Appendix Table A-1. The Pleasanton DIF CIP is specific to the nexus study, and correlates with, but does not supersede, the City's 5-Year Capital Improvement Plan (5-Year CIP)

Rather than listing every project that may be funded by fees, the nexus study identifies a set of facility categories, within which eligible projects must fit. This approach provides the City with the most adaptability to deploy impact fees based on its priorities and needs over coming years, while providing enough definition to guide the legal use of those fees pursuant to AB

1600. As noted, impact fees can only be used to meet the proportion of facilities costs associated with new development; based on the future service population, this amounts to 22.7% of those facilities costs. This proportion is reflected throughout the impact fee calculations.

A summary of the maximum fee amounts derived from the study is provided in Table 1, below. Note that these fees are shown on a per unit basis for residential development, to provide an easier “apples to apples” comparison with current fee amounts. A separate calculation is applied to translate this into a per square foot amount, for single-family and multi-family development (see Tables 25 and 26 in Attachment A).

It is further noted the fee includes a 2% Administrative Charge. This charge supports the costs for the City to collect, report on, and administer the fee, and helps to address the cost of this and future updates of the fee (see Fiscal Impact Analysis section, below).

Table 1: Capital Facilities and Transportation Fee, Maximum Amounts

	Capital Facilities Fee		Transportation Impact Fee		
Land Use	Current Amount	Maximum Amount ¹	Current Amount	Maximum Amount ¹	Total Max. Fee
Residential (per unit)					
Single-Family	\$20,483	\$29,677	\$11,642	\$20,565	\$50,243
Multi-Family	\$14,593	\$21,016	\$7,158	\$11,158	\$32,174
Non-Residential (per square foot, except Lodging)					
Office (per sq.ft)	\$2.97	\$13.41	\$18.17	\$31.50	\$44.92
Commercial/Retail (per sq.ft)	\$2.16	\$9.15	\$26.71	\$48.35	\$57.50
Industrial (per sq.ft) ²	\$0.95 to \$2.38	\$4.02	\$10.99	\$17.94	\$21.96
Lodging (per	\$1,173	\$671	\$7,675	\$12,908	\$13,579

room)					
Other Uses (per trip)	N/A	N/A	\$11,642	\$21,449	\$21,449
1. Includes 2% administrative charge 2. Existing City fee schedule includes Warehouse (\$0.95/sq.ft.), Light Manufacturing (\$0.95), and Research & Development (\$2.38 sq. ft) land use categories. These fees are proposed to be consolidated into a single "Industrial" land use category.					

As shown in Table 2, below, the residential fees include a per square foot charge applicable to most units (between 824 square feet - 4,500 square feet for single-family and between 417 square feet - 1,600 square feet for multi-family). Fees are capped on a per unit basis with a ceiling and floor for large and small projects, respectively, due to nexus considerations (i.e., it is more difficult to demonstrate that units above or below a certain size have proportionally higher / lower impacts).

Table 2: Maximum Capital Facilities and Transportation Fee (Combined), Per Square Foot

Unit Type	Fee per Square Foot
Single-Family	\$20.10 per square foot (Units 824-4,500 square feet)
	Minimum Fee (Units 824 square feet or less: \$16,567
	Maximum Fee: Units 4,500 square feet or more: \$90,437
Multi-Family	\$35.95 per square foot
	Minimum Fee (Units 417 sq.ft or less): \$14,982 per unit
	Maximum Fee (Units 1,600 square feet or more): \$57,517 per unit

Commercial Linkage Fee for Affordable Housing

The Commercial Linkage Fee represents the fee charged to commercial projects (i.e., office, retail, industrial developments) to offset or mitigate the demand they generate for new affordable units.

EPS' analysis, contained in Chapter 5 of the study, uses projections of the estimated worker households at different affordability levels associated with new development, based on the occupational category and wage distribution of those households. Then the study estimates the "affordability gap" between market-rate units to accommodate those households, and the subsidy necessary to provide housing at affordability commensurate with those households' needs. The aggregate subsidy is divided among the projected square footage of new non-residential development, to determine the commercial linkage fee on a per square foot basis. The maximum fee amounts resulting from this calculation are summarized in Table 3, below.

Table 3: Commercial Linkage Fee, Maximum Amounts

Land Use Category	Current Fee Amount	Maximum Justifiable fee (per Square Foot)
Commercial/Retail	\$5.38	\$578.73
Office	\$8.98	\$142.42
Lodging	\$3.71	\$72.86
Industrial	\$14.91	\$143.39

As shown, the fee amounts are considerable, and far exceed the feasible amounts that could be paid by new commercial development – this imbalance is a common result in these types of analyses. As such, and as discussed in more detail below, it will be necessary to set the fee at a fraction of the maximum.

Affordable/Inclusionary Housing Fee

The Affordable Housing Fee is applied to small residential projects, below the size threshold to require on-site inclusionary units, and to larger projects subject to the inclusionary requirement, but for which the City may grant approval to pay fees in lieu of on-site construction. Chapter 7 of the study provides the detailed analysis for calculation of the fee.

The maximum justifiable amount of this fee is established based on the cost otherwise incurred to subsidize construction of affordable units on-site, in the proportion and at the affordability levels specified in the City's Inclusionary Zoning Ordinance, as proposed to be revised. Following the Draft IZO update, the study uses an inclusionary rate of 15% for all housing types, including ownership and rental projects. As suggested by City Council, the IZO establishes target incomes at 50% and 60% AMI for rental projects, and 120% AMI for ownership projects.

To calculate the maximum supportable fee, EPS developed prototype projects (single-family detached, townhome and multifamily apartments) to model overall development costs, and market-rate and affordable home values to understand the subsidy necessary for the affordable units. Each maximum justifiable in-lieu fee is summarized in Table 4, below:

Table 4: Inclusionary Housing In-Lieu Fee, Maximum Amounts

Unit Type	Current Fee Amount (per unit)	Current Fee Amount (per square foot equivalent) ¹	Maximum Fee (per square foot)
Single-Family Detached	\$52,203	\$17.40	\$84.24
Townhome	\$51,077	\$25.54	\$42.10
Multi-Family (Condominiums)	\$51,077	\$63.84	\$54.87
Multi-Family (Rental)	\$51,077	\$63.84	\$69.19
1. Assumes Single Family Detached unit is 3,000 sq.ft, townhome is 2,000 square feet, and multi-family condos and rental units are 800 square feet			

Water and Wastewater Connection Fees

Raftelis has prepared the *Draft Water and Wastewater Connection Fee Study*, which includes the necessary background, analysis and documentation to support the adoption of updated fees. (Attachment 2)

The study addresses the water and wastewater connection fees which covers the cost for new and expanded water and sewer infrastructure (pipes, tanks, pump stations, etc.) to meet the demands of new residents and employees. The analysis breaks down the demands and costs for new development into a base rate for a single-family residential (SFR) home and then scales the rates in comparison to the base capacity/demand. For water, the base rate is based on the smallest meter offered by the City which is a 5/8" meter which accommodates the typical SFR home.

For wastewater, the base rate is based on SFR home unit and then scaled by equivalent dwelling units (EDU) ratios for different customer classifications. The EDU converts the wastewater demands from a SFR home to various customer classifications based on per square foot basis and incorporates a factor to adjust for the strength of the wastewater. The EDUs were previously established by the City and Dublin San Ramon Services District (DSRSD), which operates the facility that treats the wastewater conveyed to it through the City-operated sewer system.

Tables 5 and 6 indicate the maximum justifiable connection fee amounts, for water and wastewater, respectively.

Table 5: Water Connection Fees (See Attachment 2, Tables 8 and 9 for full list of water connection fees)

Meter Size	Meter Capacity	Current Fee	2024 Update Maximum Allowable	Percent Change
5/8"	25	\$1,200	\$2,721.29	227%
3/4"	35	\$1,800	\$3,809.81	212%
1"	55	\$3,000	\$5,986.84	200%
1.5"	120	\$6,000	\$13,062.20	218%

Table 6: Wastewater Connection Fees by Equivalent Dwelling Unit (See Attachment 2, Table 10 for full list of wastewater connection fees)

	EDU Ratio	Factor	Current Fee	2024 Update Maximum Allowable	Percent Change
Single Family Residential (SFR)	1	unit	\$500	\$556.24	111%
Secondary Dwelling Unit	0.004	square foot	\$2	\$2.22	111%

Townhome/Duplex	1	per unit	\$500	\$556.24	111%
Condominium	0.75	per unit	\$375	\$417.18	111%
Apartment/Mobile Home	0.66	per unit	\$330	\$367.12	111%

Recommendations and Alternatives for Development Impact Fees, Commercial Linkage Fees and Housing In-Lieu Fees

Table 7 summarizes each of the fees, and the maximum supportable fee levels, for the CFF, TIF, Commercial Linkage and Inclusionary Housing In-Lieu Fee (Affordable Housing Fee).

Table 7: Summary of Development Impact Fees and Housing Fees – Maximum Amounts

Land Use	Capital Facilities Fees ¹	Transportation Fee ¹	Commercial Linkage Fee	Inclusionary In-Lieu Fee
Residential (per sq. ft.)				
Single Family Detached	\$11.87	\$8.23		\$84.25
Multifamily Rental	\$23.48	\$12.47		\$69.19
Nonresidential (per sq. ft.)				
Office	\$13.41	\$31.50	\$142.42	
Retail	\$9.15	\$48.35	\$578.73	
Industrial	\$4.02	\$17.94	\$143.39	
Lodging	\$1.34	\$25.82	\$72.86	

(1) Includes 2% administrative charge.

Policy Considerations

As outlined above, the fee study indicates that increases to the majority of the City's fees can be justified based on the analysis. In some cases, the fee increases, if charged at the maximum rates justified, could be substantial and, in the aggregate, could cause projects to become financially infeasible, based on reasonable development expectations regarding returns on investment. As such, it could negatively impact the City's ability to see longer-term returns of property tax and sales tax revenue that come with new investment or affect the ability to meet other policy goals such as achieving Regional Housing Need Allocation (RHNA) targets.

Alternatively, the City could choose to actively seek to support certain types of investments or land uses, by setting fees somewhat lower, making the overall prospect of developing in

Pleasanton relatively more attractive as a location for new commercial and/or residential development.

If the City Council agrees it is prudent not to set some or all fees at the maximum, then there are policy decisions to be made about which specific fees should be reduced. For example, as a matter of policy, the City Council could decide it is preferable to collect more TIF by setting it at or close to the maximum supportable amount; however, doing so would require a reduction in another fee category, such as the CFF or commercial linkage fee for affordable housing, to keep the fee burden within the feasible range.

To help frame the recommendations and alternatives, EPS developed estimates of the capacity of various types of residential development to absorb fee increases, while remaining financially feasible. In cases where the aggregate increases in fees would exceed this fee burden capacity, options are provided for City Council consideration with respect to fee adjustments.

As a second point of reference, and with the assumption that Pleasanton wishes to remain somewhat comparable or competitive with peer jurisdictions, EPS summarized the average fee burden charged by our peer jurisdictions in those same development categories where feasible. This analysis resulted in a series of alternatives for City Council consideration, for each of the major land use categories.

Residential: Single-Family Detached Fee Alternatives

Two alternatives are proposed, summarized below and with the resultant fee amounts shown in Table 8.

Alternative 1: Adopt all fees at the maximum level supported by the fee and nexus studies.

Alternative 2: (Recommended)

- Charge the CFF and TIF at the maximum level; and
- Set the Affordable Housing Fee in-lieu at \$42.10 per square foot, equivalent to the maximum fee for townhome units.

Table 8: Single-Family Detached: Fee Alternatives

	Alternative 1 (Maximum Fee Amounts)		Alternative 2: Reduce In-Lieu Housing Fee (Recommended)	
	Fee (Per Sq. Ft.)	Fee (Per Unit)	Fee (Per Sq. Ft.)	Fee (Per Unit)
Capital Facilities Fee	\$11.87	\$35,613	\$11.87	\$35,613
Transportation Fee	\$8.23	\$24,678	\$8.23	\$24,678
Affordable Housing Fee	\$84.25	\$252,750	\$42.10	\$125,300
Total Fee Burden	\$124.44	\$313,041	\$62.20	\$186,591
<i>Estimated Fee Burden "Capacity"</i>	\$228,280			

Peer Jurisdictions: \$162,890
Average Fee
Burden

Staff recommends Alternative 2, which discounts the affordable housing in-lieu fee to a level that is within the feasible burden, and similar to the total fee burden charged by peer jurisdictions.

While this may have the consequence of encouraging more projects to seek to “fee out” of their on-site affordable requirement, the City Council would have the discretion to approve such requests, and even if such requests were approved, it would not have a significant effect on affordable housing production. At the same time, this alternative would reduce burden on smaller residential projects that qualify to pay the fee per the IZO. These small projects, that usually involve one or a handful of single-family units on infill sites, are predominantly built by individuals and small investors, and comprise the largest share of remaining new single-family home construction in Pleasanton.

Residential – Townhomes: Alternative

It is recommended the City adopt CFF, TIF and Affordable Housing Fees at the maximum level supported by the study for townhome projects. No other alternatives are proposed for this fee category. See Table 9

The total fee burden is within the estimated capacity for this type of development, meaning it can support the increased fees as recommended and justified by the fee study. Note that the peer cities comparable average is not provided for townhomes, because staff found that different jurisdictions classify and/or group townhomes differently, with some putting them into the same category as detached SFR, and others grouping them with attached units such as apartments.

Table 9: Residential Townhomes – Fee Recommendation

	Recommendation: Adopt Maximum Fees	
	Fee (Per Sq. Ft.)	Estimated Fee (Per Unit) ¹
Capital Facilities Fee	\$11.87	\$23,742
Transportation Fee	\$8.23	\$16,452
Affordable Housing Fee	\$42.10	\$84,200
Total Fee Burden	\$62.20	\$124,394

Estimated Fee Burden “Capacity” \$118,096

1. Representative fee, for a typical 2,000 sq. ft. townhome unit

Residential – Multi-family (Rental Apartments and Condominiums): Alternatives

As previously noted, market conditions for the construction of multi-family projects are extremely challenging at present. Based on EPS’ analysis, under current conditions there is no capacity to increase fees, since development costs, in general, including fees under today’s rates, cannot produce financially feasible projects. With this in mind, two alternatives are proposed, with Alternative 2 having two sub-options:

Alternative 1: Retain aggregate local fees (Impact Fees and Affordable Housing Fees) for multi-family development at approximately the same level as today (\$92.00 per square foot)

Alternative 2: Reduce aggregate fees to match the average of comparable peer cities, that is approximately \$78.00 per square foot, or \$62,500 per unit (peer jurisdictions are Dublin, Livermore, San Ramon, and Walnut Creek).

In this alternative, the reductions could be achieved, depending on the policy priorities of the City Council by either:

- Option 2A: Lowering the Affordable Housing In-Lieu Fee
- Option 2B: Lowering the CFF and TIF.

The alternatives are illustrated in Table 10, below:

Table 10: Residential Multi-Family – Fee Alternatives

	Alternative 1 Retain Existing Aggregate Fee Level		Alternative 2 Lower Aggregate Fee to Regional Average			
	Fee (Per Sq. Ft)	Fee (Per Unit)*	Alternative 2A Reduce Affordable Housing Fee, Maximize CFF and TIF		Alternative 2B Reduce CFF and TIF, Maximize Housing Fee	
			Fee (Per Sq. Ft.)	Fee (Per Unit)*	Fee (Per Sq. Ft.)	Fee (Per Unit)*
Capital Facilities Fee	\$23.48	\$18,785	\$23.48	\$18,785	\$5.86	\$4,685
Transportation Fee	\$12.47	\$9,973	\$12.47	\$9,973	\$3.11	\$2,488
Affordable Housing Fee	\$56.05	\$44,841	\$42.21	\$33,766	\$69.19	\$55,352
Total Fee Burden	\$92.00	\$73,600	\$78.16	\$62,525	\$78.16	\$62,525
<i>Estimated Fee Burden "Capacity"</i>	\$0					
<i>Peer Jurisdictions: Average Fee Burden per Unit</i>	\$62,525					

Staff recommends **Alternative 2A**, to reduce the Affordable Housing In-lieu fee, and charge the TIF and CFF at the maximum supportable, with the aggregate fees at the average of peer jurisdictions.

While this may encourage more projects to seek to "fee out" of their on-site affordable housing requirements, doing so would be at the discretion of City Council, with no obligation to approve such requests. At the same time, heavily discounting the CFF and TIF will impede the City's ability to provide new transportation and capital facilities infrastructure to meet the needs of

this new development, which will constitute the largest share of new growth in Pleasanton in coming years. To the extent multi-family development is viable anywhere in the Tri-Valley, Pleasanton's fees will be on a par with peer jurisdictions.

In conjunction with Option 2A, as a secondary recommendation, and as discussed at the August 2024 meeting, the City Council could consider offering near-term relief to residential multi-family projects by allowing multi-family projects to "fee out" of up to 33% of their inclusionary requirement (without additional City Council approval), for a period of up to two years following the effective date of the IZO's adoption.

This strategy would recognize the challenges of the current market, and interest in promoting multi-family development to help meet the City's RHNA. As currently proposed, the fee would represent a lower cost than the cost to construct on-site, providing some financial relief for these projects, while still having them mitigate the majority of their affordable housing demands on-site. The disadvantage of this approach is that it would potentially reduce the number of deed-restricted affordable housing units constructed during the initial period.

Non-Residential Fees

For non-residential development, for simplicity, the alternatives are presented using the "Office" land use category only, rather than providing a multitude of scenarios for each commercial land use type. The Office category serves as an appropriate proxy because non-residential impact fees are usually derived using similar per unit demand factors (e.g., trips or employees per square foot) that vary proportionally by land use category (e.g., the relationship between office and industrial fees are roughly similar by City).

That said, some cities provide policy-based fee discounts to incentivize certain types or locations of development (e.g., for retail or near transit). The recommendation for Office would be carried forward to other non-residential uses in a proportionate manner, unless the City Council wanted to explore alternatives that would (for example) discount fees for one type of use compared to another.

It is further noted that the maximum Commercial Linkage fee for affordable housing, justified by the study, is well above any feasible level. Therefore, the alternatives provided below assume the existing commercial linkage fee per square foot as the baseline, with changes up or down from this level.

Three alternatives are presented, and illustrated in Table 11:

Alternative 1: Increase CFF and TIF to Maximum Supportable. This alternative would set the CFF and TIF fee at the maximum supportable by the Nexus Study; that is \$13.41, and \$31.50 per square foot, respectively. The Commercial Linkage Fee would remain at its current rate (\$3.71). The aggregate fee would total \$48.62 per square foot.

Alternative 2: Retain the total aggregate existing fee, inclusive of the CFF, TIF and Commercial Linkage Fee of \$30.12/square foot. In order to retain the existing fee, the TIF and CFF would be set to equal one another (at \$13.41 per square foot) and the remaining fee amount (i.e., \$3.29) would be allocated to the Commercial Linkage fee.

Alternative 3: Lower the total aggregate fee to \$22.78, reflective of the average fee burden

across peer jurisdictions (Dublin, Livermore, San Ramon, Walnut Creek). In order to lower the overall fee burden, each fee amount from Option 1 would be further reduced by about 24%.

Table 11: Non-Residential – Fee Alternatives

	Alternative 1 Increase CFF and TIF to Maximum Allowable	Alternative 2 Match Existing Aggregate Fee	Alternative 3 Discount Fee to Match Peer Cities Average
	Fee per Sq. Ft.	Fee Per Sq. Ft.	Fee Per Sq. Ft.
Capital Facilities Fees	\$13.41	\$13.41	\$10.15
Transportation Fees	\$31.50	\$13.41	\$10.15
Commercial Linkage Fee	\$3.71	\$3.29	\$2.49
Total Fee Burden	\$48.72	\$30.12	\$22.78
<i>Peer Jurisdictions:</i>	\$22.78		
<i>Average Fee Burden per Sq. Ft</i>			

Staff recommends the City Council adopt Option 3, which would bring the aggregate multi-family fee down to be more in line with that of the average of peer jurisdictions and ensure that Pleasanton remains regionally competitive as a location for commercial investment.

To the extent commercial development is financially viable anywhere in the Tri-Valley or within peer cities, Pleasanton’s fees will be on a par with peer jurisdictions. Setting the fee higher than this level is not recommended, because it would make Pleasanton less competitive as a location to do business in the region, potentially affecting long-term investment and property and sales tax revenue.

Applicability of Updated Fees to Projects in Process

With respect to projects in process and with active applications, it is recommended City Council adopt a policy regarding applicability of the new fees to such projects. While some projects are “vested” to the existing fees pursuant to State law (e.g. SB 330, Subdivision Map Act), it would be beneficial to provide clarity to current applicants as to the fees to which they will be subject. Attachment 3 provides a draft recommended policy with respect to projects in process – this is modeled on a similar policy adopted with the 2018 update, and generally proposes that the following types projects will still be subject to the existing fee, after the new fees are adopted:

- Projects not subject to legislative approval (i.e. not requiring a zoning or General Plan amendment, or subject to annexation), if “deemed complete” by the effective date of the fees
- Projects subject to legislative approval, if “deemed complete, or have been in process for three months or more, or accomplished other milestones constituting a significant financial investment, such as initiation of a CEQA process, or conducting a City Council or Planning Commission work session, by the effective date

- Project with a Building Permit application deemed substantially complete by the effective date.

These provisions would not supersede or replace vesting conferred by provisions of State law or an existing Development Agreement, would still apply any annual cost adjustments as reflected in the Pleasanton Municipal Code, and would not preclude the City and a developer from negotiating fees as part of a development agreement or similar mechanism.

Summary of Recommendations

For convenient reference, the various fees and the alternatives are summarized below:

Topic	Summary of Alternatives and Staff Recommendation
1. Sewer and Water Connection Fees, All Connection Types	No Alternatives proposed RECOMMENDATION: Adopt Sewer and Water connection fees at Maximum Levels
2. Single Family Detached, TIF, CFF and Affordable Housing Fees	Alternative 1: Adopt maximum fee levels Alternative 2: Reduce Single Family Detached Affordable Housing In-Lieu fee amount to \$42.10 per square foot to match Townhomes RECOMMENDATION: Adopt Alternative 2
3. Residential Townhomes, TIF, CFF and Affordable Housing Fees	No Alternatives proposed RECOMMENDATION: Adopt CFF, TIF and AH In-Lieu Fees at Maximum Levels
4. Residential – Multifamily Apartments and Condominiums, TIF, CFF and Affordable Housing Fees	Alternative 1: Maintain existing aggregate fee level • Alternative 2: Reduce aggregate fee level to the average of peer jurisdictions ○ Option 2A: Focus reductions on Affordable Housing In-Lieu Fee, with secondary recommendation for 2 year “fee out” option for up to 30% of inclusionary units ○ Option 2B: Focus reductions on CFF and TIF RECOMMENDATION: Adopt Alternative

	2A
5. Commercial, TIF, CFF and Affordable Housing Linkage Fee	Alternative 1: Increase CFF and TIF to Maximum Allowable Alternative 2: Maintain existing aggregate fee level Alternative 3: Reduce aggregate fee level to the average of peer jurisdictions <u>RECOMMENDATION:</u> Adopt Alternative 3, to set commercial impact fees at the average of peer jurisdictions
6. Policy for Applicability of Updated Fees	<u>RECOMMENDATION:</u> Adopt Policy as outlined in Attachment 3, which would provide exceptions for development projects that are in process

Next Steps

Based on City Council direction, staff will update and prepare final drafts of the two fee studies, and the PMC and ODS Amendments for formal review and adoption in December. The City Council will also consider adopting the new Capital Facilities, Transportation, Commercial Linkage, Water and Wastewater Connection, and Affordable Housing Fees.

Pursuant to State Law, fees become effective 60 calendar days after adoption. Therefore, if the second reading of the ordinances for adoption are held on January 7, 2025, the fees would become effective on March 8, 2025.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The adoption of the amendments to the various fees are not considered a project under CEQA Guidelines Section 15378 because the amendments do not have the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment; the amendments create government funding mechanisms which do not involve any commitment to any specific project. As projects are developed and proposed for implementation, the environmental impacts of such facilities would be evaluated in accordance with CEQA

EQUITY AND SUSTAINABILITY

Adopting the updated fees helps to advance equity and sustainability goals by ensuring that new development contributes to the necessary facilities and infrastructure, including upgrading buildings and facilities to meet energy efficiency standards, and expanding facilities to meet the needs of all segments of the community. Updating affordable housing fees will help to increase the inventory of below-market rate units by collecting fees that support the City's affordable housing programs and production.

OUTREACH

Notice of this meeting was placed in the Valley Times, and interested parties requesting

notification were also sent notices, as were developers whose email contact information is maintained by the City.

Staff presented the key findings of the fee update to meetings of the Chamber of Commerce Economic Development and Government Relations (EDGR) Committee, and the City's Economic Vitality Committee, at meetings in October.

STRATEGIC PLAN ALIGNMENT

Completion of these updates is consistent with the ONE Pleasanton Strategic Plan and with the 6th Cycle Housing Element:

ONE Pleasanton Strategic Plan.*Goal A – Funding Our Future:* Strategy 7: Conduct an analysis and update development fees to keep pace with new development costs.

Housing Element Program 2.1: Continue to implement the Inclusionary Zoning Ordinance and actively pursue strategies to improve its effectiveness in producing affordable housing units in conjunction with new development. The following actions will be undertaken by the City:

- Study the following amendments to the Inclusionary Zoning Ordinance and adopt such amendments provided they are not found to be an undue constraint on the production of housing:
 - An increase to the proportion of inclusionary units required in multi-family projects to be up to 20 percent, rather than the current 15 percent requirement. Identification of a target mix of affordable units (including proportions of very-low, low- and moderate-income units), with the potential for an alternative mix of affordability to be proposed and approved if it would better meet other housing policy objectives to do so. For example, if the project provided deeper affordability, and/or resulted in the production of units suitable for special needs groups such as seniors or persons with mental or physical disabilities. Target affordability mix and unit size standards, including a required proportion of larger (three or more bedroom) lower-income units, may be implemented through Objective Design Standards (Program 4.2) or the amended Inclusionary Zoning Ordinance.

Housing Element Program 2.2: Require new commercial development to pay the Lower-Income Housing Fee established by City Ordinance and adopted by the City, or to otherwise mitigate demand for new employee housing as allowed by the Pleasanton Municipal Code (e.g., through construction of units or dedication of land). Regularly evaluate the amount of these fees to ensure that they: (1) remain commensurate with the needs generated by the development; (2) are established at a level proportionate with the actual cost to provide new housing; and (3) are in conformance with State law while ensuring that Pleasanton remains locally and regionally competitive in attracting new commercial investment.

FISCAL IMPACT

Adopting the fees would have a neutral or beneficial fiscal impact, since it would better align proposed fees levied on new development with the capital facilities, infrastructure and housing

needs of the community, as documented in the EPS and Raftelis Fee studies. The TIF and CFF are proposed to include a 2% administrative charge, which is permissible to address the administrative costs of preparing, revising and updating the Nexus Studies; as these fees are received, they may be used to reimburse the General Fund for the cost to prepare the current Nexus Studies and future updates. The total amount authorized by City Council for the 2024 Nexus Study update is \$203,928.

Prepared by:



Ellen Clark, Director of
Community Development

Submitted by:



Ellen Clark, Director of Community
Development

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Draft Nexus Study - City of Pleasanton Development Impact Fee and Affordable Housing Impact Fee
2. Draft Water and Wastewater Connection Fee Study
3. Draft Policy Regarding Applicability of Updated Fees to Projects in Process
4. Presentation Slides



CITY COUNCIL AGENDA REPORT

Item #4

December 17, 2024
City Council

TITLE: RATIFY MAYOR'S APPOINTMENT OF A VICE MAYOR AND CITY COUNCIL ASSIGNMENTS TO VARIOUS BOARDS AND COMMISSIONS FOR CALENDAR YEAR 2025

SUMMARY

Each year, the Mayor reviews and revises, as necessary, assignments to various City Council Subcommittees and local and regional boards and commissions. Accordingly, the Council is asked to ratify assignments for 2025.

At the same meeting, a member of the Council is selected to serve as Vice Mayor for the coming year.

RECOMMENDATION

Ratify the Mayor's appointment of Jeff Nibert as Vice Mayor and City Council's assignments to various boards and commissions for calendar year 2025.

BACKGROUND

This item is placed on the agenda in accordance with *City Council Rules of Procedure*, Section 6.2, which stipulates that in December of each year, the Mayor shall appoint, with approval of Council, representatives to serve on Council subcommittees and on regional boards and commissions for the coming calendar year. At the same meeting, a Councilmember is selected to serve as the Vice Mayor for the upcoming year.

DISCUSSION

The City of Pleasanton is represented by its elected officials on numerous regional organizations having jurisdiction over policy matters affecting the City. In addition, Councilmembers serve on a variety of Council Subcommittees for the purpose of advising the full Council on other policy matters. Councilmembers have been assigned as close to an equal number of boards as scheduling allows.

EQUITY AND SUSTAINABILITY

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

OUTREACH

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

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

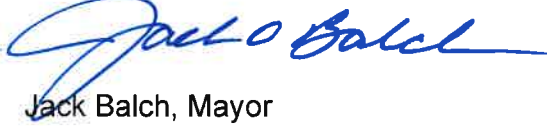
There is no direct fiscal impact associated with this action.

Prepared by:

A blue ink signature of Jack Balch, written in a cursive style.

Jack Balch, Mayor

Submitted by:

A blue ink signature of Jack Balch, written in a cursive style.

Jack Balch, Mayor

Approved by:

N/A

Gerry Beaudin, City
Manager

Attachments:

1. 2025 Appointments

**2025 CITY COUNCIL
SUBCOMMITTEE AND REGIONAL BOARD ASSIGNMENTS**

December 17, 2024

VICE MAYOR - Jeff Nibert

	MEMBERSHIP	MEMBER(S)	ALTERNATE
COUNCIL SUBCOMMITTEES			
Alameda County Liaison Committee	2 members	Balch/Testa	
Audit Committee	2 members	Balch/Eicher	
Dublin Liaison Committee	2 members	Balch/Nibert	
Dublin San Ramon Services District Liaison Committee	2 members	Eicher/Testa	
East Bay Regional Park District Liaison Committee	2 members	Eicher/Gaidos	
Alameda County Fair Liaison Committee	2 members	Eicher/Testa	
Legislative Advocacy Committee	2 members	Gaidos/Testa	
LPFD Joint Powers Authority	2 members	Balch/Eicher	
Livermore Liaison Committee	2 members	Balch/Eicher	
PUSD Liaison Committee	2 members/1 alt	Balch/Gaidos	Nibert
Waste and Recycling Committee	2 members	Eicher/Gaidos	
Zone 7 Liaison Committee	2 members	Balch/Gaidos	
LOCAL & REGIONAL BOARDS, COMMITTEES			
Alameda County Mayors' Conference	mayor/vice mayor	Balch/Nibert	
Alameda County Transportation Commission	1 member/1 alt	Balch	Eicher
Alameda County Mosquito Abatement District	1 member	Nibert	
Alameda County Waste Management Authority	1 member/1 alt	Gaidos	Eicher
Altamont Landfill Community Monitor Committee	1 member	Nibert	
Altamont Landfill Open Space Committee	1 member/1 alt	Nibert	Eicher
Association of Bay Area Governments (Gen'l Assembly)	1 member/1 alt	Gaidos	Nibert
Ava	1 member/1 alt	Balch	Nibert
iGate Board	1 member/1 alt	Testa	Gaidos
Innovation TriValley	1 member	Testa	
League of California Cities -East Bay Division	1 member/1 alt	Eicher	Nibert
Livermore Amador Valley Transit Authority	2 members/1 alt	Eicher/Testa	Nibert
Livermore Amador Valley Water Management Agency	2 members/1 alt	Gaidos/Nibert	Testa
Tri-Valley-San Joaquin Valley Regional Rail Authority	1 member	Nibert	
Tri-Valley Transportation Council	1 member/1 alt	Testa	Eicher

CITY COUNCIL AGENDA REPORT

December 17, 2024
City Clerk

TITLE: ADOPT A RESOLUTION SETTING THE 2025 CALENDAR YEAR CITY COUNCIL MEETING SCHEDULE

SUMMARY

The Pleasanton Municipal Code Chapter 2.04.010 states that the City Council shall establish the dates and times of its regular meetings. A regular meeting schedule for the 2025 calendar year will assist in managing City Council meeting agendas and inform the public of planned public meetings.

The proposed 2025 calendar year schedule has 20 meeting dates. Regular meetings start at 7 p.m. in the City Council Chambers.

RECOMMENDATION

Adopt a resolution setting the 2025 calendar year City Council meeting schedule with 20 regular meetings.

BACKGROUND

From 2017 through 2024, the City held 19 or 20 regularly scheduled meetings per year. For the 2025 calendar year, it is proposed the City Council set 20 regular meeting dates.

DISCUSSION

Typically, regular meetings are held on the first and third Tuesdays of each month. Regular meetings start at 7 p.m. in the City Council Chambers. The first meeting of April and August is not scheduled due to Pleasanton Unified School District's spring break schedule and National Night Out, respectively. The first meeting of January and September are also not scheduled due to proximity to City-observed holidays. It is recommended that the Council adopt the resolution setting the 2025 calendar year schedule (Attachment 1). Setting this calendar does not preclude scheduling additional special meetings.

EQUITY AND SUSTAINABILITY

This schedule does not impact City-observed holidays.

OUTREACH

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

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

There is no fiscal impact associated with this action.

Prepared by:



Jocelyn Kwong, City Clerk

Submitted by:



Jocelyn Kwong, City Clerk

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Resolution setting 2025 Council meeting calendar

RESOLUTION NO.**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON SETTING THE 2025 CALENDAR YEAR CITY COUNCIL MEETING SCHEDULE**

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

WHEREAS, at its December 17, 2024, meeting, the City Council reviewed and considered the 2025 calendar year meeting schedule.

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

SECTION 1. The 2025 City Council regular meeting schedule is set as follows:

January 21	July 1
February 4	July 15
February 18	August 19
March 4	September 16
March 18	October 7
April 15	October 21
May 6	November 4
May 20	November 18
June 3	December 2
June 17	December 16

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

PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on December 17, 2024.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 17th day of December 2024, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney

CITY COUNCIL AGENDA REPORT

December 17, 2024
Community Development

TITLE: ACTIONS OF THE ZONING ADMINISTRATOR AND PLANNING COMMISSION

P24-0702, Jill Buck

Application for Administrative Design Review approval to construct an approximately 730-square-foot detached covered patio structure at 2529 Via Espada.

Approved. (8 days)

P24-0719, Navin Veerapal

Application for Administrative Design Review approval to construct an approximately 1,062-square-foot, second-story addition to an existing residence located at 7620 Fair Oaks Drive.

Project Information:

Existing floor area: 1,668 square feet

Total floor area with addition: 2,730 square feet

Lot size: 7,230 square feet

Existing floor area ratio: 23.07 percent

Total floor area ratio with addition: 37.76 percent

Approved. (8 days)

P24-0721, Nico Echeverria Landscape / Nico Echeverria

Application for Administrative Design Review approval to construct an approximately 520-square-foot, 13'6" tall, detached patio cover in the southeast (rear) of the property located at 1332 Montrose Place.

Approved. (10 days)

P24-0673, Meenu Gochhwal / Ashish Choudhary

Application for Administrative Design Review approval to construct a detached, approximately 1,056-square-foot pergola on a raised platform with an approximate total height of 12-feet and 6-inches towards the rear at 2207 Martin Avenue.

Approved. (28 days)

P24-0634, Adam DeLeon / Backyard Unlimited

Application for Administrative Design Review approval to construct a detached, approximately 192-square-foot pavilion with an approximate height of 11-feet and 3-inches located at 1873 Paseo Del Cajon.

Approved. (9 days)

P24-0724, Neil Ginty / Dwelling Lab

Application for Administrative Design Review approval to add two windows on the second story (one facing west and one facing east) of the existing two-story residence located 4447 Sandalwood Drive.

Approved. (8 days)

Prepared by:



Melinda Denis
Zoning Administrator

Submitted by:



Ellen Clark
Director of Community
Development

Approved by:



Gerry Beaudin
City Manager

CITY COUNCIL AGENDA REPORT

December 17, 2024
Community Development

TITLE: ADOPT A RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT AWARD OF THE U.S. DEPARTMENT OF ENERGY'S ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT FUNDING IN THE AMOUNT OF \$140,450 FOR THE CLIMATE ACTION PLAN 2.0 PROJECT AND APPROVE BUDGET AMENDMENTS TO ALLOCATE THE FUNDS TO CIP NO. 24461

SUMMARY

The U.S Department of Energy is distributing funds to local governments through the Energy Efficiency and Conservation Block Grant (EECBG) to assist in implementing strategies that reduce energy use, reduce fossil fuel emissions, and improve energy efficiency. The City applied for and was awarded \$140,450 in federal grant funds through the EECBG. With City Council adoption of the resolution accepting this grant, the City Manager is authorized to receive \$140,450 from the U.S Department of Energy and allocate the funding to the Climate Action Plan 2.0 Project, CIP No. 24461. The funds will be used toward electrifying the municipal fleet, as required by separate regulatory mandates of the California Air Resources Board.

RECOMMENDATION

Adopt a resolution authorizing the City Manager to accept award of the U.S. Department of Energy's Energy Efficiency and Conservation Block Grant funding in the amount of \$140,450 for the Climate Action Plan 2.0 Project and approve budget amendments to allocate the funds to CIP No. 24461.

BACKGROUND

The City was eligible to apply for either a grant or voucher with the U.S Department of Energy to receive funds to implement strategies that reduce energy use, reduce fossil fuel emissions, and improve energy efficiency through the EECBG. The grant option was geared toward cities eligible for large sums of money and allows a broad range of project types, although it comes with significant reporting and administrative requirements. The voucher option had fewer allowable activities but came with simplified reporting and administrative requirements. Allowable activities under the voucher program include technical assistance (e.g., policy design, building retrofit planning, etc.) and equipment rebates (e.g., electric vehicle charging infrastructure, heat pumps, etc.). The City applied for the voucher program, specifically an equipment voucher for fleet electrification, which can be used for vehicles or infrastructure to support fleet electrification.

The City's voucher application was approved on July 2, 2024 (Attachment 2).

DISCUSSION

Emissions from on- and off-road transportation account for 64 percent of Pleasanton's greenhouse gas (GHG) emissions. The adopted Climate Action Plan 2.0 (CAP 2.0) includes

several strategies to reduce transportation emissions, including electrifying the municipal fleet (Action P5).

The California Air Resources Board (CARB) Advanced Clean Cars II Regulations require all new passenger cars, trucks, and SUVs sold in California to be zero-emissions vehicles (ZEVs) by 2035. Further, CARB's Advanced Clean Fleets Regulation requires that 50 percent of municipal fleet vehicles purchased be ZEVs; this requirement increases to 100 percent in 2027. For Pleasanton to comply with the regulations and electrify the municipal fleet, the City needs to install electric charging infrastructure.

The City's adopted FY2023/24-2026/27 Capital Improvement Program (CIP) budget includes a \$2,000,000 line item for CAP implementation, specifically to install the necessary infrastructure to electrify the City's fleet. There is currently \$1,000,000 budgeted in CIP No. 24461, and this grant funding will augment the CIP budget to help meet the funding gap.

Staff is recommending City Council approval to allocate the U.S. Department of Energy funds to the existing CIP for CAP implementation (Attachment 1). Specifically, the funds will be used to install electric vehicle charging stations at five different locations at the City's Operations Services Center at 3333 Busch Road, to be used by multiple City divisions. The installation includes adding and updating electrical subpanels, conduits, breakers, wiring, and charging station mounting. With City Council approval to accept the funding, the project will proceed in 2025.

Once the charging infrastructure is installed, as older vehicles are replaced and new vehicles are purchased or leased, the City will be enabled to transition to ZEVs as required by CARB. To fully equip facilities with chargers sufficient to transition the City's fleet, additional chargers will need to be installed in the future; however, the EECBG funds are expected to fully fund the above-mentioned scope without the need to utilize the General Fund CIP budget at this time.

EQUITY AND SUSTAINABILITY

Approval of this item advances the City's CAP 2.0 and aligns with Action P5 to electrify the municipal fleet as it will enable the City to purchase ZEVs which will reduce the City's emissions footprint and improve air quality.

OUTREACH

No outreach was conducted specifically for this grant, as this item is a routine matter of City business. However, ample outreach was conducted during the CAP 2.0 process which included the electrification of the municipal fleet over the coming several years.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the ONE Pleasanton strategic goals of *Investing in Our Environment*, Strategy 6—Continue to Implement priority items from the Climate Action Plan 2.0 to lead by example in environmental sustainability, and Strategy 1—Implement the four-year Capital Improvement Program (CIP) to complete the design and construction of budgeted capital projects.

FISCAL IMPACT

The City's EECBG voucher total was approved for \$140,450 which will bolster the City's

funding for CIP No. 24461 to implement electric vehicle charging infrastructure. There is no matching requirement or any added financial contribution from the City, other than minimal staff time required to administer and report on grant expenditures.

Prepared by:



Megan Campbell, Associate
Planner

Submitted by:



Ellen Clark, Director of Community
Development

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Resolution Authorizing the City Manager to Accept the EECBG Funds for Electric Vehicle Charging Infrastructure
2. EECBG Funds Approval

RESOLUTION NO.

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON
AUTHORIZING THE CITY MANAGER TO ACCEPT AWARD OF THE U.S.
DEPARTMENT OF ENERGY'S ENERGY EFFICIENCY AND CONSERVATION
BLOCK GRANT FUNDING IN THE AMOUNT OF \$140,450 FOR THE CLIMATE
ACTION PLAN 2.0 PROJECT AND APPROVE BUDGET AMENDMENTS TO
ALLOCATE THE FUNDS TO CIP NO. 24461**

WHEREAS, the California Air Resources Board (CARB) requires all new passenger vehicles sold in California to be zero-emissions vehicles (ZEVs) by 2035;

WHEREAS, CARB also requires 50 percent of all municipal fleet vehicles purchased to be ZEV by 2024 and 100 percent of all municipal fleet vehicles purchased must be ZEVs by 2027;

WHEREAS, the City's most recent greenhouse gas inventory in 2017 identifies transportation as the leading source of emissions in Pleasanton;

WHEREAS, the City's adopted Climate Action Plan (CAP 2.0) includes strategies to reduce transportation emissions, including transitioning the municipal fleet to all-electric in the next decade; and

WHEREAS, the U.S. Department of Energy approved Pleasanton's voucher application for \$140,450, which will be allocated to CIP No. 24461 and used for municipal fleet electrification.

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

SECTION 1. Authorizes the City Manager to accept the U.S. Department of Energy funds in the amount of \$140,450, which will be allocated to CIP No. 24461 and used for municipal fleet electrification, and execute all necessary documents required by the grant program.

SECTION 2. This Resolution shall become effective immediately upon adoption.

PASSED, APPROVED AND ADOPTED by the City Council of Pleasanton at a regular meeting held on December 17, 2024.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 17th day of December 2024, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney

From: [EECBG Vouchers](#)
To: [Megan Campbell](#); [Jennifer Miller](#)
Cc: [EECBG Vouchers](#)
Subject: U.S. Department of Energy EECBG Program Voucher Application Preapproval - Pleasanton
Date: Tuesday, July 2, 2024 12:07:01 PM
Attachments: [FARC 6.17.24.pdf](#)

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

Congratulations! The U.S. Department of Energy has approved your Energy Efficiency and Conservation Block Grant (EECBG) Program Equipment Rebate Voucher application. **This email serves as the official notice that you may now proceed with equipment purchase and installation.**

Attached is a copy of the Federal Assistance Reporting Checklist (FARC) with information about required reporting documents and how to upload them.

If you need additional assistance or have any questions, please contact us at EECBGVouchers@icf.com and reference your application number below.

- **Application Number: IA-0000000763**

Thank you,

EECBG Voucher Team

U.S. Department of Energy EECBG Program Vouchers
EECBGVouchers@icf.com
doerebates.my.site.com/eecbgvouchers



#	State/Territory	Entity Name	Level of Government	Allocation
254	CA	Palm Desert	City	\$118,040
255	CA	Palm Springs	City	\$76,770
256	CA	Palmdale	City	\$197,390
257	CA	Palo Alto	City	\$141,790
258	CA	Paramount	City	\$114,940
259	CA	Pasadena	City	\$193,560
260	CA	Perris	City	\$134,320
261	CA	Petaluma	City	\$121,440
262	CA	Pico Rivera	City	\$120,010
263	CA	Pittsburg	City	\$128,250
264	CA	Placentia	City	\$112,350
265	CA	Pleasanton	City	\$140,450
266	CA	Pomona	City	\$188,070
267	CA	Porterville	City	\$121,930
268	CA	Poway	City	\$76,830
269	CA	Rancho Cordova	City	\$138,900
270	CA	Rancho Cucamonga	City	\$207,660
271	CA	Rancho Palos Verdes	City	\$76,370
272	CA	Rancho Santa Margarita	City	\$76,570
273	CA	Redding	City	\$149,160
274	CA	Redlands	City	\$133,300
275	CA	Redondo Beach	City	\$127,820
276	CA	Redwood City	City	\$142,550
277	CA	Rialto	City	\$151,580
278	CA	Richmond	City	\$160,550
279	CA	Riverside	City	\$325,070
280	CA	Rocklin	City	\$127,710
281	CA	Rohnert Park	City	\$76,440
282	CA	Rosemead	City	\$113,300
283	CA	Roseville	City	\$190,900
284	CA	Sacramento	City	\$493,300
285	CA	Salinas	City	\$195,530
286	CA	San Bernardino	City	\$249,590
287	CA	San Bruno	City	\$76,430
288	CA	San Buenaventura (Ventura)	City	\$161,680
289	CA	San Clemente	City	\$123,390
290	CA	San Diego	City	\$1,185,290
291	CA	San Francisco	City	\$796,610

CITY COUNCIL AGENDA REPORT

December 17, 2024
Finance

TITLE: ADOPT A RESOLUTION FINDING THAT CERTAIN DEVELOPMENT IMPACT FEES SUBJECT TO AB 1600 AND SB 1693 ARE UNEXPENDED AFTER FIVE YEARS AND THE FUNDS ARE COMMITTED TO PARTICULAR PROJECTS

SUMMARY

As required by AB 1600 and SB 1693, this annual report has been prepared showing the status of development impact fees held as of June 30, 2024. The attached resolution finds that certain development impact fees have been held for five or more years and identifies the projects and the City's commitment thereto for the City's retention of the funds. This report also contains the annual information on water and sewer connection fees as required by SB 1760.

Staff provided the required public meeting notice on December 2, 2024, and made this report available 15 days in advance of the City Council meeting, as required by law.

RECOMMENDATION

Adopt a resolution finding that certain development impact fees subject to AB 1600 and SB 1693 are unexpended after five years and the funds are committed to particular projects.

BACKGROUND

Beginning in 1984, public entities were required to provide an annual accounting concerning the collection and use of all development impact fees. Effective January 1, 1989, AB 1600 (Government Code Section 66000 et seq.) established new accounting guidelines regarding the imposition and use of development impact fees. Effective January 1, 1997, SB 1693 made certain changes to AB 1600 and clarified and expanded the responsibilities of local agencies. In February 1998, SB 1760 further clarified the development impact fees that are subject to AB 1600 and excluded water and sewer connection fees from the requirements to expend these fees within five years. While not required, water and sewer connection fees are included in this report in order to provide the information on the receipt and utilization of these funds.

One of the mandated accounting guidelines, as stated in Government Code Section 66006(a), provides that a local agency shall establish separate capital facility accounts for each improvement funded by development impact fees. Any interest income earned by funds in such an account shall also be deposited in that account. Each local agency is required within 180 days after the financial year is closed (for the City this is December 31) to make available to the public the following information for each separate account: (1) the account's beginning and ending balance; (2) the amount of fees, interest, and other income in the account; (3) the amount of expenditure for each public facility or improvement made from the account; (4) the total percentage of the cost of the improvement that was funded with the fees; (5) the date construction will commence if sufficient funds have been collected; (6) a description of any interfund transfers or loans made from an account; and (7) the amount of refunds made from the account. Attachment 2 and 3 provide this information for funds held on June 30, 2024.

Attachment 4 provides the Master Fee Schedule for the development impact fees that are subject to AB 1600, SB 1693 and SB 1760.

In addition, Government Code 66006 Section (b)(2) requires the report to be included on the agenda at a public meeting not less than 15 days after the information was made available to the interested parties. Staff provided the notice of public meeting to interested parties who had filed a written request with the City.

DISCUSSION

The City uses fund accounting to segregate development impact fees subject to AB 1600 and SB 1760 from other City funds. Interest income is allocated to each individual fund based on its own cash balance.

Funds Subject to AB 1600

The City utilizes the following funds to track development related revenues subject to AB 1600:

Public Facilities Fund (Fund 203) – This fund is utilized to account for the *Public Facilities fee*. Facilities projects and equipment required to service new development are funded from this fee. When a project serves both new and existing development, only the portion related to new development is charged against this fund; the other portions of the project are funded by other sources, such as the General Fund. Fund balance, other revenues, expenditures, and fund transfers for fiscal years 2019/20 through 2023/24 are detailed in Attachment 2.

Park Development Fund (Fund 222) – This fund is utilized to account for the receipt of *Park Dedication In-Lieu fees* collected through December 2019. These fees are used to offset the cost of park acquisition; this fund also receives a portion of Public Facilities fees to be used to offset the cost of community park development. Fund balance, revenues, expenditures, and fund transfers for fiscal years 2019/20 through 2023/24 are detailed in Attachment 2.

Traffic Impact Fund (Fund 212) – This fund is utilized to account for the receipt of *Traffic Impact fees*. When a project serves both new and existing development, only the portion related to new development is charged against this fund; the other portions of the project are funded by other sources, such as gas tax revenues or the General Fund. Fund balance, revenues, expenditures, and fund transfers for fiscal years 2019/20 through 2023/24 are detailed in Attachment 2.

Tri-Valley Transportation Fund (Fund 214) – This fund is utilized to account for the receipt of *Tri-Valley Transportation fees*. The City, as a member of the Tri-Valley Transportation Council (TVTC), collects a fee from developers to finance projects to reduce traffic-related impacts caused by future developments. The City forwards 80% of the receipts to the TVTC to be utilized for regional traffic projects and retains 20% for City-related traffic projects. In addition, the City receives advances/reimbursements for City-related work performed on specific TVTC sponsored projects. The City acts as a project sponsor for some TVTC projects; in this capacity, the City receives pass-thru funds from TVTC and remits them to the appropriate agency in charge of the project. Fund balance, revenues, expenditures, and fund transfers for fiscal years 2019/20 through 2023/24 are detailed in Attachment 2.

Downtown Parking-In-Lieu Fund (Fund 104) – This fund is utilized to account for the receipt of *Parking-In-Lieu fees* for the Downtown Revitalization District (District). When development

within the District is not able to accommodate all of its required parking onsite, the fee is collected to purchase land and to construct public parking lots. Fund balance, revenues, expenditures, and fund transfers for fiscal years 2019/20 through 2023/24 are detailed in Attachment 2.

Lower Income Housing Fund (Fund 122) – This fund is utilized to account for the receipt of *Lower Income Housing fees* and their disbursement for lower income housing programs, services, and/or projects. Fund balance, revenues, expenditures, and fund transfers for fiscal years 2019/20 through 2023/24 are detailed in Attachment 2 for information only, as *Lower Income Housing fees are not subject to AB 1600*.

Unexpended Funds After Five Years

Government Code section 66001(d) requires that five years after collecting a development fee subject to AB 1600 and SB 1693, a local agency shall make findings that year and every five years thereafter, with respect to any portion of the fee remaining unexpended. The findings must identify the purpose for which the fee is to be used and demonstrate a nexus between the fee and the purpose for which it was originally charged. The findings must also identify all sources and amounts of funding for completion of the improvement and the approximate date that the improvement will be fully funded. After five years, a local agency is also required to refund the unexpended portion of the fee, and any accrued interest, for which a need cannot be demonstrated; however, when a city makes appropriate findings, including that the purpose for the developer impact fee remains, the city may retain the fee.

Staff reviewed development impact fees collected five or more years ago and has determined that all funds held for more than five years are necessary to complete identified projects, as shown below by fund. The percent funded by the impact fees was established in the nexus study that established the relevant fee. As required by AB 1600 and SB 1693, this annual report has been prepared showing the status of development impact fees held as of June 30, 2024, and incorporated into a resolution (Attachment 1) for the City Council's adoption.

Public Facilities Fund (Fund 203)

Amount collected in previous fiscal years subject to 5-year limitation: \$0
Funds are 100% expended as accounted for in Attachment 2.

Park Development Fund (Fund 222)

Amount collected in previous fiscal years subject to 5-year limitation: \$6,326,003
Funds are committed to the following project:

- New Community Park Site Acquisition Reserve – Project #03728

Description: This project involves identifying and procuring potential sites to construct a new community park in the northeast area of the city and establishing a reserve to eventually acquire an appropriate site of approximately 30 to 40 acres of contiguous land. Amenities could include youth area with various play equipment, a picnic area, open field play space, an exercise course, restrooms, pathways, and landscaping. The exact type and mix of uses for this site will be determined through a Park Master Plan process, managed by staff and the Parks and Recreation Commission.

Approximate project completion date: Ongoing

Project cost: \$3,501,477

Source of funding: Park Development Fund

% funded by development impact fees: 100%

- General Trail Improvement and Development – Project #01737

Description: This project provides ongoing funding for specific trail development/improvement projects throughout the city. Projects would be recommended by the Parks and Recreation Commission and approved by the City Council, and may include walking/hiking, bicycling, and/or equestrian uses. Projects being considered include the Downtown Trail, Vineyard Avenue Corridor Trail, Arroyo del Valle to Shadow Cliffs, Alamo Canal Extension and the Iron Horse Trail.

Approximate project completion date: Ongoing

Project Cost: \$504,497

Source of funding: Park Development Fund and Park CIP-General Fund

% funded by development impact fees: Park Development Fee (82%) and Park CIP-General Fund (18%)

- Lions Wayside Park Improvement – Project #06716

Description: Funding for an existing project to design and construct a new park consistent with the Lions Wayside and Delucchi Parks Master Plan, incorporating the newly acquired properties at 4363 and 4377 First Street into the design process.

Approximate project completion date: 2025

Project Cost: \$1,789,090

Source of funding: Park Development Fund

% funded by development impact fees: 100%

- Pleasanton Tennis/Community Park LED Light – Project #16733

Description: The Tennis and Community Park tennis court LED light conversion project, CIP No. 16733, will convert the existing tennis court lights that are HPS lights to LED lights and the Tennis and Community Park Volleyball Court LED light project, CIP No. 21775, will provide night lighting to the existing volleyball courts.

Approximate project completion date: Ongoing

Project Cost: \$120,000

Source of funding: Park Development Fund

% funded by development impact fees: 100%

- Design Inclusionary/All Access Play – Project #20773

Description: This funding will be used to begin the design of ADA access and an all-abilities playground to foster more connections and opportunities for young families. The design process will involve community outreach to seek input to determine best location, size, and amenities to be included in the playground. Design and construction will follow and may require additional funding to be prioritized and allocated in future years.

Approximate project completion date: Ongoing

Project Cost: \$283,485 available

Note: Estimated project cost to be much higher

Source of funding: Park Development Fund

% funded by development impact fees: 100%

- Tennis/Community Park Court Lighting – Project #21775

Description: This project involves the construction of new LED lighting for the courts at the Pleasanton Tennis and Community Park.

Approximate project completion date: Ongoing

Project Cost: \$250,000
Source of funding: Park Development Fund
% funded by development impact fees: 100%

- Cemetery Storm Repairs & Renovations – Project #23668

Description: The winter 2022/23 storms caused significant damage to the cemetery, including downed trees and damage to the storage area, that required significant repair to have an operating cemetery.

Approximate project completion date: 2024

Project Cost: \$101,655

Source of funding: Park Development Fund

% funded by development impact fees: 100%

Traffic Impact Fund (212)

Amount collected in previous fiscal years subject to 5-year limitation: \$6,286,024

Funds are committed to the following project:

- Johnson Drive Economic Development Zone – Project #18531

Description: This project design and construct the transportation improvements associated with the Johnson Drive Economic Development Zone: Traffic Signals on Johnson (Commerce Drive and Owens Drive North); Stoneridge and Johnson left turns; Stoneridge Drive and 680 northbound on ramp widening; and Johnson Drive widening.

Approximate project completion date: 2024

Project cost: \$11,585,865

Source of funding: Traffic Impact Fees (55%) and Grant Funding (45%)

% funded by development impact fees: 55%

Tri-Valley Transportation Fund (214)

Amount collected in previous fiscal years subject to 5-year limitation: **\$1,919,319**

Funds are committed to the following project:

- Tri-Valley Transportation Development Fee Reserve – Project #01541

Description: This project establishes a reserve fund for various regional projects to help mitigate traffic congestion in the Tri-Valley area. These funds represent a portion of the costs and are the City's 20% set-aside portion of the Tri-Valley Transportation Development Fees (TVTDF) collected in the City of Pleasanton. The Tri-Valley projects include the following: I-580/I-680 flyover and hook ramps, State Route 84/I-580 corridor improvements from I-580 to I-680, Isabel Route 84/I-680 Interchange, I-680 auxiliary lanes between Bollinger Canyon Road and Diablo Road, West Dublin-Pleasanton BART Station, I-580 HOV lanes from Tassajara Road to Vasco Road, I-680 HOV lanes from State Route 84 to the top of Sunol Grade, I-680/Alcosta Boulevard Interchange Modifications, Crow Canyon Road Safety Improvements, Vasco Road Safety Improvements, and Express Bus Service. In addition to these projects, the TVTC has approved 11 additional projects which include the El Charro Road extension in Pleasanton.

Approximate project completion date: Ongoing

Project cost: \$2,100,000

Source of funding: Tri-Valley Transportation Development Fee

% funded by development impact fees: 100%

Downtown Parking-In-Lieu Fund (104)

Amount collected in previous fiscal years subject to 5-year limitation: **\$695,443**

Funds are committed to the following project:

- Expand Parking on Downtown Transportation Corridor (Phase II)

Description: A public parking lot on the transportation corridor between Abbie Street and Neal Street. The project replaces an existing gravel parking lot that has a one-way drive isle. The new parking lot will be similar to the Firehouse Arts Center parking lot with a two-way drive isle, ninety-degree parking on each side, walk path and landscaping. The project requires drainage improvements, stormwater treatment facilities, curb, gutter, new asphalt and striping.

Approximate project completion date: Ongoing

Project cost: \$4,000,000

Source of funding: Downtown Parking In-Lieu and General Fund CIP

% funded by development impact fees: TBD

Lower Income Housing Fund (Fund 122)

Amount collected in previous fiscal years subject to 5-year limitation: **\$4,752,678**

- The Lower Income Housing Fee, not subject to AB 1600 requirement, will continue to be collected to provide services and programs for lower income households, including Rapid Re-Housing Program, Housing Rehabilitation Program, First-Time Homebuyer Program, Down Payment Assistance Loan Program and others, in partnership with a number of local, non-profit organizations. Additionally, any potential affordable housing related projects are continuing to be explored.

Funds Subject to AB 1760

The City utilizes the following funds to track development related revenues subject to AB 1760:

Water and Sewer Expansion Funds (Funds 422 and 432) – These funds are utilized to account for water and sewer connection fees. When a project serves both new and existing development, only the portion related to new development is charged against these funds; the other portions of the project are funded by other sources, such as revenue from the rate payer funded Repair and Replacement Funds (Replacement Funds). The Replacement Funds are accounted for separately (Funds 422 and 432). Fund balance, revenues, expenditures and transfers for Funds 422 and 432 for fiscal years 2019/20 through 2023/24 are detailed in Attachment 3.

The following is a summary by fund of the projects that the City is committed to complete in coming years with available water and sewer connection fees:

Water Expansion Fund (422)

- City Ground Water Supply – Project #24174

Description: The project includes the City constructing its own wells and required distribution piping to tie into system, or joint wells with Zone 7 and upsizing distribution piping so it can be received from turnouts, re-establishing the City's 3500 acre-feet groundwater allotment.

Approximate project completion date: Ongoing

Project cost: \$26,500,000

Source of funding: Water Expansion Fees (14%); Water Replacement Fund (86%)

% funded by development impact fees: 14%

Sewer Expansion Fund (432)

- Sewer Capacity Evaluation – Project #16245

Description: This project is a general capacity study of the City's sewer collection system to confirm proper sizing of sewer piping, pump stations and other facilities. The findings will be integrated into the Sewer System Management Plan, and include focused evaluations of East Amador Trunk Sewer, East Amador Relief Sewer, East Pleasanton Specific Plan, Ruby Hill, and Commerce Circle service areas. Integration with the Vineyard service area evaluation will be included. This project will create a hydraulic model of the sewer system which will be updated to reflect changes and evaluate adequacy of proposed changes to the system.

Approximate project completion date: 2025

Project cost: \$700,000

Source of funding: Sewer Connection Fees (25%); Sewer Replacement Fund (75%)

% funded by development impact fees: 25%

EQUITY AND SUSTAINABILITY

This action ensures that impact fee revenues collected continue to be utilized for various capital projects to improve or enhance the City's infrastructure and facilities.

OUTREACH

Notice of this meeting was posted on a local newspaper at least 15 days prior to the December 17, 2024, City Council meeting. Public comments received after publication of this report will be forwarded to the City Council.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the ONE Pleasanton strategic plan goal of *Funding Our Future*, Strategy 2 - Identifying expanded and new revenue sources to address significant infrastructure needs.

FISCAL IMPACT

AB 1600 requires the development impact fees held by the City that meet the criteria described in this report be refunded if the findings in the attached resolution are not adopted.

Prepared by:



Chris Yi, Financial Services Manager

Submitted by:



Susan Hsieh, Director of Finance

Approved by:



Gerry Beaudin, City Manager

Attachments:

1. Resolution
2. Development Impact Fee Funds Subject to AB 1600
3. Development Impact Fee Funds Subject to AB 1760
4. Development Fee Schedule

RESOLUTION NO.**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON, FINDING THAT CERTAIN DEVELOPMENT IMPACT FEES SUBJECT TO AB 1600 AND SB 1693 ARE UNEXPENDED AFTER FIVE YEARS AND THE FUNDS ARE COMMITTED TO PARTICULAR PROJECTS**

WHEREAS, Government Code Section 66001(d), effective January 1, 1989, requires the City (a) to make findings once each fiscal year with respect to any portion of a fee remaining unexpended in its account five or more years after deposit of the fee, (b) to identify the purpose to which the fee is to be put and to demonstrate a reasonable relationship between the fee and the purpose for which it is charged, (c) to identify all sources and amounts of funding anticipated to complete financing and (d) to designate the approximate date the expected funding will be deposited; and

WHEREAS, pursuant to Government Code Section 66006 (b)(2), the information was made available to the public on December 2, 2024; and a public meeting was held on December 17, 2024; and

WHEREAS, staff has reviewed the development impact fees collected from June 30, 2019 to determine if any such development fees still remain unexpended; and

WHEREAS, staff has found that development impact fees collected for this period remain unexpended and the City is committed to use these unexpended amounts for construction of capital improvements as follows:

Unexpended Amounts by Fund:

Park Development Fund	\$ 6,326,003
Traffic Impact Fee	6,286,024
Tri-Valley Transportation Development Fee	1,919,319
Downtown Parking-In-Lieu	695,443
Total Fees Subject to AB 1600	<u><u>\$ 15,226,789</u></u>

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

SECTION 1. That there are development impact fees remaining unexpended but these fees are committed to constructing improvements identified in subsection D below that will implement goals and objectives of the City's General Plan;

SECTION 2. That the City's objective to mitigate the impacts caused by the development of residential, commercial, and industrial land will be assisted by the purchase of the equipment or construction of the improvements;

SECTION 3. That there is a reasonable relationship between the purpose of each of the developer fees and the purpose for which it is charged and committed as stated below in subsection D.

SECTION 4. That the amount of the development impact fees collected, the cash balance (including interest earnings) as of June 30, 2024 for each fee held for five years or more, the purpose the fee is committed, additional sources of funding and the expected date that funding will be available are as follows:

Park Development Fund (Fund 222)

Amount collected in previous fiscal years subject to 5-year limitation: **\$6,326,003**

Funds are committed to the following project:

- **New Community Park Site Acquisition Reserve – Project #03728**
Description: This project involves identifying and procuring potential sites to construct a new community park in the northeast area of the City and establishing a reserve to eventually acquire an appropriate site of approximately 30 to 40 acres of contiguous land. Amenities could include youth area with various play equipment, a picnic area, open field play space, an exercise course, restrooms, pathways, and landscaping. The exact type and mix of uses for this site will be determined through a Park Master Plan process, managed by staff and the Parks and Recreation Commission.
Approximate project completion date: On-Going
Project cost: \$3,501,477
Source of funding: Park Development Fund
% funded by development impact fees: 100%
- **General Trail Improvement and Development – Project #01737**
Description: This project provides ongoing funding for specific trail development/improvement projects throughout the City. Projects would be recommended by the Parks and Recreation Commission and approved by the City Council, and may include walking/hiking, bicycling, and/or equestrian uses. Projects being considered include the Downtown Trail, Vineyard Avenue Corridor Trail, Arroyo del Valle to Shadow Cliffs, Alamo Canal Extension and the Iron Horse Trail.
Approximate project completion date: On-Going
Project Cost: \$504,497
Source of funding: Park Development Fund and Park CIP-General Fund
% funded by development impact fees: Park Development Fee (82%) and Park CIP-General Fund (18%)
- **Lions Wayside Park Improvement – Project #06716**
Description: Funding for an existing project to design and construct a new park consistent with the Lions Wayside and Delucchi Parks Master Plan, incorporating the newly acquired properties at 4363 and 4377 First Street into the design process.
Approximate project completion date: 2025
Project Cost: \$1,789,090
Source of funding: Park Development Fund
% funded by development impact fees: 100%
- **Pleasanton Tennis/Community Park LED Light – Project #16733**
Description: The Tennis and Community Park tennis court LED light conversion project, CIP No. 16733, will convert the existing tennis court lights that are HPS lights to LED lights and the Tennis and Community Park Volleyball Court LED light project, CIP No. 21775, will provide night lighting to the existing volleyball courts.
Approximate project completion date: On-Going

Project Cost: \$120,000

Source of funding: Park Development Fund

% funded by development impact fees: 100%

- Design Inclusionary/All Access Play – Project #20773

Description: This funding will be used to begin the design of ADA access and an all abilities playground to foster more connections and opportunities for young families. The design process will involve community outreach to seek input to determine best location, size, and amenities to be included in the playground. Design and construction will follow and may require additional funding to be prioritized and allocated in future years.

Approximate project completion date: On-Going

Project Cost: \$283,485 available

Note: Estimated project cost to be much higher

Source of funding: Park Development Fund

% funded by development impact fees: 100%

- Tennis/Community Park Court Lighting – Project #21775

Description: This project involves the construction of new LED lighting for the courts at the Pleasanton Tennis and Community Park.

Approximate project completion date: On-Going

Project Cost: \$250,000

Source of funding: Park Development Fund

% funded by development impact fees: 100%

- Cemetery Storm Repairs & Renovations – Project #23668

Description: The Winter 2022/23 storms caused significant damage to the cemetery, including downed trees and damage to the storage area, that required significant repair in order to have an operating cemetery.

Approximate project completion date: 2024

Project Cost: \$101,655

Source of funding: Park Development Fund

% funded by development impact fees: 100%

Traffic Impact Fund (212)

Amount collected in previous fiscal years subject to 5-year limitation: **\$6,286,024**

Funds are committed to the following project:

- Johnson Drive Economic Development Zone – Project #18531

Description: This project design and construct the transportation improvements associated with the Johnson Drive Economic Development Zone: Traffic Signals on Johnson (Commerce Drive and Owens Drive North); Stoneridge and Johnson left turns; Stoneridge Drive and 680 northbound on ramp widening; and Johnson Drive widening.

Approximate project completion date: 2024

Project cost: \$11,585,865

Source of funding: Traffic Impact Fees (55%) and Grant Funding (45%)

% funded by development impact fees: 55%

Tri-Valley Transportation Fund (214)

Amount collected in previous fiscal years subject to 5-year limitation: **\$1,919,319**

Funds are committed to the following project:

- Tri-Valley Transportation Development Fee Reserve – Project #01541
Description: This project establishes a reserve fund for various regional projects to help mitigate traffic congestion in the Tri-Valley area. These funds represent a portion of the costs and are the City's 20% set-aside portion of the Tri-Valley Transportation Development Fees (TVTDF) collected in the City of Pleasanton. The Tri-Valley projects include the following: I-580/I-680 flyover and hook ramps, State Route 84/I-580 corridor improvements from I-580 to I-680, Isabel Route 84/I-680 Interchange, I-680 auxiliary lanes between Bollinger Canyon Road and Diablo Road, West Dublin-Pleasanton BART Station, I-580 HOV lanes from Tassajara Road to Vasco Road, I-680 HOV lanes from State Route 84 to the top of Sunol Grade, I-680/Alcosta Boulevard Interchange Modifications, Crow Canyon Road Safety Improvements, Vasco Road Safety Improvements, and Express Bus Service. In addition to these projects, the TVTC has approved 11 additional projects which includes the El Charro Road extension in Pleasanton. Approximate project completion date: On-Going
Project cost: \$2,100,000
Source of funding: Tri-Valley Transportation Development Fee
% funded by development impact fees: 100%

Downtown Parking-In-Lieu Fund (104)

Amount collected in previous fiscal years subject to 5-year limitation: **\$695,443**

Funds are committed to the following project:

- Expand Parking on Downtown Transportation Corridor (Phase II)
Description: A public parking lot on the transportation corridor between Abbie Street and Neal Street. The project replaces an existing gravel parking lot that has a one-way drive isle. The new parking lot will be similar to the Firehouse Arts Center parking lot with a two-way drive isle, ninety-degree parking on each side, walk path and landscaping. The project requires drainage improvements, stormwater treatment facilities, curb, gutter, new asphalt and striping. Approximate project completion date: On-Going
Project cost: \$4,000,000
Source of funding: Downtown Parking In-Lieu and General Fund CIP
% funded by development impact fees: TBD

SECTION 5. That the City Clerk shall certify to the passage of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on December 17, 2024.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on December 17, 2024, by the following vote:

Ayes:
Noes:
Absent:
Abstain:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel Sodergren, City Attorney

Development Impact Fees Subject to AB1600

Attachment 2

Capital Facilities Fund 203

Fund Balance, Fees Collected, Interest Earned, Transfers and Project Expenditures - Five Year History

	2019/20	2020/21	2021/22	2022/23	2023/24
BEGINNING FUND BALANCE	\$ 6,542,424	\$ 6,258,265	\$ 3,568,430	\$ 712,766	\$ 649,404
REVENUE					
Capital Facilities Fees	650,722	509,720	169,942	423,911	1,300,930
Interest (includes GASB31 interest adjustment)	216,758	(1,186)	(104,712)	37,628	60,351
TOTAL REVENUE	<u>867,480</u>	<u>508,534</u>	<u>65,230</u>	<u>461,539</u>	<u>1,361,281</u>
TRANSERS					
Transfers Out*	(1,107,829)	(1,210,000)			-
TOTAL TRANSFERS	<u>(1,107,829)</u>	<u>(1,210,000)</u>	<u>-</u>	<u>-</u>	<u>-</u>
EXPENDITURES					
Animal Shelter Leases #94451	15,532	12,968	15,037		
Annual Court Resurfacing #20744	7,630				396
Design of Aquatic Center 50 Meter Pool Deck & Replaster, #22781				13,894	
Design Fire Station#2 Improvement #18424	9,375				
Landscape Median Construction & Renov #06451		9,038		4,230	5,326
Library Lighting, #23493				4,954	5,057
Library Roof Replacement, #14408				430,000	
LPFD Fire Stations 3 - Design and Construct #17423	11,273	1,966,363	2,905,858		
Police Department Training Facility, #22482				51,000	
Remove City Hall Modular Buildings, #21463				20,823	
MCC Replacement & Temporary Power Station, #24374					5,937
TOTAL EXPENDITURES	<u>43,810</u>	<u>1,988,369</u>	<u>2,920,894</u>	<u>524,901</u>	<u>16,715</u>
ENDING FUND BALANCE	<u>\$ 6,258,265</u>	<u>\$ 3,568,430</u>	<u>\$ 712,766</u>	<u>\$ 649,404</u>	<u>\$ 1,993,970</u>

* Transfers Out to Fund 222 Parks share of Capital Facilities Fees (\$1,107,829 in 2019/20 & \$1,210,000 in 2020/21).

Unexpended Fees Subject to AB1600

\$ 6,542,424	Beginning Fund Balance, 7/1/19
(2,317,829)	Transfers Out*
(5,494,689)	Total Expenditures
<u>\$ (1,270,093)</u>	All Fees Subject to AB1600 Have Been Spent as of 6/30/24

Development Impact Fees Subject to AB1600

Park Development Fund 222

Fund Balance, Fees Collected, Interest Earned, Transfers and Project Expenditures - Five Year History

	2019/20	2020/21	2021/22	2022/23	2023/24
BEGINNING FUND BALANCE	\$ 11,809,991	\$ 10,201,084	\$ 10,370,514	\$ 9,577,545	\$ 8,984,812
REVENUE					
Park Dedication In Lieu Fees	-	-	-	-	-
Interest (includes GASB31 interest adjustment)	301,900	24,364	(498,206)	(38,988)	452,679
TOTAL REVENUE	301,900	24,364	(498,206)	(38,988)	452,679
TRANSFERS					
Transfers In*	1,107,829	1,210,000			
Transfers Out**	(272,274)				
TOTAL TRANSFERS	835,555	1,210,000	-	-	-
EXPENDITURES					
Alviso Adobe Strategic Plan Implementation, #18725				42,745	190,101
Amador Theatre Facility Assessment #17714			24,357		
Bocce Ball Courts #16725	32,954	1,936			
Cemetery Storm Repair, #23668				85,050	32,295
Design Inclusionary All Access Playground #20773		39,631	76,883		
Design Skate Park #20774		28,607	86,906	130,121	154,367
General Trail Improvement And Development, #01737				2,031	
Library Office Remodel #17750	1,033,353	168,411			
Lions Wayside and Delucchi Parks #06716	232,558	101,593	66,618	17,025	159,376
Mountain Bike Trail #20771	330	49,083	27,918	276,537	14,292
Pioneer Cemetery South Hill Improvement #21765		715,913			
Pioneer Masterplan Implementation #16446	76,616	(71,347)	12,082	234	1,480
Replace Concession Stand #17747	364,635	3,190			
Softball Field House/Booth Renovation #17746	1,005,916	27,917			
TOTAL EXPENDITURES	2,746,362	1,064,934	294,763	553,745	551,910
ENDING FUND BALANCE	\$ 10,201,084	\$ 10,370,514	\$ 9,577,545	\$ 8,984,812	\$ 8,885,580
REVISED ENDING FUND BALANCE					

*Transfers In from Fund 203 Capital Facilities Fund - Parks share of Public Facilities Fees (\$1,107,829 in FY20 & \$1,210,000 in FY21),

**Transfers Out to Fund 403 Cemetery Capital Improvement for Pleasanton Pioneer Cemetery related capital projects.

Unexpended Fees Subject to AB1600

\$ 11,809,991	Beginning Fund Balance, 7/1/19
(272,274)	Transfers Out*
(5,211,714)	Total Expenditures
<u>\$ 6,326,003</u>	Unexpended Fees Subject to AB1600 at 6/30/24

Development Impact Fees Subject to AB1600

Traffic Impact Fund 212

Fund Balance, Fees Collected, Interest Earned, Transfers and Project Expenditures - Five Year History

	2019/20	2020/21	2021/22	2022/23	2023/24
BEGINNING FUND BALANCE	\$ 10,068,869	\$ 10,299,661	\$ 10,108,108	\$ 8,914,956	\$ 9,498,406
REVENUE					
Traffic Impact Fees	452,113	40,490	691,052	950,639	691,035
Interest (includes GASB31 interest adjustment) & Others	304,603	24,859	(486,829)	(50,622)	402,352
TOTAL REVENUE	<u>756,716</u>	<u>65,349</u>	<u>204,224</u>	<u>900,016</u>	<u>1,093,388</u>
TRANSFERS					
Transfers In*		810,826			-
TOTAL TRANSFERS	<u>-</u>	<u>810,826</u>	<u>-</u>	<u>-</u>	<u>-</u>
EXPENDITURES					
Bi-Annual Traffic Signal Installation #17532, #23532	4,750	4,136	352,055	153,229	84,546
Hopyard Road and Owens Drive Intersection Impr #15525	6,265				
I-680 Sunol Boulevard Improvement #15551	223,266	562,270	510,041	161,659	390,706
Intersection Improvements #15541, #17541, #20541, #20569	52,474	325,762	9,526		
Johnson Dr Econ Development Zone #18531		297	275,912	1,679	
Nevada Street Improvements #20565		53,312	152,912		
Right of Way Traffic to Caltrans #16506	91,446	44,839	25,553		
Signal Detection Upgrade #17568	147,723	77,112	71,376		
TOTAL EXPENDITURES	<u>525,924</u>	<u>1,067,728</u>	<u>1,397,375</u>	<u>316,567</u>	<u>475,252</u>
ENDING FUND BALANCE	<u>\$ 10,299,661</u>	<u>\$ 10,108,108</u>	<u>\$ 8,914,956</u>	<u>\$ 9,498,406</u>	<u>\$ 10,116,542</u>
REVISED ENDING FUND BALANCE					

*Transfer in are funds related to Bernal Property (\$810,826) in FY21

Unexpended Fees Subject to AB1600

\$ 10,068,869	Beginning Fund Balance, 7/1/19
(3,782,845)	Total Expenditures
<u>\$ 6,286,024</u>	Unexpended Fees Subject to AB1600 at 6/30/24

Development Impact Fees Subject to AB1600**Tri-Valley Transportation Fund 214****Fund Balance, Fees Collected, Interest Earned, Transfers and Project Expenditures - Five Year History**

	2019/20	2020/21	2021/22	2022/23	2023/24
BEGINNING FUND BALANCE	\$ 1,919,319	\$ 2,031,255	\$ 2,076,524	\$ 2,086,048	\$ 2,133,792
REVENUE					
Tri-Valley Transportation Fees	52,205	38,638	114,609	68,435	76,572
Interest (includes GASB31 interest adjustment)	59,731	6,631	(105,085)	(20,691)	97,285
TOTAL REVENUE	<u>111,936</u>	<u>45,269</u>	<u>9,524</u>	<u>47,743</u>	<u>173,857</u>
EXPENDITURES					
*Refund of Permit Fees - #99999					
TOTAL EXPENDITURES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
ENDING FUND BALANCE	<u>\$ 2,031,255</u>	<u>\$ 2,076,524</u>	<u>\$ 2,086,048</u>	<u>\$ 2,133,792</u>	<u>\$ 2,307,649</u>

Unexpended Fees Subject to AB1600

\$ 1,919,319	Beginning Fund Balance, 7/1/19
-	*Refund of Permit Fees
<u>\$ 1,919,319</u>	Unexpended Fees Subject to AB1600 at 6/30/24

Development Impact Fees Subject to AB1600**Downtown Parking-In-Lieu Fund 104****Fund Balance, Fees Collected, Interest Earned, Transfers and Project Expenditures - Five Year History**

	2019/20	2020/21	2021/22	2022/23	2023/24
BEGINNING FUND BALANCE	\$ 695,443	\$ 716,421	\$ 718,640	\$ 682,936	\$ 679,751
REVENUE					
Parking-In-Lieu Fees	-	-	-	-	-
Interest (includes GASB31 interest adjustment)	20,978	2,219	(35,703)	(3,186)	30,129
TOTAL REVENUE	20,978	2,219	(35,703)	(3,186)	30,129
TRANSFERS					
Transfers In					
TOTAL TRANSFERS	-	-	-	-	-
EXPENDITURES					
TOTAL EXPENDITURES	-	-	-	-	-
ENDING FUND BALANCE	\$ 716,421	\$ 718,640	\$ 682,936	\$ 679,751	\$ 709,879

Unexpended Fees Subject to AB1600

\$ 695,443	Beginning Fund Balance, 7/1/19
-	Total Expenditures
<u>\$ 695,443</u>	Unexpended Fees Subject to AB1600 at 6/30/24

Development Impact Fees (For Information Only)

Lower Income Housing Fund 122

Fund Balance, Fees Collected, Interest Earned, Transfers and Project Expenditures - Five Year History

	2019/20	2020/21	2021/22	2022/23	2023/24
BEGINNING FUND BALANCE	\$ 9,900,276	\$ 10,357,205	\$ 11,160,053	\$ 11,845,472	\$ 13,109,774
REVENUE					
Lower Income Housing Fees	486,444	837,895	1,289,543	1,571,955	333,208
Loan Proceeds	37,415	70,291	82,859	142,172	37,268
Miscellaneous Revenues	581,093	1,050,998	987,592	751,997	1,073,620
Interest (includes GASB31 interest adjustment)	307,947	33,796	(606,079)	(113,941)	521,757
TOTAL REVENUE	<u>1,412,899</u>	<u>1,992,980</u>	<u>1,753,915</u>	<u>2,352,183</u>	<u>1,965,853</u>
TRANSFERS					
Transfers Out					20,189
TOTAL TRANSFERS	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 20,189</u>
EXPENDITURES					
1st Time Home Buyer Program #16927, #21904	46,735	40,572	35,100	25,000	30,000
Centro Legal De La Raza - Housing - #22904			59,245	40,000	36,597
City Down Payment Assistance - #14918				90,000	
Comm Resources-Independent Living -#11870	13,705	19,501	15,000	15,000	15,000
Coronavirus (COVID-19) #20903	5,322				
Echo Housing - #11853	61,631	46,427	56,081	55,458	63,356
Emergency Rental Assistance Program #20904	250,000	450,000			
Goodness Village - Tiny Home Comm, # 11868				40,000	57,720
Housing Case Mgmt Scholarships - #11867	41,087	41,308	33,827	39,361	38,500
Housing Loan Expense					58,824
Housing Rehab #11858	569	460	477	447	498
Housing Rehabilitation Program #17903	3,455	37,922	178,383	57,061	35,000
Leap Grant Housing #21801				221,039	
Miscellaneous Housing Expenditures - #99999	121,337	122,772	230,133	113,040	116,266
Overhead - Administrative Expense - #99999	387,129	396,170	425,249	350,769	373,547
Tri-Valley Reach - #11866	25,000	35,000	35,000	40,707	40,000
TOTAL EXPENDITURES	<u>955,970</u>	<u>1,190,132</u>	<u>1,068,495</u>	<u>1,087,881</u>	<u>865,308</u>
ENDING FUND BALANCE	<u>\$ 10,357,205</u>	<u>\$ 11,160,053</u>	<u>\$ 11,845,472</u>	<u>\$ 13,109,774</u>	<u>\$ 14,230,508</u>

*Transfers Out to Fund 121 for \$20,189 related to GASB 87 adjustments in FY24

Unexpended Fees

\$ 9,900,276	Beginning Fund Balance, 7/1/19
20,189	Transfers Out*
(5,167,787)	Total Expenditures
<u>\$ 4,752,678</u>	Fees collected prior to FY19 not yet spent

Water Connection Fees Subject to SB1760**Attachment 3****Water Expansion Fund 422****Fund Balance, Fees Collected, Interest Earned, Transfers and Project Expenditures - Five Year History**

Effective September 21, 1998, the California Senate adopted Bill No. 1760, an amendment of California Government Code Section 66013, requires disclosing the following information regarding development fees and charges within 180 days after the close of the fiscal year:

	2019/20	2020/21	2021/22	2022/23	2023/24
BEGINNING FUND BALANCE	\$ 3,981,279	\$ 4,077,864	\$ 3,963,132	\$ 3,806,242	\$ 3,817,925
REVENUE					
Water Connection Fees	262,800	161,860	65,160	109,200	26,900
Interest (includes GASB31 interest adjustment)	122,584	12,371	(198,431)	(23,983)	172,560
TOTAL REVENUE	<u>385,384</u>	<u>174,231</u>	<u>(133,271)</u>	<u>85,217</u>	<u>199,460</u>
TRANSFERS					
TOTAL TRANSFERS				-	-
EXPENDITURES					
Bi-Annual Water Quality Improvement Project #17100	259,127	44,215			
Del Valle Parkway Water Main Extension - #94115		203,109			
Foothill and Sycamore RCD # 20156				25,936	
Overhead Charge for Inspection/Engineering - #99999	21,511	12,559	1,471	12,757	
Water Capacity Evaluation #18134	8,161	29,080	22,149	34,841	4,195
TOTAL EXPENDITURES	<u>288,799</u>	<u>288,963</u>	<u>23,620</u>	<u>73,534</u>	<u>4,195</u>
ENDING FUND BALANCE	<u>\$ 4,077,864</u>	<u>\$ 3,963,132</u>	<u>\$ 3,806,242</u>	<u>\$ 3,817,925</u>	<u>\$ 4,013,189</u>

Sewer Connection Fees Subject to SB1760**Sewer Expansion Fund 432****Fund Balance, Fees Collected, Interest Earned, Transfers and Project Expenditures - Five Year History**

Effective September 21, 1998, the California Senate adopted Bill No. 1760, an amendment of California Government Code Section 66013, requires disclosing the following information regarding development fees and charges within 180 days after the close of the fiscal year:

	2019/20	2020/21	2021/22	2022/23	2023/24
BEGINNING FUND BALANCE	\$ 2,905,821	\$ 3,038,704	\$ 3,070,940	\$ 2,946,504	\$ 2,928,622
REVENUE					
Sewer Connection Fees	43,661	22,584	36,852	77,496	55,951
Interest (includes GASB31 interest adjustment)	89,222	9,652	(154,184)	(16,717)	132,895
TOTAL REVENUE	132,883	32,236	(117,332)	60,778	188,846
EXPENDITURES					
Overhead Charge for Inspection/Engineering - #99999			2,307	23,247	27,726
Sewer Capacity Evaluation - #16245			4,797	55,413	75,181
TOTAL EXPENDITURES	-	-	7,104	78,661	102,907
ENDING FUND BALANCE	\$ 3,038,704	\$ 3,070,940	\$ 2,946,504	\$ 2,928,622	\$ 3,014,561

CITY OF PLEASANTON
DEVELOPMENT IMPACT FEES

Attachment 4

A. Capital Facilities Fee (includes Quimby Act)

<i>Applicable to all new construction and non-residential additions exceeding 200 sq ft. Due at the time building permit is issued</i> <i>PMC 3.22.040 Subject to an annual inflation adjustment on January 1 of each year based upon the Engineering News Record Construction Cost Index (CCI) for the San Francisco Bay Area.</i>		
Residential (per dwelling unit)		
Single-family detached		\$20,480
Single-family attached (Townhouse)		\$14,593
Multi-family (Apartment, Condominium)		\$14,593
Accessory Dwelling Units (ADU) e.g. In-law, Aupair, etc		
Less than 749 sq. ft.		\$0
750 sq ft or greater ADU, whether attached or detached to a detached single-family dwelling		
750- 1,000 sq ft		\$5,120
> 1,000 sq ft		\$10,240
750 sq ft or greater ADU, whether attached or detached to an attached single-family (e.g Town home) or multi-family (apartment or condominium) dwelling		
750- 1,000 sq ft		\$3,647
> 1,000 sq ft		\$7,296
Non-Residential (per square foot)		
Office		\$2.97
Research & Development		\$2.38
Light Manufacturing		\$0.95
Service/Commercial		\$2.16
Warehouse		\$0.95
Retail		\$2.16
Restaurant		\$2.16
Hotel/Motel (per Room)		\$1,173

B. Affordable Housing Fee

<i>Applicable to all new construction and non-residential additions exceeding 200 sq ft.</i> <i>PMC 17.40.070, Subject to an annual inflation adjustment on January 1 of each year, based upon the Consumer Price Index (CPI) for the San Francisco/Oakland region.</i>		
Residential (per dwelling unit)	Single-family detached (over 1,500 sq ft)	\$52,203
	Single-family detached (1,500 sq ft or less)	\$51,077
	Multi-family (Apartment, Condominium)	\$51,077
	Accessory Dwelling Unit(In-law, Aupair, etc..)	\$0
Non-Residential (per square foot)	Retail	\$5.38
	Hotel/Motel	\$3.71
	Office	\$8.98
	Industrial	\$14.91

C. Transportation Development Fee

Applicable to all new construction and non-residential additions exceeding 200 sq ft.

PMC 3.26.040 Subject to an annual inflation adjustment on January 1 of each year based upon the Engineering News Record Construction Cost Index (CCI) for the San Francisco Bay Area.

Residential (per dwelling unit)	
Single-family detached	\$11,642
Single-family attached (Townhouse)	\$11,642
Multi-family (Apartment, Condominium)	\$7,158
Accessory Dwelling Units (ADU) e.g. In-law, Au Pair, etc	
749 sq ft or less ADU to either single or multi-family dwelling	\$0
750 sq ft or greater ADU whether attached or detached to a detached single-family, or to an attached single-family dwelling (townhouse)	
750- 1,000 sq ft	\$2,910
> 1,000 sq ft	\$5,821
750 sq ft or greater ADU whether attached or detached to attached multi-family dwellin(s) other than a townhome (e.g. apartment or condominium)	
750- 1,000 sq ft	\$1,790
> 1,000 sq ft	\$3,579
Non-Residential (per square foot)	
Office	\$18.17
Commercial/Retail	\$26.71
Industrial	\$10.99
Research & Development	\$13.69
Hotel/Motel (per Room)	\$7,675.76

D. Tri-Valley Transportation Development Fee

- Collected for Tri-Valley Transportation Council to fund traffic mitigation improvements in the TVDA
- Subject to an annual adjustment (by the TVTC) on Jul 1 of each year based upon the Engineering News Record Construction Cost Index for the San Francisco Bay Area

Residential (per dwelling unit)	Single-family detached	\$6,946.01
	Single-family attached (Townhouse)	\$6,946.01
	Multi-family (Apartment, Condominium)	\$4,095.33
	Accessory Dwelling Unit (ADU Aupair, SDU etc.)	\$0
	Affordable Housing Units	\$0
Non-residential	Office, per square foot of gross floor area	\$9.28
	Retail, per square foot of gross floor area	\$5.92
	Industrial, per square foot of gross floor area	\$5.23
	Other Uses, per average am/pm peak hour trip	\$6,424.02

E. Downtown Revitalization District Parking In-Lieu Fee

<i>PMC 18.88.120 When development within the Downtown Revitalization District is not able to accommodate all of its required parking onsite the following fee will be collected by the City to purchase land for and to construct public parking lots.</i>	
<i>Subject to annual inflation adjustment on April 1 of any year in which the fee has not been recalculated, based on the annual change in ENR Construction Cost Index.</i>	
Per parking space	\$24,678.00

F. Johnson Drive Economic Development Zone (JDEDZ) Transportation Fee

<i>Due at time building permit is issued.</i> <i>PMC 3.44.040 Subject to an annual inflation adjustment on January 1 of each year based upon the Engineering News Record Construction Cost Index (CCI) for the San Francisco Bay Area.</i>	
Retail, per square foot	
Retail-Parcel 4	\$33.27
Retail-Parcel 7	\$33.27
Retail-Parcel 8	\$33.27
Retail-Parcel 1	\$36.58
Retail-Parcel 6b	\$38.96
Retail-Parcel 11	\$42.78
Retail-Parcel 9	\$44.84
Office, per square foot	\$16.09
Hotel, per square foot	\$16.60

G. Water Connection Fees - City

<i>For each single family house, or any other use that is determined by the City Engineer or the Engineer's duly appointed representative to have a water demand equivalent to that of a single-family house, for normal domestic-</i>			
Amounts DO NOT include water meter installation fees, which are revised periodically based on current costs for labor & materials as authorized in Section B "Water Meter & Installation Fees".	Meter Size	N. Pleasanton Improvement Dist 2B	All Other Service Connections
	5/8 inch (displacement type)	\$460	\$1,200
	3/4 inch (displacement type)	\$690	\$1,800
	1 inch (displacement type)	\$1,150	\$3,000
	1.5 inch (displacement type)	\$2,300	\$6,000
	2" (displacement type)	\$3,680	\$9,600
	2" Mueller MVR	\$5,290	\$13,800
	2" (OMNI C2)	\$7,360	\$19,200
	3 inch (OMNI C2)	\$8,050	\$21,000
	4 inch (OMNI C2)	\$23,000	\$60,000
	6 inch (OMNI C2)	\$46,000	\$120,000
	8 inch (OMNI C2)	\$80,500	\$210,000
	10 inch (OMNI C2)	\$126,500	\$330,000
<i>For any larger service connection, the City Engineer or his duly appointed representative will determine the charge; or a battery of meters may be used at the City Engineer's option.</i>			
<i>Any change in use or addition requiring greater capacity will require the payment of additional fees at the rates established herein as a condition of continued service.</i>			

H. Recycled Water Connection Fees

Res 15-777, Adjusted annually beginning 1 January 2017 by Engineering News Record (ENR) Construction Cost Index.	Meter Size	Meter Equivalent	Recycled Water Connection Fee
	5/8 inch	1.00	\$19,299
	3/4 inch	1.50	\$28,949
	1 inch	2.50	\$48,253
	1.5 inch (displacement type)	5.00	\$96,497
	1.5 inch (OMNI C2)	16.00	\$308,789
	1.5 inch (OMNI T2)	16.00	\$308,789
	2" (displacement type)	8.00	\$154,395
	2" (OMNI C2)	16.00	\$308,789
	2" (OMNI T2) (1)	20.00	\$385,987

I. Local Sewer Connection Fees

			Pleasanton Local Fee
RESIDENTIAL			
Single Family Dwelling Unit	per house		\$500.00
Auxiliary (Secondary) Dwelling Unit	per Square Foot		\$2.00
Townhome, Townhouse, Duet, Duplex	per unit		\$500.00
Condominium	per unit		\$375.00
Apartment, Mobile Home	per unit		\$330.00
REGULAR (low strength wastewater)			
Auditoriums	per seat		\$4.55
Auto body shops/ Auto dealers	per square foot		\$0.25
Banks, Financial Offices	per square foot		\$0.14
Barber shops/ Beauty shops	per square foot		\$0.68
Bars, Cocktail lounges, taverns (w/o dining)	per square foot		\$0.80
Bowling alleys	per square foot		\$0.70
Car washes	per square foot		\$3.86
Churches	per seat		\$11.36
Delicatessen	per square foot		\$1.61
Dental Clinic	per square foot		\$2.05
Dry Cleaners	per square foot		\$1.02
Gas Stations	per square foot		\$1.07
General Retail/ Commercial	per square foot		\$0.11
Gyms, Health Clubs	per square foot		\$0.95
Hospital	per bed		\$568.18
Hotels, Motels (no dining facilities)	per room		\$295.45
Institutional (Resident)	per bed		\$227.27
Laundries, coin-operated	per machine		\$295.45
Laundries, full service (commercial)	per square foot		\$2.27
Market - Dry Goods	per square foot		\$0.43

Medical Clinic	<i>per square foot</i>	\$0.84
Medical/ Dental Complex	<i>per square foot</i>	\$0.50
Office Buildings	<i>per square foot</i>	\$0.11
		Pleasanton Local Fee
REGULAR (low strength wastewater) continued		
Parks/ Rec		
Country Club	<i>per person</i>	\$159.09
Picnic Park	<i>per person</i>	\$22.73
Pool	<i>per person</i>	\$22.73
Tennis Courts, w/ toilet & shower	<i>per court</i>	\$227.27
Plant Nursery	<i>per square foot</i>	\$0.18
Printers	<i>per square foot</i>	\$0.32
Public Agencies	<i>per square foot</i>	\$0.11
Recreational vehicle R.V. Park	<i>per RV</i>	\$272.72
Schools (excluding cafeteria)		
W/o showers	<i>per student</i>	\$34.09
With showers	<i>per student</i>	\$45.45
Theaters	<i>per seat</i>	\$4.55
Veterinary Hospital	<i>per square foot</i>	\$0.77
Warehouse/distribution	<i>per square foot</i>	\$0.07
REGULAR (medium strength wastewater)		
Banquet Facilities - intermittent use	<i>per square foot</i>	\$0.61
Business with cafeteria	<i>per square foot</i>	\$1.36
Cafeteria	<i>per square foot</i>	\$1.23
Hotels/Motels with dining facilities	<i>per square foot</i>	\$1.36
Restaurant, Fast Food	<i>per square foot</i>	\$1.36
Restaurant, Full Service	<i>per square foot</i>	\$1.23
School with cafeteria	<i>per square foot</i>	\$1.36
REGULAR (high strength wastewater)		
Bakeries/ Donut Shops/ Ice Cream Shops	<i>per square foot</i>	\$1.41
Car washes w/ steam cleaning	<i>per square foot</i>	\$0.91
Markets with garbage disposals	<i>per square foot</i>	\$3.86
Mortuaries	<i>per square foot</i>	\$0.43
INDUSTRIAL (other):		
All other non-residential users or special use (users with above-normal discharge of flow, BOD, and SS) shall be assessed a connection fee on a case-by-case basis based on average day peak month flow, BOD, and SS to be discharged to the sewer system as follows:		
Wastewater Flow	<i>gallons per day</i>	n/a
BOD (Biochemical Oxygen Demand)	<i>lbs per day</i>	n/a
SS (Suspended Solids)	<i>lbs per day</i>	n/a

J. DSRSD Regional Wastewater Capacity Charges

		DSRSD *effective 07/01/24
RESIDENTIAL		
Single Family Dwelling Unit		\$15,250.00
Condominiums		\$11,438.00
Apartments		\$10,065.00
Accessory Dwelling Unit	per Square Foot	\$9.75
NON-RESIDENTIAL		
Flow	per gpd	\$71.17
BOD	per lb/day	\$1,720.78
Apartment, Mobile Home	per lb/day	\$905.49

CITY COUNCIL AGENDA REPORT

December 17, 2024
Human Resources

**TITLE: ADOPT A RESOLUTION APPROVING COMPENSATION FOR
TEMPORARY/SEASONAL EMPLOYEES AND AMENDING THE TEMPORARY,
PART-TIME/SEASONAL CLASSIFICATION SALARY STRUCTURE**

SUMMARY

Compensation for temporary employees is established by the City of Pleasanton and reflected in the City's publicly posted Temporary, Part-time/Seasonal Classification Salary Structure. A copy of the current salary structure is provided as Attachment 1. Effective January 1, 2025, California's minimum wage will increase to \$16.50 per hour. Staff is recommending wage adjustments (as provided in Attachment 2) to comply with the state-mandated increase in minimum wage.

RECOMMENDATION

Adopt a resolution approving compensation for temporary/seasonal employees and amending the temporary, part-time/seasonal classification salary structure (Attachment 3).

BACKGROUND

The City employs up to 450 temporary employees throughout the year. These positions are generally part-time, non-benefitted, and have an average schedule of eight to 30 hours per week. The state minimum wage increase has prompted the recommendation before the Council.

DISCUSSION

The minimum wage in California will increase from \$16.00 to \$16.50 per hour, effective January 1, 2025. Adjusting wages to comply with the minimum wage is mandatory. The proposed Temporary, Part-Time Seasonal Classification Salary Structure will accommodate the minimum wage adjustments.

This report reviews the recommended classifications and compensation structure changes for the City's temporary employees. As a union does not represent these employees, staff seeks Council approval of these adjustments.

EQUITY AND SUSTAINABILITY

Compliance with state minimum wage ensures that impacted temporary part-time seasonal employees are receiving pay consistent with state requirements.

OUTREACH

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

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

Because this recommendation adjusts hourly wages for approximately ten employees, it has no significant fiscal impact.

Prepared by:



Sandra Williams,
Management Analyst

Submitted by:



Xaviera Scoggins, Director of Human
Resources & Labor Relations

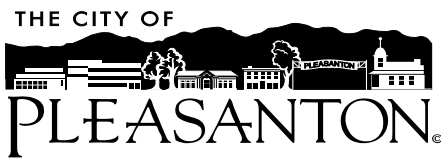
Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Current Temporary, Part-time/Seasonal Classification Salary Structure, effective January 1, 2024
2. Proposed Temporary, Part-time/Seasonal Classification Salary Structure, effective January 1, 2025
3. Resolution of the City Council of the City of Pleasanton Setting Compensation and Amending the Temporary, Part-time/Seasonal Classification Salary



**Temporary, Part-time/Seasonal Classification
Salary Structure - Effective January 1, 2024**

Program/Classification	Step 1	Step 2	Step 3	Step 4	Step 5
Library Services					
Library Page	\$ 16.30	\$ 17.12	\$ 17.97	\$ 18.87	\$ 19.81
Maintenance Divisions					
Maintenance Aide	\$ 19.75	\$ 20.74	\$ 21.77	\$ 22.86	\$ 24.01
Apprentice/Intern Program					
Apprentice/Intern	\$ 15.00		\$ 16.59	\$ 17.42	\$ 18.29
Community Services					
Recreation Leader II	\$ 16.30	\$ 17.12	\$ 17.97	\$ 18.87	\$ 19.81
Recreation Leader III	\$ 18.87	\$ 19.81	\$ 20.80	\$ 21.84	\$ 22.93
Seasonal Senior Rec Leader	\$ 22.93	\$ 24.08	\$ 25.28	\$ 26.55	\$ 27.88
Preschool Aide	\$ 16.30	\$ 17.12	\$ 17.97	\$ 18.87	\$ 19.81
Preschool Teacher	\$ 20.80	\$ 21.84	\$ 22.93	\$ 24.08	\$ 25.28
Lifeguard I	\$ 16.55	\$ 17.38	\$ 18.25	\$ 19.16	\$ 20.12
Lifeguard II	\$ 21.12	\$ 22.18	\$ 23.29	\$ 24.45	\$ 25.67
Water Safety Instructor	\$ 16.55	\$ 17.38	\$ 18.25	\$ 19.16	\$ 20.12
Lifeguard/Instructor	\$ 19.16	\$ 20.12	\$ 21.12	\$ 22.18	\$ 23.29
Assistant Pool Manager	\$ 24.45	\$ 25.67	\$ 26.96	\$ 28.30	\$ 29.72
Police Services					
Police Officer - Per Diem	\$50.37 - \$61.19*				
Police Dispatcher - Per Diem	\$ 35.35	\$ 37.12	\$ 38.98	\$ 40.93	\$ 42.98
Police Records Clerk - Per Diem	\$ 28.45	\$ 29.87	\$ 31.37	\$ 32.94	\$ 34.59
Police Recruit	\$33.00 - \$35.00*				
Police Cadet	\$16.00 - \$20.00*				
City Wide Programs					
Retired Annuitant	\$16.00 - \$150.18*				
Program Assistant	\$16.00 - \$40.00*				
Program Specialist	\$40.01 - \$100.00*				
Clerical Assistant	\$16.00 - \$20.00*				
Sr. Clerical Assistant	\$20.01 - \$30.00*				
Temporary Health Screener	\$25.00				

*hourly range

Eligibility for Apprentice/Intern Program: must be enrolled in high school (or summer following graduation) or college; possess skills and abilities in an administrative or technical area that is required of the assignment; may receive college credit, degree-required work experience, or internship for completion.



**Temporary, Part-time/Seasonal Classification
Salary Structure - Effective January 1, 2025**

Program/Classification	Step 1	Step 2	Step 3	Step 4	Step 5
Library Services					
Library Page	\$ 16.50	\$ 17.12	\$ 17.97	\$ 18.87	\$ 19.81
Maintenance Divisions					
Maintenance Aide	\$ 19.75	\$ 20.74	\$ 21.77	\$ 22.86	\$ 24.01
Apprentice/Intern Program					
Apprentice/Intern	\$ 15.00		\$ 16.59	\$ 17.42	\$ 18.29
Community Services					
Recreation Leader II	\$ 16.50	\$ 17.12	\$ 17.97	\$ 18.87	\$ 19.81
Recreation Leader III	\$ 18.87	\$ 19.81	\$ 20.80	\$ 21.84	\$ 22.93
Seasonal Senior Rec Leader	\$ 22.93	\$ 24.08	\$ 25.28	\$ 26.55	\$ 27.88
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Lifeguard I	\$ 16.55	\$ 17.38	\$ 18.25	\$ 19.16	\$ 20.12
Lifeguard II	\$ 21.12	\$ 22.18	\$ 23.29	\$ 24.45	\$ 25.67
Water Safety Instructor	\$ 16.55	\$ 17.38	\$ 18.25	\$ 19.16	\$ 20.12
Lifeguard/Instructor	\$ 19.16	\$ 20.12	\$ 21.12	\$ 22.18	\$ 23.29
Assistant Pool Manager	\$ 24.45	\$ 25.67	\$ 26.96	\$ 28.30	\$ 29.72
Police Services					
Police Officer - Per Diem	\$50.37 - \$68.78*				
Police Dispatcher - Per Diem	\$ 35.35	\$ 37.12	\$ 38.98	\$ 40.93	\$ 42.98
Police Records Clerk - Per Diem	\$ 28.45	\$ 29.87	\$ 31.37	\$ 32.94	\$ 34.59
Police Recruit	\$33.00 - \$35.00*				
Police Cadet	\$16.50 - \$20.00*				
City Wide Programs					
Retired Annuitant	\$16.50 - \$159.57*				
Program Assistant	\$16.50 - \$40.00*				
Program Specialist	\$40.01 - \$100.00*				
Clerical Assistant	\$16.50 - \$20.00*				
Sr. Clerical Assistant	\$20.01 - \$30.00*				
Temporary Health Screener	\$25.00				

*hourly range

Eligibility for Apprentice/Intern Program: must be enrolled in high school (or summer following graduation) or college; possess skills and abilities in an administrative or technical area that is required of the assignment; may receive college credit, degree-required work experience, or internship for completion.

RESOLUTION NO.

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON
APPROVING COMPENSATION FOR TEMPORARY/SEASONAL EMPLOYEES AND
AMENDING THE TEMPORARY, PART-TIME/SEASONAL CLASSIFICATION SALARY
STRUCTURE**

WHEREAS, compensation for the City's temporary employees is set forth in the City's Temporary, Part-time/Seasonal Classification Salary Structure; and

WHEREAS, staff recommends the City Council authorize the City Manager to increase the minimum wage for each Temporary, Part-time/Seasonal classification to comply with California's minimum wage increase; and

WHEREAS, staff recommends the City Council authorize the City Manager to amend the temporary classifications as necessary.

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

SECTION 1. Amends the Temporary, Part-time/Seasonal Classification Salary Structure effective January 1, 2025, for temporary employees as provided in Exhibit A.

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

PASSED, APPROVED AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on December 17, 2024.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 17th day of December 2024, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney

CITY COUNCIL AGENDA REPORT

December 17, 2024
Library and Recreation

**TITLE: ACCEPT THE DONATION OF THE PUBLIC ARTWORK *HOPE AND PROMISE*
MURAL AND FRAME**

SUMMARY

The *Hope and Promise* mural depicts the story of Pleasanton's Rotary Club International. Painted on ultraviolet (UV)/graffiti-resistant marine-grade plywood measuring 6 feet tall by 4 feet wide, it will be mounted on a free-standing metal frame. The artwork was commissioned by the Pleasanton Cultural Arts Council (PCAC) and, in partnership with the Rotary Club of Pleasanton and Nancy and Gary Harrington, is offered as a donation to the City. The Civic Arts Commission and the Parks and Recreation Commission have reviewed the piece and recommend accepting it for placement at Rotary Park.

RECOMMENDATION

Accept the donation of the public artwork *Hope and Promise* mural and frame.

BACKGROUND

The Pleasanton Cultural Arts Council (PCAC) commissioned local artist Leta Eydelberg to create a mural celebrating the story of the Rotary Club of Pleasanton, highlighting its key projects and initiatives. The mural was funded by two grants from the Rotary Club. PCAC approached the City with a request to donate the mural as public artwork, proposing its installation in a freestanding frame at Rotary Park at the north end of downtown. Nancy and Gary Harrington have committed to funding its installation. In accordance with the Pleasanton Municipal Code (PMC), Chapter 13.16 Art in Public Places, Civic Arts and Parks and Recreation commissioners reviewed the proposed donation in consultation with City departments and provided a recommendation of acceptance.

PMC Chapter 13.16 Art in Public Places outlines the process for gifts and loans of public art displayed in public places:

- A. The Civic Arts Commission shall review any proposed donation or loan of public art for artistic merit, site appropriateness, liability questions, and installation and maintenance costs and considerations. The review shall include consultations with all affected city departments.
- B. Upon completion of its review the Civic Arts Commission shall make its recommendation for acceptance or rejection of the offer to the city council.
- C. A donor who wishes to make an offer of a gift of public art shall provide for review:
 - 1. Documented materials for the artwork being offered for donation, including photographs, slides, renderings, descriptions of size, weight, medium, title, year of creation, and a resume of the artist, if possible.
 - 2. Documentation establishing the donor as the clear and unencumbered title holder of the

artwork.

3. A release letter by the donor should the city decide to deaccess the artwork in the future.

D. The city will acknowledge receipt of the donated artwork without valuation for tax purposes. The donor must find other means of establishing the value of the artwork. (Ord. 1676 § 1, 1996)

Public Art Selection Subcommittee Review

The Public Art Selection Subcommittee (PASS), composed of City commissioners and staff, supports the Art in Public Places process and meets on an as-needed basis to review and discuss proposed public art donations.

PASS members convened on March 24, 2023, with members of the Civic Art and Parks and Recreation Commissions, along with City staff, to receive an information presentation from PCAC and discuss the piece based on the considerations outlined in the PMC for proposed donations, which include artistic merit, location, installation, and maintenance. It is not unusual for a project to take time to complete the process following the PASS meeting. In this instance, funding needed to be secured for the installation of the piece before the project could proceed.

Information about the Artwork

Local artist Leta Eydelberg, an acrylic muralist and storyteller, created *Hope and Promise*, a mural celebrating the story of the Rotary Club of Pleasanton. Using the universal symbol of life, a tree, Eydelberg infused the artwork with elements that reflect Rotary's contributions to the local community and the world. The branches symbolize hope and promise, while other imagery highlights key Rotary initiatives such as the Wheelchair Program, Disaster Response Fund, and the Water, Sanitation, and Hygiene (WASH) Project. Painted on marine-grade plywood with UV- and graffiti-resistant paint, the 6-foot-tall by 4-foot-wide mural will be installed in a freestanding metal frame once approved.

Artistic Merit

At the PASS meeting, members provided input on the artistic merit of the mural. Overall, there was positive feedback on the artistic merit of the piece. A PASS member suggested adding definitions on the back of the mural to explain the meaning of these symbols.

Location, Installation and Maintenance

PASS members evaluated three potential locations within Rotary Park for the mural, prioritizing visibility from the street. Concerns were raised about the mural's height being obscured by the park's arbor or entrance banners, with a preference for placement near the sidewalk and corner rather than the trail path. The Parks Maintenance Supervisor noted the need to assess electrical and irrigation systems, requiring a thorough evaluation by City staff to recommend the location and installation.

Discussions also addressed the freestanding metal frame, emphasizing wind stability and safety as critical factors. City staff collaborated with PCAC and the donors to refine the installation design, reduce costs, and ensure safety, and provide guidance for necessary adjustments. If approved, the final frame design will be completed in coordination with the City.

Civic Arts Commission Recommendation

Accept Donation of *Hope and Promise* Mural and Frame

Parks and Recreation Commission Recommendation

Accept Donation of *Hope and Promise* Mural and Frame

DISCUSSION

Staff is recommending acceptance of the donation of the public artwork, *Hope and Promise* mural and frame, for installation in Rotary Park. The *Hope and Promise* mural would be installed as a temporary piece due to its construction and value. The estimated value of the mural is \$4,000. With 46 permanent works in the City of Pleasanton's public art collection, each piece averages approximately \$22,000 in value, and permanent pieces are constructed of materials designed for longevity and community use. The frame will be a permanent fixture, designed to allow the artwork to be replaced when it reaches the end of its lifespan.

In accordance with the PMC process for gifts and loans of public art displayed in public places, the City will secure documentation establishing the donor as the clear and unencumbered titleholder of the artwork and will obtain a release letter from the donor for the City to deaccess the artwork in the future. Additionally, the City will collaborate with PCAC and the Rotary Club of Pleasanton to develop plans for the maintenance and eventual replacement of the artwork at the end of its lifespan, incorporating these details into the formal documentation.

EQUITY AND SUSTAINABILITY

The public art program strives to align art projects with funding and staffing resources, as well as to identify projects that celebrate diversity and would be enjoyed by all residents and visitors in Pleasanton.

OUTREACH

Staff received input and recommendations from the Civic Arts and Parks and Recreation Commissions in developing this recommendation.

STRATEGIC PLAN ALIGNMENT

This action advances the ONE Pleasanton Strategic Plan goal of *Investing in Our Environment: Infrastructure, Public Facilities and Sustainability*, Strategy 7 – Continue to invest in parks, bicycle, and pedestrian infrastructure, and public art.

FISCAL IMPACT

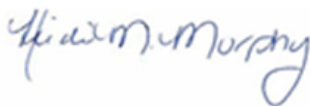
The *Hope and Promise* Mural and frame is a proposed donation made in collaboration with Nancy and Gary Harrington, the Pleasanton Cultural Arts Council (PCAC), and the Rotary Club of Pleasanton. The Harringtons will donate installation costs, with the construction of the metal frame coordinated through a partnership between PCAC and the City, funded by a grant from the Rotary Club of Pleasanton. Ongoing maintenance will only be required in the event of vandalism and will be funded through the City's General Fund for Maintenance and Conservation in the Civic Arts Admin account 00150400-430107.

Prepared by:



Rachel Prater, Recreation
Manager

Submitted by:



Heidi Murphy, Director of Library and
Recreation

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Art in Public Places
2. Hope and Promise image and location

CHAPTER 13.16 ART IN PUBLIC PLACES

§ 13.16.010. Statement of philosophy.

As a community matures, the community turns toward the greater rewards it can provide for its citizens. Typically, a community will turn toward increased cultural activities.

Pleasanton is maturing and becoming more aware of the value of its cultural environment, particularly public art, for its citizens to enjoy.

As stated by the National Endowment for the Arts, "Our need to make, experience, and comprehend art is as profound as the need to speak. It is through art that we can understand ourselves and our potential...and it is through art that we will be understood and remembered by those who will come after us."

Therefore, the city accepts a responsibility for expanding experience with public art.
(Ord. 1676 § 1, 1996)

§ 13.16.020. Purpose and goals.

- A. The purpose of this art in public places chapter is to promote the acquisition, construction and installment of works of public art in Pleasanton that will foster creativity, engender civic pride, encourage a sense of community, and enrich the lives of our citizens.
- B. Major goals of this chapter include the creation of a civic arts commission to:
 - 1. Review and recommend action on public art projects;
 - 2. Encourage commercial, office, and residential projects to incorporate art within the project design;
 - 3. Promote art within the city;
 - 4. Work with artists and the Pleasanton cultural arts council;
 - 5. Oversee the development of a city of Pleasanton cultural plan;
 - 6. Recommend policies and action regarding the city of Pleasanton's civic arts program;
 - 7. Guide the future direction of cultural enhancement of the city; and
 - 8. Develop facility needs, including the exploration of the need for a performing/visual arts center and gallery.

(Ord. 1676 § 1, 1996)

§ 13.16.030. Definitions.

"Annual public art projects plan" means a prioritized list of public art projects with budgets.

"Art in public places" means any visual work of art displayed for two weeks or more on city property in an open city-owned area, on the exterior of any city-owned facility, public areas,

lobbies or public assembly areas, or on any non-city property if the work is installed, financed, either wholly or in part, with city funds, or grants procured by the city.

"City capital project" means any capital improvement project paid for, wholly or in part, by the city of Pleasanton to construct or remodel a building, decorative or commemorative structure, park, street, sidewalk, parking facility or utility or any portion thereof, within the city limits.

"Civic arts commission" means a qualified citizen committee as established by Chapter 2.39 of this code to provide recommendations regarding the administration of the city's civic arts program and the art in public places program, and to recommend scope of projects, artworks and artists for the public art program.

"Public art" means original visual works of art which are accessible to the public and/or public employees, including, but not limited to:

1Paintings" of all media, including both portable and permanently affixed works such as murals.

2Sculpture" which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, etc., in any material or combination of materials, including sound and performance.

3Other visual media" including, but not limited to, prints, drawings, stained glass, calligraphy, mosaics, photography, film, video, ceramics, fibre and textiles.

4Other works" of a wide range of materials, disciplines and media which are of specific duration, including installation and performance arts, and which are documented for public accessibility after the life of the piece has ended.

5Functional art works" which possess practical, functional qualities as well as aesthetic ones.

6Collaborative design projects" which involve artists and other design professionals.

7. The following items are not to be considered public art works for the purposes of this chapter:

- a. Directional elements such as super graphics, signage, or color coding except where these elements are an integral part of the original art works.
- b. Art objects which are mass-produced from a standard design such as playground equipment, commercially produced fountains, flags, or banners.
- c. Unsigned or mass-produced reproductions of original artworks.
- d. Decorative, ornamental, or functional elements which are designed by the building architect as opposed to an artist commissioned for the purpose of creating artwork.
- e. Landscape architecture and landscape gardening except where these elements are designed by an artist and are an integral part of the artworks by an artist.
- f. Services or utilities necessary to operate or maintain the artwork over time.
- g. Performing arts events which would normally be considered a part of the

§ 13.16.030

§ 13.16.050

traditional performing arts, i.e., dramatic and theatrical productions, musicals, dance, ballet, music recitals and concerts, etc.

"Public art collection" means any public art owned by the city of Pleasanton.

"Public art administration appropriation" means any appropriation from the general fund for educational activities and administration of the public art program.

"Public art fund" means a separate account for the acquisition, construction and installation of public art.

"Public art in private places" means artworks located and financed by private developers within public view or access.

"Public art maintenance appropriation" means any appropriation from the general fund for regular routine maintenance of the city public art collection.

"Public art restoration and conservation fund" means a separate account established by the city for the extraordinary restoration and conservation of artworks in the city public art collection.

(Ord. 1676 § 1, 1996)

§ 13.16.040. Uses of funds and appropriations.

- A. Uses of Public Art Fund. Monies from the public art fund shall be used in accordance with the public art project plan and may be used for expenses connected with artists' design concepts, acquisition, purchase, commissioning, placement, installation, rental, lease, exhibition, and/or display of artworks. Artworks may be permanent or temporary, may be integral to the architecture, or may be incorporated into the city construction project.
- B. Uses of the Public Art Restoration and Conservation Fund. Monies from the public art restoration and conservation fund shall be used in accordance with the annual public art projects plan. Monies from the public art restoration and conservation fund shall be used for the extraordinary restoration and conservation needs of the city public art collection.
- C. Public Art Maintenance Appropriation. The city's general fund operating budget may include an annual appropriation to cover the routine, regular cleaning and maintenance needs of the city public art collection.
- D. Public Art Administration Appropriation. The city's general fund operating budget may include an annual appropriation to cover the administration and educational programs of the art in public places program.

(Ord. 1676 § 1, 1996)

§ 13.16.050. Public art in private places program.

- A. The city strongly encourages private individuals or corporations to participate in the public art in private places program by placing original works of art in publicly accessible areas in new commercial, office or industrial developments.
- B. The public art in private places program is optional to developers with commercial, office or industrial projects in the city of Pleasanton. During the development review process, developers of major new projects are encouraged to provide appropriate art, commensurate

§ 13.16.050

§ 13.16.060

with the scale of the proposed building(s), which would complement and enhance their projects. The civic arts commission shall review and make recommendations regarding any public art which is proposed as part of a development.

C. Developers may choose to:

1. Acquire and install original works of art in publicly accessible areas of their developments.
2. Make a cash contribution for a city-sponsored public art project; make a sponsorship matching contribution for a work of art, if the city approves; or
3. Make a cash contribution to the city's art in public places fund.

D. It is not intended that an agreement on the part of a developer to provide artwork will slow or delay processing the development application. During the development review process, an applicant may indicate a willingness to provide such artwork, or may provide a conceptual drawing of the artwork; however, the proposed artwork shall not be reviewed by the civic arts commission until after the project has received all necessary discretionary approvals, except if the proposed artwork were an integral part of the building or site design. In this case, as soon as it is identified that such artwork is proposed to be included as part of a development project, the civic arts commission would be called to review the artwork portion of the project as soon as is practical. A special meeting of the commission may be called to keep the development project on schedule.

E. The civic arts commission will be available to developers, the community development department and other affected city departments to provide policy guidelines, advice, expertise and assistance for public art in private places projects.

(Ord. 1676 § 1, 1996; Ord. 2000 § 1, 2009)

§ 13.16.060. Not-for-profit sector public art projects.

A. The city strongly encourages private and public not-for-profit foundations, service clubs, and arts and cultural organizations to propose and fund art in public places.

B. Organizations may choose to:

1. Propose and fund a specific project, approved by the civic arts commission;
2. Make a cash contribution to a specific city-sponsored public art project;
3. Make a cash contribution to the city's art in public places fund; or
4. Match a grant for the acquisition of a public art project.

C. Organizations proposing a specific project should provide a one-time contribution for installation and long-term maintenance and conservation of the artwork.

D. The civic arts commission should work closely with the organization and affected city departments in order to provide policy guidelines, and expertise regarding any proposed project.

§ 13.16.060

§ 13.16.080

- E. The civic arts commission shall review any proposed project as to artistic merit, site appropriateness, installation, maintenance, long-term conservation and funding requirements.
 - F. Upon completion of the review, the civic arts commission shall make its recommendation to the city council regarding the acceptance or rejection of the proposal.
- (Ord. 1676 § 1, 1996)

§ 13.16.070. Gifts and loans of public art.

- A. The civic arts commission shall review any proposed donation or loan of public art for artistic merit, site appropriateness, liability questions, and installation and maintenance costs and considerations. The review shall include consultations with all affected city departments.
 - B. Upon completion of its review the civic arts commission shall make its recommendation for acceptance or rejection of the offer to the city council.
 - C. A donor who wishes to make an offer of a gift of public art shall provide for review:
 - 1. Documented materials for the artwork being offered for donation including photographs, slides, renderings, descriptions of size, weight, medium, title, year of creation, and a resume of the artist, if possible;
 - 2. Documentation establishing the donor as the clear and unencumbered title holder of the artwork.
 - 3. A release letter by the donor should the city decide to deaccess the artwork in the future.
 - D. The city will acknowledge receipt of the donated artwork without valuation for tax purposes. The donor must find other means of establishing the value of the artwork.
- (Ord. 1676 § 1, 1996)

§ 13.16.080. Gifts of state.

Periodically the city, through its mayor, city council, or various agencies, receives gifts of public art from official representatives of other cities, states, and governmental agencies. All such "gifts of state" shall be referred to the civic arts commission for its recommendation as to site appropriateness, installation, maintenance, long-term conservation and funding requirements. Upon the review of these considerations and the overall circumstances of the gift, the commission shall make a recommendation to the city council as follows:

- 1. Install the public art at a commission-recommended site;
 - 2. Store the public art until more favorable conditions arise for its installation; or
 - 3. Decline the public art.
- (Ord. 1676 § 1, 1996)



PLEASANTON CULTURAL ARTS COUNCIL



December 17, 2024
City Manager

TITLE: APPROVE THE FY 2025/26 AND FY 2026/27 BUDGET ENGAGEMENT PLAN

SUMMARY

The City operates on a two-year budget cycle. Prior to July 1 of every odd numbered year, the City Manager submits to the City Council a proposed two-year budget for the subsequent two fiscal years. The City's biennial budget includes revenue and expenditure projections and consists of two primary components: the Operating Budget and the Capital Budget. This report provides the City Council and the community with an overview of the budget development timeline and recommends approval of the proposed public engagement plan for the upcoming fiscal years (FY) 2025/26 and FY 2026/27 budget development process.

RECOMMENDATION

Approve the FY 2025/26 and FY 2026/27 budget engagement plan.

BACKGROUND

The City is confronting significant fiscal challenges, with a projected structural deficit averaging \$13 million annually over the next eight years, starting in fiscal year 2025/26. Contributing factors include rising personnel and pension costs, inflation, and declining revenues from retail activity and hotel taxes, which have not rebounded to pre-pandemic levels. Additionally, the City faces a substantial capital and infrastructure funding gap, with an estimated \$900 million needed over the next decade for maintaining and upgrading community assets such as streets, parks, and public facilities.

The City's budget serves as a strategic financial plan for operating and capital resource allocations. City funds are used to provide a wide variety of services and programs to residents and businesses. These services include Public Safety (Police, Fire, and Emergency Services), Operations Services, Water, Sewer, City Planning, Building and Safety, Code Enforcement, Housing, Economic Development, Parks and Recreation, Library, and Transit. Funds are also used to develop and maintain city infrastructure.

In designing the budget process, the City follows the four principles established by the Government Finance Officers Association (GFOA), as presented below. These guiding principles ensure a well-integrated process is in place, all stakeholders have the opportunity to provide input on the City's budget priorities, and a budget is developed reflecting the needs and values of the community.

Four Principles of the Budget Process

1. Establish Broad Goals to Guide Government Decision-Making

A government should have broad goals that provide overall direction for the government and serve as a basis for decision-making.

2. Develop Approaches to Achieve Goals

A government should have specific policies, plans, programs, and management strategies to define how it will achieve its long-term goals.

3. Develop a Budget Consistent with Approaches to Achieve Goals

A financial plan and budget that moves toward achievement of goals, within the constraints of available resources, should be prepared and adopted.

4. Evaluate Performance and Make Adjustments

Program and financial performance should be continually evaluated, and adjustments made, to encourage progress toward achieving goals.

In early 2023, the City engaged Civic Makers, a Bay Area-based strategic consulting firm, to support community engagement efforts for the city budget and strategic planning process. The engagement activities focused on enhancing participatory governance to ensure future City budgets align with the community's needs and values. Community members were provided with various engagement opportunities, including a survey, focus groups, a virtual meeting, a town hall, and several pop-up workshops. The process focused on inclusive engagement in different formats, including bilingual focus groups in Spanish and Mandarin, to remove barriers to participation and engage with different aspects of Pleasanton's diverse community. Overall, the City engaged with more than 1,900 community members through that process.

DISCUSSION

Budget Development Calendar

The budget development process includes multiple key areas and deliverables as described below. Staff has prepared a budget development calendar (Attachment 1) that specifies the budget preparation timeline with key dates and milestones, including important public engagement events such as a City Council priority setting session and budget workshop. The budget calendar is a tool to keep track of deadlines and ensure public participation.

Between January and June 2025, staff will develop key budget documents to present to the City Council for discussion and direction. In light of the City's financial challenges, in-depth discussions about the City's long-term financial sustainability and cost/service reductions will be a critical part of the upcoming two-year budget development process.

Key Areas and Deliverables:

- Community Engagement
- Budget Advisory Committee
- Commission/Committee Engagement
- FY 2025-27 Baseline Budget Presentation
- General Fund Long-Term Financial Forecast
- FY 2025-27 Proposed Operating Budget and Capital Budget
- FY 2025-27 Budget Workshop(s)
- FY 2025-27 Budget Adoption

Public Engagement Plan

The City has planned various tools for public engagement during the upcoming budget cycle. These tools are designed to complement scheduled City Council meetings and budget workshops, ensuring the public gains a clearer understanding of the budget development process and has multiple opportunities to provide input.

To achieve these goals, staff has prepared a comprehensive engagement strategy, consisting of one town hall, two pop-up events, and an online engagement tool, with support from Civic Makers, at a total not to exceed amount of \$50,000. This approach is projected to reach the largest audience, estimated to be between 2,000-3,000 participants, and ensure a diverse sample of community input. By engaging Civic Makers, the City secures access to consultant hours, which complements staff involvement, striking a balance between external expertise and internal capacity. Civic Makers specialize in community engagement and can leverage their proven methodologies to get maximum participation in Pleasanton as it has demonstrated with its prior work in the city and in surrounding communities, such as Hayward, Alameda, Berkeley, San Jose, and San Francisco. Investment in broader outreach may foster trust and increased transparency in the budgeting process, while ensuring that all voices are represented, including communities most impacted by potential service reductions. Staff is also exploring the use of a statistically valid survey tool to complement the qualitative engagement data. The tool will measure public opinion and satisfaction on topics such as community priorities, programming preferences, and infrastructure needs. By collecting statistically valid data, the City can ensure its decisions reflect community interests.

Staff has developed an extensive communications plan that will leverage social media platforms, newsletters, a dedicated website landing page, and other collateral to disseminate information broadly to residents and businesses. Staff is also proposing formation of a Budget Advisory Committee (BAC) to provide insights and recommendations on community priorities and strategies for achieving a balanced budget. The BAC will complement the traditional budget approach and provide critical insights to help the City Manager address constraints on City finances, while also increasing transparency and providing additional opportunity for engagement with key community stakeholders. A separate agenda report regarding the formation of the BAC will be on the December 17, 2024, City Council agenda.

Together, these efforts are geared toward gathering timely and comprehensive community feedback, which will be incorporated into the budget process to reflect the priorities and needs of the community.

ALTERNATIVES

Alternatives to the recommended action include:

Alternative A: Traditional Budget Process

As an alternative, staff could simply follow the prior budget development process, with several council meetings and workshops and no additional community engagement or BAC. A traditional approach to the budget process consists of a series of City Council meetings and one to two budget workshops. These traditional budget process milestones are captured in the budget calendar, and include:

- February 18, 2025 City Council Meeting: FY 2024/25 mid-year budget and FY 2025/26 and FY 2026/27 baseline budget and long-range financial forecast presentations

- May–June 2025 Budget Workshop(s): proposed biennial budget and 5-year CIP
- June 2025 City Council Meeting: operating and capital budget adoption

This approach would save City funding by not engaging a consultant but would lose the benefit of engagement with the broader community who typically do not attend City Council meetings, which could have equity impacts. This additional community engagement is particularly critical in the current budget cycle, which is likely to include program and service cuts that could impact specific interest groups or marginalized communities. This approach would also eliminate the BAC, which would save staff time and associated internal costs, but would lose the opportunity for BAC members to collaborate with the City Manager to offer insights and recommendations on City program priorities and strategies.

Alternative B: Budget Advisory Committee Only

Another alternative is to only establish a Budget Advisory Committee, with no additional community engagement. The proposed BAC will represent key community stakeholders, enhancing and deepening public engagement in the budget development process. Retaining the BAC will preserve some elements of increased transparency and public engagement in compliance with the Brown Act beyond the traditional budget development approach outlined in Alternative A. However, without the recommended additional community engagement there is a risk of engaging with less diverse community members, and losing the benefit of input from a broad portion of the community.

Alternative C: Community Engagement Only

Staff could eliminate the BAC and focus only on community engagement efforts. This alternative would significantly reduce staff efforts to administer the BAC but would lose the benefit of the insights of a community committee. To deliver the full proposed scope of a town hall, two pop-ups and an online engagement tool, a consultant contract of up to \$50,000 would still be needed to complete the engagement work in the time remaining, although the full contract authorization may not be used as additional staff time could be freed up by the elimination of the BAC. The consultant contract could also be eliminated entirely, in which case the scope of engagement could be reduced to a single town hall, to preserve some level of in-person community engagement. This would eliminate the online budget tool and other live events, such as pop-ups, which could save some consultant funds, but would minimize the reach and effectiveness of the engagement. A purely staff-led option would also lose the significant benefits of the consultant expertise in engagement design and data analysis.

EQUITY AND SUSTAINABILITY

The budget engagement plan aligns with the City's values of inclusion and sustainability by actively engaging diverse community representatives in addressing fiscal challenges to ensure recommendations reflect the broader community's needs. This approach is consistent with the City's ONE Pleasanton Strategic Plan Goal E. *Building a Community Where Everyone Belongs*. Additionally, the budget engagement work will support long-term financial sustainability, consistent with Goal A. *Funding Our Future* by identifying cost-effective solutions for maintaining high-quality services and infrastructure.

OUTREACH

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

STRATEGIC PLAN ALIGNMENT

The budget engagement plan supports the ONE Pleasanton Strategic Plan goals of Funding Our Future by addressing long-term financial challenges, *Optimizing our Organization* through community engagement in collaborative planning and information sharing to improve service delivery, and *Building a Community Where Everyone Belongs* by leveraging input from community representatives and conducting effective planning to promote a livable and economically vibrant community.

FISCAL IMPACT

There is no new fiscal impact associated with receiving this update and recommendation on the FY 2025/26 and FY 2026/27 budget engagement plan. There is current budget for up to \$50,000 for budget engagement options under Misc. Non-departmental in Professional Services (00199100-430101).

Prepared by:



Sharon Petrehn,
Management Analyst

Submitted by:



Alexa Jeffress, Deputy City Manager

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Budget Calendar
2. Presentation - Budget Engagement Plan

FY 2025/26 and FY 2026/27 Budget Development Calendar

Date	Event
December 2024	City Council Meetings: • Approve Budget Community Engagement Plan • Approve the Formation of the Budget Advisory Committee • Review and Approve the Capital Improvement Program Prioritization Program
January 2025	Special City Council Meeting: Budget Development Workshop City Council Retreat: Strategic Plan Priority Setting
January to March 2025	Launch Online Budget Engagement Tool Community Budget Engagement - Pop Up and Town Hall Events Budget Advisory Committee Meetings
January to March 2025	Budget Planning and Development
2/18/2025	City Council Meeting: FY 2024/25 Mid-Year Budget
2/18/2025	City Council Meeting: FY 2025/26 and FY 2026/27 Baseline Budget and Long-range Financial Forecast Presentation
3/4/2025	City Council Meeting: Outcome of Budget Engagement Efforts
April 2025	Budget Presentation to Budget Advisory Committee
May 2025	Budget Workshop: Proposed FY 2025/26 and FY 2026/27 Budget and 5-year CIP
June 2025	City Council Meeting: FY 2025/26 and FY 2026/27 Operating and Capital Budget Adoption

Fiscal Year 2025/26 – 2026/27 Budget Development Calendar

December 17, 2024

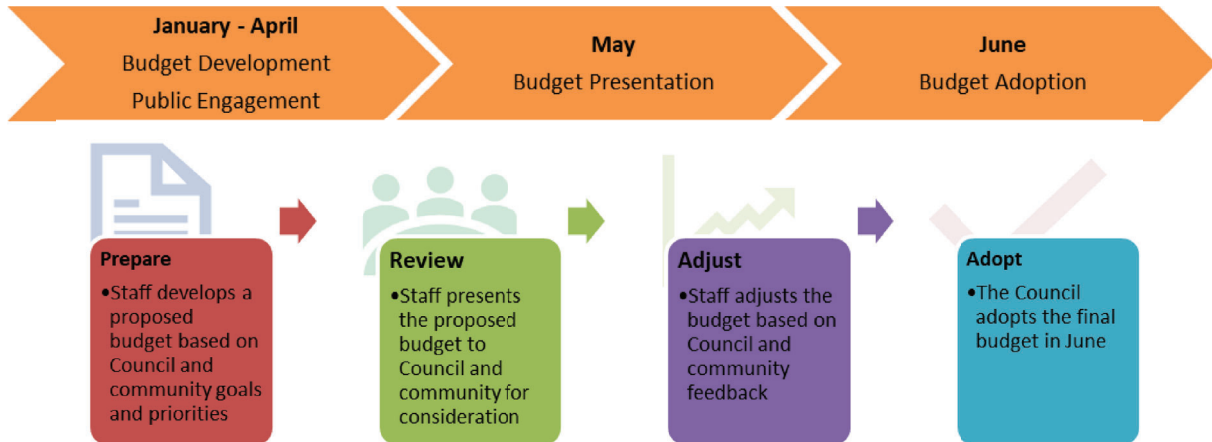


Key Financial Challenges

- **City faces significant fiscal challenges in both the operating and capital budgets**
 - Forecasted General Fund structural deficit
 - \$13M in projected average annual deficit
 - \$ 22M in projected average annual deficit (recession scenario)
 - Significant infrastructure funding gap
 - \$900M for both the General Fund and Enterprise Funds over 10 years
 - Unfunded retiree medical and pension liabilities
 - Over \$200M

Budget Development Timeline

- Upcoming two-year budget for fiscal years 2025/26 and 2026/27



3

Budget Development Categories



Community Engagement



Budget Advisory Committee



Budget Development



City Council

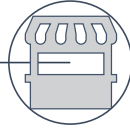
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Community Engagement



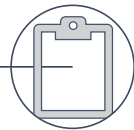
Online Tool



Pop-up Events



Town Hall



Statistically Valid
Survey Tool



5



Budget Advisory Committee (BAC)

- Why a BAC?
 - Builds on existing public engagement
 - Provides a diverse and transparent forum for budget recommendations
 - Strengthens alignment with community priorities and fiscal responsibility
- The BAC's mission:
 - Develop an understanding of the City's budget and financial issues
 - Provide input to the City Manager on community priorities and strategies for program delivery to ensure a long-term balanced budget
 - Collaborate with the City Manager to formulate recommendations for City Council approval in June 2025



6

25/26 – 26/27 Proposed Budget Development Timeline

➤ **December 17, 2024 - City Council Meeting**

- Review and Approve Community Budget Outreach Plan
- Approve the Formation of the Budget Advisory Committee
- Review and Approve the Capital Improvement Program Prioritization Program

➤ **January 2025**

- Special Meeting: City Council Budget Development Workshop
- City Council Retreat: Strategic Plan Priority Setting

➤ **January to March 2025 – Community Engagement Events**

- Launch Online Budget Engagement Tool (Jan)
- Pop Up and Town Hall Events (Jan-Feb)
- Budget Advisory Committee Meetings (Jan – March)

7



25/26 – 26/27 Proposed Budget Development Timeline

➤ **February – June Tentative City Council Meeting Dates**

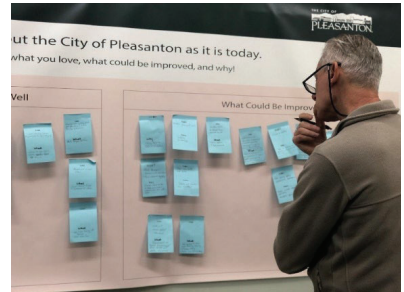
- 2/18/2025 - FY 2024/25 Mid-Year Budget
- 2/18/2025 - FY 2025/26 and FY 2026/27 Baseline Budget and Long-range Financial Forecast Presentation
- 3/4/2025 - Outcome of Budget Engagement Efforts
- May 2025 - Budget Workshop: Proposed Biennial Budget and 5-year CIP
- June 2025 - Operating and Capital Budget Adoption

8



Staff Recommendation

- Approve a comprehensive engagement strategy for the Fiscal Year 2025/26 and 2026/27 City budget, consisting of a Budget Advisory Committee and a community engagement plan that includes one town hall, two pop-up events, and an online engagement tool.



Alternatives



A: Traditional
Budget Process



B: Budget Advisory
Committee Only



C: Community
Engagement Only



December 17, 2024
City Manager

TITLE: APPROVE THE ESTABLISHMENT OF A BUDGET ADVISORY COMMITTEE AND APPOINT MEMBERS

SUMMARY

A Budget Advisory Committee is being established to assist the City Manager in developing the City's 2025-26 and 2026-27 budget for City Council approval in June 2025. Given significant fiscal challenges in both operating and capital budgets, the Budget Advisory Committee will provide critical insights to help the City Manager address constraints on City finances. This committee will also serve as a mechanism for increased transparency and public engagement in compliance with the Brown Act.

RECOMMENDATION

Approve the creation of a Budget Advisory Committee, comprised of representatives as outlined in this report, and appoint the members as identified at the December 17, 2024, City Council meeting

BACKGROUND

The City is confronting significant fiscal challenges, with a projected structural deficit averaging \$13 million annually over the next eight years, starting in fiscal year 2025-26. Contributing factors include rising personnel and pension costs, inflation, and declining revenues from retail activity and hotel taxes, which have not rebounded to pre-pandemic levels. Additionally, the City faces a substantial capital and infrastructure funding gap, with an estimated \$900 million needed over the next decade for maintaining and upgrading community assets such as streets, parks, and public facilities.

The City Council placed Measure PP (Pleasanton Essential Services Protection Measure)—a proposed half-cent sales tax increase—on the November 5, 2024, ballot to generate approximately \$10 million annually for essential services. The measure did not pass, receiving 45.82% of votes in favor and 54.18% against. This result means the City must explore alternative solutions to address the budget shortfall and maintain high-quality municipal services. To assist in this process, and presuming that the City Council has approved moving forward with establishing a Budget Advisory Committee as part of a separate City Council agenda item discussion, the City is creating a Budget Advisory Committee (BAC) to provide insights and recommendations on community priorities and strategies for achieving a balanced budget.

This initiative aligns with the City's ongoing efforts to enhance public engagement in the budget development process, as outlined in the *Approve the Fiscal Years 2025/26 and 2026/27 Budget Engagement Plan* report also on the City Council's December 17, 2024, agenda. The BAC will operate under the provisions of the Brown Act, ensuring transparency and compliance with open meeting requirements.

DISCUSSION

Cities are required to adopt balanced budgets, with ongoing revenues matching ongoing expenditures. To date, the City has implemented various departmental cost-reduction measures, mostly with minimal service impacts on residents and businesses. However, future budget cuts necessary to achieve a balanced budget may adversely affect community programs. The Budget Advisory Committee will provide critical insights to help the City Manager address constraints on City finances during the development of the next biennial budget.

Purpose

The BAC's mission is to:

- Develop an understanding of the City's budget and financial issues
- Provide input to the City Manager on community priorities and strategies for program delivery to ensure a long-term balanced budget
- Collaborate with the City Manager to formulate recommendations for City Council approval in June 2025.

The BAC's work will include:

- Reviewing the City's General Fund budget, department programs, and infrastructure needs
- Discussing expenditure reduction strategies and brainstorming cost-saving measures
- Providing insight and recommendations on community priorities and cost/service reduction strategies
- Gathering timely and comprehensive community feedback, which will be incorporated into the budget process to reflect the priorities and needs of the broader community
- Developing recommendations for operating budget reductions and capital project funding strategies.

Timeline

The BAC will convene a minimum of three meetings between January and March 2025, with flexibility for additional meetings if necessary. These meetings will be scheduled to align with the City's overall budget development calendar to ensure that the BAC's recommendations are timely and relevant for consideration in the proposed biennial budgets. Topics of focus during the meetings will include understanding the City's fiscal challenges, identifying cost-saving opportunities, and formulating actionable recommendations. At the end of the budget development process, the BAC members may be asked to continue to advise the City Manager on related fiscal initiatives that support the delivery of services and programs to the community.

Composition

The BAC will consist of 11 members representing key community stakeholders, including:

- 1 representative appointed by the Mayor
- 1 representative appointed by the Councilmember representing District 1

- 1 representative appointed by the Councilmember representing District 2
- 1 representative appointed by the Councilmember representing District 3
- 1 representative appointed by the Councilmember representing District 4
- 1 representative from the Pleasanton Police Officers' Association (PPOA)
- 1 representative from the Pleasanton City Employees Association (PCEA/AFSCME)
- 1 representative from either the International Association of Firefighters (IAFF Local 1974) or the Battalion Chief's Unit
- 1 representative from the Management/Confidential Employee Unit
- 2 at-large members selected by the City Manager.

Given that the City's work to develop the biennial budget will begin in January 2025, at the December 17, 2024, City Council meeting, the Mayor and each Councilmember will nominate a community member to serve on the BAC. At that time, the City Manager will confirm the labor and management unit representatives, as well as the selection of the at-large community members. With the identification of the fully comprised BAC, the City Council will formally approve the creation of a Budget Advisory Committee and appoint the identified members.

Brown Act Compliance

The BAC will operate in full compliance with the Brown Act, ensuring transparency in all proceedings. Meetings will be open to the public, agendas will be posted in advance, and members of the public will have the opportunity to participate. This adherence to the Brown Act underscores the City's commitment to accountability and inclusive public engagement in the budget development process.

By involving diverse stakeholders through the BAC, the City aims to address fiscal challenges transparently and collaboratively, while maintaining the high standard of municipal services valued by the Pleasanton community.

EQUITY AND SUSTAINABILITY

The Budget Advisory Committee aligns with the City's values of inclusion and sustainability by actively engaging diverse community representatives in addressing fiscal challenges to ensure recommendations reflect the broader community's needs. This approach is consistent with the City's ONE Pleasanton Strategic Plan goal of *Building a Community Where Everyone Belongs*. Additionally, the BAC's work will support long-term financial sustainability by identifying cost-effective solutions for maintaining high-quality services and infrastructure.

OUTREACH

This agenda item pertains to the establishment of the Budget Advisory Committee. However, the BAC will operate under the Brown Act, ensuring transparency and providing opportunities for public participation.

STRATEGIC PLAN ALIGNMENT

The creation of the Budget Advisory Committee supports the ONE Pleasanton Strategic Plan goals of *Funding Our Future* by addressing long-term financial challenges, *Optimizing our Organization* through community engagement in collaborative planning and information sharing to improve service delivery, and *Building a Community Where Everyone Belongs* by leveraging input from community representatives and conducting effective planning to promote

a livable and economically vibrant community. Through this initiative, the City advances its commitment to providing reliable services and infrastructure while reflecting the values of service, integrity, inclusion and innovation as outlined in ONE Pleasanton.

FISCAL IMPACT

The establishment of the Budget Advisory Committee will require significant staff time to provide administrative and technical support, including scheduling meetings, preparing agendas, documenting meeting minutes, and disseminating materials. These efforts are anticipated to be absorbed within existing staff resources and will not result in direct fiscal impacts.

Prepared by:



Aarón Zavala, Assistant to
the City Manager

Submitted by:



Pamela Ott, Assistant City Manager

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Presentation - Budget Advisory Committee

Approve Establishment of a Budget Advisory Committee (BAC) and Appoint Members

December 17, 2024

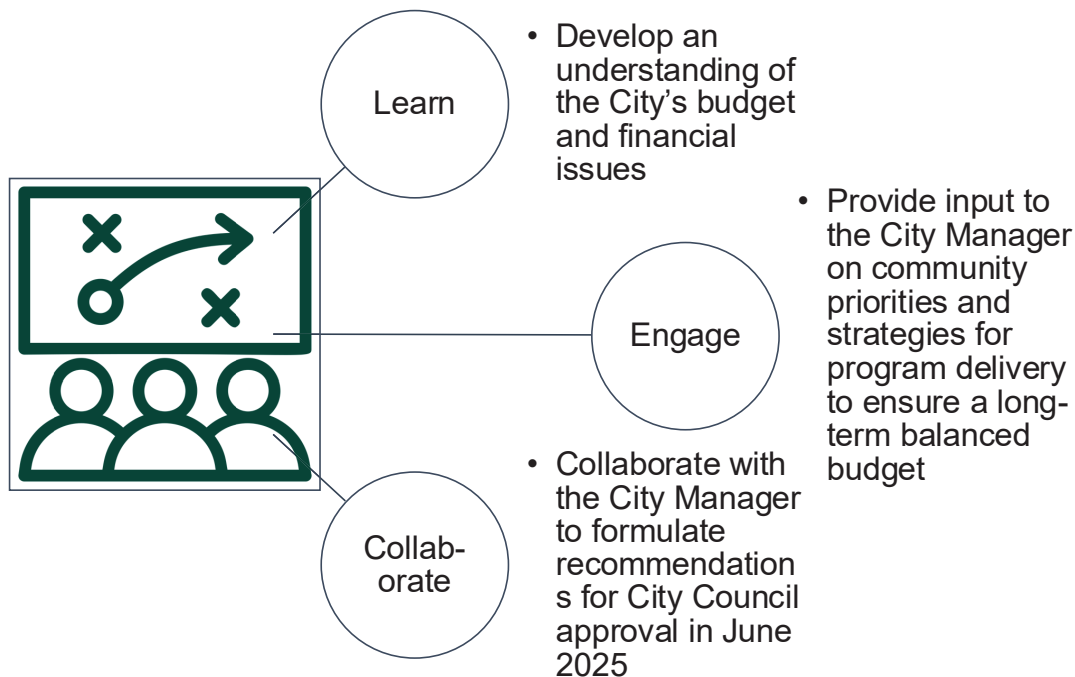


Context

- Biennial Budget Cycle
- Community Engagement Plan
- Why a BAC?
 - Builds on existing public engagement
 - Provides a diverse and transparent forum for budget recommendations
 - Strengthens alignment with community priorities and fiscal responsibility



Mission of a Budget Advisory Committee (BAC)



BAC Composition



- Total Members: 11
- Membership Composition:
 - 5 Community Representatives
 - 1 appointed by each Mayor and each Councilmember
 - 4 Labor and Management Representatives
 - 2 At-Large Members identified by City Manager



BAC Responsibilities



Review the City's General Fund budget, department programs, and infrastructure needs



Discuss expenditure reduction strategies and brainstorm cost-saving measures



Provide insight and recommendations on community priorities and cost/service reduction strategies



Gather timely and comprehensive community feedback, which will be incorporated into the budget process to reflect the priorities and needs of the broader community



Developing recommendations for operating budget reductions and capital project funding strategies



Timeline



December 2024 – BAC Appointment



January – March 2025 – BAC Meetings



April 2025 – Recommendations to City Manager

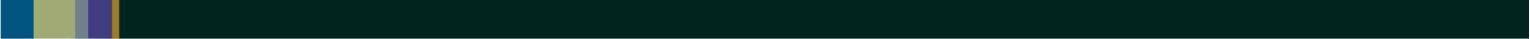


June 2025 – Adoption of Budget



Beyond June 2025 – Potential continuation of BAC





Recommendation

At December 17 meeting City Council:

1. Establish a Budget Advisory Committee
2. Appoint members to the BAC



CITY COUNCIL AGENDA REPORT

December 17, 2024
Public Works - Engineering Division

TITLE: ADOPT A CIP PROCESS AND PRIORITIZATION STRATEGY

SUMMARY

The Capital Improvement Program (CIP) guides the City's long-term, strategic decision-making regarding the construction, repair, and replacement of the City's assets, including facility buildings, parks, streets, miscellaneous City facilities, stormwater, water, and sewer systems. The Capital Improvement Program is essential for strategic infrastructure planning, ensuring reliable asset management, financial efficiency, regulatory compliance, and risk mitigation; it supports community development, aligns projects with organizational goals, enhances operational efficiency, and fosters transparency with stakeholders.

A CIP prioritization process using a systematic approach to rank projects is intended to help the City allocate resources effectively and make data-driven decisions on capital investments. A CIP Process and Prioritization (CIPPP) strategy that aligns with the ONE Pleasanton Strategic Plan and community input is an essential step in ensuring resources are effectively allocated to the most critical projects, helping to address urgent needs, optimize funding, and meet regulatory deadlines, while acknowledging local priorities. The proposed prioritization evaluation is developed around six key categories, each with a weighted scoring system, to assess the relative importance of various projects. The process also establishes procedures for excluding annual core and enterprise-funded programs from prioritization and introduces a sunset clause to remove outdated or stalled projects from the CIP. Notably, the CIP prioritization aligns with Pleasanton's broader strategic goals, particularly in sustainability and environmental impacts, ensuring necessary capital investments and supporting the City's long-term vision for growth and improvement. The adopted CIPPP strategy and guidelines will be used to establish the City's future Five-Year Capital Improvement Program.

RECOMMENDATION

1. Adopt the CIP Process and Prioritization (CIPPP) strategy
2. Approve a list of Annual Core Capital Improvement Program Projects
3. Approve excluding CIP prioritization strategies on the "Annual Core Capital Improvement Program Projects" and enterprise-funded Capital Improvement Program (water and sewer)

BACKGROUND

With the City facing financial challenges and constrained staff resources, it is critical to have a structured, well-defined, and organized strategy that is data-driven and aligned with the ONE Pleasanton Strategic Plan and other relevant quantitative and qualitative community input. A well-defined CIP process and project prioritization strategy will assist the City with decision-making regarding resource allocation. The proposed methodology for prioritization is intended to guide an objective process, removing subjectivity when making decisions on investments to

maintain all City assets.

Pleasanton adopts a new five-year CIP on a two-year cycle and may modify the program annually by City Council action or through mid-term CIP budget adjustments. The approved and adopted CIP Process and Prioritization Strategy will establish guidelines for the City in developing the Five-Year Capital Improvement Program.

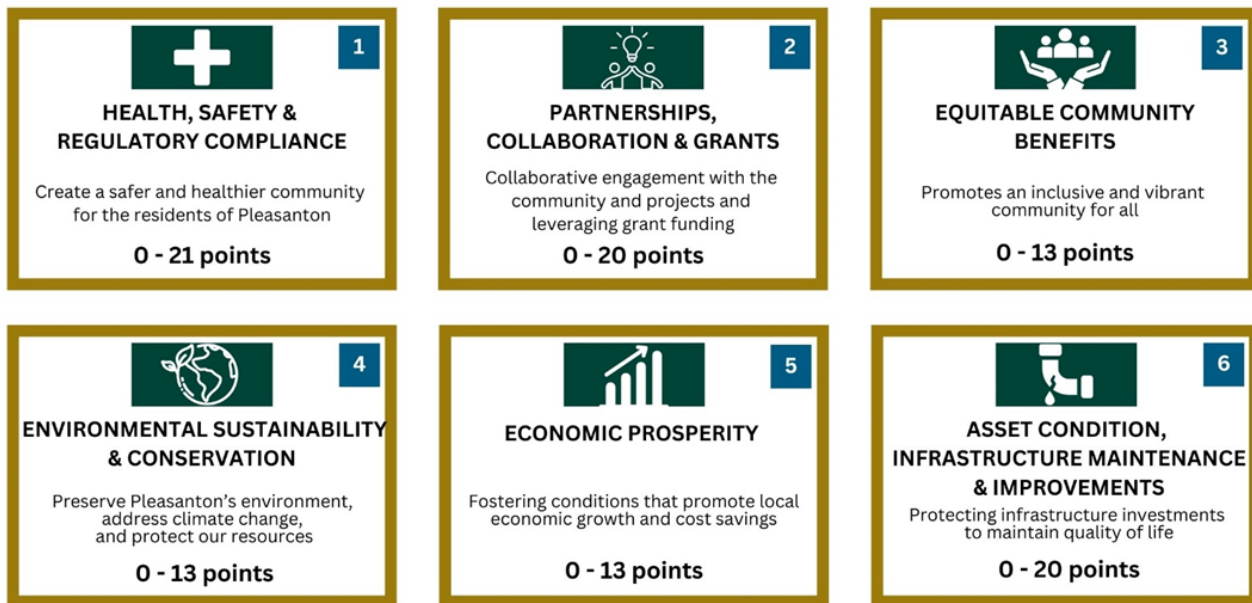
DISCUSSION

To deliver on the multiple strategies outlined in ONE and growing infrastructure needs at a time of increased budget constraints, a strategic approach is needed to guide the selection of projects for the development of the CIP to ensure they meet community priorities and goals within the available funding capacity.

The Capital Improvement Program Prioritization Process (CIPPP) strategy was developed through research on Bay Area cities facing similar challenges, including aging infrastructure, continuous growth, and limited budgets and funding sources. The study included a total of eight cities, including the Tri-Valley cities, to identify best practices in evaluation categories, prioritization processes, and the weighting factors used in their strategies. The evaluation revealed that the number of prioritization categories varied, ranging from three in smaller cities to ten in larger cities with more complex needs. The study helps form a weighted score system on the prioritization categories that reflects the most common challenges in the cities. Across the eight cities, common prioritization themes included public health and safety, regulatory compliance, infrastructure needs, grant opportunities, and initiatives that promote economic and business growth.

Prioritization Categories

As proposed, the Pleasanton CIPPP incorporates six key categories, each with a weighted score based on “focus factors” to help establish a consistent scoring system. The scores in each category address the priorities in ONE Pleasanton Strategic Plan and are aligned with staff studies on similar cities’ CIP scoring methods. The importance of the categories is denoted by the number of possible points a project can score under each category; the combined total weighted scores of all six categories equal 100 points. Details of the categories and weighted factors are outlined in Attachment 1 and described below:



Weighted scoring for each prioritization category recognizes that each category serves distinct needs and priorities emphasized in the One Pleasanton Strategic Plan and the Community Surveys. The weighted scores were compared with reviewed programs and are in alignment with other agencies' weighted scores.

Category 1 weighted score was allocated 21 maximum points, which is one additional point compared to the other highest-scoring categories to reflect the community's top prioritization in the community survey for public health and safety. In addition, it acknowledges the need to comply with state and federal requirements to ensure it does not impact funding and grant opportunities.

1. Health, Safety & Regulatory Compliance

This category emphasizes projects that enhance emergency preparedness, protect public health and safety, ensure compliance with legal and regulatory mandates, and address consent decrees. Projects in this category aim to improve public well-being, prevent injury or harm, and meet the requirements of state and local regulatory agencies. An example of a high-scoring project in this category is replacing a fire station to accommodate new fire trucks, ensuring improved emergency response capabilities.

Categories 2 and 6 are allocated 20 maximum points to prioritize projects that collaborate and have partnerships or grant funds that leverage existing funding. In addition, it highlights the importance of maintaining investments in the existing infrastructure to provide the necessary capital improvement to prevent higher replacement costs in the future.

2. Partnerships, Collaboration & Grants

This category prioritizes projects that leverage grant funding or create opportunities for future grants. It also focuses on initiatives that benefit broader community groups and populations. Examples of high-scoring projects in this category are the Regional Groundwater Facilities Project in partnership with Zone 7 and the West Las Positas Multimodal Reconstruction Project, where nearly half the project cost is supported by state funding.

6. Asset Condition, Infrastructure Maintenance & Improvements

This category emphasizes projects that preserve and enhance City infrastructure to ensure the delivery of high-quality services, maintain safe operations, and meet current code requirements and population growth demands. These projects also focus on reducing overall maintenance costs and extending the lifespan of assets. An example of a high-scoring project in this category is replacing outdated fire station roll-up doors that are no longer supported by available replacement parts.

The remaining categories are weighted equally at a maximum of 13 points to include strategies important to Pleasanton while differentiating from other significant factors like safety, grants, and asset needs. The scores reflect the shared community goals of an inclusive community that acknowledges its historic character, protects the environment, and conserves resources, as well as the importance of building a thriving local economy that raises revenue and provides employment opportunities.

3. Equitable Community Benefits

This category focuses on projects that enhance public spaces, improve access to services, and address community needs while promoting fair distribution of resources to historically underserved or marginalized communities. These initiatives aim to reduce disparities, foster inclusivity, and encourage community cooperation and building. An example of a high-scoring project in this category is developing an all-inclusive park/playground.

4. Environmental Sustainability & Conservation

This category prioritizes projects that improve environmental sustainability and climate resilience, enhance resource conservation, and contribute to better air and water quality. It also includes projects that preserve historically significant structures and districts, ensuring alignment with preservation standards and protecting the City's historical legacy. Examples of high-scoring projects in this category are the conversion of streetlights to LED technology and installing electric vehicle charging facilities.

5. Economic Prosperity

This category focuses on projects that drive local economic growth by improving access to economic opportunities, benefiting local businesses, and providing significant returns on investment. It also includes projects that demonstrate cost savings, productivity improvements, or strong paybacks within a defined timeframe. An example of a high-scoring project in this category is the Johnson Drive Economic Development Zone roadway and sidewalk improvements.

Roles and Responsibilities - Implementation & Operations

The Director of Public Works oversees the prioritization process of the Capital Improvement Program (CIP) to ensure the Capital Improvement Program Prioritization Process (CIPPP) is executed in the City's best interest. This includes ensuring the process is objective, impartial, and aligns with the approved and adopted guidelines and that the development of the City's Five-Year CIP adheres to these guidelines.

The Public Works Engineering Division leads and manages the implementation of the approved and adopted guidelines, supporting and guiding stakeholders during the CIPPP, ensuring the guidelines are being followed and that the CIP is implemented in a timely

manner. The Engineering Division will also establish the City's Five-Year CIP in accordance with the CIPPP results and will implement the approved CIP after the City Council approves the recommended program.

CIP and the Prioritization Process

The CIPPP involves multiple phases:

Phase 1: Project Intake Process

This process begins with a call for project recommendations from various City departments and stakeholders. The project intake process is open to all departments, including standing City commissions and committees. The representative from each department/division will develop project worksheets to clearly identify the scope of work and estimated budget and complete a self-assessment of the recommended project. Projects may be derived from adopted master plans (Bike & Pedestrian Master Plan, Parks Master Plan, Asset Management Plan, Pavement Management Plan, etc.), strategic plans (ONE Pleasanton Strategic Plan, Economic Development Strategic Plan, etc.), specific plans (Downtown Specific Plan, Stoneridge Community Park Plan), and asset programs.

The projects list is not a comprehensive list of all the City's needs, but a list of priorities put forth by each department/division during the development of the Five-Year CIP.

Phase 2: Project Review and Ranking Process

The list of projects submitted by City departments/divisions will be reviewed by a balanced internal/staff Prioritization Committee, which consists of multiple departments that are key stakeholders in the CIP program. The Prioritization Committee will provide individual prioritization scores to represent the best interest of the City's overall needs and demands. Once the committee reviews and scores all the submitted projects according to the six categories of the CIPPP prioritization method, the projects will be ranked from the highest to the lowest.

Phase 3: Recommendation of the Final Ranked Prioritization CIP List

The prioritized list is compiled by the Public Works Engineering Division, reviewed by the Director of Public Works for process compliance, and checked before being submitted to the City Manager for review and approval of the initial ranked and prioritized project list.

Phase 4: Resource Analysis and Loading

The City Manager's reviewed list is then evaluated by the Public Works Engineering Division and the Finance Department to identify eligible funding sources, available funding, available grants, staff resources, and professional services resources to implement the prioritized project list. Following this, the Public Works Engineering Division shall recommend a final list of funded and unfunded CIP projects to be included in the Five-Year CIP to the Director of Public Works and the City Manager for approval before submitting it to City Council review. This review and approval aim to ensure the Five-Year CIP's overall alignment with the City's strategic goals and objectives.

The cut-off line between funded and unfunded projects is based on the available budget allocated for the City's capital improvement program every year. Due to the nature of restricted and non-restricted funds, the size of projects, and their respective resource needs, some projects below the cut-off line may move up the ranked and prioritized projects list. Any

request for changes in the ranking of the projects in the final ranked and prioritized project list must be reviewed and approved by the Public Works Engineering Division's City Engineer and must comply with the CIPPP guidelines.

Phase 5: City Council Approval and Adoption of the Five-Year CIP

With the approval of the Director of Public Works and the City Manager, the Public Works Engineering Division shall incorporate and establish the Five-Year CIP Program and seek City Council approval and adoption of the funded CIP projects list, the unfunded CIP projects list and the Five-Year CIP that will be delivered in the next CIP cycle.

Annual Core Capital Improvement Projects

The Annual Core Capital Improvement Program focuses on routine projects to replace critical City assets at the end of their service life. These safety-sensitive assets or those essential to core operations are funded to ensure timely repair and replacement, minimizing unplanned emergencies and meeting regulatory requirements. As recurring programs with fixed investments, these projects are excluded from the general prioritization process. For the City's Five-Year CIP, detailed scopes and deliverables are defined for each approved annual core program project. Undefined projects will be defunded, with the funds redirected to the general CIP prioritization process. The recommended list of Annual Core Capital Improvement Program projects is outlined in Appendix A of Attachment 1.

Enterprise Funded Capital Improvement Program

The City's water and sewer systems are supported strictly through enterprise funds. The Capital Improvement Program of the enterprise-funded program is defined and prioritized through the Water System Management Plan and the Sewer System Management Plan - both of which are approved and adopted by the City Council - and the City's commitment and responsibility to sustain the enterprise fund. Therefore, enterprise-funded Capital Improvement Program projects (water and sewer) are excluded from the general prioritization program.

Sunset Clause for Projects

The CIPPP proposes a "sunset" clause for projects that do not progress within two CIP cycles (four years), automatically removing them from the CIP unless City Council has approved established reserves. Reserve projects, often partially funded through restricted sources like Developer Impact Fees, will be reviewed biennially, with unrestricted funds reallocated after four years. Unfunded projects are recommended for removal but can be resubmitted with updated scopes and priority assessments during the development of a new Five-Year CIP cycle.

CIPPP Program Updates

It is essential that the CIPPP be updated regularly to ensure that prioritization remains consistent with the City's priorities and concerns. Staff recommends that the CIPPP be reviewed and updated as necessary at the beginning of the new CIP cycle or within one year of the adoption of an updated ONE Pleasanton Strategic Plan, whichever comes first. Changes and updates to the CIPPP require City Council review and approval.

CIPPP Implementation Schedule

December	City Council adopts CIPPP with exclusion of Annual Core CIP and Enterprise CIP, and approves list of Annual Core CIP and its dedicated allocated funding Capital Improvement Program Prioritization Program
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January	Project Worksheet Development (Phase 1)
February	Prioritization Project Review (Phase 2)
March	Staff Recommended CIP List (Phases 3 – 4)
April	Budget Advisory Committee (or other public input, if BAC is not established)
May	City Council review of Proposed Capital Budget & CIP (Phase 5)
June	Adoption by City Council (Adoption - Phase 5)

ALTERNATIVE

Alternatively, the City could continue to use its prior CIP project intake and selection process wherein the individual Mayor and City Council members, City commissions and committees, staff, and the community populate a list of current and desired projects for the City Council's review; projects that receive a majority vote of the City Council are included in the CIP and planned/programmed based on available financial and staff resources. This approach is not recommended for several reasons, including investments that do not meet the City's short-term and long-term infrastructure needs, decisions that might unintentionally perpetuate inequities in infrastructure or service delivery across the city, and projects that may not best meet the current needs of the community.

EQUITY AND SUSTAINABILITY

The Capital Improvement Program Prioritization Process establishes an equitable and sustainable way to prioritize capital improvement projects. Categories include focus factors that align with the Climate Action Plan (CAP 2.0) goals and environmentally sustainable practices will be required as part of projects to maximize project scoring capabilities.

OUTREACH

The CIPPP program was developed based on the ONE Pleasanton Strategic Plan, which included an extensive outreach program along with other qualitative and quantitative community input.

STRATEGIC PLAN ALIGNMENT

The CIP prioritization criteria provide essential guidelines for decision-making for capital improvement projects, ensuring these projects are aligned with the broader goals of the ONE Pleasanton Strategic Plan. The integration of all six prioritization criteria is driven by the strategy that calls for the implementation of the city's four-year Capital Improvement Program with the goal of *Investing in Our Environment*. This strategy serves as the core mechanism that ensures capital improvement projects are not only well-planned but also address the City's priorities in areas such as sustainability, infrastructure, and public facilities.

FISCAL IMPACT

The implementation of this process does not have a direct fiscal impact but will provide City Council direction for the development and implementation of the Capital Improvement Program, which will have a long-term financial impact on the overall maintenance and condition of the City's infrastructure.

Prepared by:



Adam Nelkie, Assistant Dir.
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Engineering

Submitted by:



Siew-Chin Yeong, Director of Public
Works

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. CIP Process and Prioritization (CIPPP) Strategy
2. Presentation - CIP Prioritization

DRAFT

SUBJECT: CIP Process and Prioritization (CIPPP) Strategy

EFFECTIVE DATE: December 17, 2024

Capital Improvement Program (CIP) Defined

The Capital Improvement Program (CIP) guides the City's long-term, strategic decision-making regarding the construction, repair, and replacement of the City's assets, including facility buildings, parks, streets, miscellaneous City facilities, stormwater, water, and sewer systems. The Capital Improvement Program is essential for strategic infrastructure planning, ensuring reliable asset management, financial efficiency, regulatory compliance, and risk mitigation; it supports community development, aligns projects with organizational goals, enhances operational efficiency, and fosters transparency with stakeholders.

The Capital Improvement Program (CIP) is defined as the City's financial plan for the construction of the City's capital improvements. Capital improvements are the addition of a permanent structure, structural change, or the restoration of the City's assets that will either enhance the asset's overall value, prolong its useful life, or adapt it to new uses. The City's assets span a wide variety of categories, including streets and related right-of-way features; stormwater and drainage systems; water and sewer systems; public buildings such as the library, parks, recreational and community centers; and public safety facilities such as police and fire stations. Capital investments are necessary for the construction of all parts of the City's infrastructure.

The Importance of Infrastructure

The importance of quality infrastructure cannot be overstated. Without functioning infrastructure, the City's economic prosperity cannot be sustained. The quality of neighborhood infrastructure will directly determine the livability of the City's neighborhoods. The community's health, safety, and natural environment depend on available and quality infrastructure. Decisions about capital investments affect the availability and quality of most government services, as well as many private services. Infrastructure connects residents to opportunities for employment, healthcare, and education via extensive transportation, power, water, and telecommunication networks. Ongoing investments will enhance the quality of life for every neighborhood. In addition to legal mandates, the prioritization of CIP projects should also consider social, economic, and geographic factors.

Purpose of this Prioritization Process

A CIP prioritization process using a systematic approach to rank projects is intended to help the City allocate resources effectively and make data-driven decisions on capital investments. A CIP Process and Prioritization (CIPPP) strategy that aligns with the ONE Pleasanton Strategic Plan and community input is an essential step in ensuring resources are effectively allocated to the most critical projects, helping to address urgent needs, optimize funding, and meet regulatory deadlines, while acknowledging local priorities. The proposed prioritization evaluation is developed around six key categories, each with a weighted scoring system, to assess the relative importance of various projects. The process also establishes procedures for

excluding annual core and enterprise-funded programs from prioritization and introduces a sunset clause to remove outdated or stalled projects from the CIP. Importantly, the CIP prioritization aligns with Pleasanton's broader strategic goals, particularly in sustainability and environmental impacts, ensuring necessary capital investments and supporting the City's long-term vision for growth and improvement. The adopted CIPPP strategy and guidelines will be used to establish the City's future Five-Year Capital Improvement Program.

Five-Year Capital Improvement Program (5-Year CIP)

Pleasanton adopts a Five-Year CIP that has a "call" for projects at a two-year cycle and modifies the program throughout the year through City Council actions and the Mid-Term CIP Update.

With the approved CIP Prioritization strategy, the city will establish an upcoming Five-Year CIP following the process outlined in this document.

Project Funding

Restricted Funds: Projects within restricted funding categories will compete only with projects within the same funding category. Prioritization within these restricted funding categories will occur in accordance with this CIP prioritization process except Water and Wastewater Program.

The following is a partial listing of restricted funding categories:

- a. State and Federal Funds
- b. Development Impact Fees
- c. Enterprise Funds (Golf, Cemetery, Wastewater, Storm and Water)
- d. Grants.

Enterprise-funded programs with an approved Master Plan are excluded from the CIP prioritization process. The Water and Sewer CIP programs are guided by its Master Plans. These projects will not compete for other general funds.

Unrestricted Funds: Projects that are not within a restricted funding category or use a combination of either restricted or non-restricted funding will compete for general fund or bond proceeds in accordance with this CIP prioritization process. Although capital needs from the restricted funds or revenue-producing departments are often separate from the General Fund, the capital investments of all City departments should be planned together to allow better coordination of capital projects in specific parts of the city over time and ensure equitable use of resources. Citywide coordination of capital project planning can increase the cost-effectiveness of the City's capital programs by allowing more efficient infrastructure investments.

Asset Categories

To ensure that the comparison is conducted between similar types of projects, the needs, and CIP projects will be separated into categories according to the predominant type of asset and

funding sources in the project. Project categories will include the following asset categories:

1. Facilities – All City-owned facilities that are not covered under other categories.
This would include Exterior lighting within the campus, parking lots, sidewalks, buildings, etc.
Typical Funds: 203, 201
2. Miscellaneous – All other projects (except facilities) that are not included in other project types.
This would include Soundwalls outside of the street right of way, decorative lighting (the gas tax excludes decorative lighting), Citywide programs/projects, etc.
Typical Funds: 201, 204, 222
3. Parks – Any project within a city or regional park.
These would include Pathway, parking lots, lighting, buildings within a park, landscape projects in and around City facilities, and projects from the Trails Master Plan.
Typical Funds: 129, 201, 203, 221, 222, 223
4. Transportation – New or improved assets that increase transportation options and functionality of local roadways, streets, sidewalks, and public transportation and projects within the City Right of Way.
These would include: Streets Program, sidewalks, and ADA curb ramps, bridges, pedestrian/bike-related projects within the street right of way; typically includes projects from Bike & Pedestrian Master Plan, soundwalls, streetlights, traffic signals, intersection improvements, roadway marking, and signs.
Typical Funds: 160, 162, 165, 166, 167, 170, 172, 173, 202, 211, 212, 214, 215, 216, 217
5. Sewer – Projects that are paid for out of the Sewer Enterprise Funds.
This would include all sewer-related projects, including pipes, lift stations, regional wastewater treatment commitments (DSRSD/LAVMA), tanks, and work at project sites such as access roads, fencing, lighting, and buildings.
Typical Funds: 241, 431, 432
6. Storm – Projects that are paid for out of the Storm Enterprise Funds.
This would include all storm-related projects, including clean water program projects, and work at project sites such as access roads, fencing, lighting, and buildings.
Typical Funds: 441 - (Majority of funding from general fund 201 at this time)
7. Water – Projects that are paid for out of the Water Enterprise Funds.
This would include: All potable and recycled water related projects, pipes, pump stations, tanks and includes work at project sites such as access roads, fencing, lighting, buildings.
Typical Funds: (insert connection fees), 422, 426

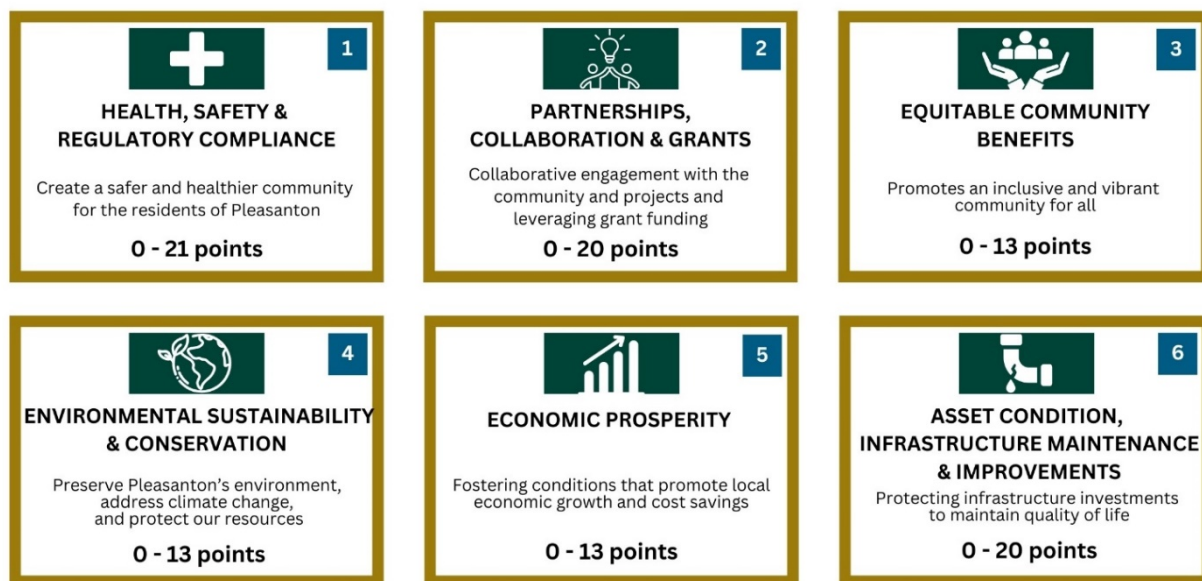
Prioritization Categories

The Capital Improvement Program Prioritization Process (CIPPP) strategy was developed through research of Bay Area cities facing similar challenges, including aging infrastructure, continuous growth, and limited budgets and funding sources. The study included a total of eight cities, including the Tri-Valley cities, to identify best practices in evaluation categories, prioritization processes, and the weighting factors used in their strategies.

The study revealed that the number of prioritization categories varied, ranging from three in smaller cities to ten in larger cities with more complex needs. Across the eight cities, common prioritization themes included public health and safety, regulatory compliance, infrastructure needs, grant opportunities, and initiatives that promote economic and business growth.

In alignment with the ONE Pleasanton Strategic Plan and key priorities identified in qualitative and quantitative community input, staff developed six categories for project prioritization, along with corresponding score weights. Weighted scoring for each prioritization category is in recognition that each of the categories serves distinct needs and priorities. The weighted scores were compared with reviewed programs and are in alignment with other agencies' weighted scores.

The categories and weighted focus factor details are outlined below:



CIP Prioritization Categories and Weighing System

The Capital Improvement Program (CIP) consists of six (6) prioritization categories supported by focus factors based on the ONE Pleasanton Strategic Plan.

- The six **prioritization categories** are based on the City Council priorities presented in the ONE Pleasanton Strategic Plan.
- Each prioritization category has a descriptive phrase and an identifying icon and is supported by **focus factors**.

- Weighted scoring for each prioritization category is in recognition that each of the categories serves distinct needs and priorities emphasized in the ONE Pleasanton Strategic Plan and through community input.
- Each prioritization category is assigned a maximum **weighted score**. The combined total weighted scores of all six categories equal 100 points.
- The **importance of the categories** is denoted by the number of possible points a project can score under each category. Depending on the project sponsor's stated project attributes using the supporting focus factors, a stated weighted point value set by the sponsor may be awarded to the project by the reviewing committee, should reviewers agree with the sponsor's supporting statements.

Prioritization Categories



1. Health, Safety & Regulatory Compliance

Create a safer and healthier community for the residents and businesses of Pleasanton

Weighted Score: [0-21]

This category's weighted score was allocated 21 maximum points, which is one additional point compared to the other highest-scoring categories to reflect the community's top prioritization in the community survey for public health and safety. In addition, it acknowledges the need to comply with state and federal requirements to ensure it does not impact funding and grant opportunities.

This category emphasizes projects that enhance emergency preparedness, protect public health and safety, ensure compliance with legal and regulatory mandates, and address consent decrees. Projects in this category aim to improve public well-being, prevent injury or harm, and meet the requirements of state and local regulatory agencies.

An example of a high-scoring project in this category is the replacement of a fire station to accommodate new fire trucks, ensuring improved emergency response capabilities.

Focus Factors (Projects that prioritize the following):

- Overall emergency preparedness capabilities
 - Reduced emergency response times to minimum operational standards
- Protection of public health and safety
 - Distinguishing health disparities and safety disparities
- Compliance with legal, regulatory, mandated requirements, and consent decrees
 - Projects that focus on meeting current regulations
 - Promoting safety and healthy lifestyle activities

- Focus on improving the well-being of the public
 - Incorporating a project's impact on personal safety and violence reduction
 - Focus on improving the public's overall mental and physical state of well-being
 - Promote positive public health and safety activities
- Prevents injury or harm to the public
 - Safety-minded initiatives
 - Activities and project goals that prevent harm and protect the safety of the public
 - Safety improvements toward eliminating fatalities and severe injuries related to mobility
- Compliance with state and local regulatory agencies
 - Project goals that support adherence to current regulatory agency rules
 - Promotes or encourages public support



2. Partnerships, Collaboration & Grants

Engage in collaboration with the community and leverage grant funding

Weighted Score: [0-20]

This category prioritizes projects that leverage grant funding or create opportunities for future grants. It also focuses on initiatives that deliver benefits to broader community groups and populations.

Examples of high-scoring projects in this category are the Regional Groundwater Facilities Project in partnership with Zone 7, and the West Las Positas Multimodal Reconstruction Project where nearly half the project cost is supported by state funding.

Focus Factors (Projects that prioritize the following):

- Involve partnerships with other agencies and communities to share the benefits of the project
 - Support for projects that combine development efforts to increase the benefits to larger community groups and populations
- Offer multiple benefits across other sectors and agencies
 - Support for projects with multiple benefits to more communities
- Leveraging external resources and opportunities
 - Support projects with external funding sources or opens the opportunity
- Project is grant funded or opens the opportunity for future grant eligibility
 - Unlocks the possibility of future grant consideration
 - Facilitates eligibility for future grants through partnerships
- Bundle opportunities and improve project readiness
 - Align opportunities to improve project planning
 - Unite groups with similarly goals to accelerate project readiness



3. Equitable Community Benefits

Promote an inclusive and vibrant community for all

Weighted Score: [0-13]

This category focuses on projects that enhance public spaces, improve access to services, and address community needs while promoting fair distribution of resources to historically underserved or marginalized communities. These initiatives aim to reduce disparities, foster inclusivity, and encourage community cooperation and building.

An example of a high-scoring project in this category is the development of an all-inclusive park/playground.

Focus Factors (Projects that prioritize the following):

- Enhance public spaces, improve access to services, and address community needs
 - ADA access to all parks, community facilities, and public spaces
- Advance equity by ensuring fair distribution of resources and services
 - Supports or enhances public service delivery and/or the allocation of resources.
- Focusing on historically underserved or marginalized communities
 - Prioritizing disadvantaged communities
 - Support for the elderly and disabled communities
- Address disparities and inequalities
 - Promote inclusion
 - Reduces or avoids negative impacts on the community when infrastructure is out of service
- Promotes inclusivity, cooperation, and have strong community support
 - Provide support for the encouragement of diversity, equity and inclusion
 - Improves access for people of all ages and abilities
- Reduces negative impacts to groups and communities
 - Support community engagement
 - Encourages group and community public safety programs
- Foster positive effects to the overall well-being, quality of life, and engagement of communities
 - Support for projects that prevent displacement, increase rates of homeownership and affordable housing, reduce residential vacancy levels, raise rates of self-employment, and increase presence of community building organizations



4. Environmental Sustainability & Conservation

Preserve Pleasanton's environment, address climate change, and protect local resources

Weighted Score: [0-13]

This category prioritizes projects that improve environmental sustainability and climate resilience, enhance resource conservation, and contribute to better air and water quality. It also includes projects that preserve historically significant structures and districts, ensuring alignment with preservation standards and protecting the city's historical legacy.

Examples of high-scoring projects in this category are converting streetlights to LED technology and installing electric vehicle charging facilities.

Focus Factors (Projects that prioritize the following):

- Improve environmental sustainability
 - Mitigation of health and environmental hazards
- Improve climate resilience, resource conservation
 - Increased resiliency to the effects of climate hazards
 - Reduced potential hazards to the public property and the environment related to urgent conditions (like floods, fires, or other disasters)
- Enhancements to air and water quality
 - Comply with all legal state and federal regulatory requirements
- Enhance historically significant structures and districts
 - Support for programs that focus on and preserve historical assetsEnsuring alignment with preservation standards
 - Supports activities that align with environmental preservation
- Protect the city's historical legacy
 - Projects that support all historical goals



5. Economic Prosperity

Foster conditions that promote local economic growth and generate cost savings

Weighted Score: [0-13]

This category focuses on projects that drive local economic growth by improving access to economic opportunities, benefiting local businesses, and providing significant returns on investment. It also includes projects that demonstrate cost savings, productivity improvements, or strong paybacks within a defined timeframe.

An example of a high-scoring project in this category is the Johnson Drive Economic Development Zone roadway and sidewalk improvements.

Focus Factors (Projects that prioritize the following):

- Support local economic growth
 - Support for local startup and community-based projects
- Improve access to economic opportunities
 - Strengthen access to wealth-building opportunities
 - Expand opportunities to financial opportunities
- Benefit local businesses
 - Support for projects that increase benefits to local business
- Provide significant paybacks in a set time frame
- Promote innovation
- Demonstrate cost savings, productivity improvements or strong return on investment



6. Asset Condition, Infrastructure Maintenance & Improvements

Protect infrastructure investments to maintain quality of life

Weighted Score: [0-20]

This category emphasizes projects that preserve and enhance City infrastructure to ensure the delivery of high-quality services, maintain safe operations, and meet current code requirements and population growth demands. These projects also focus on reducing overall maintenance costs and extending the lifespan of assets.

An example of a high-scoring project in this category is replacing outdated fire station roll-up doors that are no longer supported by available replacement parts.

Focus Factors (Projects that prioritize the following):

- Maintaining and repairing existing infrastructure
 - Support for projects that avoid or minimize the risk to health, safety, and the environment associated with the infrastructure based on a condition assessment of the asset, or the lack of an asset, which may include the age, size, material, capacity, and history of failure of the infrastructure
 - Projects that create a reduction in accidents, main breaks, sewer spills, or flooding
- Ensure safety
 - Enhance neglected assets, services, and response time in Public Safety
- Reduce future costs

- Support projects that reduce maintenance expenditures and delays that will result in significant future costs
- Prolong asset life
 - Support for projects that improve the overall reliability of the capital asset and infrastructure system and extend the asset's useful life
- Build or provide upgrades to city facilities and existing infrastructure
 - Support for projects that assist or supports the upgrade of city facilities and infrastructures
- Replacement or upgrade of critical infrastructure
 - Improved structural integrity and reliability of infrastructure
 - Support for projects that serve areas with higher population densities and areas experiencing the most growth

Roles and Responsibilities

The Director of Public Works is responsible for overseeing the prioritization process of the Capital Improvement Program (CIP) to ensure the Capital Improvement Program Prioritization Process (CIPPP) is executed in the City's best interest. This includes ensuring the process is objective, impartial, and aligns with the approved and adopted guidelines, and that the development of the City's Five-Year CIP adheres to these guidelines.

The Public Works' Engineering Division leads and manages the implementation of the approved and adopted guidelines, supporting and guiding stakeholders during the CIPPP, ensuring the guidelines are being followed and that the CIP is implemented in a timely manner. The Engineering Division will also establish the City's Five-Year CIP in accordance with the results of the CIPPP and will implement the approved CIP after the City Council approves the recommended program.

CIP and the Prioritization Process

The CIPPP involves multiple phases:

Phase 1: Project Intake Process

This process begins with a call for project recommendations from various City departments and stakeholders. The project intake process is open to all departments, including standing City commissions and committees. The representative from each department/division will develop project worksheets to clearly identify the scope of work and estimated budget and complete a self-assessment of the recommended project. Projects may be derived from adopted master plans (Bike & Pedestrian Master Plan, Parks Master Plan, Asset Management Plan, Pavement Management Plan, etc.), strategic plans (ONE Pleasanton Strategic Plan, Economic Development Strategic Plan, etc.), specific plans (Downtown Specific Plan, Stoneridge Community Park Plan), and asset programs.

The projects list is not a comprehensive list of all the City's needs, but a list of priorities put forth by each department/division during the development of the Five-Year CIP.

Required Information for Project Intake

Project sponsors shall prioritize capital needs and projects from their Needs List using the factors listed below. This process provides general guidance and examples for each prioritization factor. Before utilizing these prioritization factors, each project sponsor shall gather and maintain the following information:

1. Identify the minimum level of service expected from the proposed projects, which will be used as a baseline for scoring
2. Operational and maintenance goals that are realistic and sustainable
3. Basic infrastructure and facility data sufficient to identify City asset deficits as required in the General Plan, community plans, master plans, the Americans with Disabilities Act (ADA)
4. Basic assessment data (AMP) sufficient to identify new assets needed to meet a service standard or existing assets needing improvement
5. A minimum of a five-year capital infrastructure planning outlook that is maintained and assessed annually
6. A database of needs with priority scoring system consistent among all other project sponsors
7. For assets currently in the Asset Management Plan (AMP), update and maintain the database of needs and prioritizations
8. Add additional asset categories to the AMP as datasets are available.

Phase 2: Project Review and Ranking Process

The list of projects submitted by City departments/divisions will be reviewed by a balanced internal/staff Prioritization Committee consisting of multiple departments that are key stakeholders in the CIP program. The Prioritization Committee will provide individual prioritization scores with the goal of representing the best interest of the City's overall needs and demands. Once the committee reviews and scores all the submitted projects according to the six categories of the CIPPP prioritization method, the projects will be ranked from the highest to the lowest score.

Phase 3: Recommendation of the Final Ranked Prioritization CIP List

The prioritized list is compiled by the Public Works Engineering Division, reviewed by the Director of Public Works for process compliance, and checked before being submitted to the City Manager for review and approval of the initial ranked and prioritized project list.

Phase 4: Resource Analysis and Loading

The City Manager's reviewed list is then evaluated by the Public Works Engineering Division and the Finance Department to identify eligible funding sources, available funding, available grants, staff resources, and professional services resources to implement the prioritized project list. Following this, the Public Works Engineering Division will recommend a final list of both funded CIP projects and of unfunded CIP projects to be included in the Five-Year CIP to the Director of Public Works and the City Manager for approval before submitting to City Council review. The purpose of this review and approval

is to ensure overall alignment of the Five-Year CIP to the city strategic goals and objectives.

The cut-off line between funded and unfunded projects is based on the available budget allocated for the City's capital improvement program every year. Due to the nature of restricted and non-restricted funds, the size of projects, and their respective resource needs, some projects below the cut-off line may move up the ranked and prioritized projects list. Any request for changes in the ranking of the projects in the final ranked and prioritized project list must be reviewed and approved by the Public Works Engineering Division's City Engineer and must comply with the CIPPP guidelines.

Phase 5: City Council Approval and Adoption of the Five-Year CIP

With the approval of the Director of Public Works and the City Manager, the Public Works Engineering Division shall incorporate and establish the Five-Year CIP Program and seek City Council approval and adoption of the funded CIP projects list, the unfunded CIP projects list and the Five-Year CIP that will be delivered in the next CIP cycle.

Annual Core Capital Improvement Projects

The Annual Core Capital Improvement Program focuses on routine projects to replace critical City assets at the end of their service life. These safety-sensitive assets or those essential to core operations are funded to ensure timely repair and replacement, minimizing unplanned emergencies and meeting regulatory requirements. As recurring programs with fixed investments, these projects are excluded from the general prioritization process. For the City's Five-Year CIP, detailed scopes and deliverables are defined for each approved annual core program project. Undefined projects will be defunded, with the funds redirected to the general CIP prioritization process. The recommended list of Annual Core Capital Improvement Program projects is outlined in Appendix A of Attachment 1.

Enterprise Funded Capital Improvement Program

The City's water and sewer systems are supported strictly through the enterprise fund. The Capital Improvement Program of the enterprise-funded program is defined and prioritized through the Water System Management Plan and the Sewer System Management Plan - both of which are approved and adopted by the City Council - and the City's commitment and responsibility for the enterprise fund. Therefore, enterprise-funded Capital Improvement Program projects (water and sewer) are excluded from the aforementioned general prioritization program.

Sunset Clause for Projects

The CIPPP proposes a "sunset" clause for projects that do not progress within two CIP cycles (four years), automatically removing them from the CIP unless City Council has approved established reserves. Reserve projects, often partially funded through restricted sources like Developer Impact Fees, will be reviewed biennially, with unrestricted funds reallocated after four years. Unfunded projects are recommended for removal but can be resubmitted with updated scopes and priority assessments during the development of a new Five-Year CIP cycle.

Additional Considerations

Revisions to this prioritization process are not intended to release or alter the City's current obligations to complete specific CIP projects by specified deadlines, as may be imposed by court order or order of any federal, state, or local regulatory agency.

CIPPP Program Update

It is essential that the CIPPP be updated regularly to ensure that prioritization remains consistent with the City's priorities and concerns. The CIPPP should be reviewed and updated as necessary at the beginning of the new CIP cycle or within one year of the adoption of an updated ONE Pleasanton Strategic Plan, whichever comes first. Changes and updates to the CIPPP require City Council review and approval.

Updates shall be based on other City-adopted plans such as the Climate Action Plan, adopted master plans, adopted specific plans, etc.

History

Adopted by Resolution xxx – 12/17/2024

Appendix A

Annual Core CIP Projects

An Annual Project is based on a reoccurring program with fixed investment to ensure timely repair and replacement of aged infrastructures to minimize emergency unplanned projects. Not all assets should have an annual program, and assets the City must have in order to have the basic, core operation of the city should be considered for an annual program. Annual programs replace assets with the same or equivalent assets, with upgrades for code requirements, but it is not to increase capacity/size/change designs of the system. Annual programs are also set up when there is a known regulation with which the City must comply.

Guided by City Council approved plans such as Asset Management Plan(s), Water System Management Plan, Sewer System Master Plan, Urban Forest Master Plan, etc., a budget is recommended through the CIP cycle that aligns with the City's biennial budget cycle.

Annual Transportation Program

XX503 Annual Street Resurfacing

This annual project involves resurfacing and reconstruction of various city streets with a new layer of asphalt. Street locations will be determined by the Pavement Management System (PMS) survey data. The project will include performing base repairs and crack sealing, replacement of existing traffic loop detectors, installation of traffic signal cameras, and reconstruction of pavement surface approaches to signalized intersections. Traffic striping will be updated to accommodate new bike lanes in accordance with the Bicycle and Pedestrian Master Plan.

Pavement Management Program (last updated 2/2024) is recommended for \$5 million annual expenditure over the next five years to maintain current PCI of 77.

XX504 Annual Slurry Seal

This annual project provides for the slurring of various city streets with slurry seal. Actual locations will be determined after reviewing the Pavement Management System (PMS) survey data and field information analysis, which is completed on a biannual basis. Traffic striping will be updated to accommodate new bike lanes, where possible, in accordance with the Bicycle and Pedestrian Master Plan and Complete Streets Policy. The Metropolitan Transportation Commission recommends a minimum of 20 percent of roadway surface funding to be allocated to preventative maintenance treatments such as slurry seal; this is to capture the cost benefits of maintaining streets in good condition before they start reaching the exponential decline of the roadway.

Pavement Management Program (last updated 2/2024) is recommended for \$1 million annual expenditure over the next five years to maintain current PCI of 77.

XX509 Annual Curb and Gutter & ADA Ramp

As part of the annual resurfacing of city streets, various sections of curb and gutter must be replaced

along the streets scheduled for resurfacing or slurry seal to bring the roadway back to original grades. The Americans with Disabilities Act (ADA) requires all intersection ramp areas to be improved to current standards when the street is resurfaced. The ADA standards were updated in 2024 and will require new ramps to be installed at most intersections. Curb and gutter replacement locations are determined through visual inspection by City staff.

To implement the recommended Pavement Management Program (last updated 2/2024), a minimum of \$1 million dollars is needed to make the necessary curb and gutter and required ADA curb ramp updates.

XX512 Annual Sidewalk and ADA Ramp

This annual project provides for the replacement and rehabilitation of sidewalks and ADA ramps that have become potential tripping hazards to pedestrians or out of compliance in conformance with the ADA Transition Plan outside of the annual street resurfacing program. Due to the large volume of areas in need of repair and where grinding of the concrete is not a viable solution, the sidewalk must be removed and replaced by a construction contract. Repairs may include sidewalk grinding and ramping, replacement of sidewalk, integral curb and gutter, ADA access ramps, and the installation of tree-root or water barriers. Staff will determine the specific locations to be replaced through a sidewalk condition analysis.

XX532 Bi-Annual Traffic Signal Installation

This program utilizes TIFF funding, and projects will be programmed when TIFF funds are available. This biannual project will install traffic signals at high-priority locations identified by the Traffic Signal Priority List and within the General Plan. The funding levels will be based on available Traffic Impact Fees received.

XX541 Annual Safety Improvements at Various Intersections

This program utilizes TIFF funding, and projects will be programmed when TIFF funds are available. This annual project will provide intersection improvements at various intersections identified by the City's Traffic Impact Fee (TIF) Program or separately identified as improvements that can significantly enhance the intersection level of service during any single peak hour. The improvements are designed to enhance intersection operations and/or safety at critical intersections throughout the city and implement the Pleasanton Travel Action Plan.

Utilities

XX1833 Annual Water Distribution System Improvements

This annual project includes replacing and/or installing water mains (including at bridge and culvert crossings), valves, services, and other needed appurtenances. Locations will be determined from a priority list managed by the Public Works Department and in coordination with future street resurfacing locations.

XX278 Annual Sewer Collection System Improvements

This annual project will replace inadequate and deteriorated sanitary sewer mains and maintenance holes. Locations will be determined from a priority list managed by the Public Works Department

and in areas of upcoming street resurfacing.

XX415 Annual Storm Repair/Replacement

This project will provide erosion control and other storm protection measures for City-owned property. The project includes the repair, replacement, or installation of new storm facilities to protect property from damage associated with storm activity, improve storm water quality, and reduce the work required to safely remove accumulated debris and silt. Work would either be performed by City staff or through contracted services. Locations will be determined from a priority list managed by the Public Works Department and in areas of upcoming street resurfacing.

Facilities

XXXXX Annual Facility Replacement

This annual project will replace deteriorated or failing building components to return the building to its original functional use. The projects will include roofing, HVAC replacement, doors, windows, exterior building repairs and parking lots.

CIP Program Updates and Prioritization System Development


1

HEALTH, SAFETY & REGULATORY COMPLIANCE

Create a safer and healthier community for the residents of Pleasanton

0 - 21 points


2

PARTNERSHIPS, COLLABORATION & GRANTS

Collaborative engagement with the community and projects and leveraging grant funding

0 - 20 points


3

EQUITABLE COMMUNITY BENEFITS

Promotes an inclusive and vibrant community for all

0 - 13 points


4

ENVIRONMENTAL SUSTAINABILITY & CONSERVATION

Preserve Pleasanton's environment, address climate change, and protect our resources

0 - 13 points


5

ECONOMIC PROSPERITY

Fostering conditions that promote local economic growth and cost savings

0 - 13 points


6

ASSET CONDITION, INFRASTRUCTURE MAINTENANCE & IMPROVEMENTS

Protecting infrastructure investments to maintain quality of life

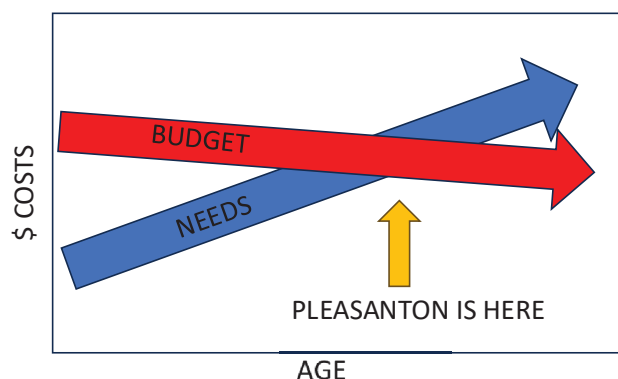
0 - 20 points



DEVELOPMENT OF THE CIP PRIORITIZATION PROCESS

Like many other Bay Area cities, Pleasanton has aging infrastructure and a significant backlog of deferred maintenance. Key facilities such as police and fire equipment, street and sidewalk pavement, recreational centers, library and community centers, parks, water and sewer pipes, and storm drain systems, all need repair or replacement.

The Capital Improvement Program (CIP) guides the City's decisions regarding the construction, repair, and replacement of the City's assets.



What are other cities doing?

Categories		Other Agency Averages					Walnut Creek	San Ramon	Livermore	Average	City of Pleasanton
1	Health , Safety, & Regulatory Compliance	20	20	10	25	20	25	30	30	21.5	21
2	Partnerships, Collaboration & Grants	20	15	10	15	20	20	35	20	18.4	20
3	Equitable Community Benefits	10	15	20	10	20	10	-	20	13.1	13
4	Environmental Sustainability & Conservation	11	15	20	10	20	20	-	-	13.9	13
5	Economic Prosperity	18	15	20	20	20	25	-	-	14.8	13
6	Asset Condition, Infrastructure Maintenance, & Improvements	21	20	20	20	-	-	35	30	18.3	20
TOTAL:		100	100	100	100	100	100	100	100	100	100

Categories ranged from 3 (small cities) to 10 (large cities)

Pleasanton focused on 6 categories



CATEGORIES BASED ON PLEASANTON'S PRIORITIES



PRIORITY CATEGORIES

 1 HEALTH, SAFETY & REGULATORY COMPLIANCE Create a safer and healthier community for the residents of Pleasanton 0 - 21 points	 2 PARTNERSHIPS, COLLABORATION & GRANTS Collaborative engagement with the community and projects and leveraging grant funding 0 - 20 points	 3 EQUITABLE COMMUNITY BENEFITS Promotes an inclusive and vibrant community for all 0 - 13 points
 4 ENVIRONMENTAL SUSTAINABILITY & CONSERVATION Preserve Pleasanton's environment, address climate change, and protect our resources 0 - 13 points	 5 ECONOMIC PROSPERITY Fostering conditions that promote local economic growth and cost savings 0 - 13 points	 6 ASSET CONDITION, INFRASTRUCTURE MAINTENANCE & IMPROVEMENTS Protecting infrastructure investments to maintain quality of life 0 - 20 points



1. Health, Safety & Regulatory Compliance

[0 – 21]

Create a safer and healthier community for the residents and businesses of Pleasanton

Focus Factors (Projects that prioritize the following):

- Overall emergency preparedness capabilities, protection of public health and safety
- Compliance with legal, regulatory, mandated requirements, and consent decrees
- Focus on improving the well-being of the public
- Prevents injury, harm to the public
- Comply with state and local regulatory agencies



2. Partnerships, Collaboration & Grants

[0 – 20]

Engage in collaboration with the community and leveraging grant funding.

Focus Factors (Projects that prioritize the following):

- Involve partnerships with other agencies and communities to share the benefits of the project
- Offer multiple benefits across other sectors and agencies
- Leveraging external resources and opportunities
- Project is grant funded or opens the opportunity for future grant eligibility
- Bundle opportunities and improve project readiness



3. Equitable Community Benefits

[0 – 13]

Promote an inclusive and vibrant community for all

Focus Factors (Projects that prioritize the following):

- Advance equity by ensuring fair distribution of resources and services
- Focusing on historically underserved or marginalized communities
- Address disparities and inequalities
- Promotes inclusivity, cooperation, and have strong community support
- Reduces negative impacts to groups and communities
- Foster positive effects to the overall well-being, quality of life, and engagement of communities
- Enhance public spaces, improve access to services, and foster inclusivity



4. Environmental Sustainability & Conservation [0 – 13]

Preserve Pleasanton's environment, address climate change, and protect local resources

Focus Factors (Projects that prioritize the following):

- Improve environmental sustainability
- Improve climate resilience, resource conservation
- Enhancements to air and water quality
- Enhance historically significant structures and districts
- Ensuring alignment with preservation standards
- Protect the city's historical legacy



5. Economic Prosperity [0 – 13]

Fostering conditions that promote local economic growth and generate cost savings

Focus Factors (Projects that prioritize the following):

- Support local economic growth
- Improve access to economic opportunities
- Benefit local businesses
- Provides significant paybacks in a set time frame
- Promotes innovation
- Demonstrates cost savings, productivity improvements or strong return on investment



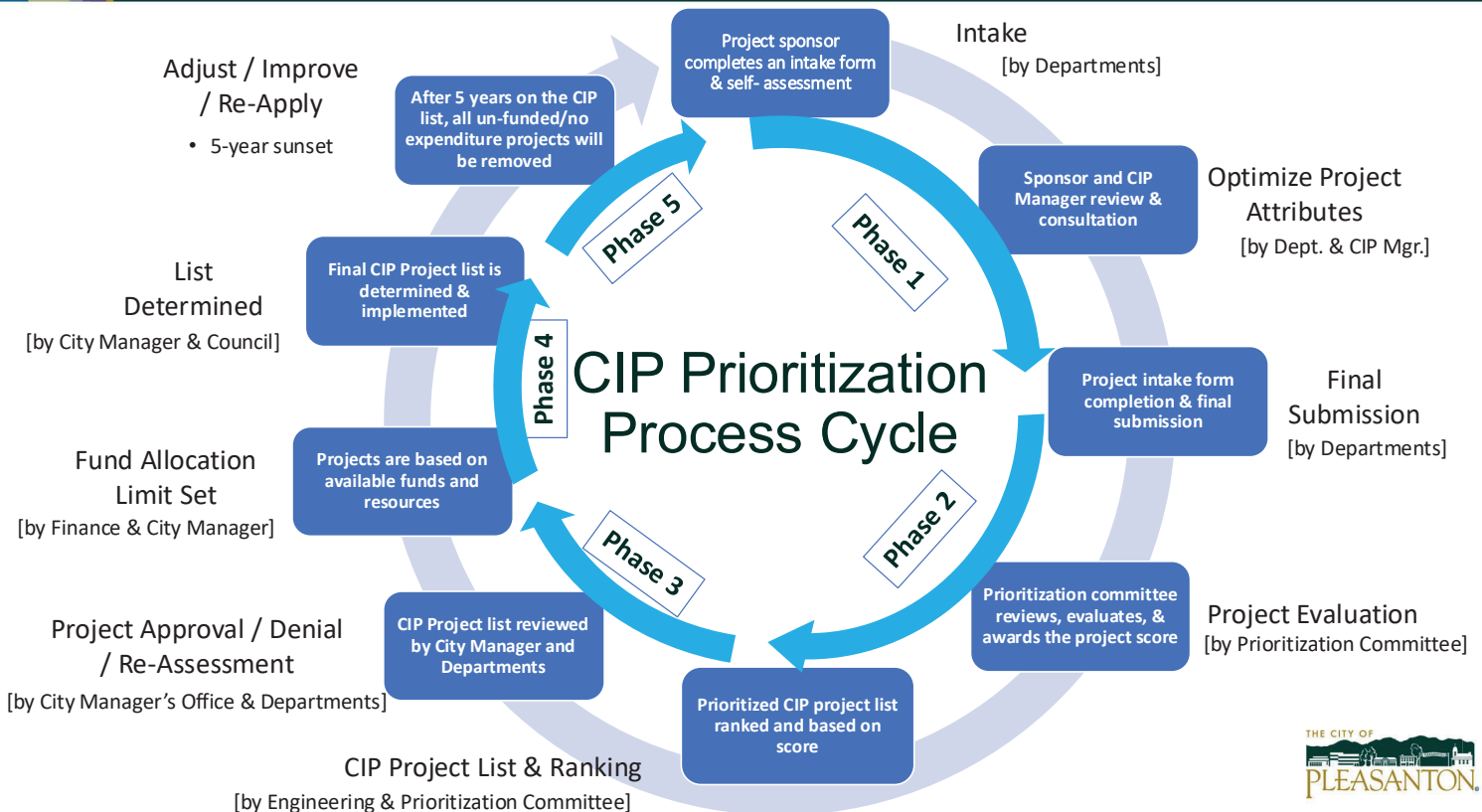
6. Asset Condition, Infrastructure Maintenance, & Improvements

[0 – 20]

Protecting infrastructure investments to maintain quality of life

Focus Factors (Projects that prioritize the following):

- Maintaining and repairing existing infrastructure
- Ensure safety
- Reduce future costs
- Prolong asset life
- Build or provide upgrades to city facilities and existing infrastructure
- Replacement or upgrade of critical infrastructure



CIP Program Steps

Project sponsor
completes an intake form
& self-assessment

- Intake Process:
 - Prepare clear scope, justification, cost estimate and self-assessment scoring based on prioritization criteria
 - Deferred projects evaluated and resubmitted
- Optimize Project Attributes:
 - Project sponsors and CIP manager pre-application review and consultation
- Final Submission:
 - Department heads review & approval
 - Project sponsors make final submission
 - Engineering packages project for prioritization committee

Sponsor and CIP
Manager review &
consultation

Project intake form
completion & final
submission

PHASE 1



CIP Program Steps

Prioritization committee
reviews, evaluates, &
awards the project score

- Project Evaluation:
 - Prioritization Committee review, evaluate, and award the project scores
 - Projects scoring based on the 6 weighted prioritization criteria to a maximum 100 points
- CIP Project List & Ranking:
 - CIP Manager reviews list
 - Prioritization Committee reviews list
 - Final Ranked List
- Project Approval / Denial / Re-Assessment
 - Based on available funding and resources

Prioritized CIP project list
ranked and based on
score

CIP Project list reviewed
by City Manager and
Departments

PHASES 2 & 3



CIP Program Steps

Projects are based on available funds and resources

- **Fund Allocation Limit Set**
 - All viable projects, regardless of score will be entered into the CIP project list
 - Complete source and use
 - Budget by fund from Finance
- **List Determined**
 - A limit line will be set based on the allocation of the available funds
 - Final list of projects released to all stakeholders
 - Leadership's final evaluation of compiled list prior to acceptance
 - Final Funded Project List
- **City Council reviews and approves CIP**

PHASES 4 & 5

Final CIP Project list is determined & implemented



PROJECT SELECTION BASED ON FUNDING

<u>Project</u>	<u>Cost</u>	<u>Priority Ranking</u>	
• Project A	\$100,000	89	
• Project B	\$1,250,000	86	
• Project C	\$250,000	82	
• Project D	\$750,000	79	Available Staff for In-House Design
• Project E	\$350,000	75	
• Project F	\$600,000	71	Final Project Cut Off
• Project G	\$150,000	67	
• Project H	\$350,000	62	Available Budget
• Project I	\$200,000	61	
• Project J	\$500,000	59	

Capital Improvement Projects are constrained by available budget and available staff time to deliver the project by utilizing in-house design staff.



CIP Program Steps

After 5 years on the CIP list, all un-funded/no expenditure projects will be removed

- Adjust / Improve / Re-Apply
- Project sponsors are welcome to adjust/improve their project application and submit for evaluation, scoring, and inclusion into the next 2-year CIP cycle



CIPPP Annual Core CIP & Enterprise CIP

Annual Core and Enterprise CIP **Excluded** from CIPPP

Annual Core Projects

- Routine to replace critical core assets at end of life
- Dedicated funding (restricted funding)
- Safety-sensitive
- Regulation requirement
- Based on re-occurring program

Enterprise Funded Projects

- Water and Sewer
- Fully Enterprise funded
- Project defined prioritized by Master Plan(s)



CIP Asset Categories

Facilities - All city owned facilities that are not covered under other categories.

Miscellaneous - All other projects (except facilities) that are not included in other project types.

Parks - Any project within a city or regional park.

Transportation - New or improved assets that increase transportation options and functionality of local roadways, streets, sidewalks, and public transportation and projects within the city right of way

Sewer - Projects that are paid for out of the Sewer Enterprise Funds.

Storm - Projects that are paid for out of the Storm Enterprise Funds.

Water - Projects that are paid for out of the Water Enterprise Funds.



Sunset Clause

- Sunset Clause: After 5 years on the CIP list, all unfunded projects (projects below the funding line) or projects with no expenditures will be removed.
- Reserve projects reviewed every two years for removal and will remove all non-restricted funds after 4 years
- Previous deferred/unfunded projects to be removed from current CIP. New projects sheets can be submitted.



CIPPP Program Updates

- Beginning of new CIP cycle or within one year adoption of new ONE Pleasanton Strategic Plan
- Changes and updates to the CIPPP will require additional City Council review and approval
- Updates will be based on plans such as, but not limited to the following:
 - ONE Pleasanton Strategic Plan
 - Climate Action Plan
 - Adopted Master Plans (such as Sewer, Water, Storm Drain, Landscape, Urban Tree, etc.) and Specific Plans (such as Downtown Specific Plan), etc.



Schedule

December: City Council adopts CIPPP (with exclusion of Annual Core CIP and Enterprise CIP) and approves list of Annual Core CIP and its dedicated allocated funding

January: Project Worksheet Development (Phase 1)

February: Prioritization Project Review (Phase 2)

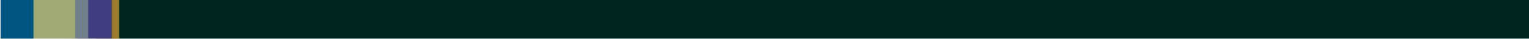
March: Staff Recommended CIP List (Phases 3 – 4)

April: Budget Advisory Committee Review

May: City Council review of draft CIP and Budget (Phase 5)

June: Adoption by City Council (Adoption – Phase 5)





CIP Process Phases:

Phase 1: Project Intake Process

Phase 2: Project Review and Ranking Process

Phase 3: Recommendation of the Final Ranked Prioritization CIP List

Phase 4: Resource Analysis and Loading

Phase 5: City Council Approval and Adoption of the Five-Year CIP



December 17, 2024
Community Development

TITLE: A) ADOPT A RESOLUTION APPROVING AN ADDENDUM TO THE DOWNTOWN SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT; INTRODUCE AN ORDINANCE TO APPROVE: (1) PLANNED UNIT DEVELOPMENT REZONING (P21-1173) OF TWO PARCELS TOTALING APPROXIMATELY 2.3 ACRES IN AREA FROM C-C (CENTRAL-COMMERCIAL) TO PUD-MU (PLANNED UNIT DEVELOPMENT-MIXED-USE) DISTRICT; AND (2) A PUD-MU DEVELOPMENT PLAN (PUD-146) TO: (A) RETAIN THE TWO-STORY SINGLE-FAMILY HOME AND CONSTRUCT A 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 14 DETACHED SINGLE-FAMILY HOMES AND TWO COMMERCIAL BUILDINGS WITH A PUBLIC PLAZA AND PARKING LOT, NEW PRIVATE STREET, AND RELATED SITE IMPROVEMENTS; AND

B) ADOPT A RESOLUTION TO APPROVE 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 LOCATED AT 475 AND 493 ST. JOHN STREET

SUMMARY

The subject application proposes redevelopment of the properties at 475 and 493 St. John Street in the downtown area. The project would retain and expand the existing two-story, single-family home, demolish all other structures and improvements, and create a mixed-use development to construct 14 detached two-and-a-half-story, single-family homes, two single-story retail/commercial buildings with a plaza and parking lot, and related site improvements on the combined approximately 2.3-acre project site.

Consistent with the 2019 Downtown Specific Plan (DSP) Update, Policy LD-P1.5, the redevelopment of the site is subject to a Planned Unit Development (PUD) application to rezone the project site and evaluate appropriate density and design. At the time of adoption of the DSP, the City Council discussed this property at length, noting a residential-only project is not desirable at this location and stating a redevelopment application should try to maintain the existing amount of commercial square footage on the site. As this agenda report outlines, the proposed project would meet the requirements of the General Plan and the DSP. Following the Planning Commission's October 23, 2024, recommendation for approval, the environmental review documentation, consideration for mixed-use rezoning, PUD development plan, and Vesting Tentative Map are now recommended for the City Council's approval.

RECOMMENDATION

1. Adopt a resolution adopting an addendum to the Downtown Specific Plan Final

Environmental Impact Report (FEIR), finding the document satisfies the requirements of CEQA. (Attachment 1).

2. Introduce an ordinance making the PUD findings and approving the applications for: (1) Planned Unit Development rezoning (P21-1173) of two parcels totaling approximately 2.3 acres in area from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District; and (2) A PUD-MU development plan (PUD-146) to: (a) retain the two-story single-family home and construct a 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 14 detached single-family homes and two commercial buildings with a public plaza and parking lot, new private street, and related site improvements, subject to the Draft Conditions of Approval (Attachment 2).
3. Adopt a resolution approving Vesting Tentative Map (Tract 8631) (Attachment 3).

BACKGROUND

General Plan, Specific Plan, and Zoning

The Applicable General Plan, Downtown Specific Plan, and Zoning regulations are summarized below. Compliance with these various policies is discussed in more detail in this report's Discussion section.

General Plan Designation. The project site has two General Plan designations: Retail/Highway/Service Commercial Business and Professional Offices covering most of the site, and Public Health and Safety with Wildland Overlay, which is applicable to the area of the site occupied by the Arroyo del Valle and adjacent riparian area. The General Plan also identifies the site as being within a Specific Plan area. The General Plan Retail/Highway/Service Commercial Business and Professional Office designation does not preclude residential development if it contains a commercial component and mixed-use is identified as an allowable use under the retail/highway/service commercial land use designation. The portions of the site within Public Health and Safety with Wildland Overlay are to be retained as open space and are undevelopable.

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 an appropriate land use 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; these are outlined and analyzed later in this report.

Zoning District. The project site is zoned C-C (Central-Commercial) and Downtown Revitalization district. While residential and commercial uses are permitted in the C-C district, pursuant to the Specific Plan, 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, at the intersection with Peters Avenue. 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 are located at 475 St. John Street, along with an outdoor cabana and various small-scale ancillary structures.

The project site is approximately 2.3 acres, with two vehicular access drives from St. John Street. The site is generally square in shape and relatively flat, apart from the rear portion of the lot which has 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 (contiguous to the Arroyo), east by the Pleasanton Hotel and Rose Hotel, south by offices and single-family residential homes (across St. John Street), and west by 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. Figure 1 shows the project site and adjoining land uses.

Figure 1: Project Site



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 on its north side, demolish all remaining structures and site modifications, and construct: 14 detached two-and-a-half-story single-family homes; two, single-story commercial buildings totaling approximately 3,125 square feet combined, an approximately 1,568-square-foot commercial plaza, new private street, a 13-space commercial parking lot, and related site improvements; and subdivide the approximately 2.3 acres into 15 single-family lots, one commercial lot, and three private common space parcels.

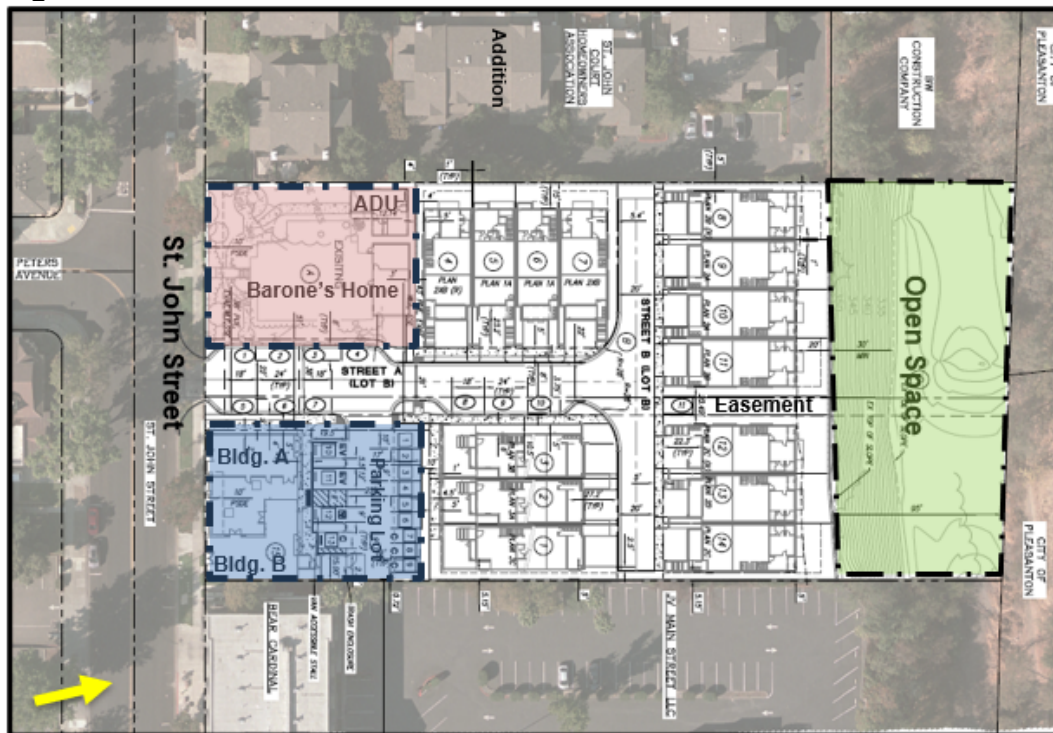
Site Design and Development

Figure 2 provides an overall view of the site plan 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 Barone's 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 of) 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 PMC. No development or construction of any kind would be allowed on

or within the open space area and access easement (Parcels C and D).

Figure 2: Site Plan



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 homes (the wall-to-wall separation between the new homes is one foot). The lots range in size from approximately 2,173 to 3,290 square feet. The single-family homes range in size from approximately 3,316 to 3,783 square feet and approximately 28 feet 5 inches to 30 feet 4 inches in height. Height is measured from average grade covered by the structure to the mean height between the roof ridge and eave.

Commercial. Lot 15 would be developed with two, single-story commercial buildings. Building A is approximately 1,300 square feet and approximately 19 feet in height and Building B is approximately 1,825 square feet 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 the addition to the existing home and new residential plan type and commercial square footages, building heights, and floor plans of designation spaces are provided in Exhibit B of Attachment 2.

Tree Removal and Landscaping/Fencing

The project site has approximately 51 trees of varying species; 34 of these are "heritage"-sized trees, based on the existing PMC's definitions. (Staff notes that amendments to the Tree Preservation Ordinance are underway, which would classify many of these trees as "protected trees" - however, the term heritage tree is used in this report, since the tree evaluation and arborist report were completed pursuant to the existing ordinance and its definitions.) 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 of Attachment 2 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 open 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 Exhibit B of Attachment 2 for a comprehensive view and list of all conceptual landscaping and fencing for the proposed project.

Parking

The new homes on Lots 1-14 will be constructed with two-car garages; an approximately 534-square-foot two-car garage, included in the proposed 1,360-square-foot addition to the Barone's home, will be constructed on the north side of the Barone's home. The new private street will provide 10 on-site parking spaces, and the commercial lot will have a 13-stall parking lot with six standard-size spaces, four compact spaces, two electric vehicle charging spaces, and one American with Disabilities Act-compliant space.

Grading and Drainage

Limited grading is proposed to accommodate building pads, streets and bioretention outside of the Arroyo/open space area. 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 is estimated to result in approximately 4,200 cubic yards of material being exported from the site. All residences located at the north side of the property (Lots 8-14) would be set back approximately 20 feet from the top of the existing bank; there would be no grading or modifications to the bed, bank or channel of Arroyo del Valle.

Building Architecture/Design

Residential. The new single-family homes are designed to reflect architectural features found in other existing buildings along St. John Street and in Downtown. Most notably, the applicant is proposing traditional architecture such as 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. Exhibit B of Attachment 2 provides illustrations of the general plan type for the new homes on Lots 1-14.

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 four 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. Exhibit B of Attachment 2 shows the existing and proposed elevations.

Commercial. The new commercial buildings, totaling approximately 3,125 square feet combined, 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 brick-paved plaza, which will provide seating, planters, and a decorative metal arch pedestrian entry.

Exhibit B of Attachment 2 provides full and focused streetscape views of St. John Street, plaza design, and building elevations.

PLANNING COMMISSION ACTION

The Planning Commission held a public hearing on October 23, 2024, to review and provide a recommendation to the City Council on the proposed project. In addition to the applicant team, members of the public spoke, generally in support of the project. Written comments received commented specifically on maintaining the amount of commercial square-footage which exists today and having active uses at this location. While supportive of the project, members of the public also expressed concerns regarding existing traffic and parking conditions on St. John Street, traffic safety for residents exiting and entering the project, and whether more trees could be retained. In addition to those in attendance, staff provided the Planning Commission with comment letters (Attachment 6) from the public that were sent in prior to and after publication of the Planning Commission agenda report.

The Planning Commission's comments were primarily focused on the amount of commercial square-footage, whether one larger building should be constructed in lieu of two smaller buildings, to encourage one tenant in lieu of multiple smaller tenant spaces, the feasibility of increasing the height of one of the commercial buildings for a restaurant rooftop component, and the type of commercial uses allowed, being interested in seeing active uses in this space such as restaurants and retail. After listening to public testimony and discussing the project, the Commission, on a 4-0 vote, recommended adoption of the addendum to the Downtown Specific Plan FEIR and approval of the PUD rezoning and development plan, and Vesting Tentative Map, without changes, subject to the recommended conditions of approval. While

not included as conditions, the Planning Commission requested:

1. The City Council review the proposed PUD-MU permitted and conditionally permitted uses and list specific allowable uses;
2. The developer consider adding a second story or roof deck to the commercial buildings, if feasible; and
3. The City Council consider adding a condition of approval for a maintenance agreement for the on-site common areas.

The Planning Commission's action is outlined in the meeting minutes (Attachment 5). Discussion of the various items suggested by Planning Commission is included in the project analysis, below.

DISCUSSION

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+ Dwelling Units/Acre (DUA). Approximately 1.8 acres 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 allowed by the mixed-use land use designation, and consistent with the General Plan's allowable density.

No development is proposed in the portion of the site designated Public Health and Safety with Wildland Overlay; the area will be retained as open space, privately owned by the new subdivision's association. Public access will not be allowed, though an easement between Lots 11-12 is provided for maintenance access to this area. As proposed, the project is consistent with the General Plan designation.

General Plan Policies

The proposed redevelopment of the site complies with several General Plan policies and programs as outlined in the Planning Commission agenda report. 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 (see Attachment 4).

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 toward the end of the DSP update process in 2019. The City Council considered the redevelopment potential of the project site at two meetings (in April and 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. Minutes of the April 16, May 27 and August 20, 2019, City Council meetings are available upon request or [online](#). 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.

Further, the 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 residential would only be allowed behind or above a commercial building. In its 2019 policy

discussion about this site, at least some City Council members acknowledged the restaurant would not necessarily be replaced with an identical use. These concepts are also addressed in other policies of the DSP, including Policy LD-P.20 for the Downtown Commercial District. The City Council did not change the DSP land use designation for the project site, although 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. In staff's view, the most suitable zoning district in the Pleasanton Municipal Code is PUD-Mixed-Use (PUD-MU) for a mixed-use project.

Other key policies of the DSP, related to commercial and mixed land uses include Policy LD - P.5 and LD-P.20, both of which are intended to retain a commercial presence and viable commercial spaces along Main Street and adjacent mixed-use areas. 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 - the existing square footage is approximately 2,788 and approximately 3,125 square feet (3,336 square feet inclusive of ancillary structures) is proposed. A 1,568 square foot 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.

Other DSP Policies

There are a number of other DSP policies relevant to the proposed project. These policies and the project's conformance to them are discussed in more detail in the Planning Commission Agenda Report (Attachment 4), with the conclusion that the project would conform to all relevant policies.

Historic Resources

The existing residence is listed as a historic resource in the General Plan because of its age; however, a recent historic resource evaluation prepared for the project site determined the existing single-family house, in addition to all other structures on-site, were not considered historic resources due to the numerous additions and modifications to the structures over the years. Additions to the primary single-family home almost completely surround the original home. However, the distinctive character and quality of the home were recognized by the City Council in its 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. The historic resource evaluation also determined the existing restaurant and other structures on the project

site are not historic resources, and as a result this policy would not apply, and their demolition is therefore supportable.

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 or conditionally permit those uses listed in Section 18.32.030 and 18.32.040 (One-Family Residential) of the PMC (for the residential units) and permit or conditionally permit those uses listed in Section 18.46.030 (Mixed-Use-Downtown (MU-D)) of the PMC for the commercial buildings, with modifications as described below.

The MU-D land uses are used as the most appropriate set of permitted and conditionally permitted uses, based on the location and characteristics of the site. The site has been operating as a restaurant and event location for decades. 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 subject property provides a transition between Main Street's commercial uses to the east and residential uses immediately to the west, and this transition/buffering between commercial and residential uses, including the residential uses to be located on-site.

A topic of discussion at the Planning Commission, and of one public comment, was whether the project should be limited to "active" commercial uses only, similar to the restrictions that apply to ground floor uses along Main Street.

The Planning Commission recommended the City Council review the proposed permitted and conditionally permitted uses in the MU-D District to encourage active/commercial uses. Staff deferred to those uses listed in the MU-D District to provide the property owner flexibility to tenant the space with a range of commercial uses. In reviewing the uses and parameters of the commercial site, it's unlikely a use which requires a minor or conditional use permit would be able to meet the performance standards or criteria (i.e., parking or separation from residential zoning districts). Furthermore, it's unlikely some permitted uses, such as educational and art uses with less than 20 participants, would be able to meet the parking requirements of the PMC at this site. Therefore, staff recommends the uses for the site be limited to:

- Emergency generators and related facilities
- Special downtown accessory entertainment
- Personal services – barbers; beauty salons; day spas; holistic healing centers; nail salons; hair removal and/or replacement; body art (defined in the PMS as tattoo, body piercing and/or permanent cosmetic services that is only provided to a client's face, ears, hands or feet); massage establishments; acupressure services; tailors; and other services of a similar nature (permitted)
- Restaurants and catering establishments (permitted)
- Retail (permitted) – firearm sales, liquor stores, convenience markets, tobacco stores, secondhand stores, and pawnshops are prohibited
- Microbreweries*

- Wineries*
- Bars and brew pubs*

* The following conditions would apply to Microbreweries, Wineries, Bars and Brewpubs: (1) The zoning administrator finds adequate parking is available for said use; (2) Menu service shall be available for patrons during the operation hours of the business; (3) Alcohol service and consumption in the outdoor plaza area is allowed only upon specific approval by the Department of Alcoholic Beverage Control (ABC) and shall be subject to all ABC requirements. The business operator and their employees are responsible for supervising and controlling the activities of its customers in the outdoor plaza area, ensuring no disorderly behavior occurs in this area, that drinks are not taken outside the outdoor plaza area, and there are no more customers in the outdoor plaza area than there are seats. The inability of the business operator and their employees to perform in this manner shall be cause for review and revocation of this use as it pertains to the service of alcoholic beverages in the outdoor plaza area. (4) Approval of a temporary/minor conditional use permit shall be required prior to live music, DJ music, or dancing in the outdoor plaza area. (5) If the zoning administrator determines the use will be or is creating odor problems, an odor abatement device determined to be appropriate by the zoning administrator shall be installed within the exhaust ventilation system to mitigate brewery odors; (6) The applicant is in compliance with all applicable requirements of Chapter 9.04 (Noise Regulations) the Pleasanton Municipal Code; and (7) If operation of the use results in conflicts pertaining to parking, noise, odors, traffic, or other factors, the zoning administrator may modify or add conditions to mitigate such impacts, or may revoke the zoning certificate for the use.

These permitted uses would promote more opportunity for active uses, and staff has reflected this amended list of uses in the condition of approval in Attachment 2.

The Planning Commission requested exploring a second story/upstairs dining component to the commercial buildings as well. Rooftop or second-story dining could attract more visitors and generate additional revenue for the business, while offering a unique dining experience. However, adding additional, usable, square footage would also require additional parking spaces and related infrastructure, require elevators for accessibility, and has the potential for generating more light and noise. The recently constructed building at 725 Main Street, which has a rooftop dining area, has been vacant for several years as it has been challenging to find a business that would take on operations of such a large space with the increased liability of a second floor for accessibility for staff and the patrons. Staff recommends the commercial buildings remain as designed given the site's constraints of not being able to provide more parking on-site to accommodate the added square footage.

Development Standards

To allow flexibility in designing a project compatible with the site-specific features of a property, the PUD District standards do not specify minimum property development standards (e.g., setbacks, height, and FAR), with the expectation these will be established as part of the PUD. Based on the characteristics of the site and the proposed project, the PMC standards for the Mixed-Use Downtown (MU-D) for the commercial development, and the R-1-6,500 district for the new residential development, and R-1-10,000 district for the existing residence, are the closest and most appropriate points of comparison.

Table 1 in the Planning Commission agenda report (Attachment 4) provides site development

requirements for the MU-D and R-1-6,500 zoning districts, and Table 2, in the same attachment, includes information on other residential development projects in the downtown, as a point of comparison for front yard setbacks and height.

Commercial Lot

The commercial development is consistent with the MU-D District, which has identical development standards to the properties in the C-C District (refer to Table 1 in the Planning Commission agenda report 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 floor area ratio (FAR) of 300 percent and a maximum height of approximately 46 feet (measured from finished grade to the midpoint of the roof).

Because it is separated from the residential portion of the project by the intervening parking lot, the commercial buildings are setback approximately 74 feet from the northern property line of the commercial lot. 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 FAR for the buildings on the commercial lot is approximately 31.3 percent and the maximum height of the structures are approximately 19 and 21 feet, well below the maximum FAR and height allowed for the MU-D district.

Residential Lots

New Residential. With respect to the proposed project, the residential front, side, and rear yard setbacks vary for each lot, given their size and their orientation. The new lot sizes, ranging from 2,250 to 3,290 square feet, are significantly smaller than lots located in R-1-6,500 District (minimum lot size of 6,500 square foot), and the closest residential zoning district used for comparison. The new homes have the same general front and rear yard setbacks as homes in the R-1-6,500 District, although they have side yard setbacks which are smaller and a higher FAR given the width and area of the proposed lot sizes. However, the proposed new homes and their respective lots are in keeping with other similar approved PUDs in the downtown, as shown in Tables 1 and 2 in Attachment 4.

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, with a minimum lot size 10,000 square feet. Table 3 in Attachment 4 provides site development requirements for the R-1-10,000 zoning district compared to the existing Barone home with the proposed addition.

As noted, 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 before and after submitting the PUD application.

With respect to the proposed residential lots, while the lots would deviate from the R-1-6,500 standards, staff and the Planning Commission found the development standards to be appropriate. 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, although they 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 occupy 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 of 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. Further, 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 allows the existing home and proposed commercial buildings to be oriented to face St. John Street and (with the new commercial buildings) retain an active and pedestrian-oriented 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 development's layout. 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, with the design of the new buildings not representing a significant departure from the existing neighborhood character.

The project's color schemes are generally comprised 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 color and materials within the project are consistent with the Downtown Design Guidelines (DTDG) 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, with traditional details included in window treatments and other architectural features. While attached and front-positioned garages are discouraged by the DTDG, the project's site plan would mean that garages are not highly visible from St. John Street, and are partially below-

grade, to help minimize visual prominence.

The house plans and commercial design offer significant detailing and articulation, and the form/shape of the buildings is 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 neighboring streets and within the Downtown.

Overall, staff and the Planning Commission supported the architectural design, massing and detailing of the proposed residences and commercial structures.

Affordable Housing and Regional Housing Needs Allocation (RHNA)

The proposed project includes retaining the home and constructing 14 single-family homes, which is below the threshold project size specified by the Inclusionary Zoning Ordinance (15 or more units) to require on-site affordable units to be provided. The project would therefore be subject to payment of the City's Affordable Housing in-lieu fee, pursuant to PMC Chapter 17.40.

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; this represents a relatively small increase in trips over existing uses at the site, well within the projections of the EIR, and at a level that 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.

Further, 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 Planning Commission 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. It is noted that most of the driveways do not meet the City standard for a driveway parking space (23 feet), and so these are not counted among the parking spaces or encouraged for such use.

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

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 offset for tree removal versus the new trees to be planted.

Staff finds that 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.

Other Topics

Other topics relevant to the project include grading and drainage, relationship to the arroyo, noise and vibration, green building, Climate Action Plan, and school impact fees. The project, as conditioned, would comply with applicable standards in each of these areas. More detailed analysis and conclusions for each of these topics can be found in the Planning Commission Agenda Report in Attachment 4.

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 City Council make the required findings to approve the PUD rezoning and development plan.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

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 Attachment 1.

SUMMARY/CONCLUSION

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. As such, staff recommends the rezoning, PUD development plan, and Vesting Tentative Map merit a favorable approval by the City Council, subject to the draft conditions in Exhibit A of Attachment 2.

EQUITY AND SUSTAINABILITY

The proposed project would increase housing and commercial opportunities by providing new market rate housing opportunities and retaining commercial square-footage, paying affordable housing fees, assisting in advancing sustainable land uses, provides a balance between jobs and housing, adhering to green building practices, and protecting the arroyo. The location of the project, within Downtown Pleasanton, offers opportunities for new residents to enjoy the downtown's walkable environment and easy access to services and amenities without driving, meeting both equity and sustainability goals.

OUTREACH

Notice of this meeting was sent to property owners and tenants/occupants within 1,000 feet of the site, as shown in Attachment 7, 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 in Attachment 6. Public comments received after publication of this report will be forwarded to the City Council.

STRATEGIC PLAN ALIGNMENT

Approval of this action advances the ONE Pleasanton Strategic Plan goal of *Building a Community Where Everyone Belongs* – Strategy 4, which aims to implement the updated

2024-2028 Economic Development Strategic Plan initiatives, including retail revitalization, ensuring the vibrancy of Pleasanton's downtown, business retention and expansion, and workforce development. This project will redeveloping a commercial site which will contribute to the continue vibrancy of the downtown, drawing more uses and providing additional jobs.

FISCAL IMPACT

The proposed project would be responsible for the payment of Development Impact Fees, affordable housing fees, permit fees, and for the costs of various required utility or infrastructure improvements as set forth in the Draft Conditions of Approval. The project would incrementally increase the demand for City services, but in addition to payment of development impact fees, the project would also add ongoing property tax revenue and potentially sales tax revenue from the use of the commercial space.

Prepared by:



Natalie Amos, Associate
Planner

Submitted by:



Ellen Clark, Director of Community
Development

Approved by:



Gerry Beaudin, City
Manager

Attachments:

1. Resolution - Addendum to the Downtown Specific Plan FEIR
2. Ordinance - Rezoning (P21-1173) and PUD Plan (PUD-176) w/ Draft Conditions of Approval (Exh. A), Project Plans (Exh. B), and Rezoning Map (Exh. C)
3. Resolution - Vesting Tentative Tract Map (Tract 8631)
4. Planning Commission Agenda Report without attachments dated October 23, 2024
5. Draft Planning Commission Meeting Minutes dated October 23, 2024
6. Public Comments
7. Location and Noticing Map
8. Presentation

RESOLUTION NO. ____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON,
ADOPTING THE SEPTEMBER 2024 ADDENDUM TO THE DOWNTOWN
SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT (FEIR),**

WHEREAS, at its meeting of December 17, 2024, the City Council received an addendum to the Downtown Specific Plan FEIR for the application of Robson Homes, LLC., for applications for: (1) Planned Unit Development rezoning (P21-1173) of two parcels totaling approximately 2.3 acres in area from Central-Commercial (C-C) to Planned Unit Development-Mixed-Use (PUD-MU) district; (2) Planned Unit Development plan approval to: (a) retain the two-story single-family home and construct a 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 14 detached single-family homes, and two commercial buildings with a public plaza and parking lot, new private street, and related site improvements; and (3) Vesting Tentative Tract Map (TRACT 8631) approval to subdivide the 2.3 acres into 15 single-family lots, one commercial lot, and three private common space parcels; and

WHEREAS, the City Council received and reviewed the addendum, dated September 2024, and attached as Exhibit A, and received the recommendations of the staff and Planning Commission; and

WHEREAS, a duly noticed public hearing was held on December 17, 2024, at which time the public was given the opportunity to comment on the environmental impacts of the proposed projects; and

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

Section 1. Findings for the California Environmental Quality Act (CEQA). With respect to CEQA, the City Council 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 City Council further adopts the Addendum to the DSP FEIR .

The City Council makes 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 City Council, based upon the substantial evidence in the entire record, adopts the September 2024 Addendum to the DSP FEIR (SCH# 2001032014) 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, and parking spaces exceed required parking under the DSP). 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. The City Council of the City of Pleasanton directs the Planning Manager to file a Notice of Determination with the Alameda County Clerk, if the Project is approved.

Section 3. This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on December 17, 2024.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 17th day of December 2024, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney



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

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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 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

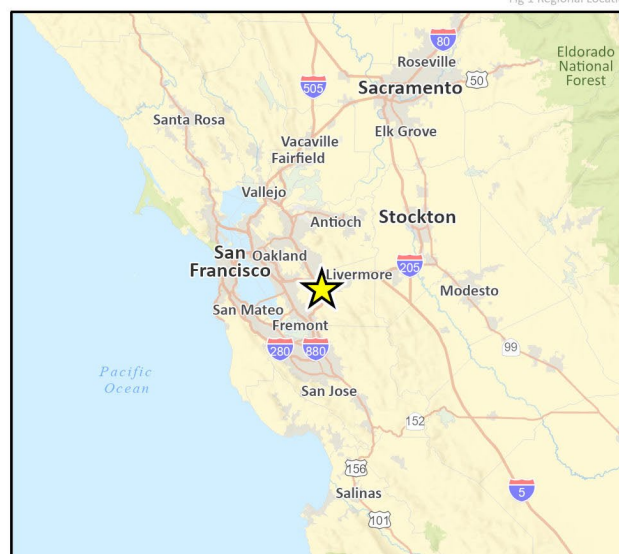
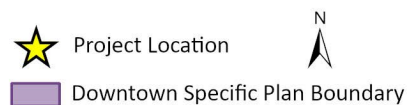
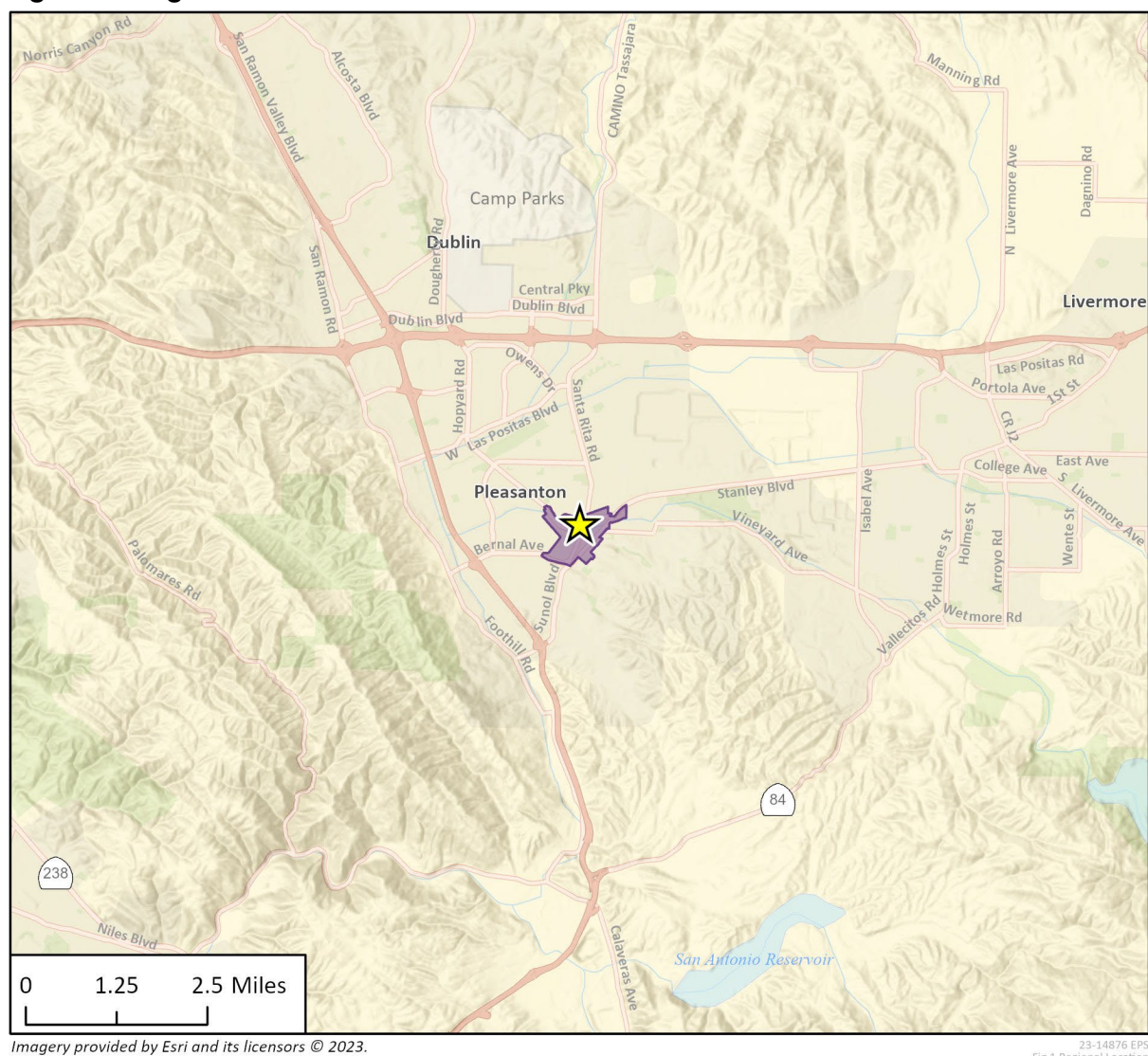


Figure 2 Project Site



Imagery provided by Microsoft Bing and its licensors © 2023.

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.

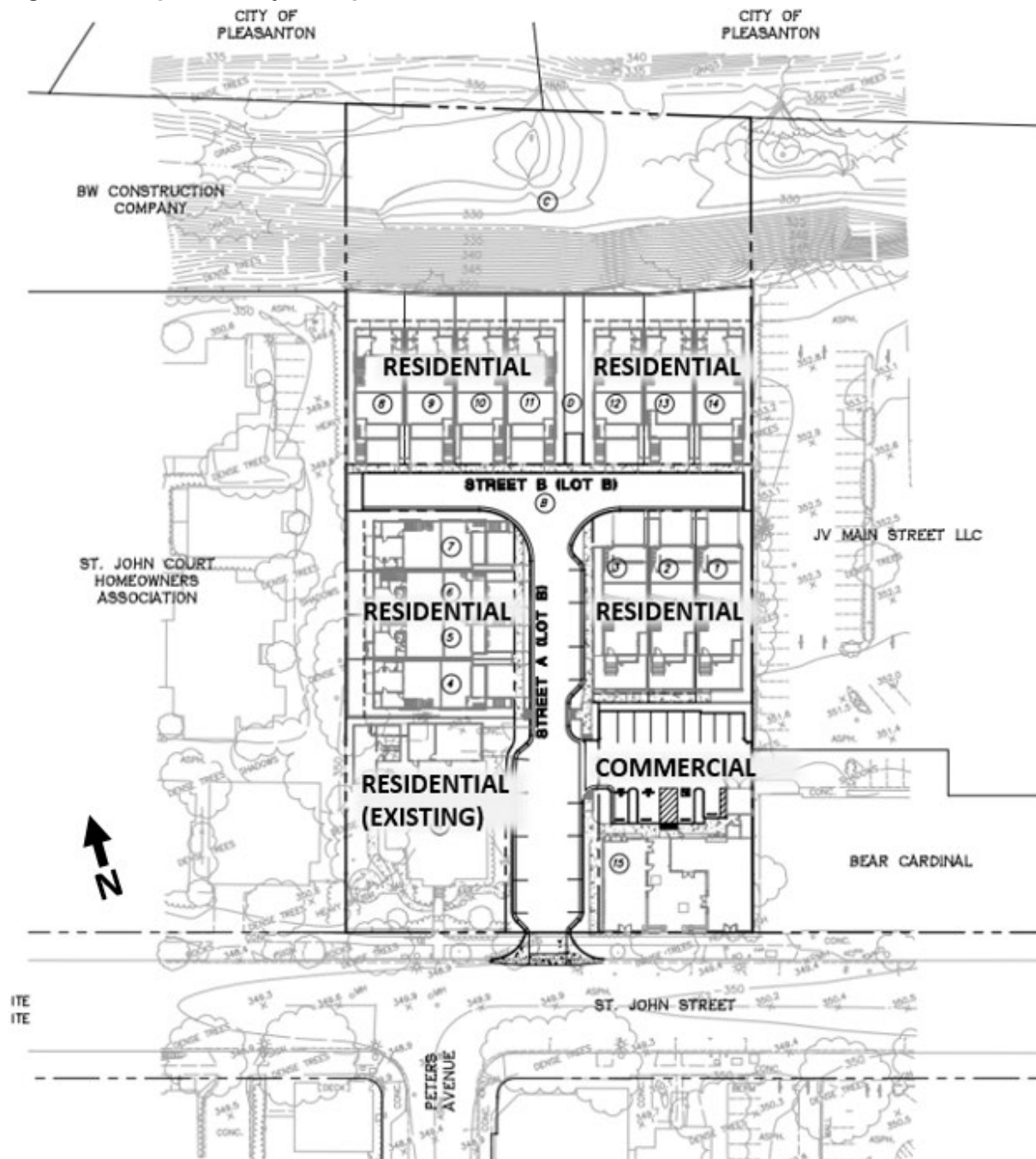
- Plan 1 would include 4 bedrooms and 3.5 bathrooms comprising 3,316 square feet
- Plan 2A would include 4 bedrooms and 3.5 bathrooms comprising 3,642 square feet
- Plan 2B would include 4 bedrooms and 4.5 bathrooms comprising 3,783 square feet
- Plan 3A would include 4 bedrooms and 3.5 bathrooms comprising 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	NO_x	CO	PM₁₀	PM_{2.5}	SO_x
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
	Annual Emissions (tons/year)					
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; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide
N/A = not applicable (no BAAQMD threshold for CO or SO_x); 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 topics, 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

7.1 References

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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:

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Appendix A

California Emissions Estimator Model Calculations

Barone's project Detailed Report

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3.3. Site Preparation (2025) - Unmitigated

3.4. Site Preparation (2025) - Mitigated

3.5. Grading (2025) - Unmitigated

3.6. Grading (2025) - Mitigated

3.7. Building Construction (2025) - Unmitigated

3.8. Building Construction (2025) - Mitigated

3.9. Building Construction (2026) - Unmitigated

3.10. Building Construction (2026) - Mitigated

3.11. Paving (2026) - Unmitigated

3.12. Paving (2026) - Mitigated

3.13. Architectural Coating (2026) - Unmitigated

3.14. Architectural Coating (2026) - Mitigated

3.15. Architectural Coating (2027) - Unmitigated

3.16. Architectural Coating (2027) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscaping 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)
----------	------------------	-------------------------

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
----------------	-----------

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
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

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)
-----------	--------	------------------------------	------------------------------

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).

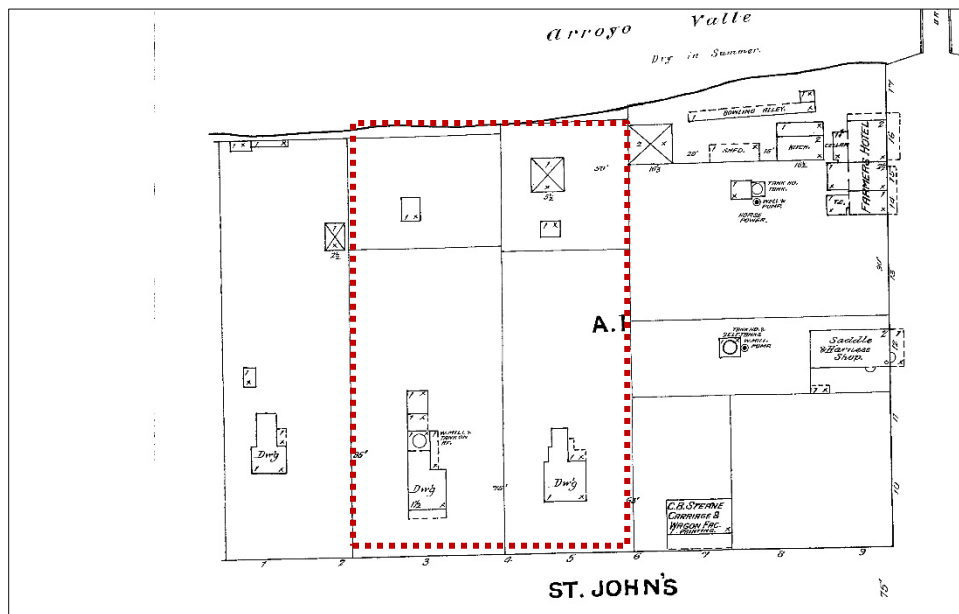


Figure 20. 1888 Sanborn map, the subject parcels outlined by the dashed red line.

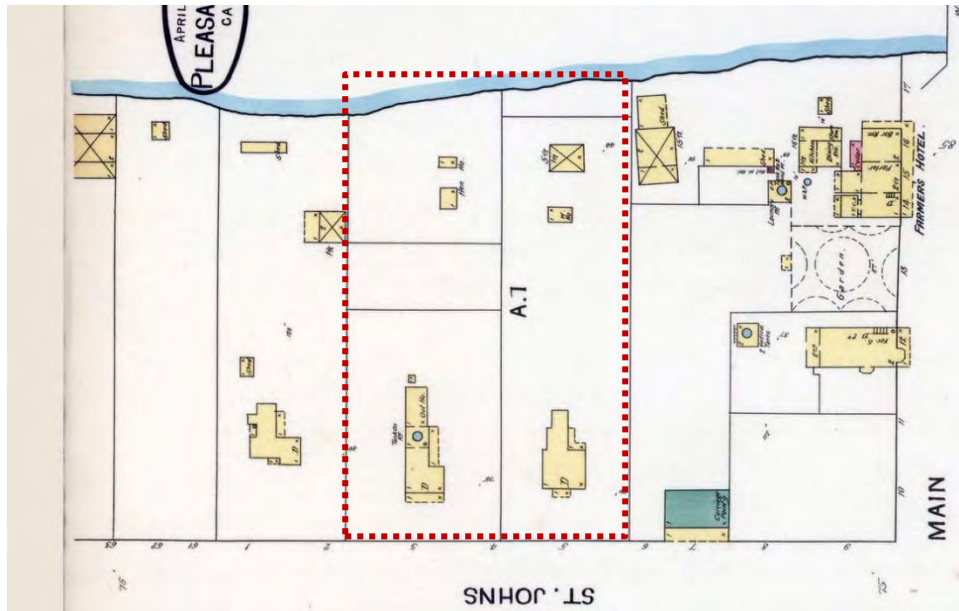


Figure 21. 1893 Sanborn map, the subject parcels outlined by the dashed red line (Library of Congress).

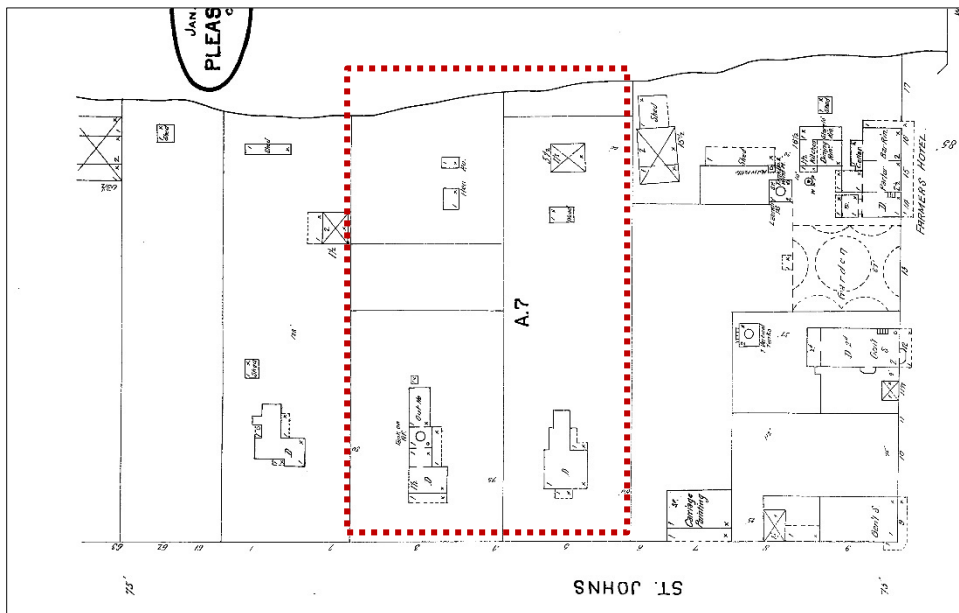


Figure 22. 1898 Sanborn map, the subject parcels outlined by the dashed red line.

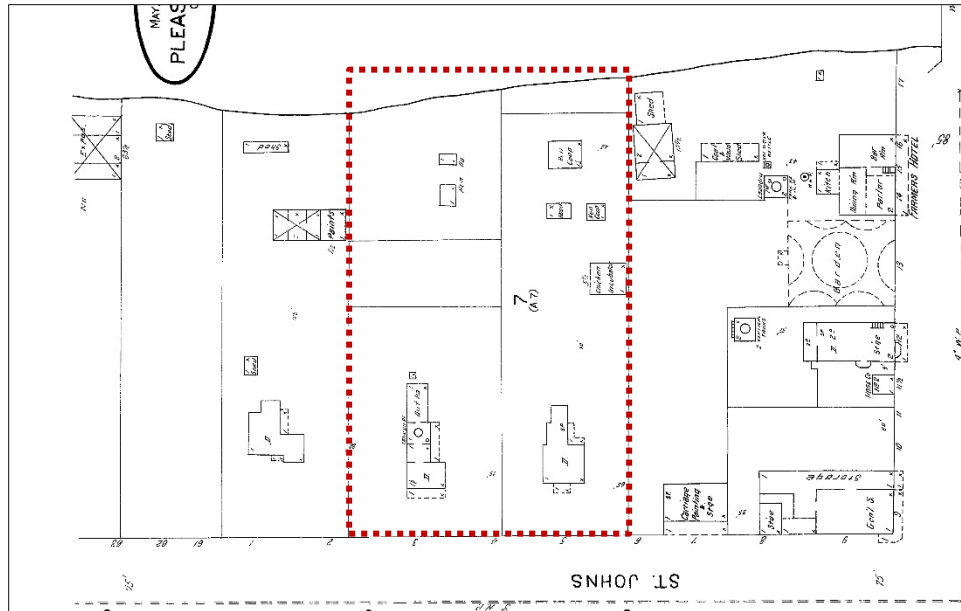


Figure 23. 1903 Sanborn map, the subject parcels outlined by the dashed red line.

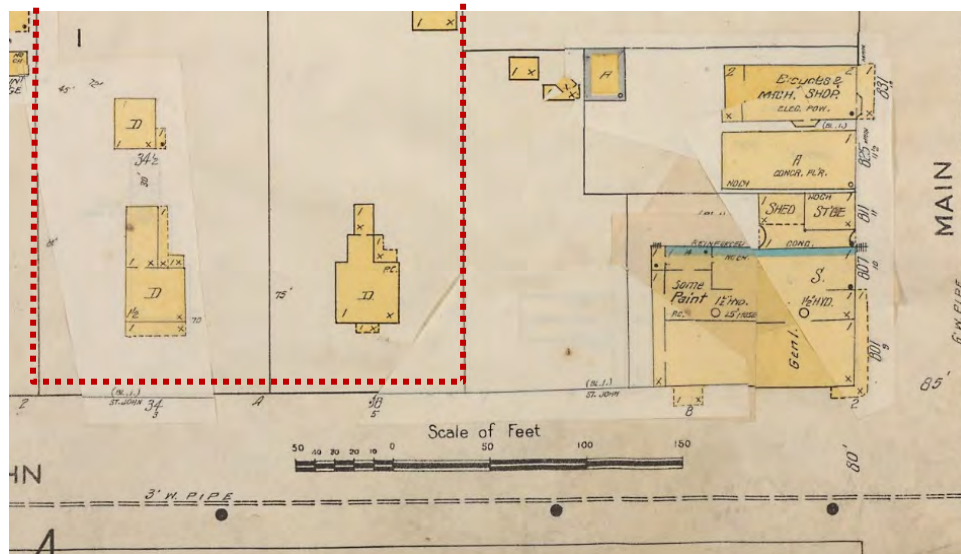


Figure 24. 1929 Sanborn map, the subject parcels outlined by the dashed red line (Museum on Main).

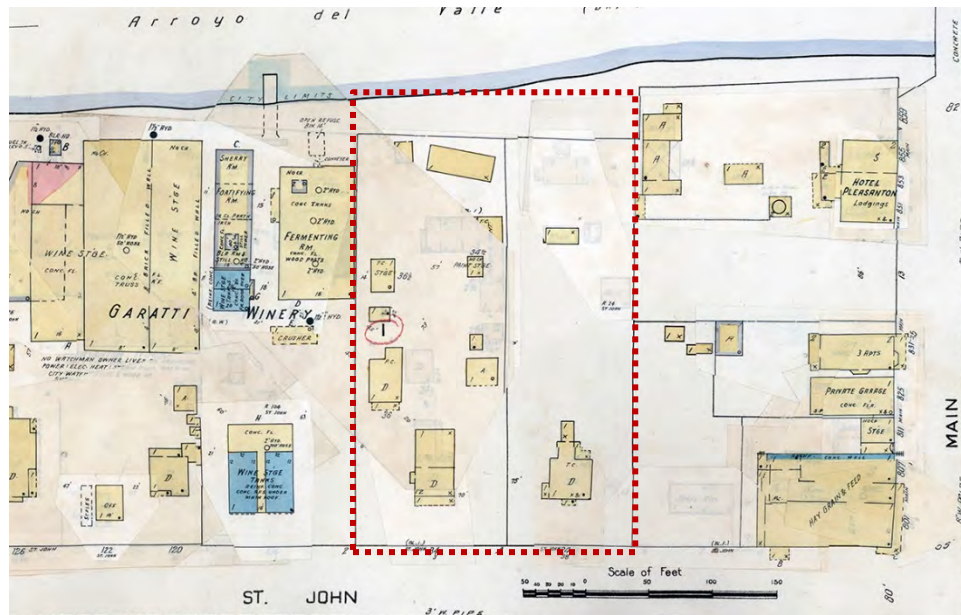


Figure 25. 1943 Sanborn map, the subject parcels outlined by the dashed red line (Library of Congress).

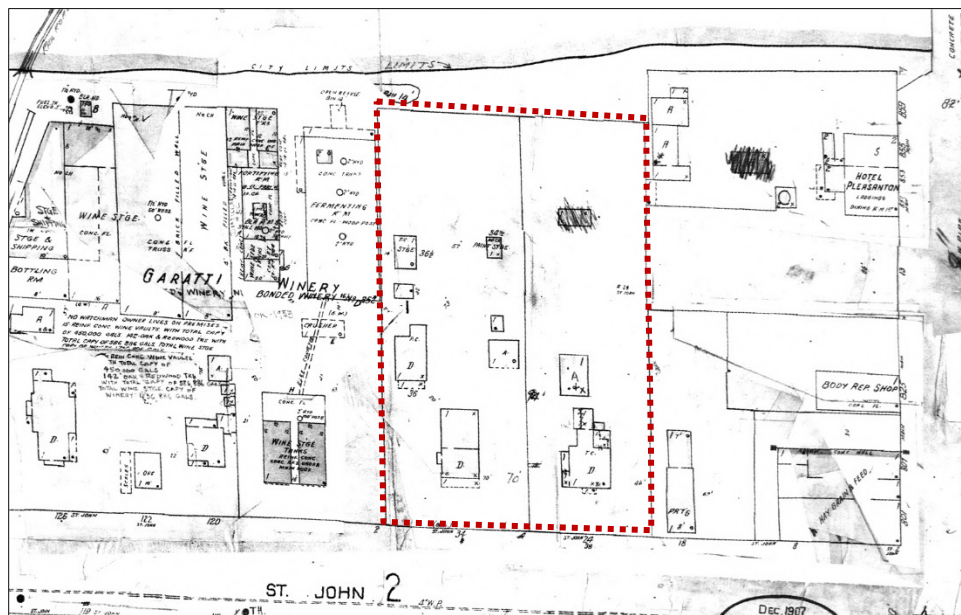


Figure 26. 1953 Sanborn map, the subject parcels outlined by the dashed red line (*The EDR Aerial Photo Package*).

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) _____

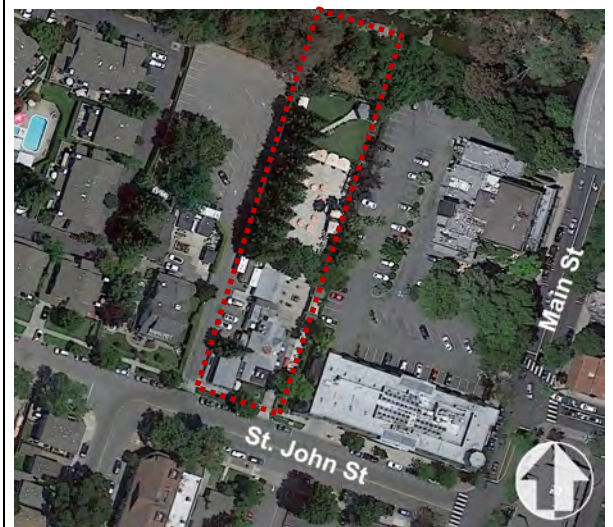
*B12. References:
See Continuation Sheets.

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

Page 3 of 8

*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

Page 5 of 8

*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

Page 8 of 8

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) _____

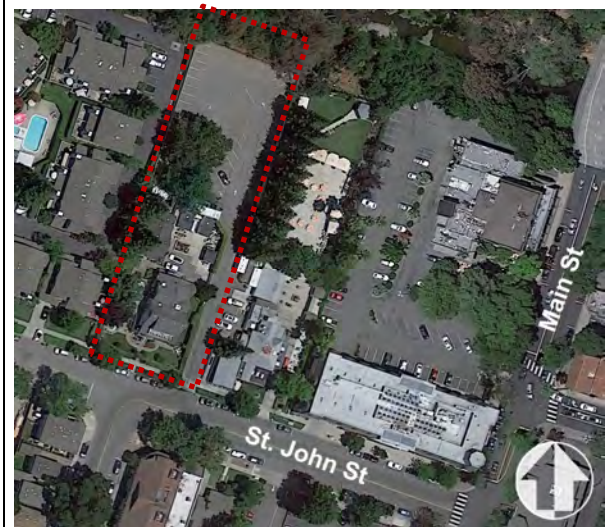
*B12. References:
See Continuation Sheets.

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

Page 3 of 11

*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-

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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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*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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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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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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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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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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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:
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**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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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

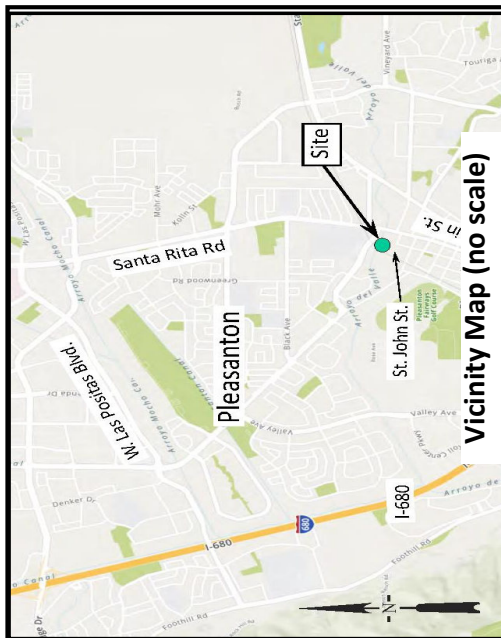
Chalerm (Beeson) Liang
GE 2031



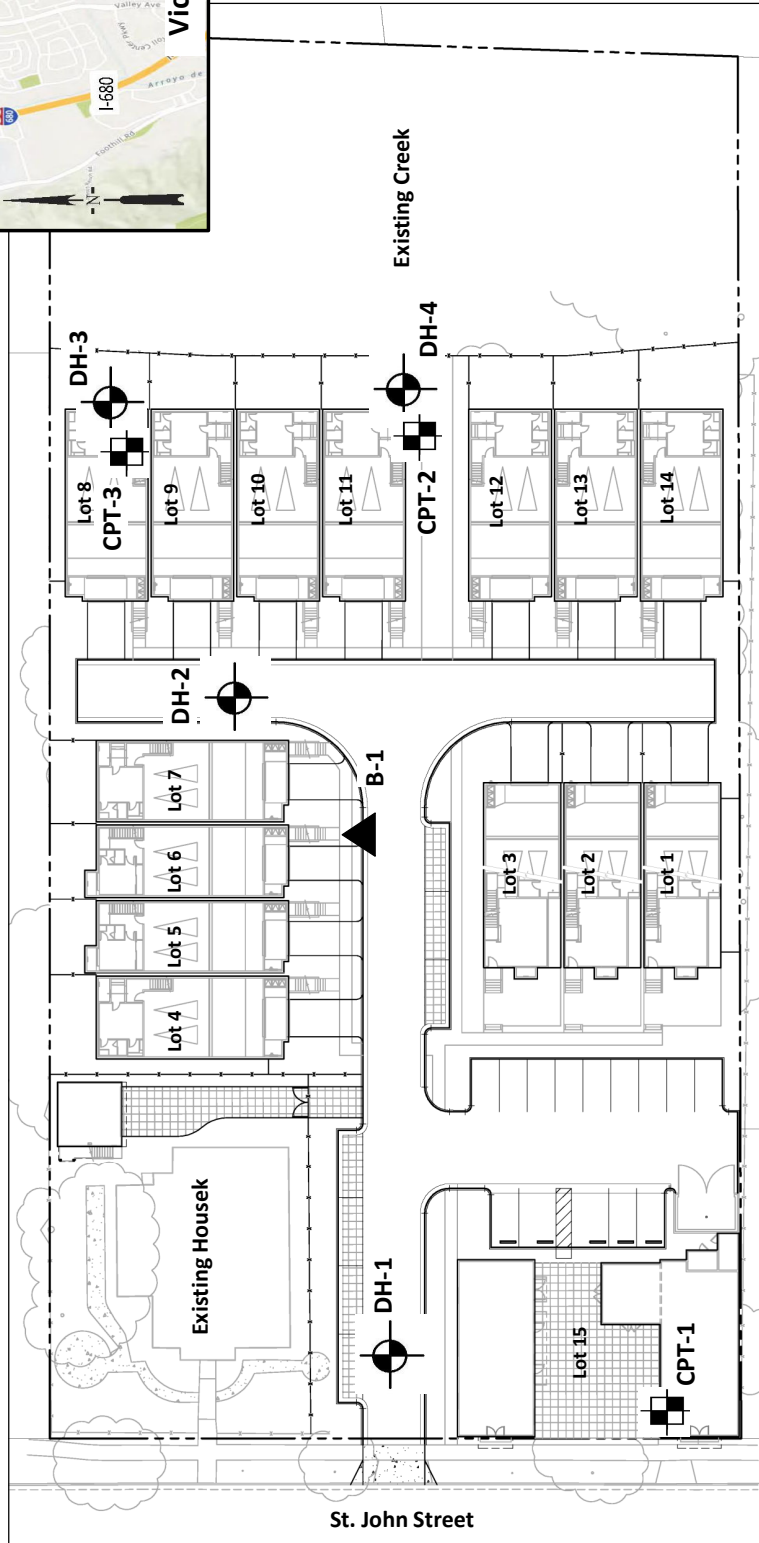
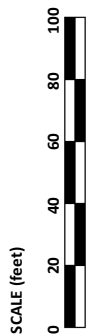
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Copy: Robson Homes, Richard Yee

FIGURES



Vicinity Map (no scale)

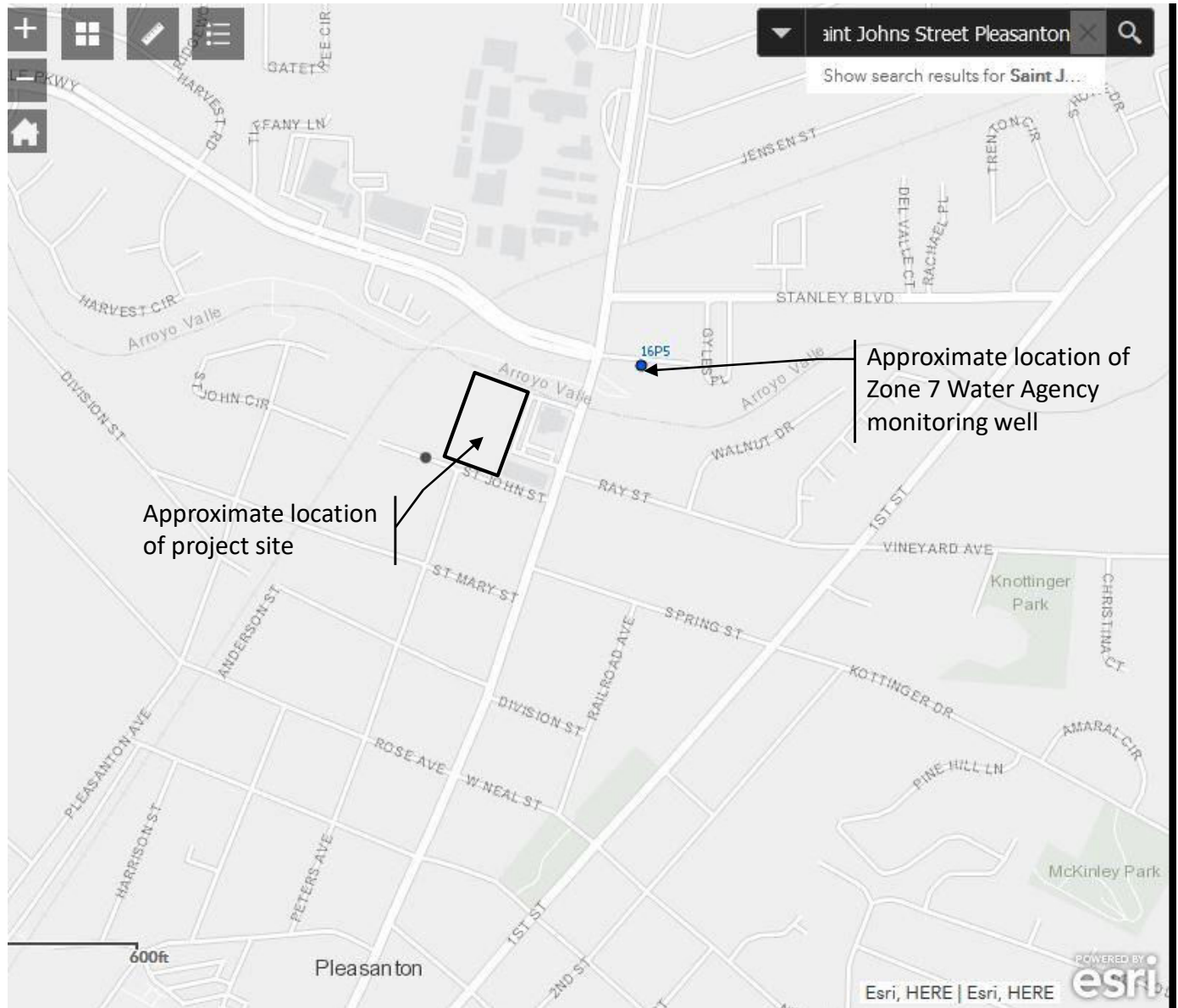


Explanation

- Exploratory drill hole
- Cone penetration test hole
- Bulk sample

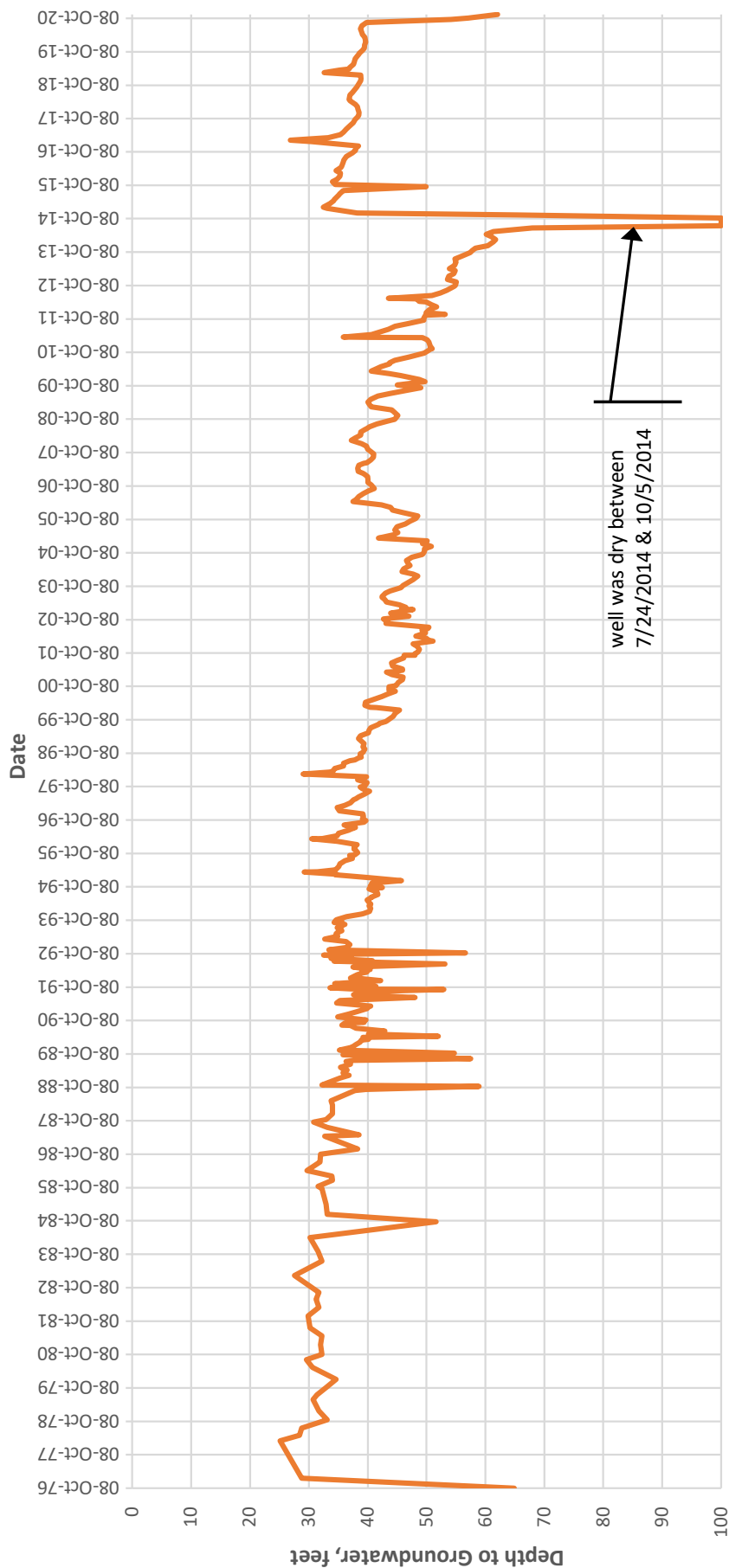
Base: Untitled and undated site layout drawing provided by Robson Homes on November 17, 2021.

	6300 San Ignacio Avenue, Suite A San Jose, California 95119 Phone (408) 778-2818		Drafted By: Date: June 2022 Checked By: Revision:	SITE PLAN (PROPOSED DEVELOPMENT) 475 & 493 ST. JOHN STREET PLEASANTON, CALIFORNIA	FIGURE 2 PROJECT PA20.1055



BASE: Map showing location of their monitoring well 16P5 provided by Zone 7 Water District, via email on December 15, 2020.

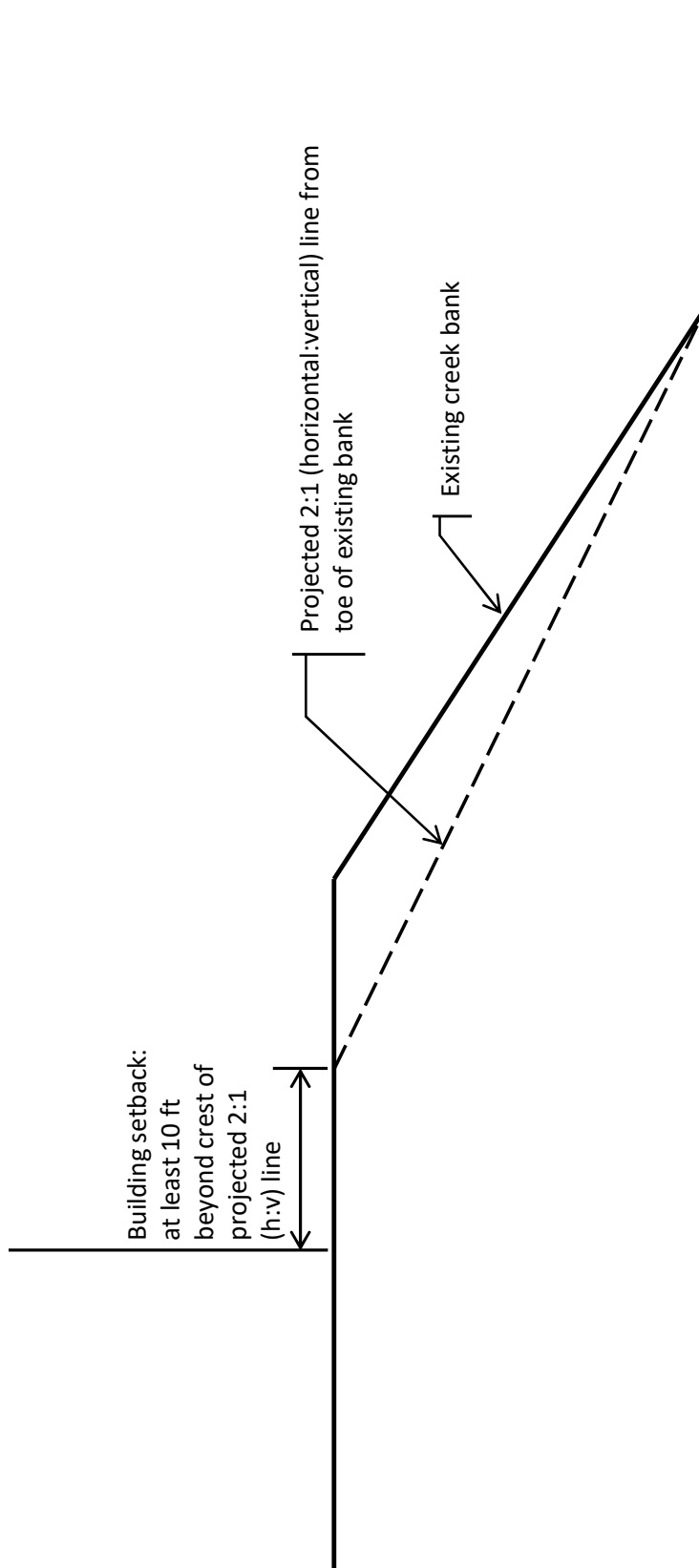
Geo-Logic ASSOCIATES		6300 San Ignacio Avenue, Suite A San Jose, California 95119 Phone (408) 778-2818	LOCATIONS OF PROJECT SITE AND ZONE 7 MONITORING WELL 16P5 475 & 493 ST. JOHN STREET PLEASANTON, CALIFORNIA	FIGURE 3 PROJECT PA20.1055
Compiled by:	Date:	June 2022		
Reviewed by:	Revision:			



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		PROJECT PA20.1055
Checked By:			
Revision:			



Schematic Only – Not to Scale



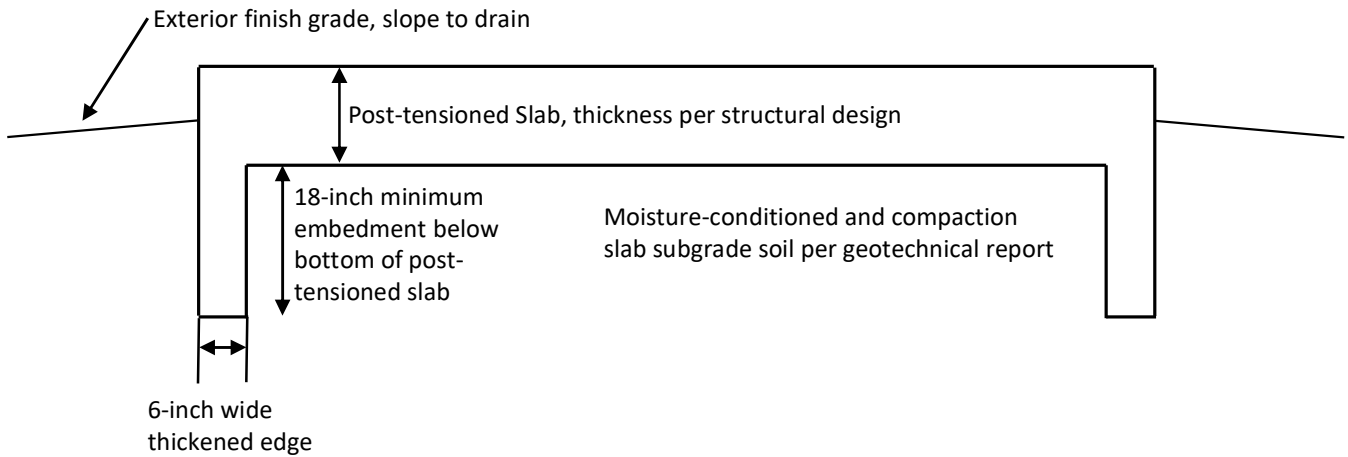
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San Jose, California 95119
Phone (408) 778-2818

Compiled by:
Reviewed by:

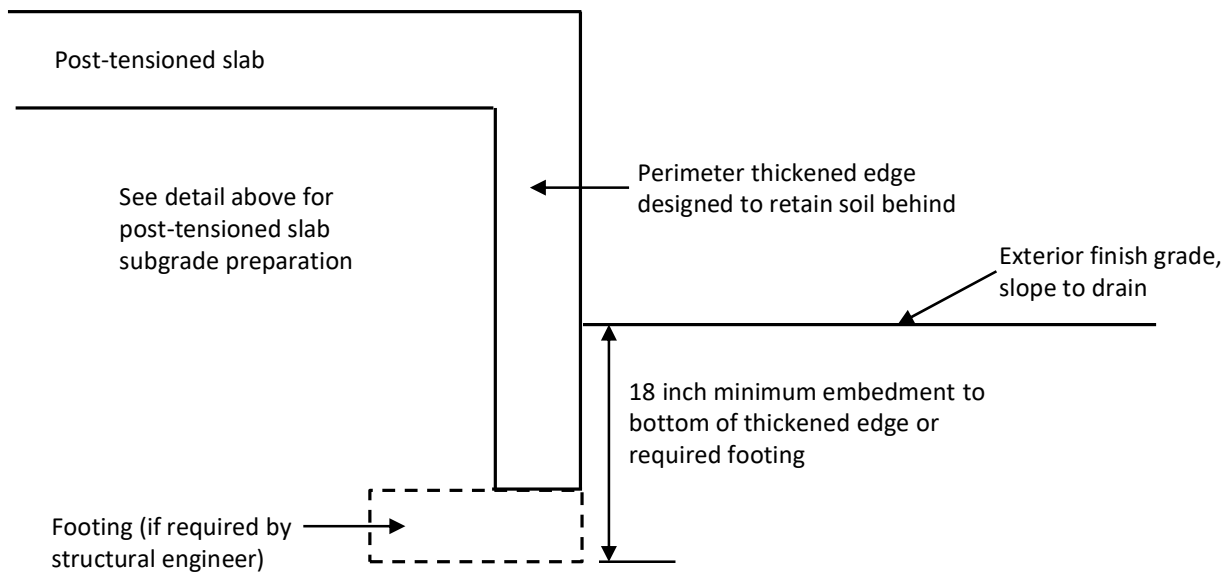
Date: June 2022
Revision:

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

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San Jose, California 95119
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**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

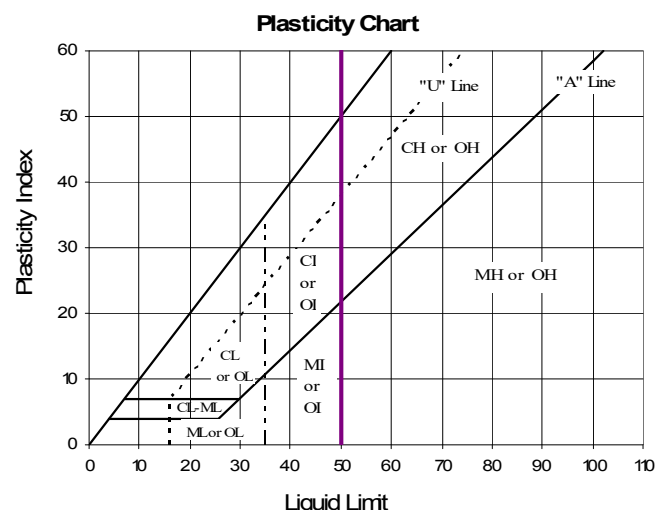
KEY TO SOIL CLASSIFICATION - FINE GRAINED SOILS
(50% OR MORE IS SMALLER THAN NO. 200 SIEVE SIZE)
(modified from ASTM D2487 to include fine grained soils with intermediate plasticity)

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



GEO-LOGIC ASSOCIATES

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									
			2	D	11	3.25	65	22	14	2	100		
			3	D									
LEAN CLAY: Brown, moist, stiff		CL	4	S									
			5	D	9	1.75			23		92		
			6	D									
			7										
			8										
light brown			9	S									
			10	D	17	1.0			19		106		
			11	D									
POORLY GRADED SAND: Brown, moist, medium dense		SP	12										
			13										
			14	S									
			15	D	27								
			16	D									
			17										
			18										
dense			19	S									
BOTTOM OF HOLE = 20 Feet No groundwater encountered			20	D	48				12		114		
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										
			2	D	22	1.25		5						
			3											
			4	S										
			5	D	28	1.0		5		96				
		hard	6											
			7											
			8											
			9	S										
			10	D	33	4.5+		9		104				
SILTY SAND: Light brown, moist, very dense		SM	12											
			13											
			14	S										
			15	D	70									
			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										
			20	D	72									
GEO-LOGIC ASSOCIATES										PAGE: 1 of 1				

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									
			4	S									
			5	D									
			6	S	11	1.75			8		94		
			7	D									
			8	D									
			9	S									
			10	D									
POORLY GRADED SAND with CLAY: Brown, moist, dense		SP-SC	11	D	39		7		2				
			12	D									
			13	D									
			14	S									
			15	D									
WELL GRADED SAND with GRAVEL and CLAY: Brown, moist, medium dense to dense; fine to coarse sand, with fine gravel		SW-SC	16	D	34				4		122		
			17	D									
			18	D									
			19	S									
			20	D									
			15										
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			
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)
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								
			25										
			26										
			27										
			28										
			29	S I I	32								
dense			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										
			42										
			43										
			44	S	39								
			45	I									
WELL GRADED GRAVEL with SAND and CLAY: Brown, moist, dense to very dense; fine to		SW- SC	46										
			47										
			48										
BOTTOM OF HOLE = 50 Feet			49	S	40		8		8				
			50	I									
			51										
			52										
			53										
			54										
			55										
			56										
			57										
			58										
			59										
			60										
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	D									
			4	S									
			5	D									
WELL GRADED SAND with GRAVEL and CLAY: Brown, moist, dense to very dense; fine to coarse sand		SW-SC	6		22	1.5			8		95		
			7										
			8										
			9	S									
			10	D									
			11	D									
			12										
			13										
			14	S									
			15	D									
BOTTOM OF HOLE = 20 Feet No groundwater encountered			16		53								
			17										
			18										
			19	S									
			20	D									
GEO-LOGIC ASSOCIATES								PAGE: 1 of 1					

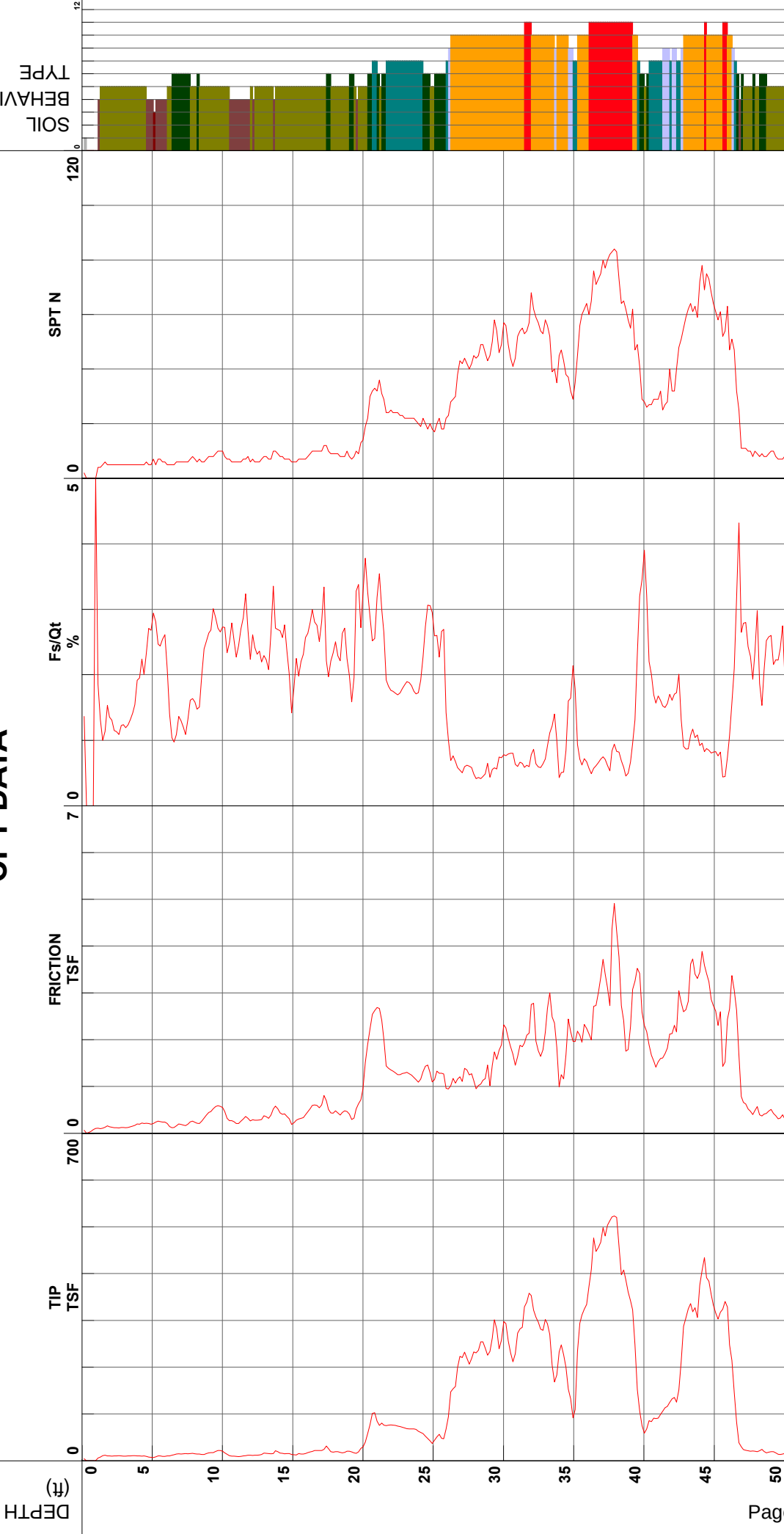


Geo-Logic Associates

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



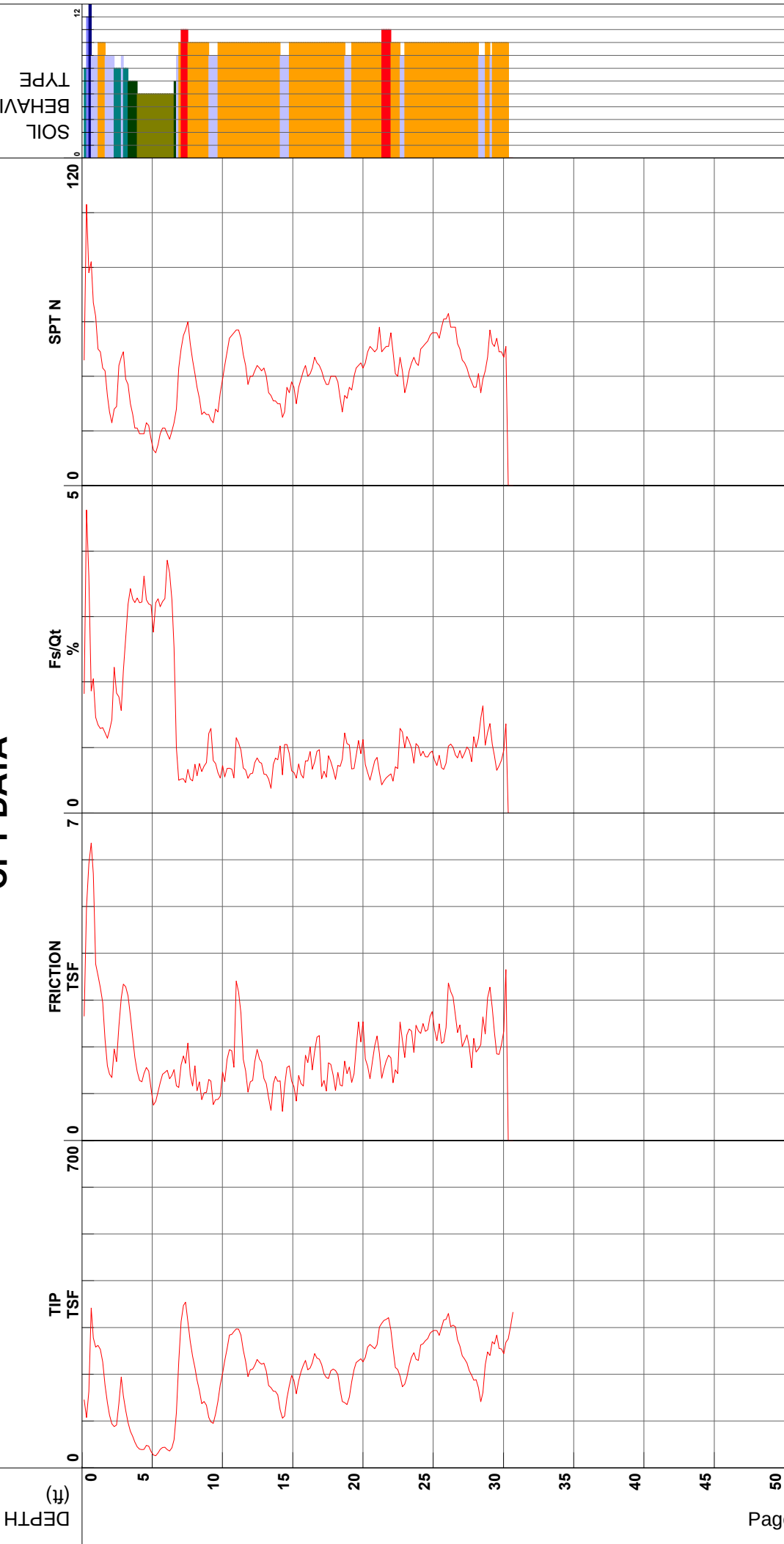


Geo-Logic Associates

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

CPT DATA





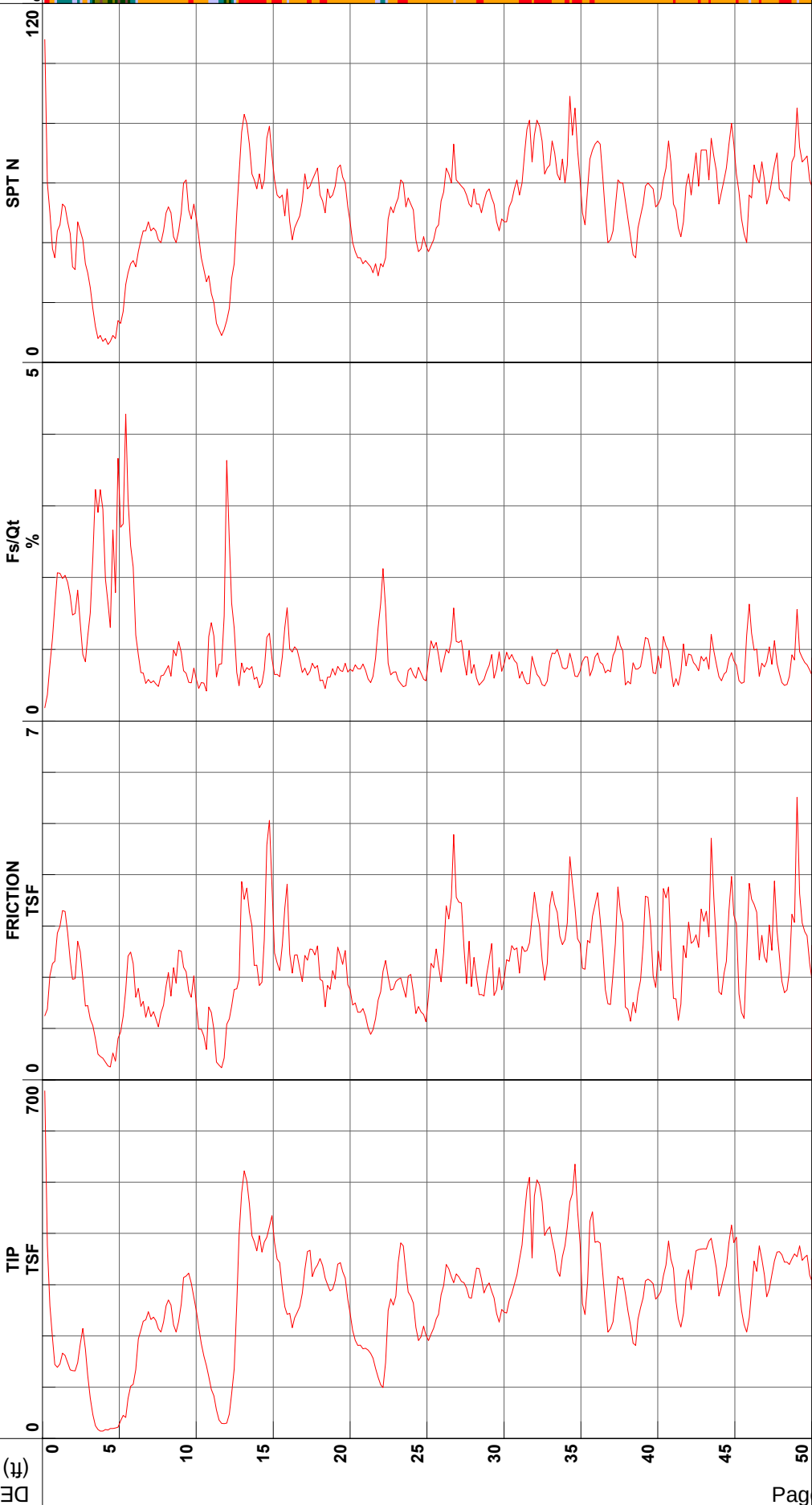
Geo-Logic Associates

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

CPT DATA

DEPTH (ft)



- 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

APPENDIX B

LABORATORY TEST RESULTS

Client :

Robson Homes LLC

Project No:

PA20.1055.00

Lab Log No.:

4699

Project Name:

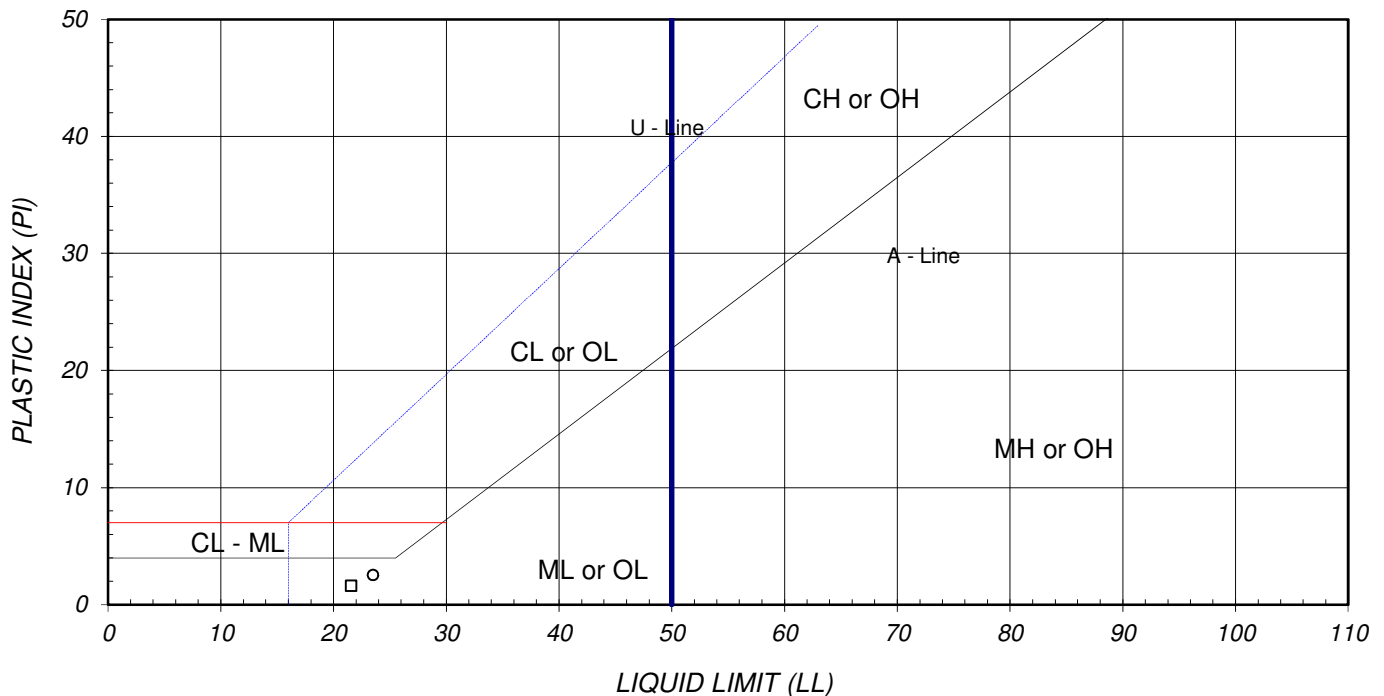
475 & 493 St. St. John Street

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:

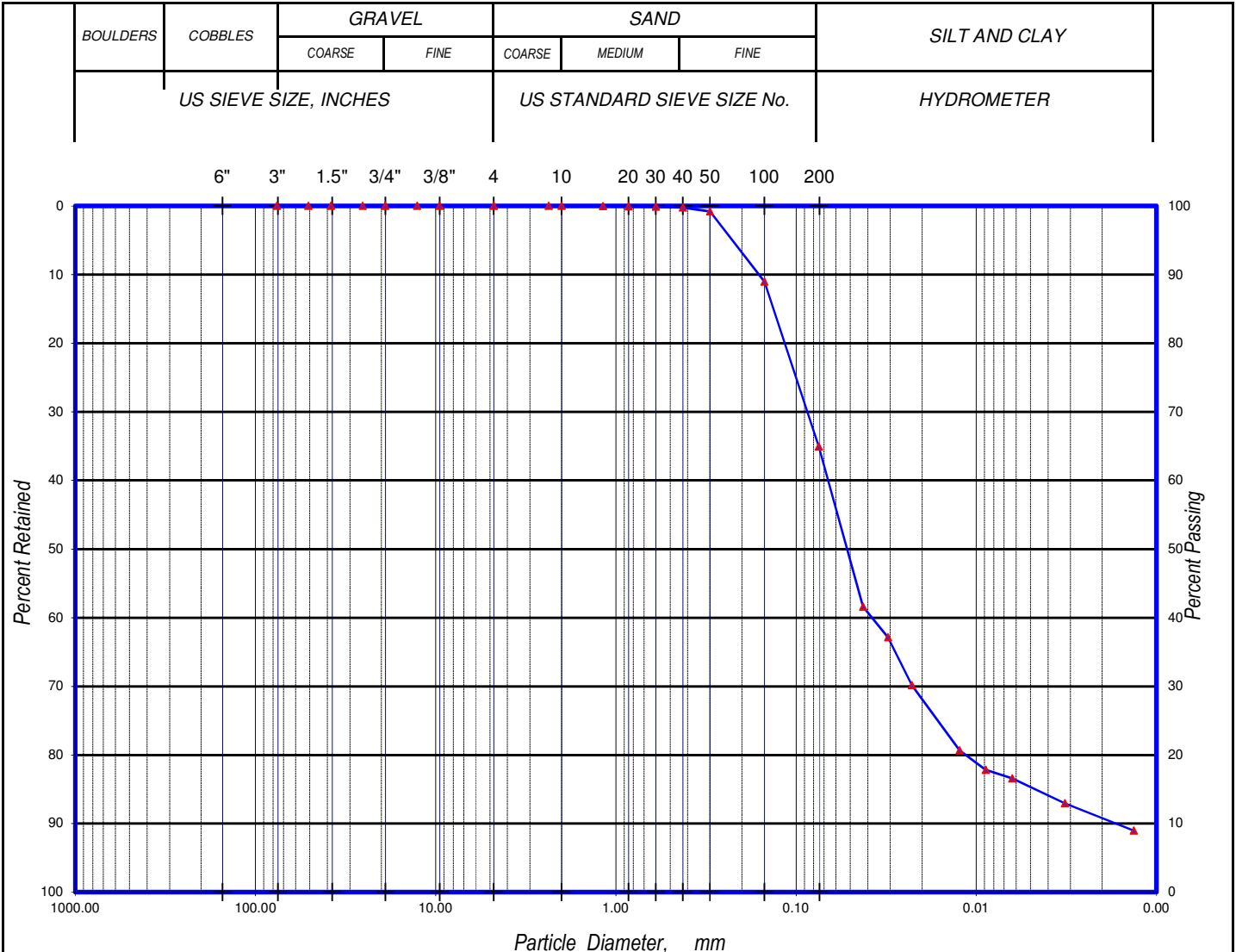
4699A

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



CERCO
analytical

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

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

Authorization: Signed Chain of Custody

Resistivity

[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

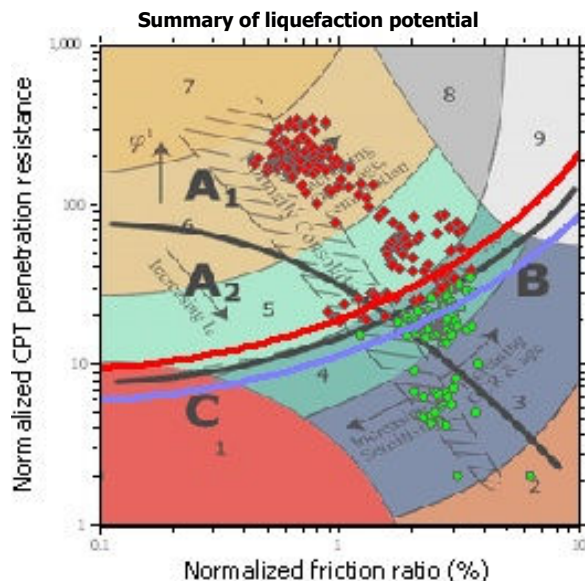
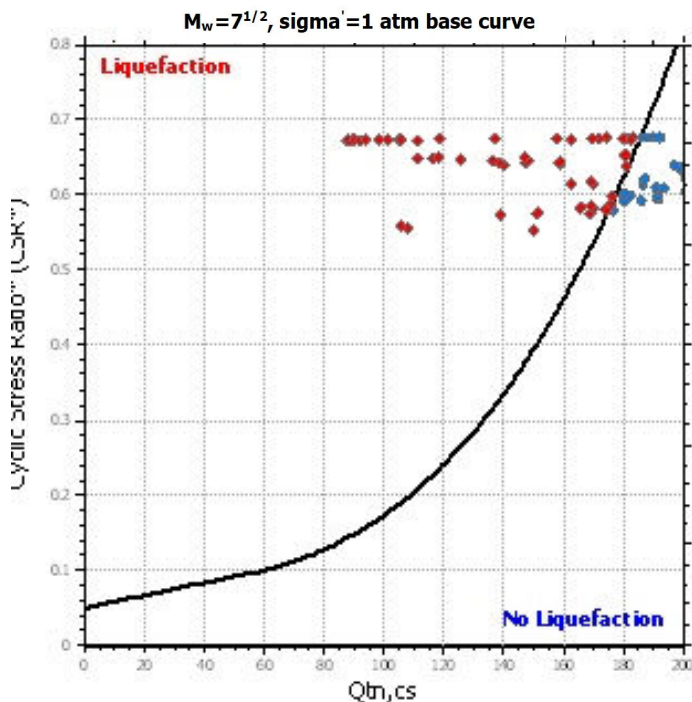
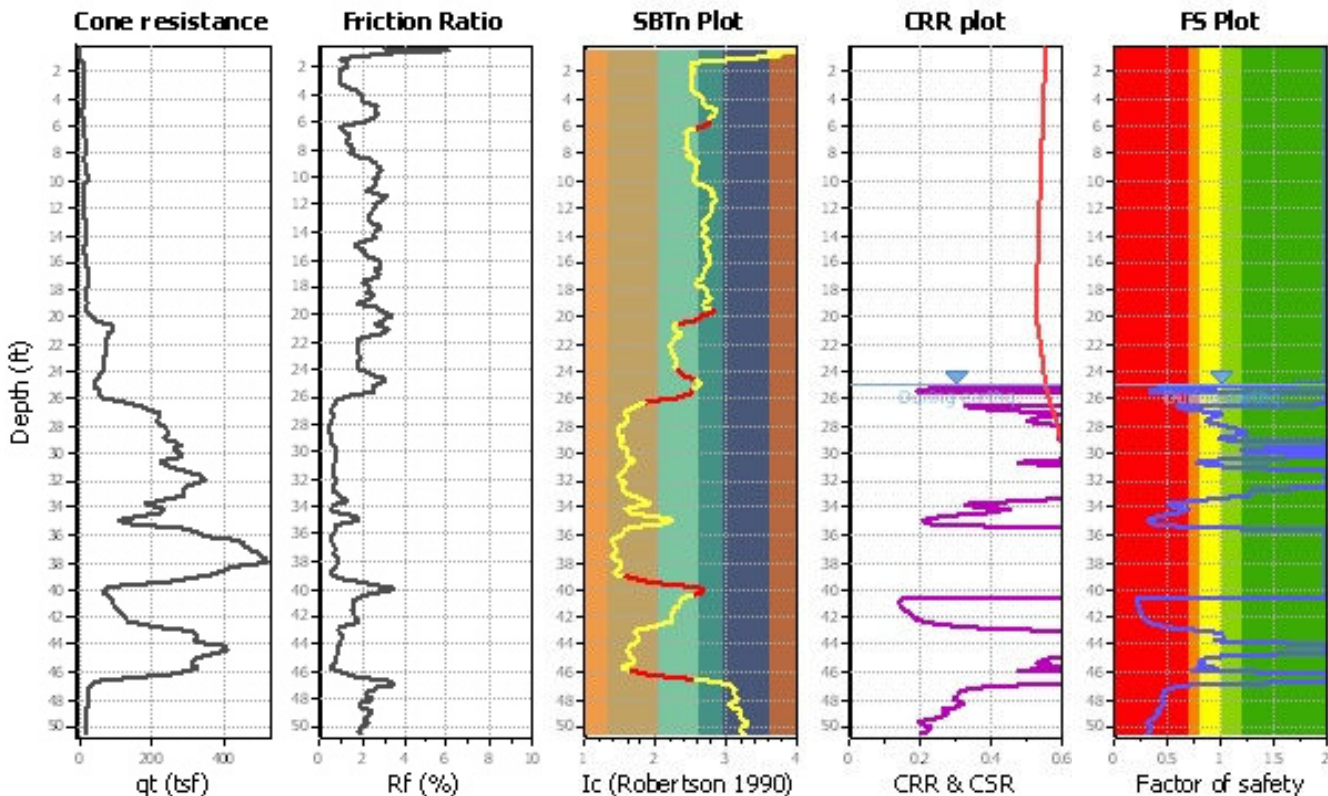
Project title : 475 & 493 St. John Street

Location : Pleasanton, CA

CPT file : CPT-01

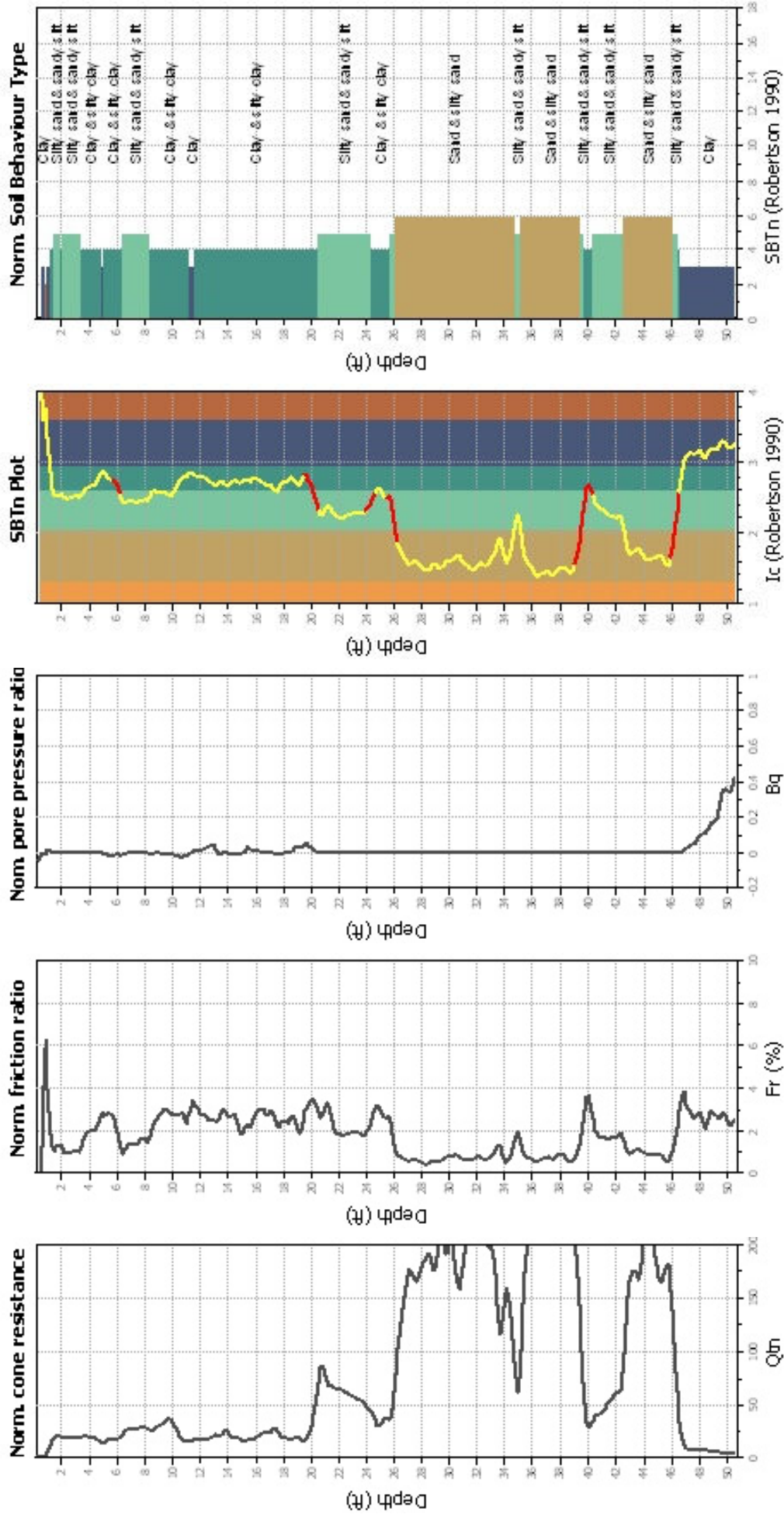
Input parameters and analysis data

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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)



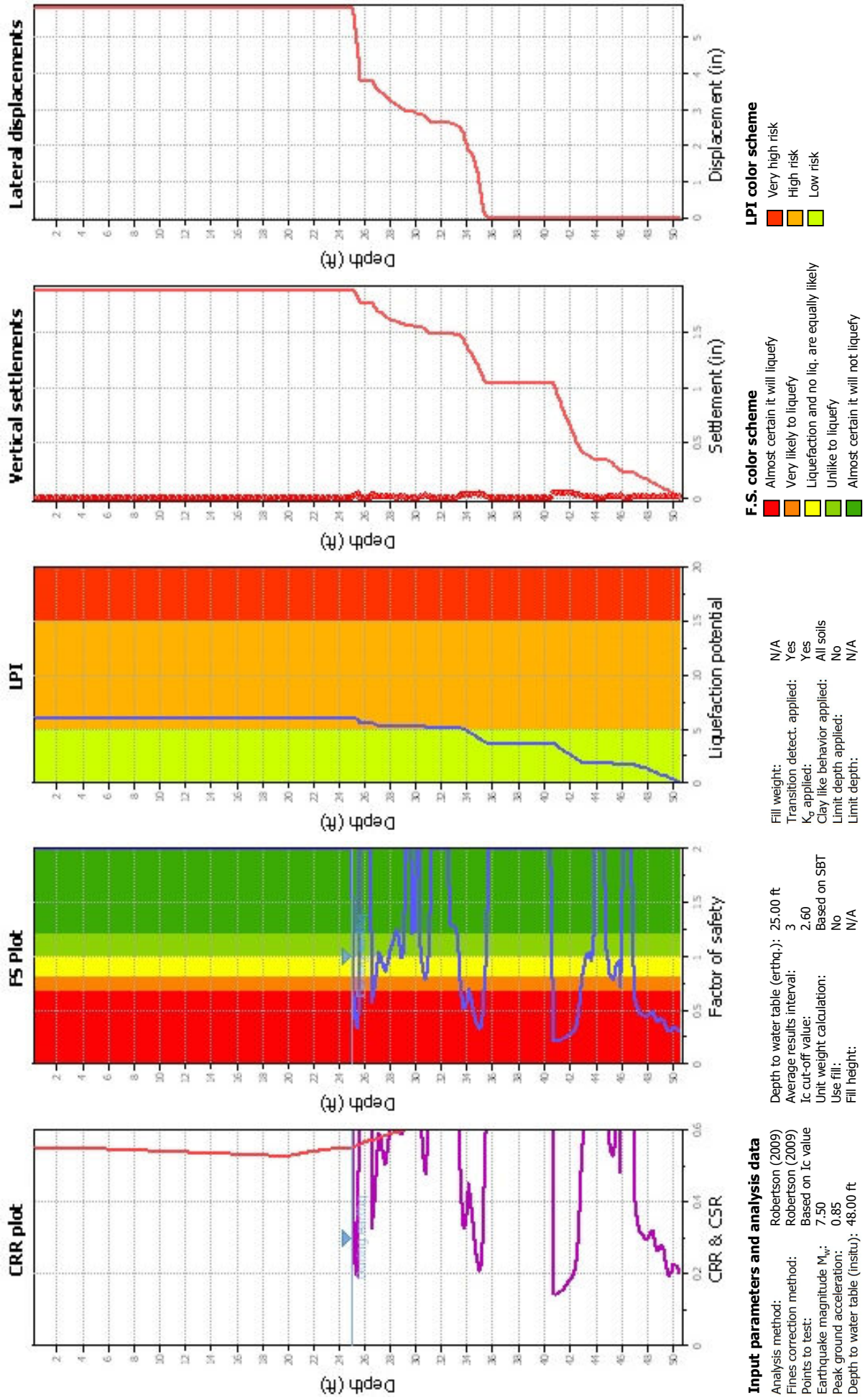
Input parameters and analysis data

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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		

SBTn legend

1. Sensitive fine grained	4. Clayey silt to silty	7. Gravely sand to sand
2. Organic material	5. Silty sand to sandy silt	8. Very stiff sand to
3. Clay to silty clay	6. Clean sand to silty sand	9. Very stiff fine grained

Liquefaction analysis overall plot



LIQUEFACTION ANALYSIS REPORT

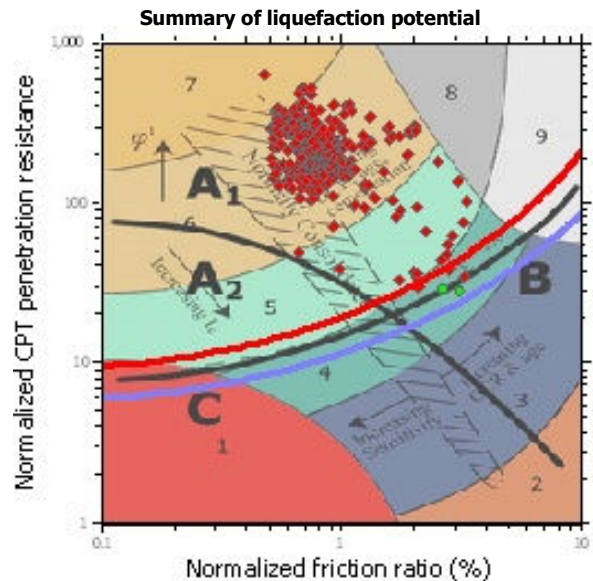
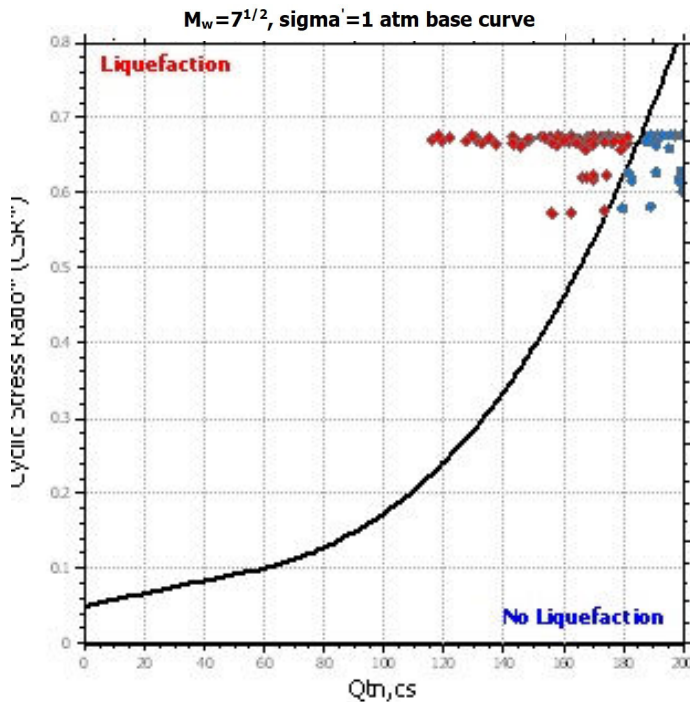
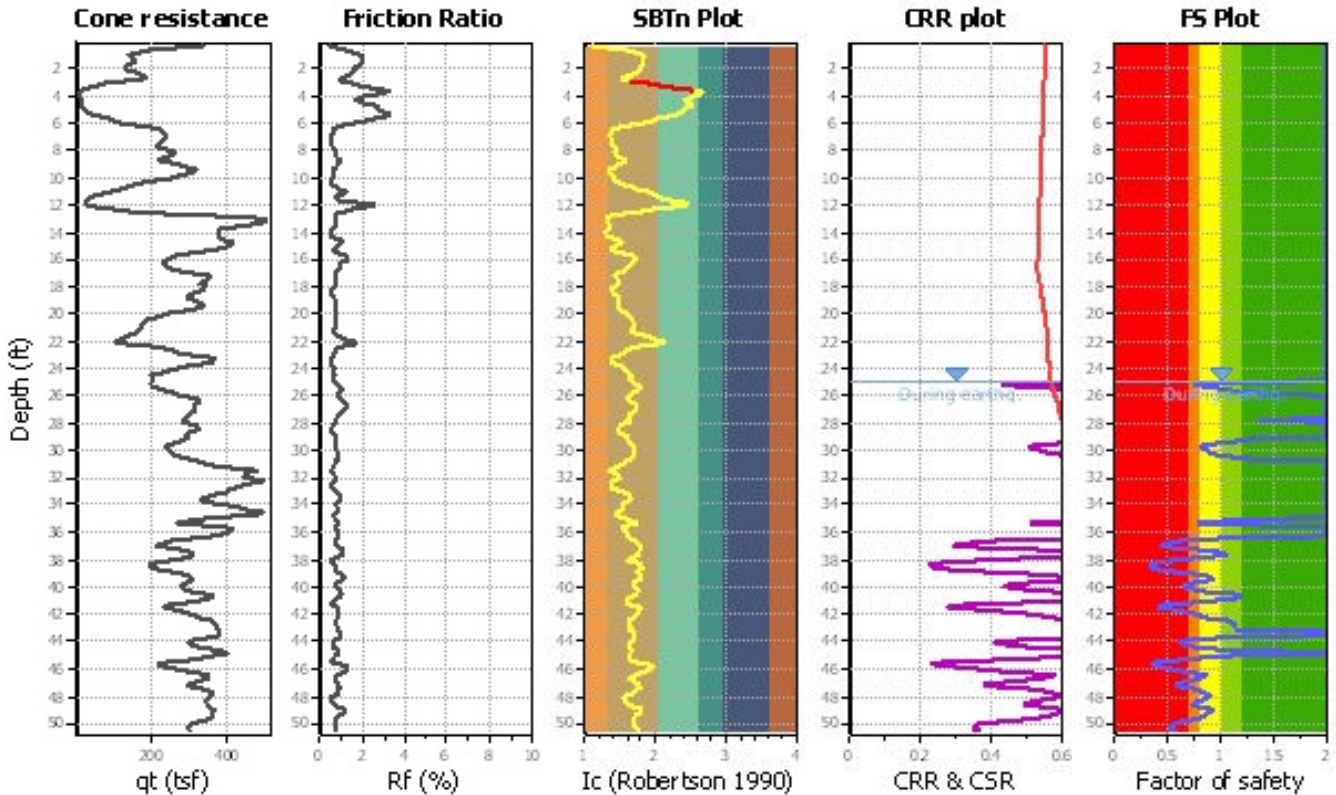
Project title : 475 & 493 St. John Street

Location : Pleasanton, CA

CPT file : CPT-03

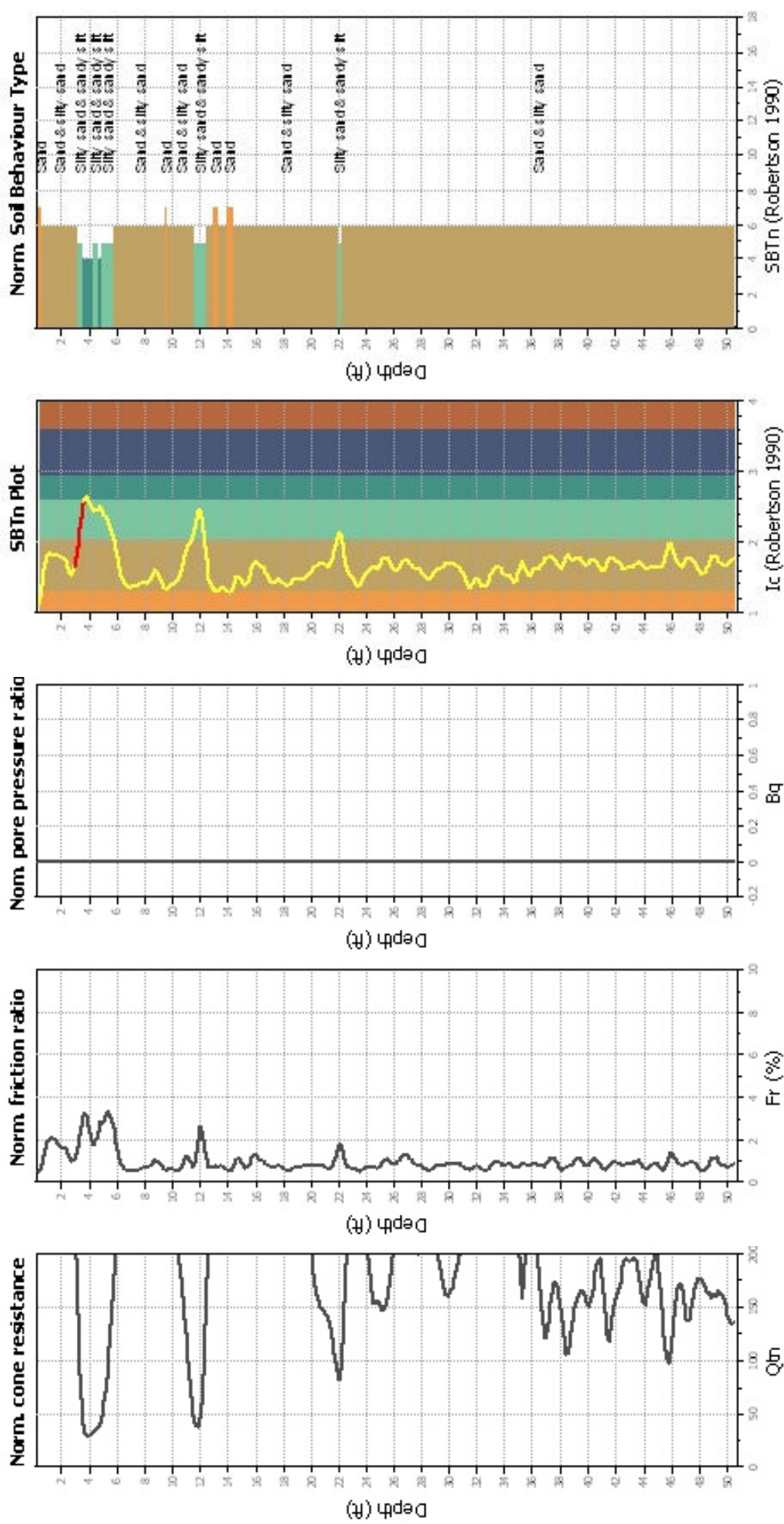
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Fines correction method:	Robertson (2009)	G.W.T. (earthq.):	25.00 ft	Fill height:	N/A	applied:	All soils
Points to test:	Based on Ic value	Average results interval:	3	Fill weight:	N/A	Limit depth applied:	No
Earthquake magnitude M_w :	7.50	Ic cut-off 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)



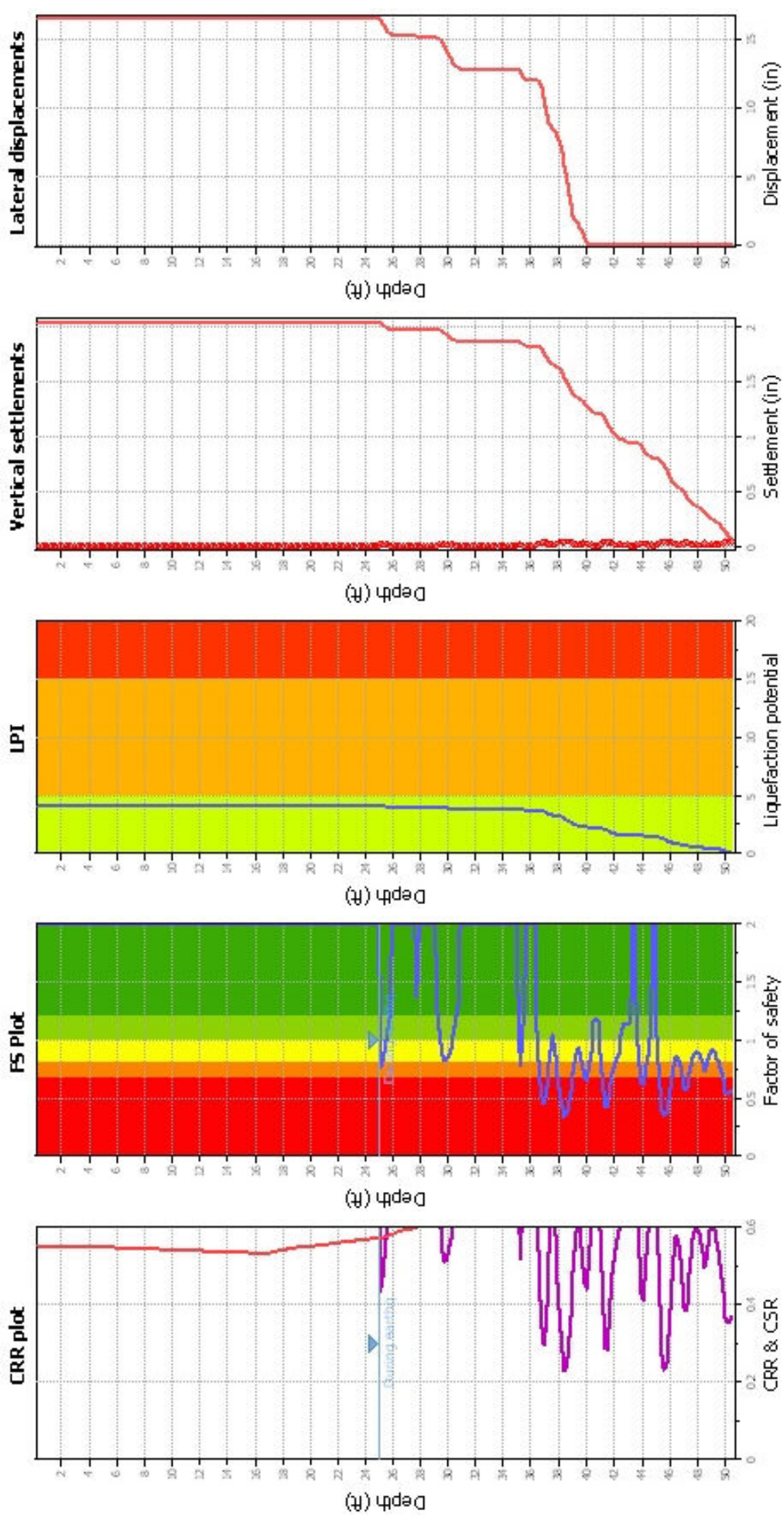
Input parameters and analysis data

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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		

Clq v.2.1.6.7 - CPT Liquefaction Assessment Software - Report created on: 12/15/2020, 3:56:35 PM

Project file: E:\1A_Beeson\1_Active Projects\PA20.1055.00 475 & 493 St. John Street\Engineering\CLiq\CLiq.StJohn.GW@40ft.ciq

Liquefaction analysis overall plot



Input parameters and analysis data

Analysis method: Robertson (2009)
Fines correction method: Robertson (2009)
Points to test: Based on I_c value
Earthquake magnitude M_w : 7.50
Peak ground acceleration: 0.85
Depth to water table (insttu): 48.00 ft

F.S. color scheme

Almost certain it will liquefy
Very likely to liquefy
Liquefaction and no liq. are equally likely
Unlikely to liquefy
Almost certain it will not liquefy

LPT color scheme

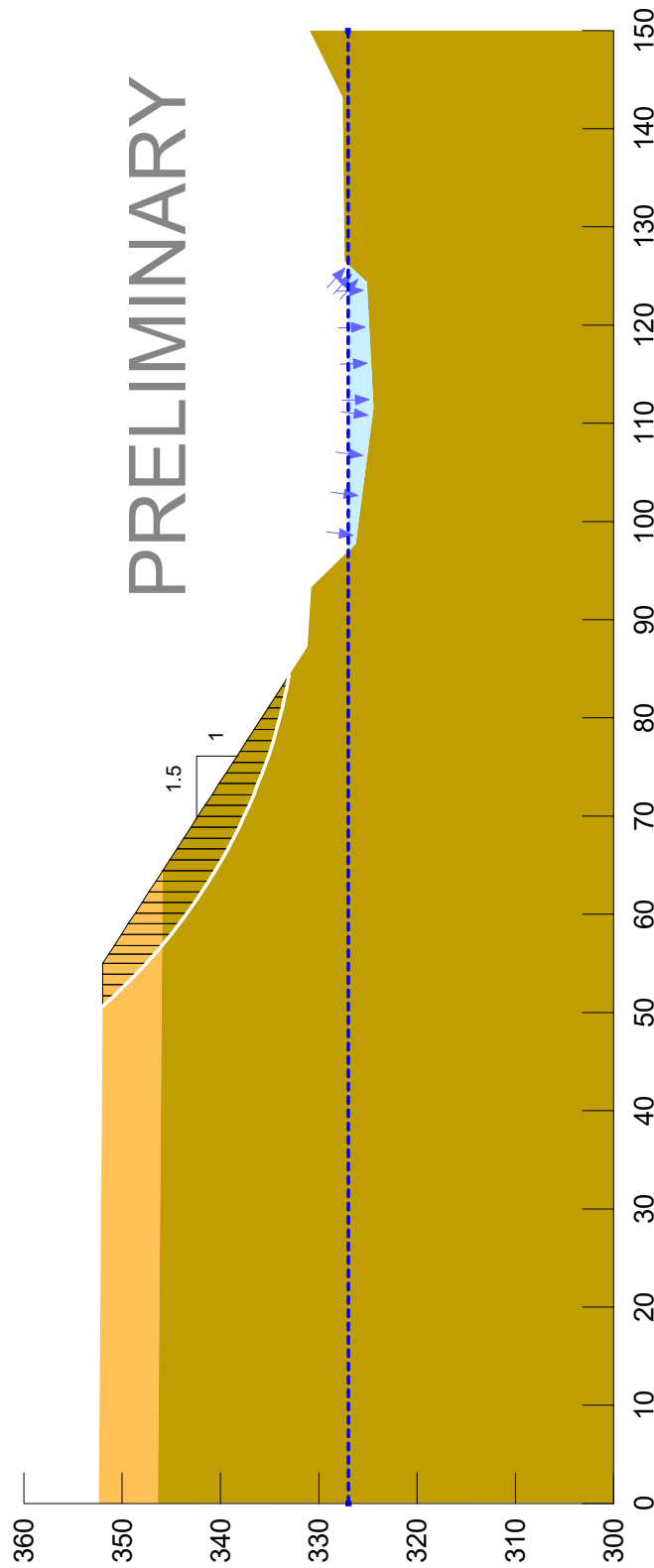
Very high risk
High risk
Low risk

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

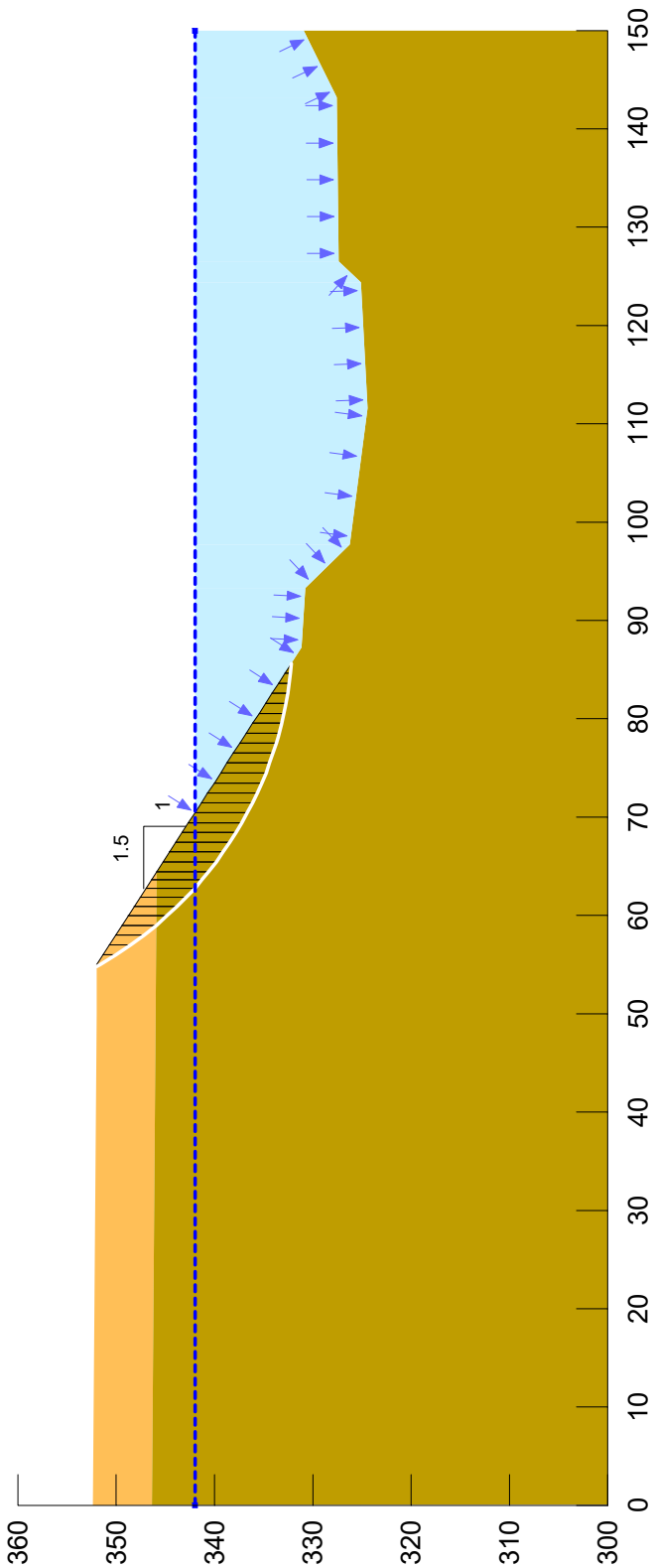
St John St_Stability Section 04.gsz

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

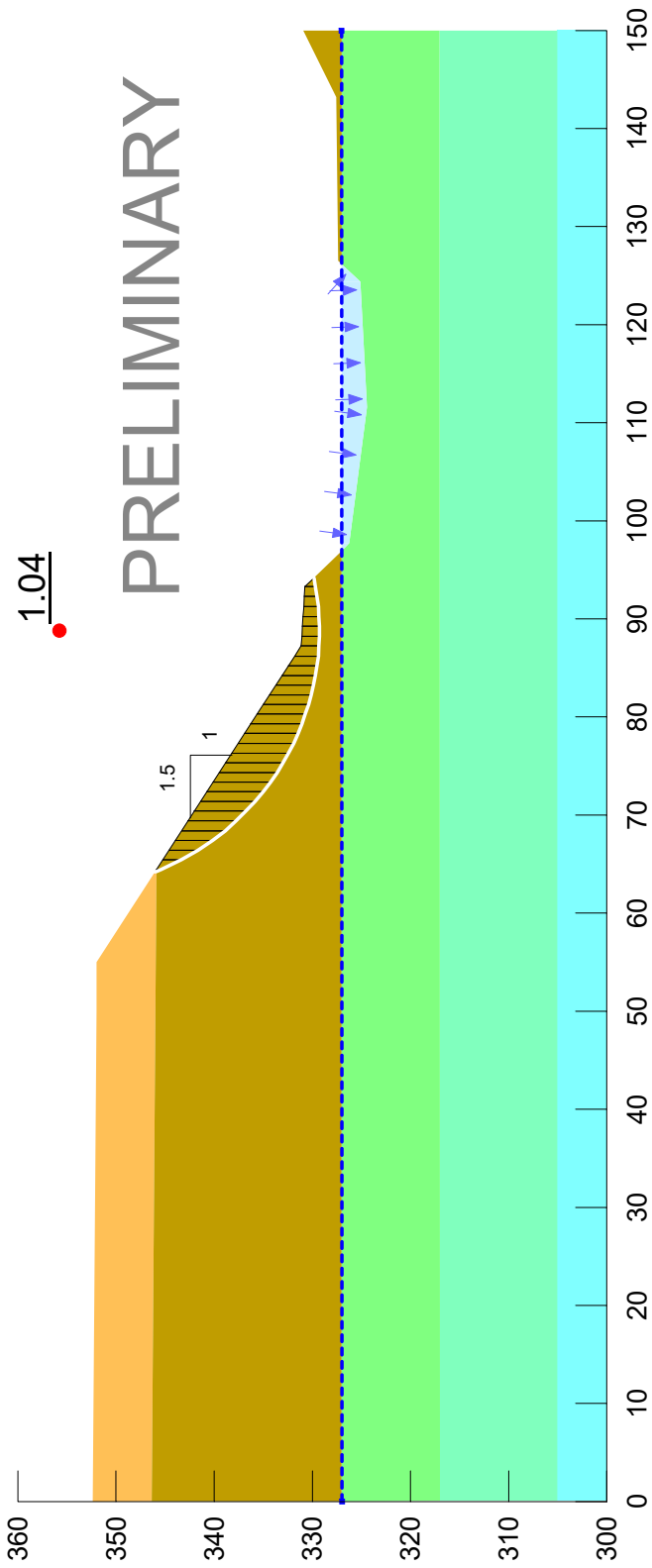
1.2



Horz Seismic Coef.: 0
Groundwater Depth = el 342 feet

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

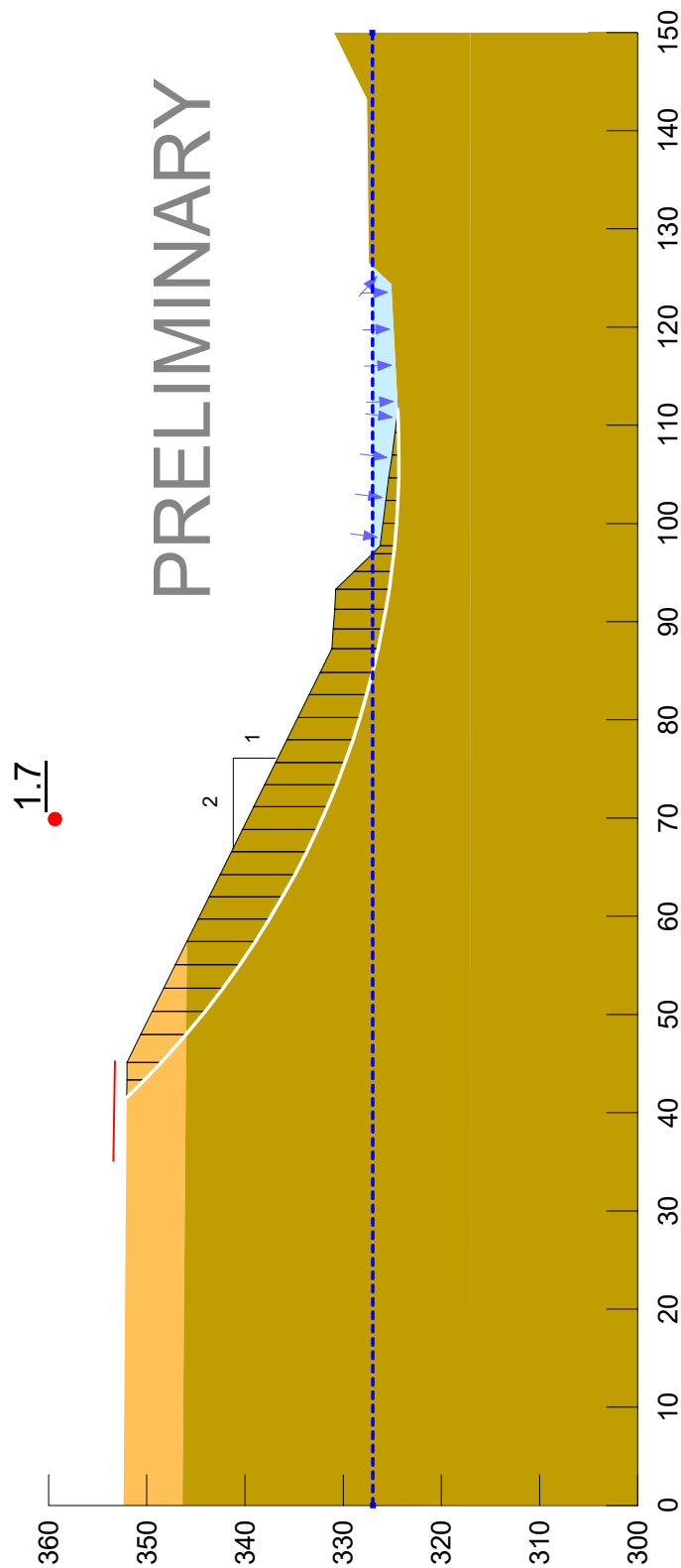


Horz Seismic Coef.: 0.25

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

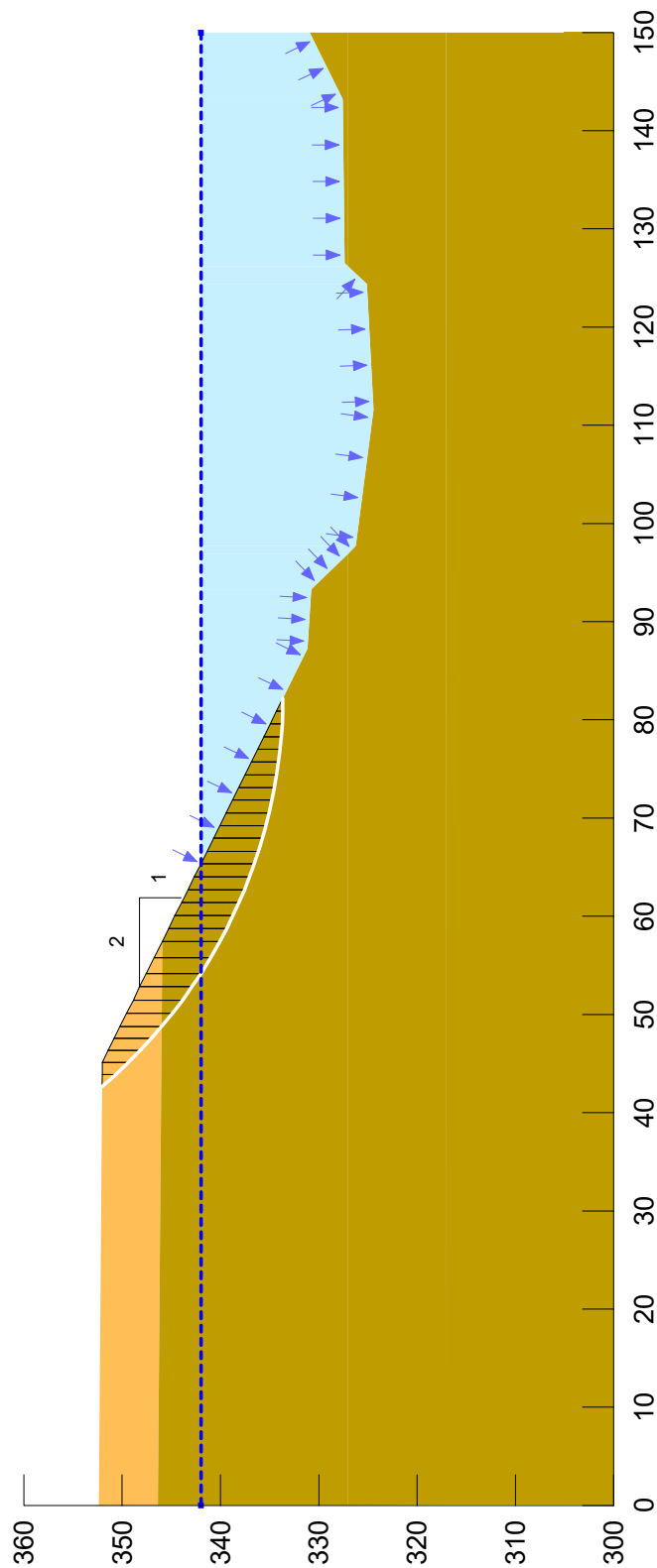
St John St_Stability Section 07b.gsz

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

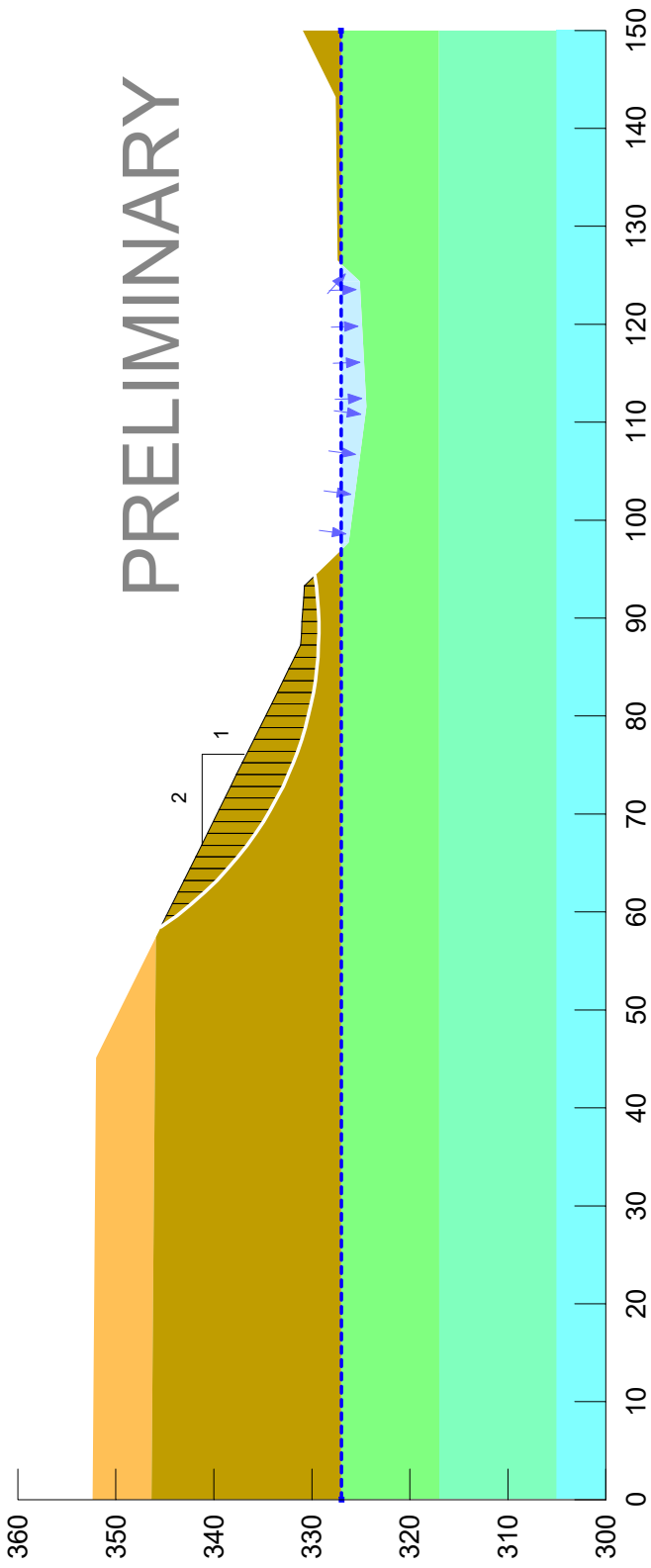


Horz Seismic Coef.: 0
Groundwater Depth = el 342 feet

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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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 Clara 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

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EDR. 2020. "EDR Building Permit Report, Inquiry Number 6173597.8." 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			TTLC	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

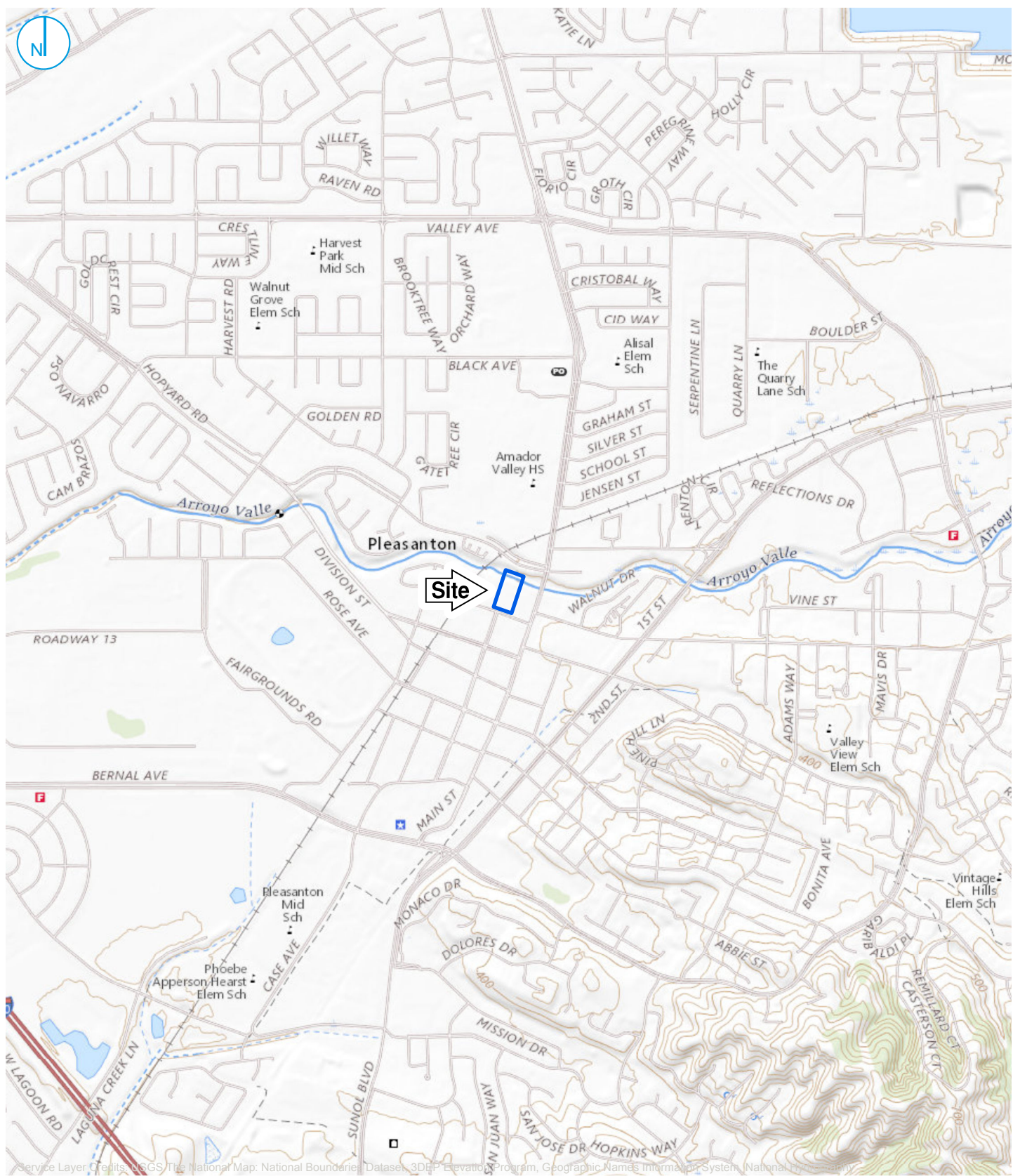
MEK = methyl ethyl ketone

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



KEY MAP

Map Scale: 1:124,000;
Map Center: 121°52'31"W 37°39'53"N

LEGEND

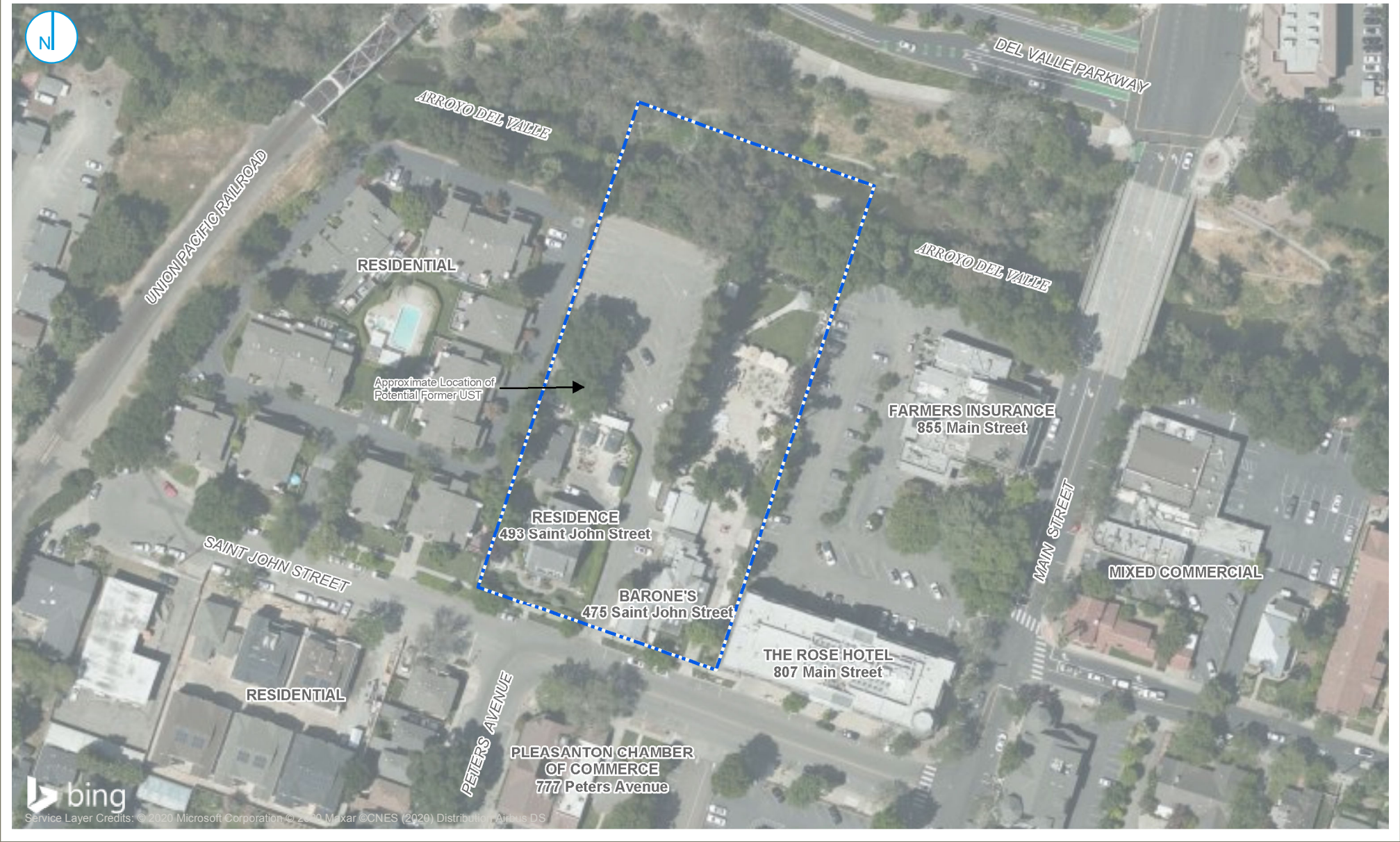
0 1,000 2,000
Feet

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

0 75 150
Feet

475 and 493 Saint John Street
Pleasanton, California

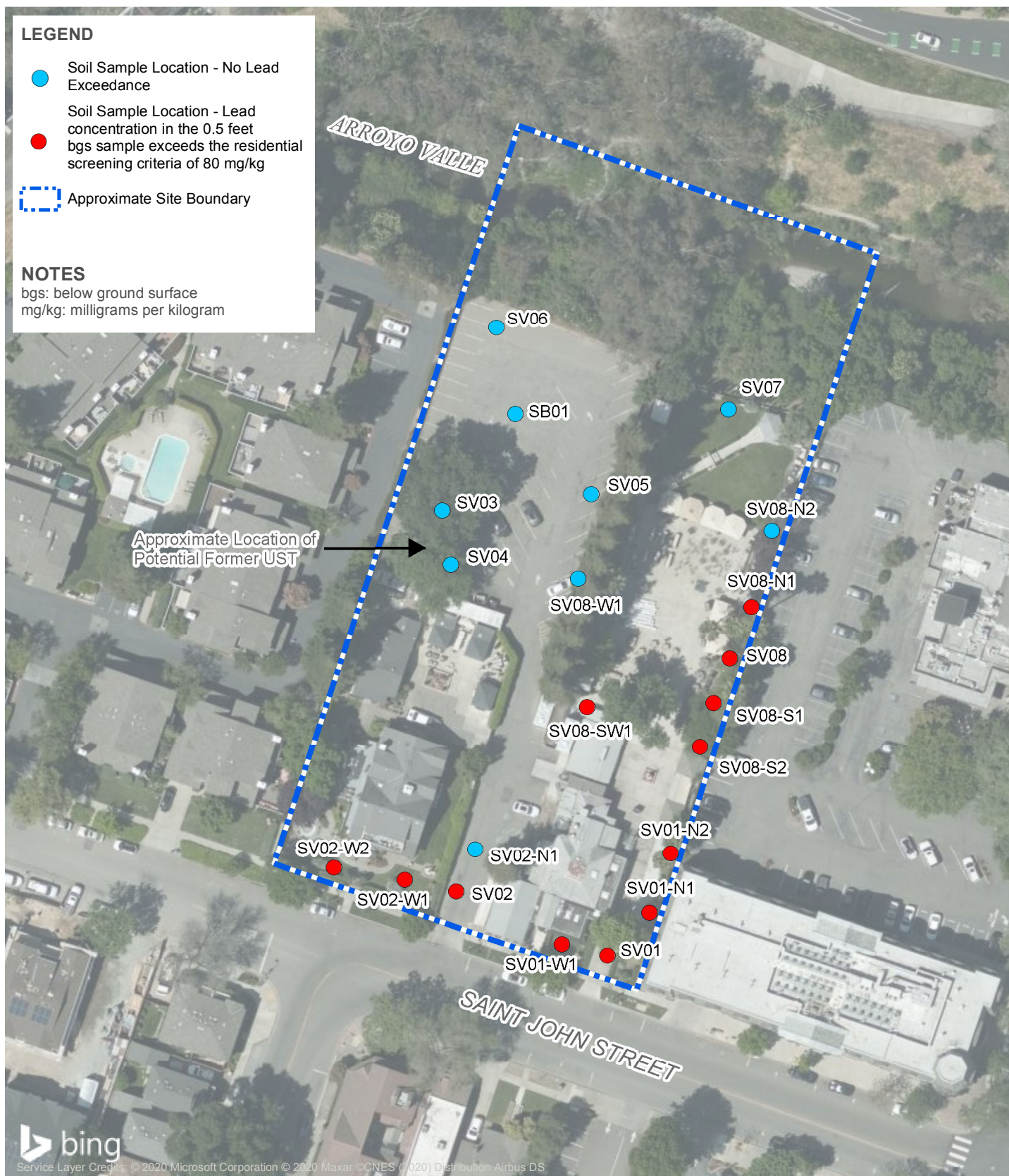
FIGURE 03



A horizontal scale bar with tick marks at 0, 50, and 100. The word "Feet" is written at the right end of the bar.

475 and 493 Saint John Street
Pleasanton, California

RAMBOLL US CORPORATION
A RAMBOLL COMPANY



**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

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 Lmax (dBA)	Actual 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 Limit Exceedance (dBA)

Noise Limits (dBA)

Night		Day	Calculated (dBA)		Day		Evening		
			Evening		Night				
			-----		-----		-----		
Equipment			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq			

Excavator			80.7	76.7	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Front End	Loader		79.1	75.1	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Dozer			81.7	77.7	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Total			81.7	81.4	N/A	N/A	N/A	N/A	N/A
N/A	N/A	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

Equipment						
Description	Impact Device	Usage (%)	Spec Lmax (dBA)	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)

Night		Calculated (dBA)			Day		Evening		

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 Lmax (dBA)	Actual 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 Limit Exceedance (dBA)

Noise Limits (dBA)

Night		Day		Calculated (dBA) Evening		Day Night		Evening	
Equipment		Leq		Lmax		Lmax		Leq	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader	N/A	N/A	85.0	81.0	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	N/A	N/A	83.6	79.6	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total			85.0	84.4	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	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: 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			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (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 Limit Exceedance (dBA)					Noise Limits (dBA)				

Night	Day		Calculated (dBA)		Day		Evening		
			Evening		Night				

Equipment			Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq			

Grader			85.0	81.0	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Backhoe			77.6	73.6	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Backhoe			77.6	73.6	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A			
Total			85.0	82.4	N/A	N/A	N/A	N/A	N/A
N/A	N/A	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		Evening	
				Evening		Night			
Equipment				Lmax		Leq		Lmax	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Paver	N/A	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	N/A	N/A	N/A
Vibrating Hopper	N/A	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	N/A	N/A	N/A
Concrete Saw	N/A	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	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	N/A	N/A	N/A

Attachment 2

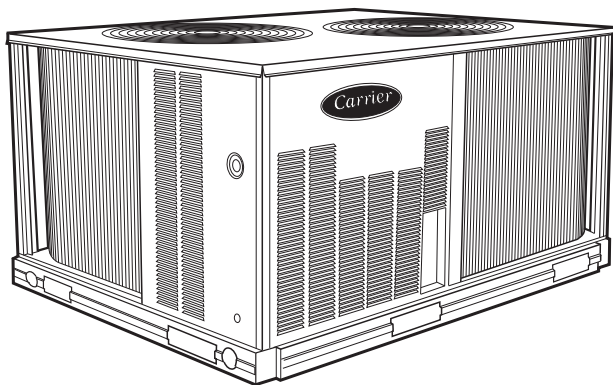
Carrier 38AUD25 HVAC System

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



Designed To Fit Your Home – And Your Budget

Turn to the experts at Carrier for real solutions for your home cooling needs. Our comprehensive selection of air conditioners have been designed to fit virtually any home and a variety of budgets. From our innovative and intelligent Infinity® System line with variable-speed, two-stage, and single-stage options...to Performance™ Series deluxe two-stage and single-stage choices...and the value-driven Comfort™ Series single-stage models, our air conditioners offer summertime comfort you can depend on.

Air Conditioner Options+	Infinity® System					
	24VNA6	24VNA9	24ANB1	24ANB7	24ANB7**C (Coastal)	24ANB6
Efficiency						
Cooling SEER (up to)	26.0	19.0		17.0		16.0
Compressor Type	Fully variable-speed with capacity range from 25-100%	Five-stage variable-speed with capacity range from 25-100%	Two-stage with high-stage at 100% capacity and low-stage at 75% capacity			Single-stage at 100% capacity at all times
ENERGY STAR®	●	●	●	●	●	●
Comfort Features						
Sound level (as low as)	51 dBA	60 dBA	71 dBA	72 dBA	72 dBA	66 dBA
Humidity Control	Ideal Humidity System™ Technology offers excellent humidity control and is capable of removing up to 400% more moisture than standard systems.**		Enhanced			Standard
Durability						
Cabinet Protection	WeatherArmor™ Ultra provides durability with a galvanized steel cabinet, louvered coil guard and baked-on powder paint to protect against dings, dents and weather-based threats.					
Recommended Thermostat						
Infinity® System Control	●	●	●	●	●	●
ecobee, Powered by Carrier	-	-	-	-	-	-
Peace of Mind						
Limited Parts Warranty*	10-Year					
Replacement Limited Warranty*	10-Year	-	-	-	-	-

* Upon timely registration, the warranty period is five years if not registered within 90 days of installation except in jurisdictions where warranty benefits cannot be conditioned upon registration.

+ Air conditioner models may not be sold in every region.

** Based on Carrier testing, all data was run with the systems cycling once they met the assumed home load. The assumed load at AHAM conditions (80/70, 80) is the capacity of the variable-speed running continuously in dehumidification mode. The difficult conditions load was determined by a Wrightsoft® load calculation for a home in Florida at 69 OD 72/63 ID. This condition was provided by a customer in Florida as "worst case".

Designed with Your Comfort in Mind

Carrier air conditioners represent years of design, development and testing with one goal in mind – maximizing your family's comfort. Along the way, we have created new technologies that deliver the outstanding quality and energy efficiency you demand while staying ahead of industry trends and global initiatives. Check out the side-by-side comparison below to see which model is right for you.

Performance™ Series				Comfort™ Series				
24ACB7	24APB6	24ACC6	24ACB3	24ABC6	24AAA5	24ACC4	24ACA4**C (Coastal)	24ABB3
Efficiency								
17.0		16.5	13.0	16.5	17.0	14.0		13.0
Two-stage with high-stage at 100% capacity and low-stage at 75% capacity	Single-stage at 100% capacity at all times			Single-stage at 100% capacity at all times				
●	●	●	-	●	-	-	-	-
Comfort Features								
72 dBA	68 dBA	73 dBA	70 dBA	76 dBA	75 dBA	75 dBA	73 dBA	73 dBA
Enhanced	Standard			Standard				
Durability								
WeatherArmor Ultra				WeatherArmor provides durability with a galvanized steel cabinet, wire coil guard and baked-on powder paint to protect against dings, dents and weather-based threats.				
Recommended Thermostat								
-	-	-	-	-	-	-	-	-
●	●	●	●	●	●	●	●	●
Peace of Mind								
10-Year				10-Year				
-	-	-	-	-	-	-	-	-

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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ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PLEASANTON APPROVING THE APPLICATIONS FOR: (1) PLANNED UNIT DEVELOPMENT REZONING (P21-1173) OF TWO PARCELS TOTALING APPROXIMATELY 2.3 ACRES IN AREA FROM CENTRAL-COMMERCIAL (C-C) TO PLANNED UNIT DEVELOPMENT-MIXED-USE (PUD-MU) DISTRICT; (2) PLANNED UNIT DEVELOPMENT PLAN (PUD-146) TO: (A) RETAIN THE TWO-STORY SINGLE-FAMILY HOME AND CONSTRUCT A 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 14 DETACHED SINGLE-FAMILY HOMES, AND TWO COMMERCIAL BUILDINGS WITH A PUBLIC PLAZA AND PARKING LOT, NEW PRIVATE STREET, AND RELATED SITE IMPROVEMENTS, SUBJECT TO THE CONDITIONS OF APPROVAL 475 AND 493 SAINT JOHN STREET

WHEREAS, on December 15, 2021, Robson Homes applied for: (1) an addendum to the Downtown Specific Plans Final Environmental Impact Report; (2) Planned Unit Development 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, and (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 14 detached single-family homes, and two commercial buildings totaling approximately 3,125 square feet in area with a public plaza, new private street, and related site improvements 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; and

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, and then recommended approval of the Project to the City Council; and

WHEREAS, at its duly noticed public meeting of December 17, 2024, the City Council considered the written agenda report, all public testimony, relevant exhibits, and staff/Planning Commission recommendations.

WHEREAS, the City Council finds that the Project is consistent with the General Plan and the purposes of the PUD ordinance based on the considerations set forth in this ordinance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES HEREBY ORDAIN AS FOLLOWS:

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

Section 2. On December 17, 2024, the City Council independently reviewed and analyzed the September 2024 Addendum to the Downtown Specific Plan Final Environmental Impact Report (“DSP FEIR”) (SCH#2001032014) and adopted the September 2024 Addendum to the DSP FEIR.

Section 3. Findings for approval of PUD Development Plan. With respect to Case No. PUD-146, the City Council makes 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, the City Council found 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. 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.

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.

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).

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.

Section 4. The City Council has considered the findings made in Planning Commission Resolution No. PC-2024-17, and hereby adopts the same findings by this reference, and based upon the City Council's own independent review and considerations, the City Council hereby approves Planned Unit Development Plan (PUD-146), as reflected in the plans dated, "Received September 6, 2024," for Robson Homes, LLC, subject to the Conditions of Approval,, attached hereto as Exhibit A and incorporated into this ordinance by reference.

Section 5. Approves the Planned Unit Development rezoning (P21-1173) of two parcels located at 475 and 493 St. John Street, totaling approximately 2.3-acres in area, from C-C (Central-Commercial) to PUD-MU (Planned Unit Development-Mixed-Use) District.

Section 6. The Zoning Map of the City of Pleasanton, on file with the City Clerk, designating and dividing the City into zoning districts, is hereby amended to Zoning Unit Map No._____, attached hereto as Exhibit C, and incorporated herein by this reference.

A summary of this ordinance shall be published once within fifteen (15) days after its adoption in "The Valley Times," a newspaper of general circulation published in the City of Pleasanton, and the complete ordinance shall be posted for fifteen (15) days in the City Clerk's office within fifteen (15) days after its adoption.

Section 7. This ordinance shall be effective thirty (30) days after its passage and adoption. The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Pleasanton on December 17, 2024, and adopted at a regular meeting on _____, 2025 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Jack Balch, Mayor

ATTEST:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney

**EXHIBIT A
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)**

December 17, 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. Uses for the site shall be limited to:
 - a. Bars and brew pubs*
 - b. Emergency standby electricity generator, fuel cell, and/or battery facilities, photovoltaic facilities, small electricity generator facilities, and small fuel cell facilities, which meet the standards in Table 18.44.080 of the Pleasanton Municipal Code.
 - c. Microbreweries*
 - d. Personal services
 - e. Restaurants and catering establishments

- f. Retail – Firearm sales, liquor stores, convenience markets, tobacco stores, secondhand stores, and pawnshops are prohibited.
- g. Special downtown accessory entertainment uses, as defined in Chapter 18.08 of the Pleasanton Municipal Code, which meet the standards found in Table 18.44.080 of the Pleasanton Municipal Code.
- h. Wineries*

*The following conditions shall apply prior to approval and/or operation of the use:

- (1) The zoning administrator finds adequate parking is available for said use;
- (2) Menu service shall be available for patrons during the operation hours of the business;
- (3) Alcohol service and consumption in the outdoor plaza area is allowed only upon specific approval by the Department of Alcoholic Beverage Control (ABC) and shall be subject to all ABC requirements. The business operator and their employees are responsible for supervising and controlling the activities of its customers in the outdoor plaza area, ensuring no disorderly behavior occurs in this area, that drinks are not taken outside of the outdoor plaza area, and there are no more customers in the outdoor plaza area than there are seats. The inability of the business operator and their employees to perform in this manner shall be cause for review and revocation of this use as it pertains to the service of alcoholic beverages in the outdoor plaza area.
- (4) Approval of a temporary/minor conditional use permit shall be required prior to live music, DJ music, or dancing in the outdoor plaza area.
- (5) If the zoning administrator determines the use will be or is creating odor problems, an odor abatement device determined to be appropriate by the zoning administrator shall be installed within the exhaust ventilation system to mitigate brewery odors;
- (6) The applicant is in compliance with all applicable requirements of Chapter 9.04 (Noise Regulations) the Pleasanton Municipal Code; and
- (7) If operation of the use results in conflicts pertaining to parking, noise, odors, traffic, or other factors, the zoning administrator may modify or add conditions to mitigate such impacts, or may revoke the zoning certificate for the use.

Project Specific Condition.

- 9. OUTDOOR PLAZA: 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/are 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.***

10. **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.
11. **OUTDOOR STORAGE:** There is to be no outdoor storage without prior approval by the City.
12. **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.
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

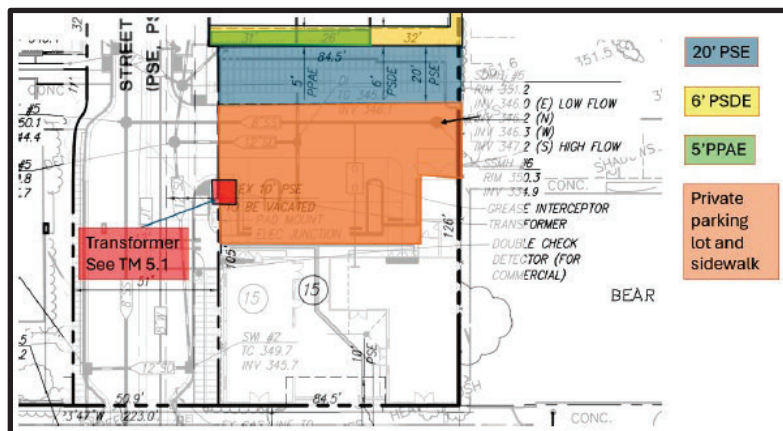
“Digital Plan Submittal Requirements” for necessary data and file formatting requirements.

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. **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. **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. **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. **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.
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>
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.
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 map 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's Engineering Department 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.
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 the address dust as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (*Address this condition during construction*).
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 the address the nuisance as directed by the City, the City shall have the right to enter the property to effectuate the correction, with all costs paid by the applicant or levied as a lien against the applicant's property. (*Address this condition during construction*).
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.
- a. Emergency vehicle access shall be provided to the site (tract), including areas where construction is occurring.
 - b. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
 - c. On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.
99. **COMMERCIAL – NEW CONSTRUCTION:** The following items shall be provided prior to any construction above the foundation or slab.
- a. Emergency vehicle access shall be provided to the site, 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.

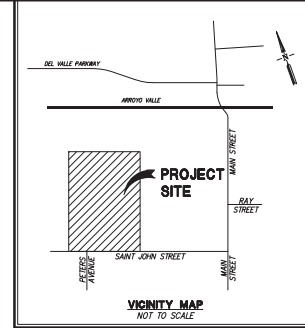
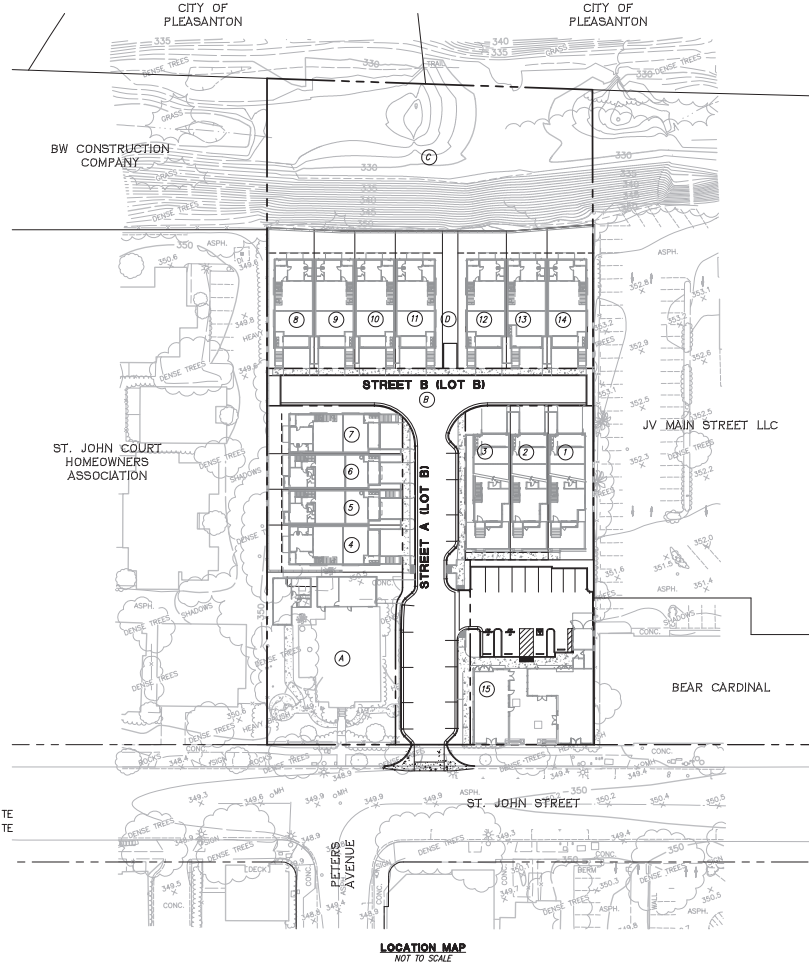
END

SHEET INDEX

SHEET NO.	DESCRIPTION
CIVIL	
C0.0	COVER SHEET
C1.1	SITE DEVELOPMENT PLAN
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	
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	COLOR ELEVATIONS
A3.1e	COLOR ELEVATIONS
A3.1f	COLOR ELEVATIONS
A3.2	ARCHITECTURE ELEMENTS
A3.6	PROPOSED SECTIONS
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2	LOT 1-3 ELEVATIONS - COLORED
3	LOT 1-3 ELEVATIONS - COLORED
4	LOT 1-3 ELEVATIONS - BLACK AND WHITE
5	LOT 1-3 ELEVATIONS - BLACK AND WHITE
6	LOT 1-3 FLOOR PLAN - BASEMENT FLOOR
7	LOT 1-3 FLOOR PLAN - FIRST FLOOR
8	LOT 1-3 FLOOR PLAN - SECOND FLOOR
9	LOT 1-3 ROOF PLAN
10	WALL SECTION - LOT 1
11	LOT 1 LADDER PAD EXHIBIT
12	LOT 4-7 ELEVATIONS - COLORED
13	LOT 4-7 ELEVATIONS - COLORED
14	LOT 4-7 ELEVATIONS - BLACK AND WHITE
15	LOT 4-7 ELEVATIONS - BLACK AND WHITE
16	LOT 4-7 FLOOR PLAN - BASEMENT FLOOR
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19	LOT 4-7 ROOF PLAN
20	WALL SECTION - LOT 4
21	LOT 4 LADDER PAD EXHIBIT
22	LOT 8-11 ELEVATIONS - COLORED
23	LOT 8-11 ELEVATIONS - COLORED
24	LOT 8-11 ELEVATIONS - BLACK AND WHITE
25	LOT 8-11 ELEVATIONS - BLACK AND WHITE
26	LOT 8-11 FLOOR PLAN - BASEMENT FLOOR
27	LOT 8-11 FLOOR PLAN - FIRST FLOOR
28	LOT 8-11 FLOOR PLAN - SECOND FLOOR
29	LOT 8-11 ROOF PLAN
30	WALL SECTION - LOT 8
31	LOT 8 LADDER PAD EXHIBIT
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34	LOT 12-14 ELEVATIONS
35	LOT 12-14 ELEVATIONS
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43	SCHEMATIC DETAILS
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46	BARONE HOUSE - EXISTING FLOOR PLAN
47	BARONE HOUSE - EXISTING FLOOR PLAN
48	BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - COLORED
49	BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - COLORED
50	BARONE HOUSE - PROPOSED ADU ELEVATIONS - COLORED
51	BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - BLACK AND WHITE
52	BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - BLACK AND WHITE
53	BARONE HOUSE - PROPOSED ADU ELEVATIONS - BLACK AND WHITE
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55	BARONE HOUSE - PROPOSED FLOOR PLAN
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L1.2	SHADE TREE PLAN
L1.3	TYPICAL BACKYARD ENLARGEMENT PLAN
L2.1	LANDSCAPE DETAILS
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L3.2	PLANT PALLET
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L3.4	PLANT PALLET
JOINT TRENCH	
PE1	PHOTOMETRIC EXHIBIT

PLANNED UNIT DEVELOPMENT 475 AND 493 SAINT JOHN STREET CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA

FOR: ROBSON HOMES, LLC



PROJECT TEAM

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

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 94508 PHONE: (925) 227-9100 FAX: (925) 227-9300			
NO.	DATE	DESCRIPTION	BY
DATE: JUNE 24, 2024			SHEET NO.
JOB NO.: 201054			C0.0

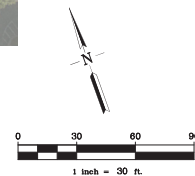
1. EXISTING ZONING	CENTRAL COMMERCIAL (CC)
2. PROPOSED ZONING	CENTRAL COMMERCIAL (CC)
3. APN'S	94-114-7 & 94-114-8
4. GROSS AREA	100,436 SF (2.3± AC)
5. GROSS DENSITY	7.3 UNITS/ACRE (EXCLUDING LOT 15)
6. FAR	0.51

*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.

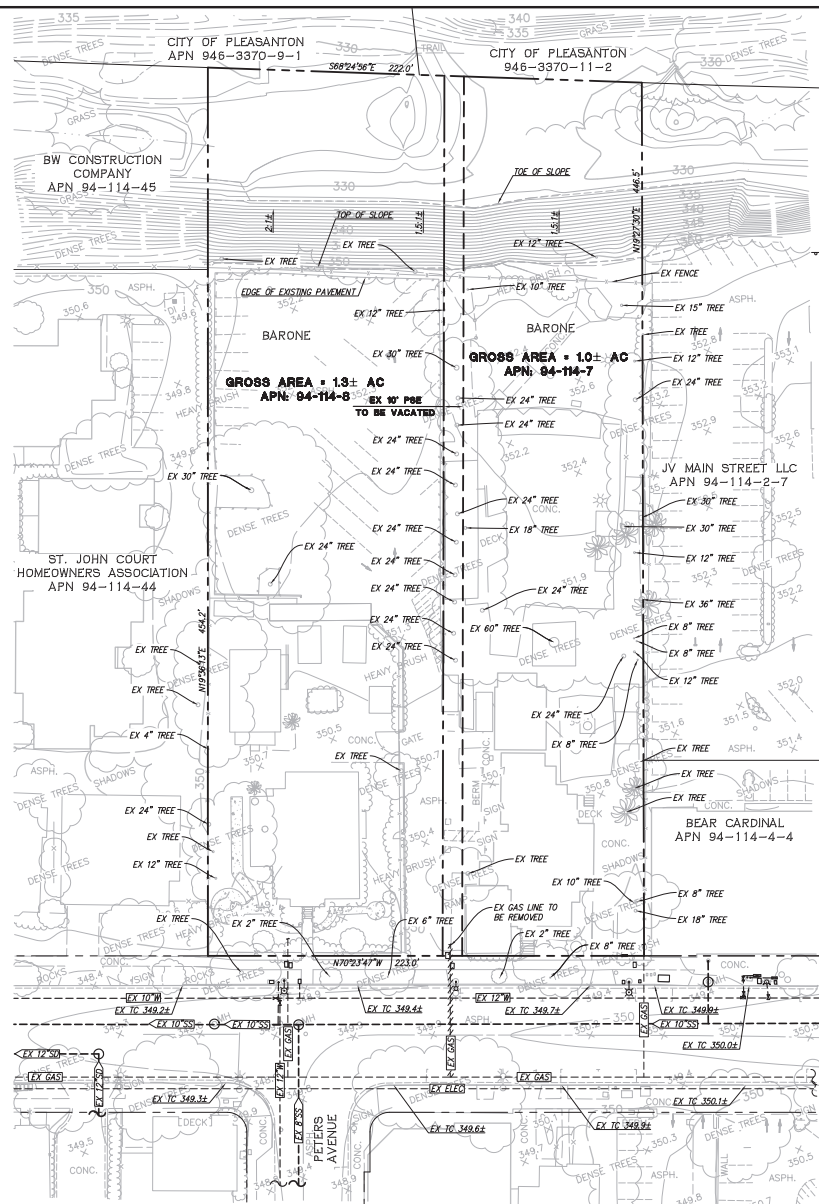
**SEE SHEET A0.1.

LEGEND

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



		
RUGGERI-JENSEN-AZAR ENGINEERS • PLANNERS • SURVEYORS 4690 CHABOT DRIVE, SUITE 200 RILEYASTON, CA 94588 PHONE: (925) 227-9100 FAX: (925) 227-9300		
NO.	DATE	DESCRIPTION
DATE: JUNE 24, 2024		SHEET NO.
JOB NO: 201054		C1.1

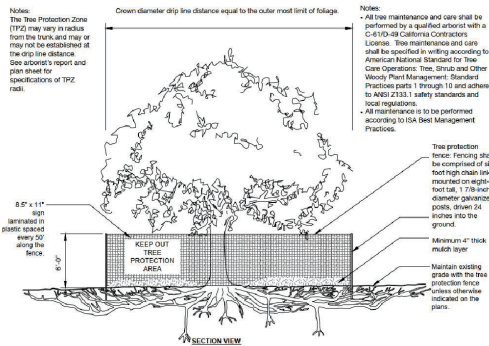


CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC

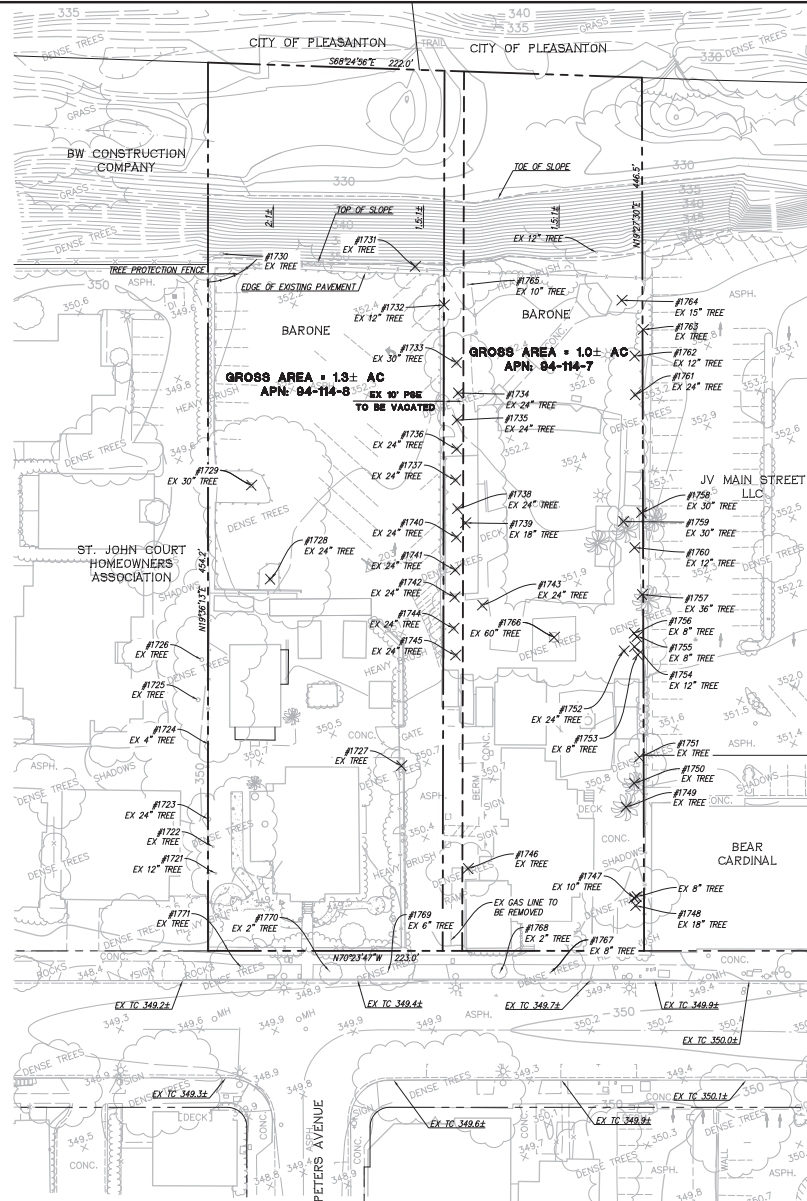


RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

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TREE PROTECTION DETAIL
NOT TO SCALE



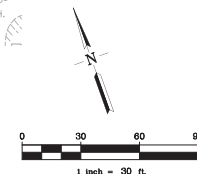
LEGEND

- 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
- #0000 TREE NUMBER
- EX XX" TREE TREE DIAMETER

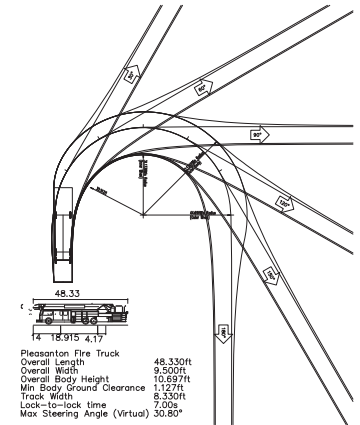
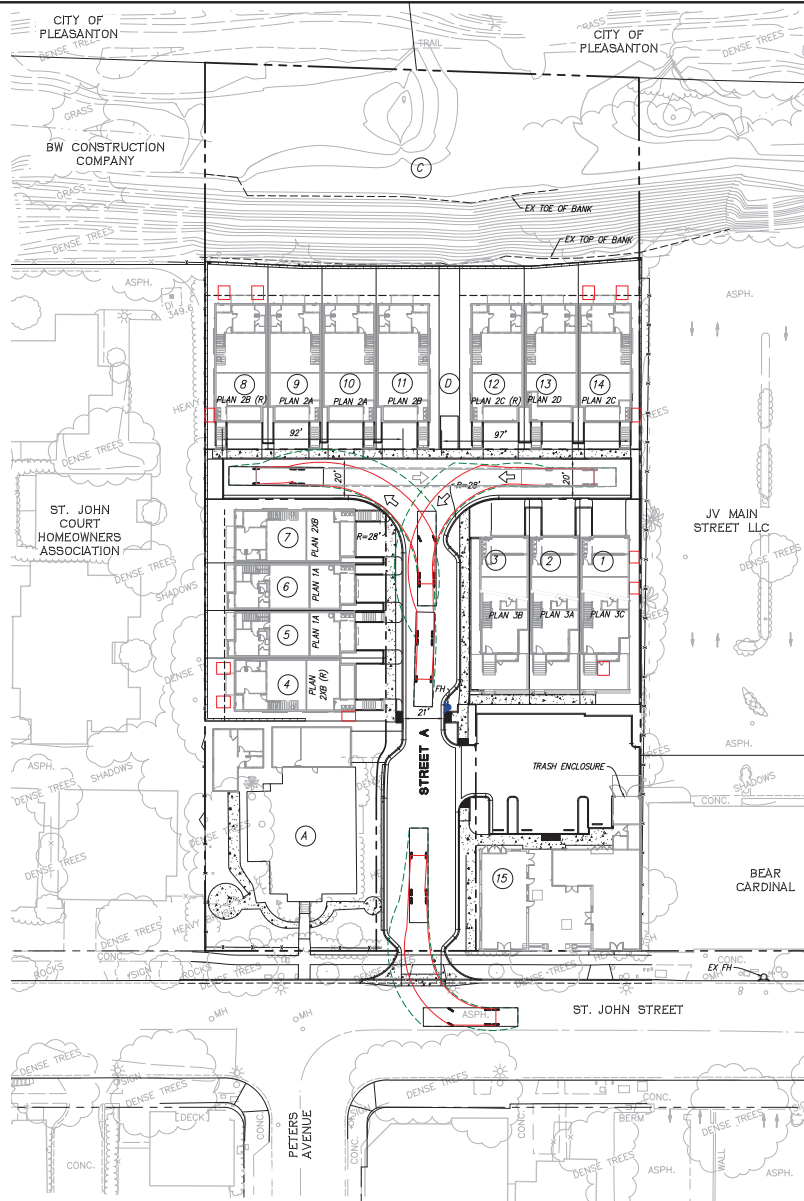
TREE NO.	COMMON NAME	PROPOSED
1721	PURPLE PLUM	PRESERVE
1722	LINDEN	PRESERVE
1723	MAPLE	PRESERVE
1724	COAST REDWOOD	PRESERVE
1725	WALNUT	PRESERVE
1726	COAST REDWOOD	PRESERVE
1727	SWEET BAY	REMOVE
1728	LOCUST	REMOVE
1729	VALLEY OAK	REMOVE
1730	COAST LIVE OAK	PRESERVE
1731	RED RIVER GUM	REMOVE
1732	BRAZILIAN 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



LEGEND

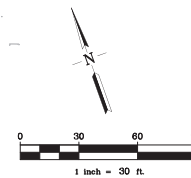
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- BUILDING LADDER PADS

NOTE:

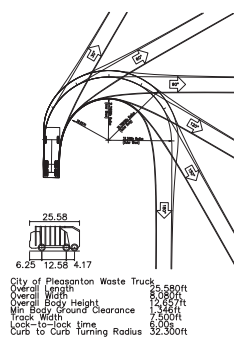
1. FIRE ACCESS ROADWAYS SHALL HAVE "NO PARKING-FIRE LANE" SIGN POSTED.
2. ALL BUILDINGS ARE THREE STORIES WITH EAVES UNDER 30' IN HEIGHT FROM FINISHED GRADE. SEE ARCHITECTURAL SHEETS FOR BUILDING ELEVATIONS AND HEIGHTS.

PRELIMINARY FIRE ACCESS PLAN 475 AND 493 SAINT JOHN STREET

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



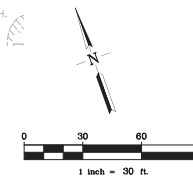
RJA RUGGERI-JENSEN-AZAR ENGINEERS • PLANNERS • SURVEYORS 4690 CHABOT DRIVE, SUITE 200 • PLEASANTON, CA 94588 PHONE: (925) 227-9100 FAX: (925) 227-9300			
NO.	DATE	DESCRIPTION	BY
DATE: JUNE 24, 2024			SHEET NO.
JOB NO.: 201054			C4.1



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
DATE: JUNE 24, 2024		SHEET NO.
JOB NO.: 201054		C5.1

Saint John Mixed Use - Commercial

475 & 493 Saint John Street, Pleasanton, CA 94566

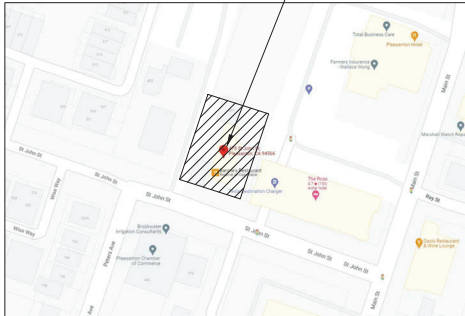
PROJECT DESCRIPTION

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 space 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 :

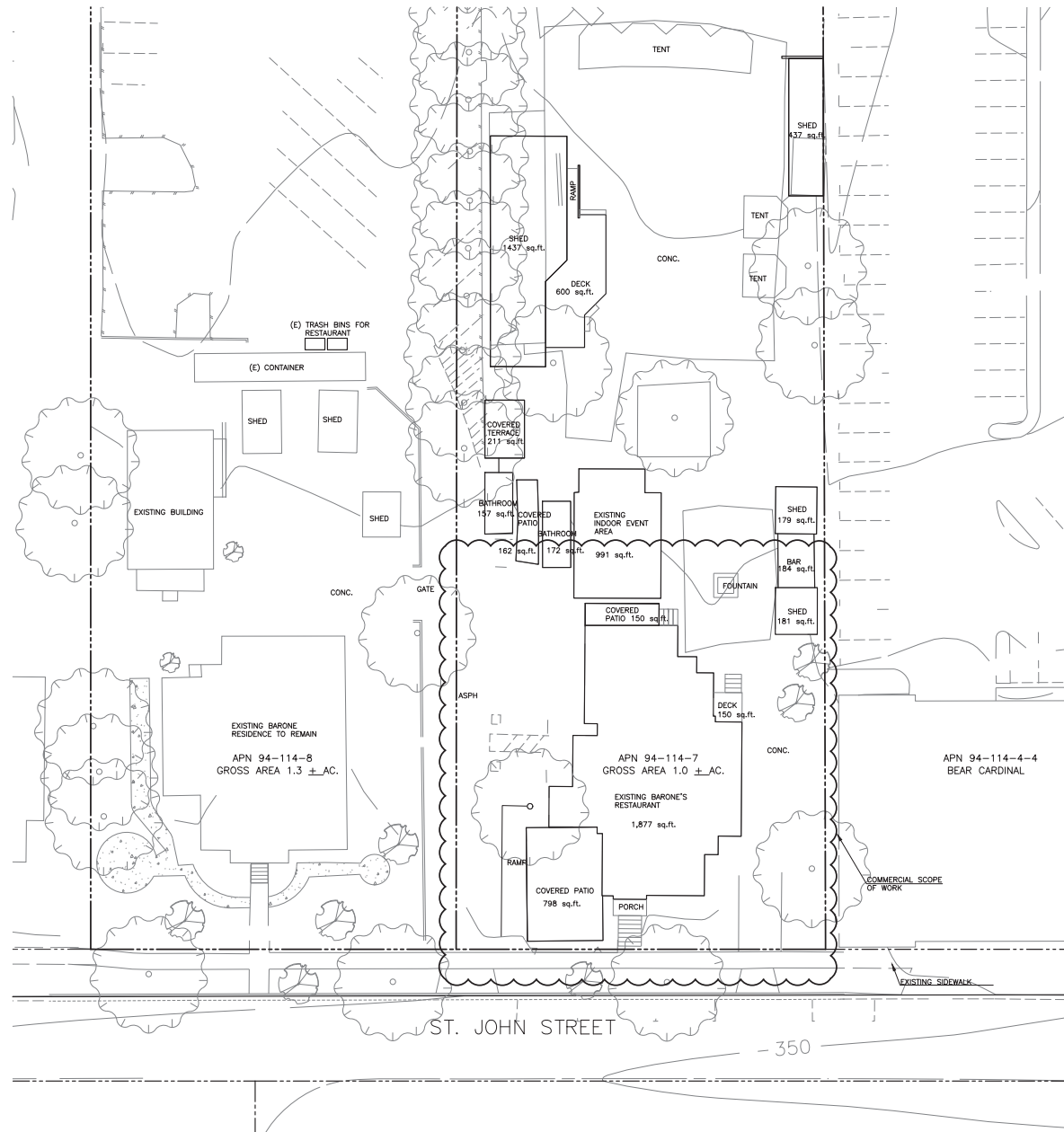
EXISTING
SITE PLAN

REVISIONS	BY

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

A1.0

SHEETS IN SET



1 EXISTING SITE PLAN FOR REFERENCE, SEE CIVIL DRAWING

SCALE: 1/16"=1'-0"



**Saint John
Mixed use**

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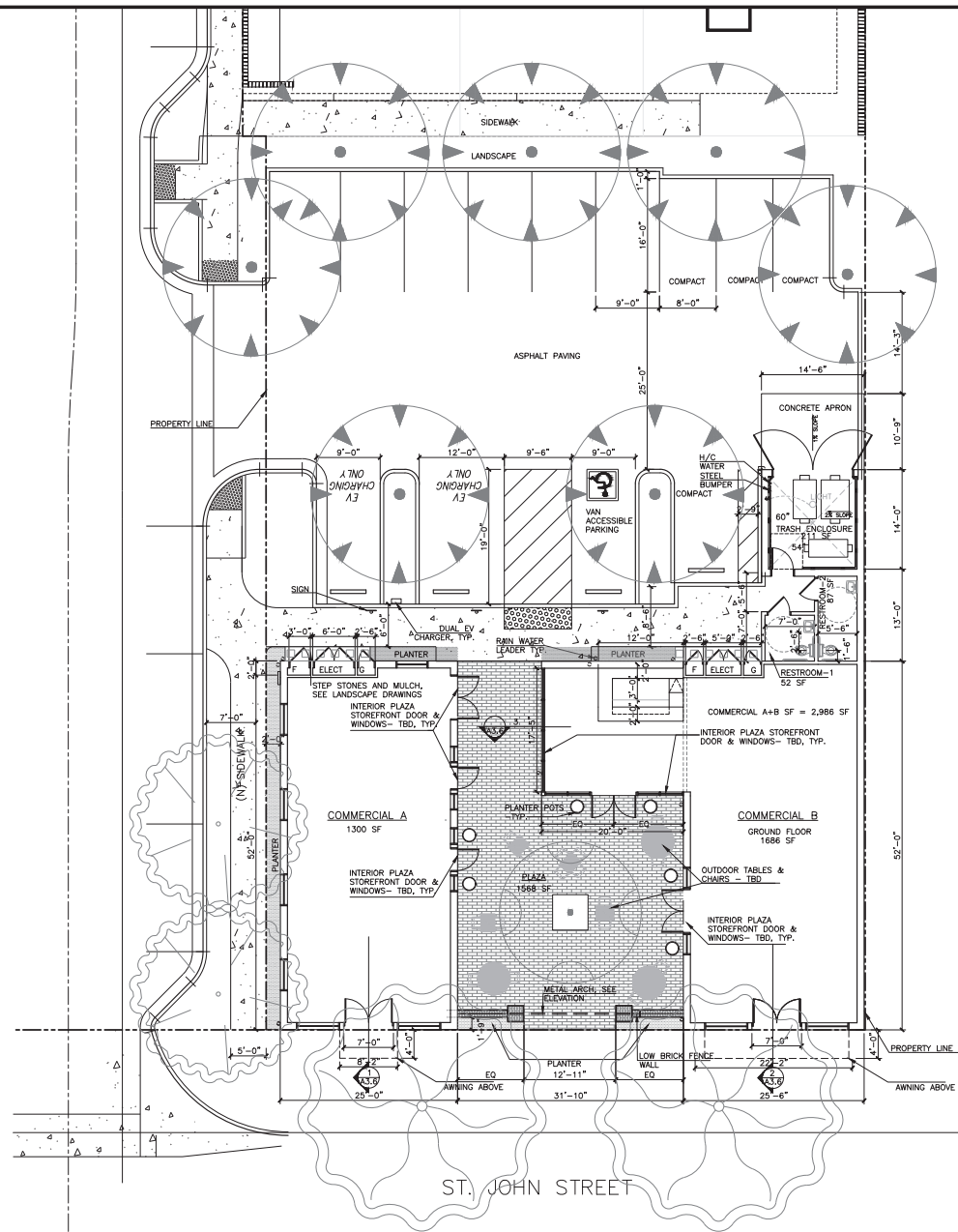
SHEET NAME :

**PROPOSED SITE /
FLOOR PLAN**

REVISIONS	BY

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

A1.1
 SHEETS IN SET



(N) LANDSCAPING
 (N) BRICK PAVERS

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

① SITE PLAN

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



PROJECT :

Saint John
Mixed use

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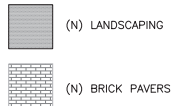
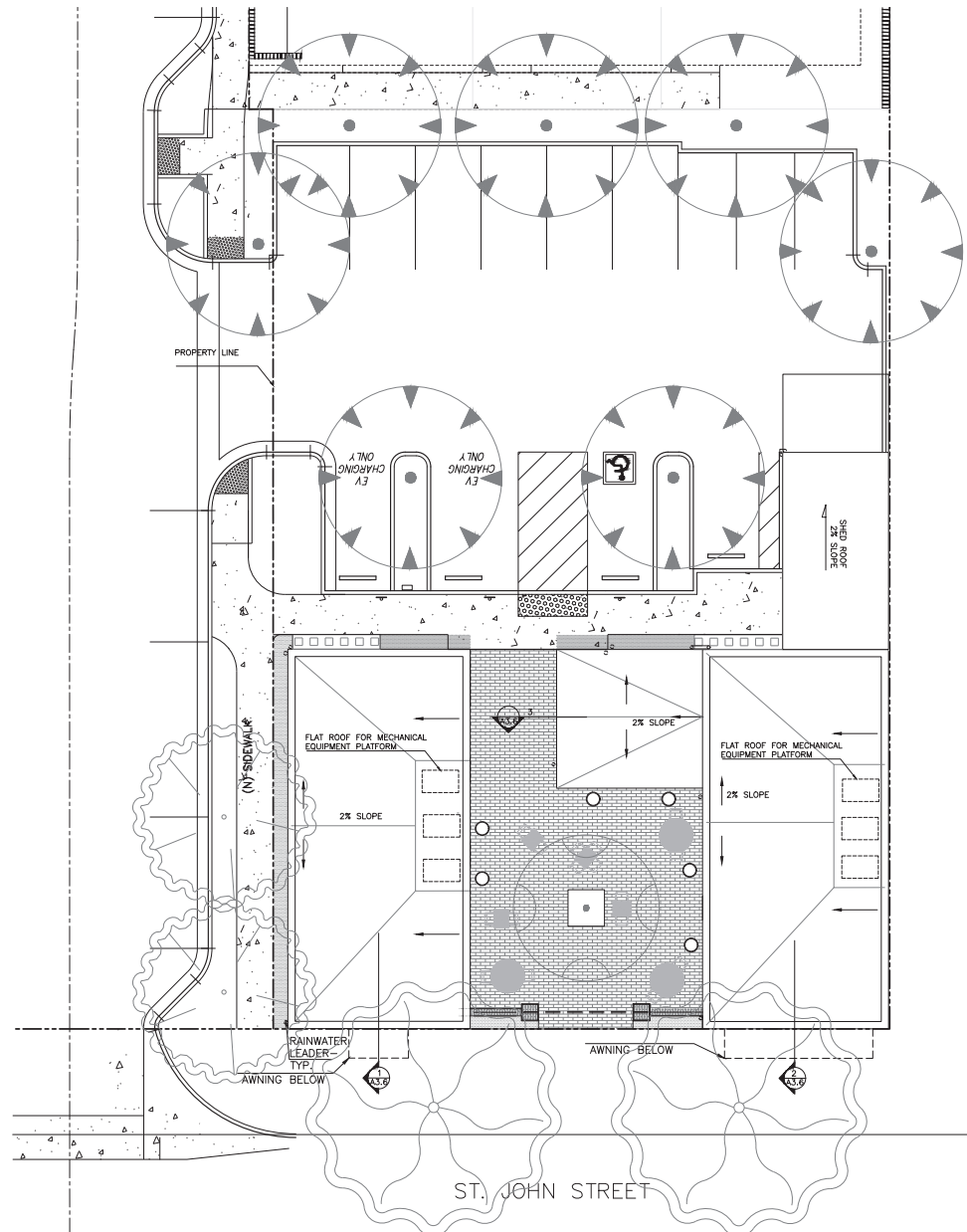
SHEET NAME :

PROPOSED ROOF
PLAN

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	06/06/24
SCALE:	NTS
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

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





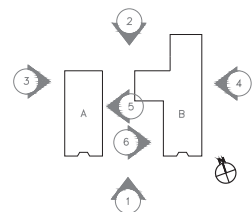
SCALE: 3/32"=1'-0"



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



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



REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	12/19/23
SCALE:	
JOB No.:	21.03.10
SHEET No.:	
A3.1a	
SHEETS IN SET _____	

PROJECT :

Saint John
Mixed use

475 & 493 Saint John Street,
 Pleasanton, CA 94566

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SHEET NAME :

PROPOSED ELEVATIONS

REVISIONS	BY

DRAWN:

CHECKED:

DATE: 12/19/23

SCALE:

JOB No.: 21.03.10

SHEET No.:

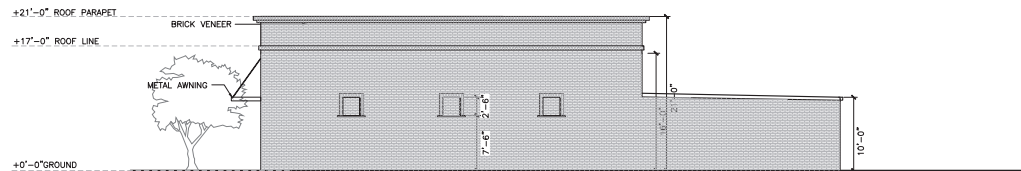
A3.1b

SHEETS IN SET



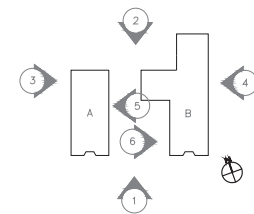
3 PROPOSED WEST ELEVATION — BUILDING A

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



4 PROPOSED EAST ELEVATION — BUILDING B

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





Saint John
Mixed use

75 & 493 Saint John Street,
Pleasanton, CA 94566

GENERAL NOTES :

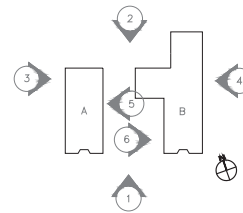
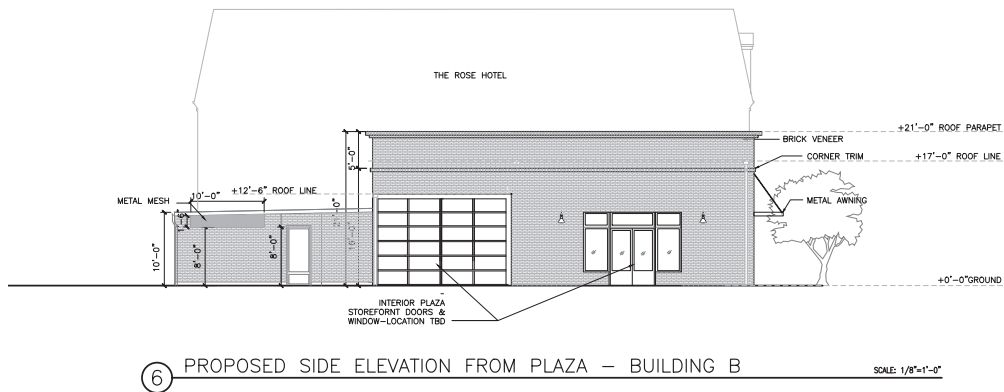
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SHEET NAME :

PROPOSED ELEVATIONS

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	06/06/24
SCALE:	
JOB No.:	21.03.10
SHEET No.:	
A3.1c	
SHEETS IN SET	





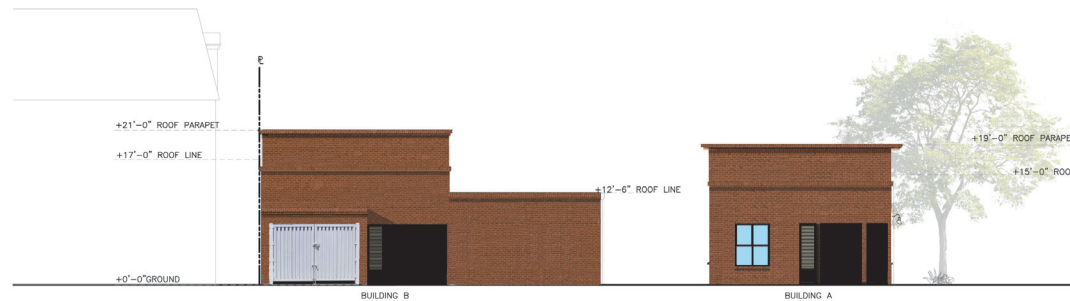
① PROPOSED ST. JOHN ST VIEW

SCALE: 1/32"=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

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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

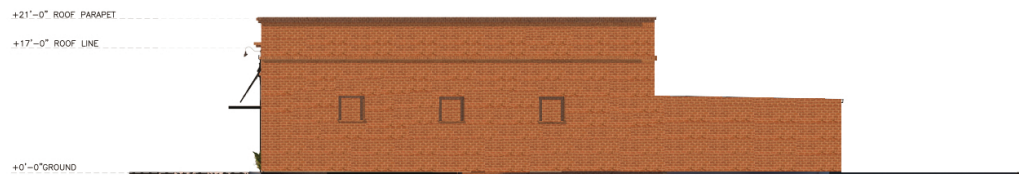
SHEETS IN SET



①

WEST ELEVATION — BUILDING A

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



②

EAST ELEVATION — BUILDING B

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

PROJECT :

Saint John
Mixed use

475 & 493 Saint John Street,
Pleasanton, CA 94566

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SHEET NAME :

COLORLED ELEVATIONS

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	
SCALE:	03/08/23
JOB No.:	21.03.10
SHEET No.:	

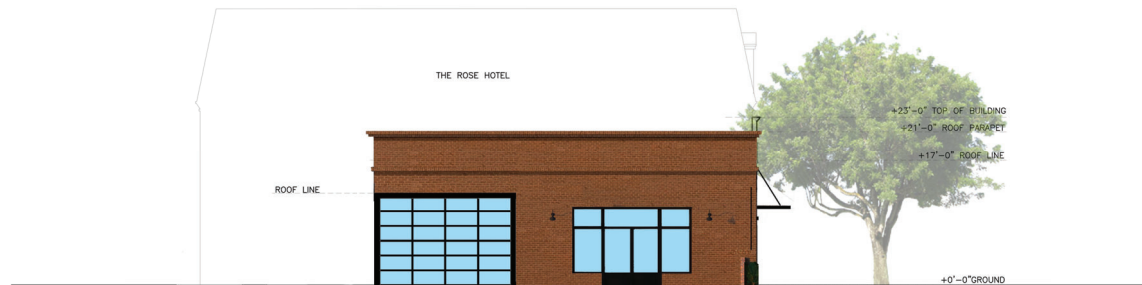
A3.1e

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"

PROJECT :

Saint John
Mixed use

475 & 493 Saint John Street,
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SHEET NAME :

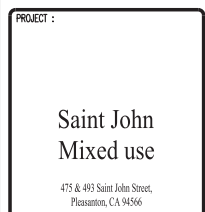
COLORLED ELEVATIONS

REVISIONS	BY

DRAWN:	
CHECKED:	
DATE:	11/18/2022
SCALE:	
JOB No.:	21.03.10
SHEET No.:	

A3.1 f

SHEETS IN SET



SHEET NAME :

ARCHITECTURAL ELEMENTS

DRAWN:	
CHECKED:	
DATE:	06/06/24
SCALE:	
JOB No.:	21.03.10
SHEET No.:	
A3.2	
SHEETS IN SET _____	

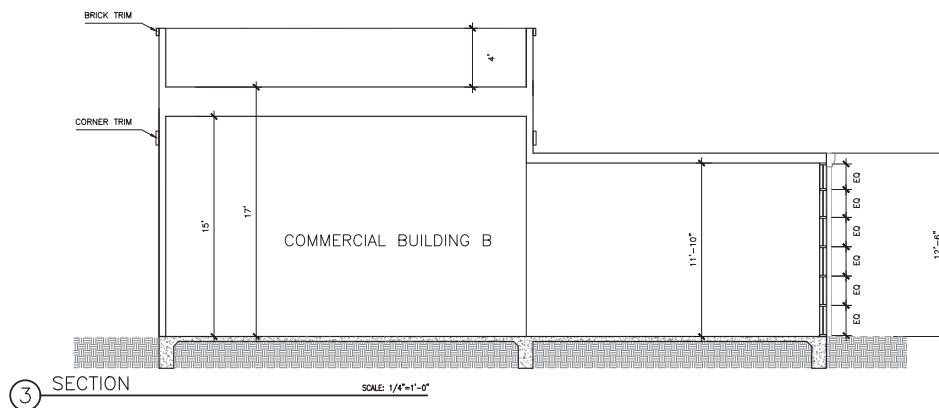
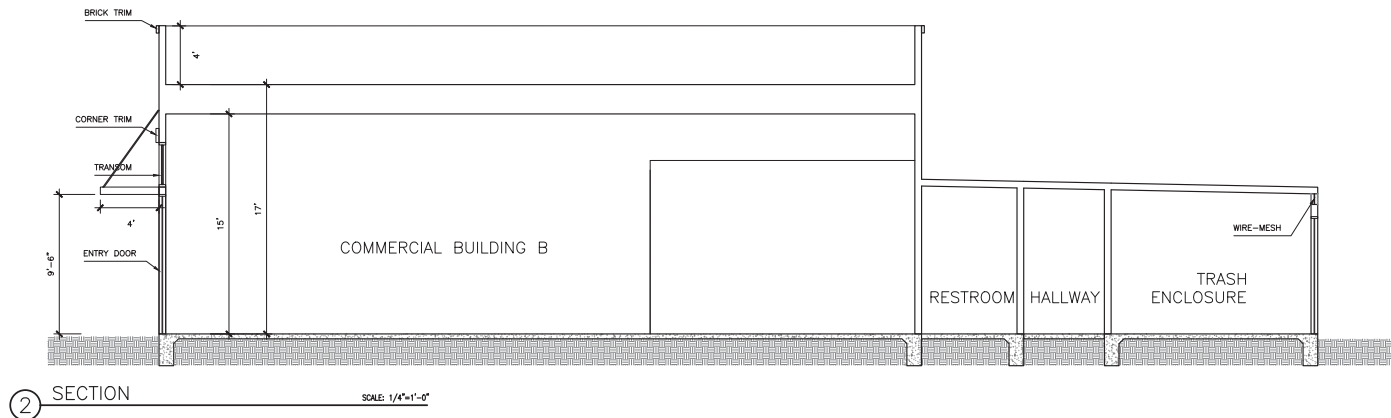
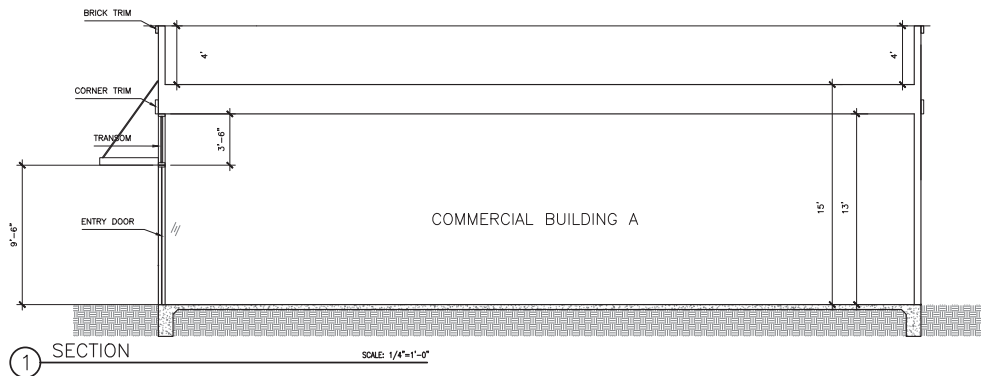


② FRONT ELEVATION DOOR DETAIL



④ FRONT ELEVATION DETAIL





PROJECT :

Saint John
Mixed use

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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

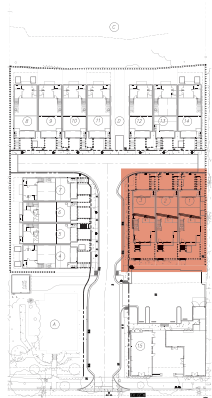
1 COVER SHEET
2 LOT 1-3 ELEVATIONS - COLORED
3 LOT 1-3 ELEVATIONS - COLORED
4 LOT 1-3 ELEVATIONS - BLACK AND WHITE
5 LOT 1-3 ELEVATIONS - BLACK AND WHITE
6 LOT 1-3 FLOOR PLAN - BASEMENT FLOOR
7 LOT 1-3 FLOOR PLAN - FIRST FLOOR
8 LOT 1-3 FLOOR PLAN - SECOND FLOOR
9 LOT 1-3 ROOF PLAN
10 WALL SECTION - LOT 1
11 LOT 1 LADDER PAD EXHIBIT
12 LOT 4-7 ELEVATIONS - COLORED
13 LOT 4-7 ELEVATIONS - COLORED
14 LOT 4-7 ELEVATIONS - BLACK AND WHITE
15 LOT 4-7 ELEVATIONS - BLACK AND WHITE
16 LOT 4-7 FLOOR PLAN - BASEMENT FLOOR
17 LOT 4-7 FLOOR PLAN - FIRST FLOOR
18 LOT 4-7 FLOOR PLAN - SECOND FLOOR
19 LOT 4-7 ROOF PLAN
20 WALL SECTION - LOT 4

21 LOT 4 LADDER PAD EXHIBIT
22 LOT 8-11 ELEVATIONS - COLORED
23 LOT 8-11 ELEVATIONS - COLORED
24 LOT 8-11 ELEVATIONS - BLACK AND WHITE
25 LOT 8-11 ELEVATIONS - BLACK AND WHITE
26 LOT 8-11 FLOOR PLAN - BASEMENT FLOOR
27 LOT 8-11 FLOOR PLAN - FIRST FLOOR
28 LOT 8-11 FLOOR PLAN - SECOND FLOOR
29 LOT 8-11 ROOF PLAN
30 WALL SECTION - LOT 8
31 LOT 8 LADDER PAD EXHIBIT
32 LOT 12-14 ELEVATIONS - COLORED
33 LOT 12-14 ELEVATIONS - COLORED
34 LOT 12-14 ELEVATIONS - BLACK AND WHITE
35 LOT 12-14 ELEVATIONS - BLACK AND WHITE
36 LOT 12-14 FLOOR PLAN - BASEMENT FLOOR
37 LOT 12-14 FLOOR PLAN - FIRST FLOOR
38 LOT 12-14 FLOOR PLAN - SECOND FLOOR
39 LOT 12-14 ROOF PLAN
40 WALL SECTION - LOT 12

41 LOT 14 LADDER PAD EXHIBIT
42 SCHEMATIC DETAILS
43 SCHEMATIC DETAILS
44 BARONE HOUSE - EXISTING ELEVATIONS - COLORED
45 BARONE HOUSE - EXISTING ELEVATIONS - BLACK AND WHITE
46 BARONE HOUSE - EXISTING FLOOR PLAN
47 BARONE HOUSE - EXISTING FLOOR PLAN
48 BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - COLORED
49 BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - COLORED
50 BARONE HOUSE - PROPOSED ADU ELEVATIONS - COLORED
51 BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - BLACK AND WHITE
52 BARONE HOUSE - PROPOSED GARAGE + ADU ELEVATIONS - BLACK AND WHITE
53 BARONE HOUSE - PROPOSED ADU ELEVATIONS - BLACK AND WHITE
54 BARONE HOUSE - PROPOSED FLOOR PLAN
55 BARONE HOUSE - PROPOSED FLOOR PLAN

ROBSON  HOMES

PROJECT NUMBER 20046.01 09/05/2024



LOT 1-3 ELEVATIONS
COLORED

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

ROBSON HOMES

20046.01 09/05/2024

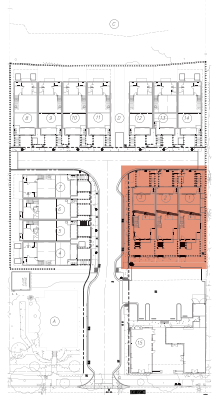


PLAN 3B
LOT 3
LEFT



PLAN 3C
LOT 1
RIGHT

LOT 1-3 ELEVATIONS
COLORED



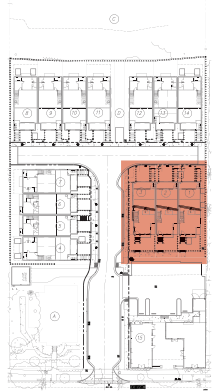
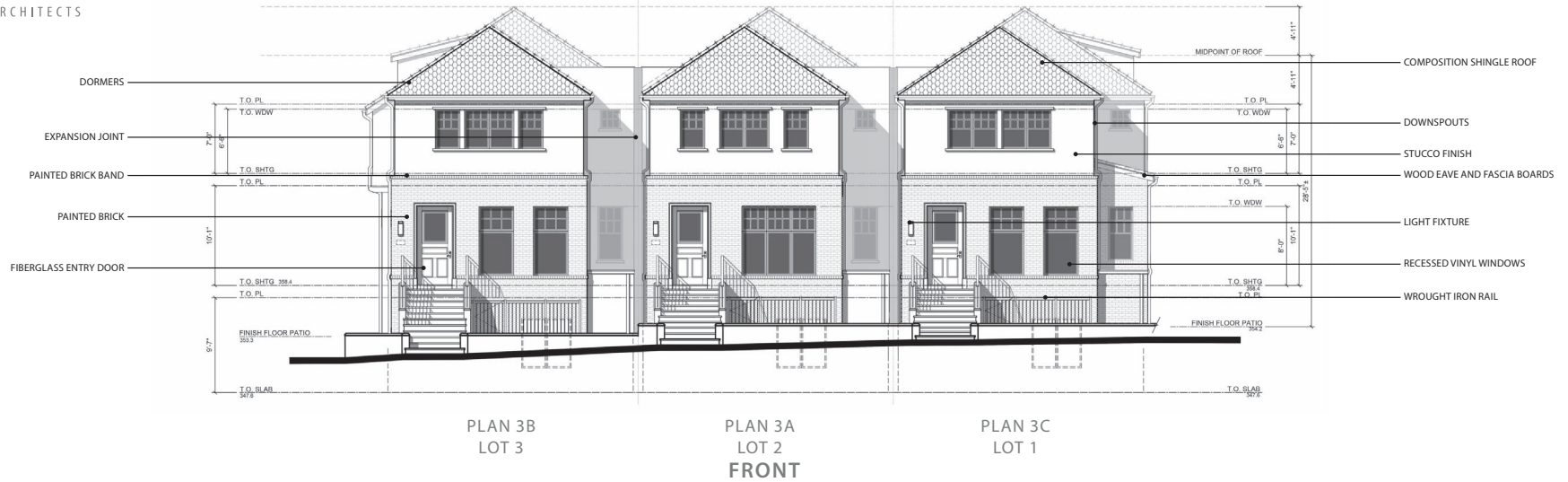
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

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

ROBSON HOMES

20046.01 09/05/2024



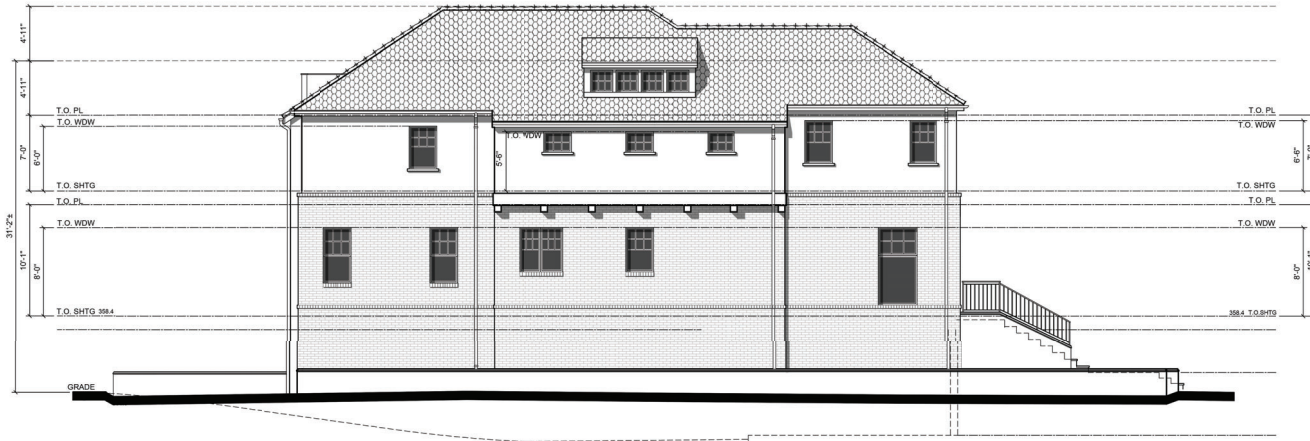
LOT 1-3 ELEVATIONS BLACK AND WHITE

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

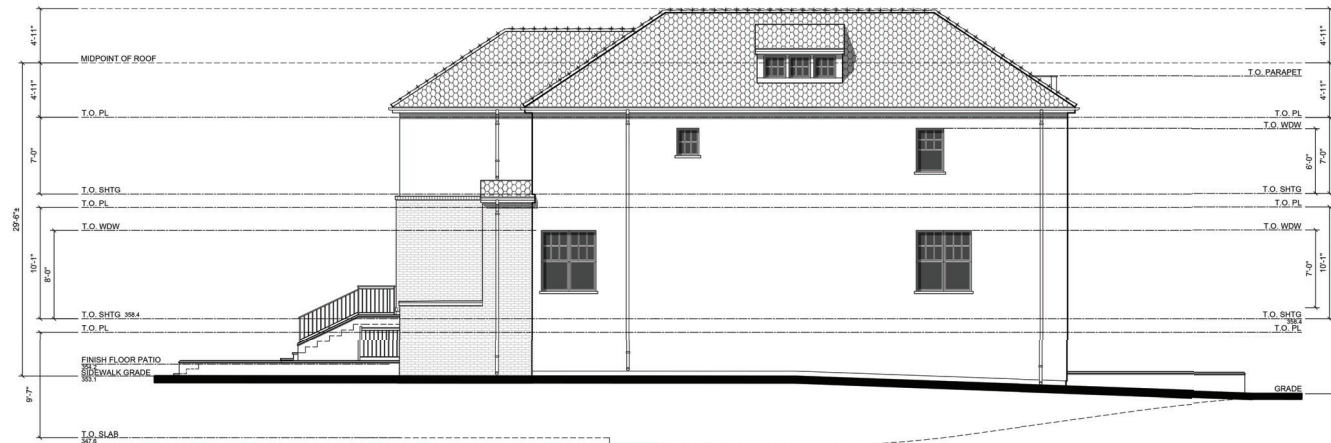
DESIGN REVIEW APPLICATION

ROBSON HOMES

20046.01 09/05/2024



PLAN 3B
LOT 3
LEFT



PLAN 3C
LOT 1
RIGHT

LOT 1-3 ELEVATIONS
BLACK AND WHITE

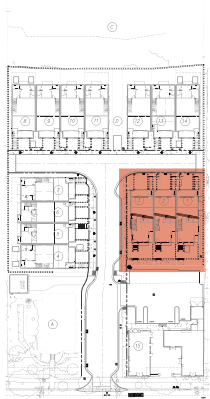


475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

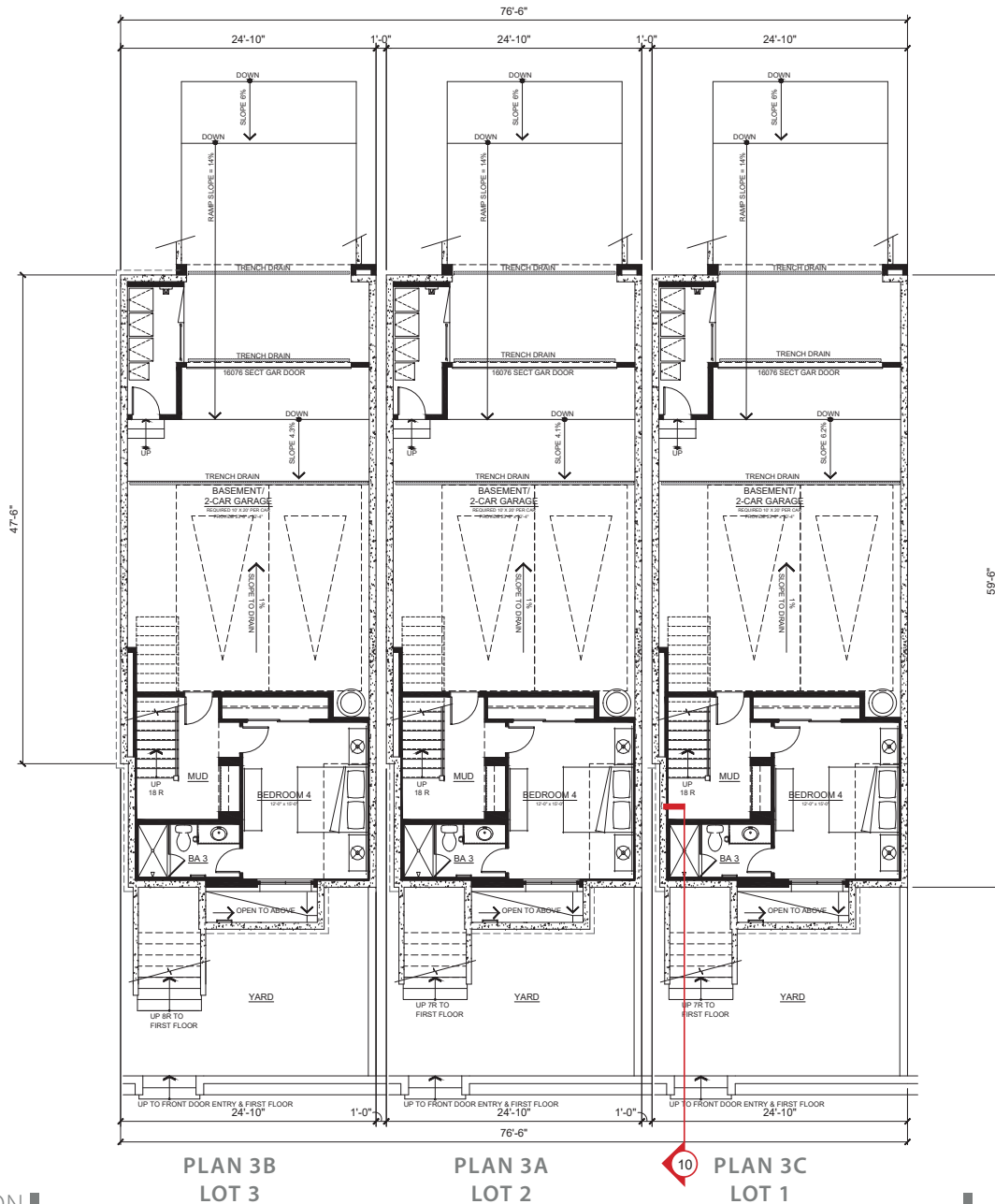
ROBSON HOMES

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

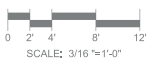
TOTAL GROSS AREA - PLAN 3B	
BASEMENT FLOOR	501 SF
FIRST FLOOR	1,437 SF
SECOND FLOOR	1,463 SF
TOTAL	3,401 SF

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.

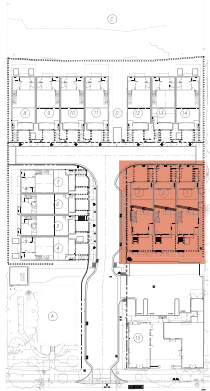
PLAN 3A, 3B, 3C
4 BEDROOM, 3.5 BATH
2-CAR GARAGE

LOT 1-3 FLOOR PLAN
BASEMENT FLOOR



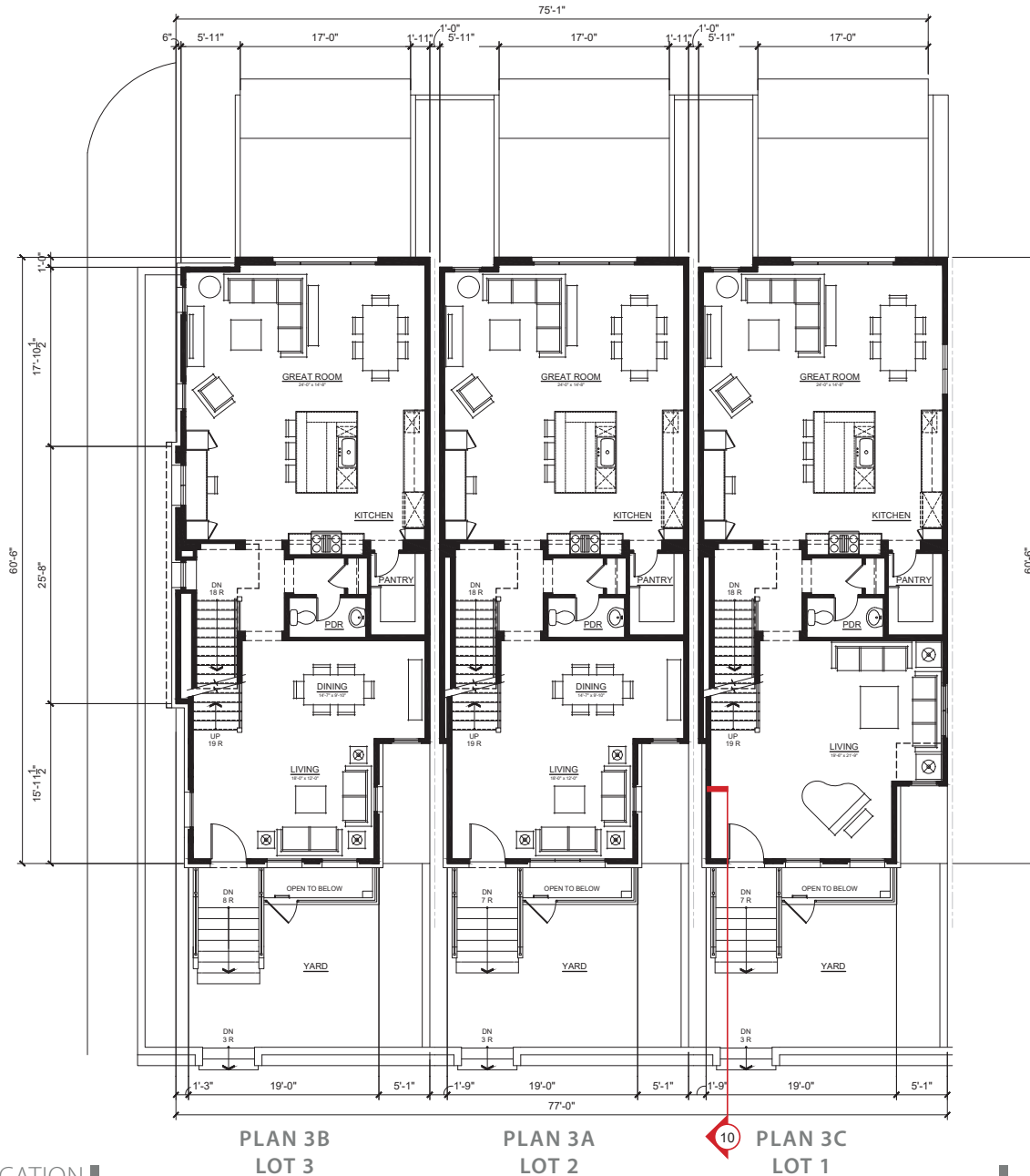
ROBSON HOMES

20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

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.

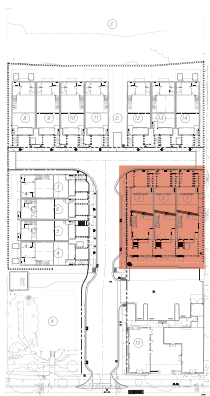
PLAN 3A, 3B, 3C
4 BEDROOM, 3.5 BATH
2-CAR GARAGE

LOT 1-3 FLOOR PLAN
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
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.

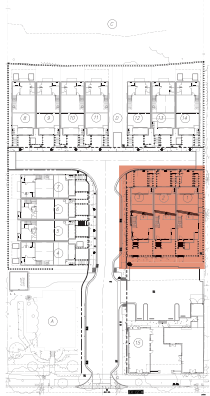
PLAN 3A, 3B, 3C
4 BEDROOM, 3.5 BATH
2-CAR GARAGE

LOT 1-3 FLOOR PLAN
SECOND FLOOR



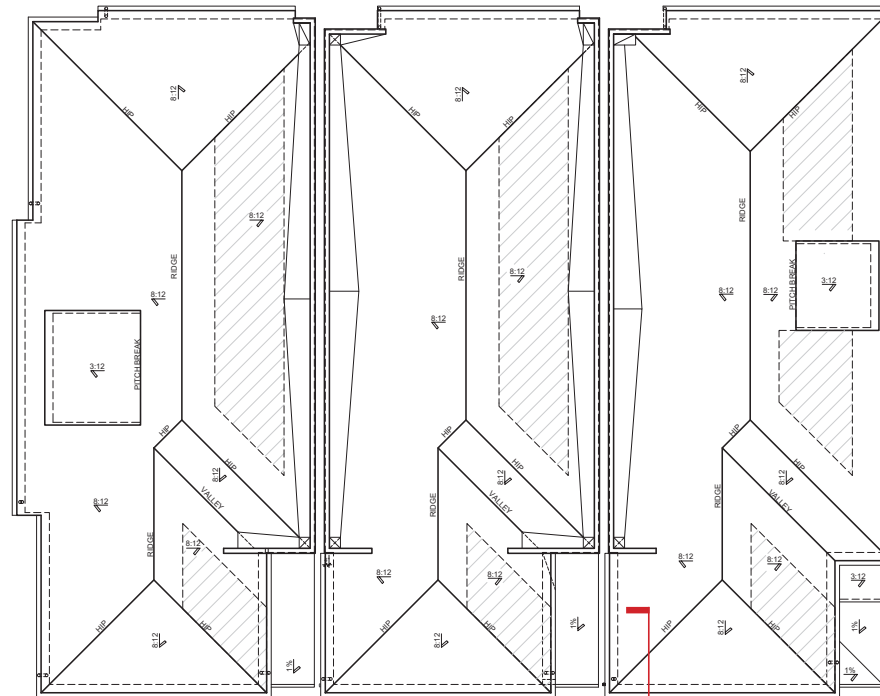
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PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



PLAN 3B
LOT 3

PLAN 3A
LOT 2

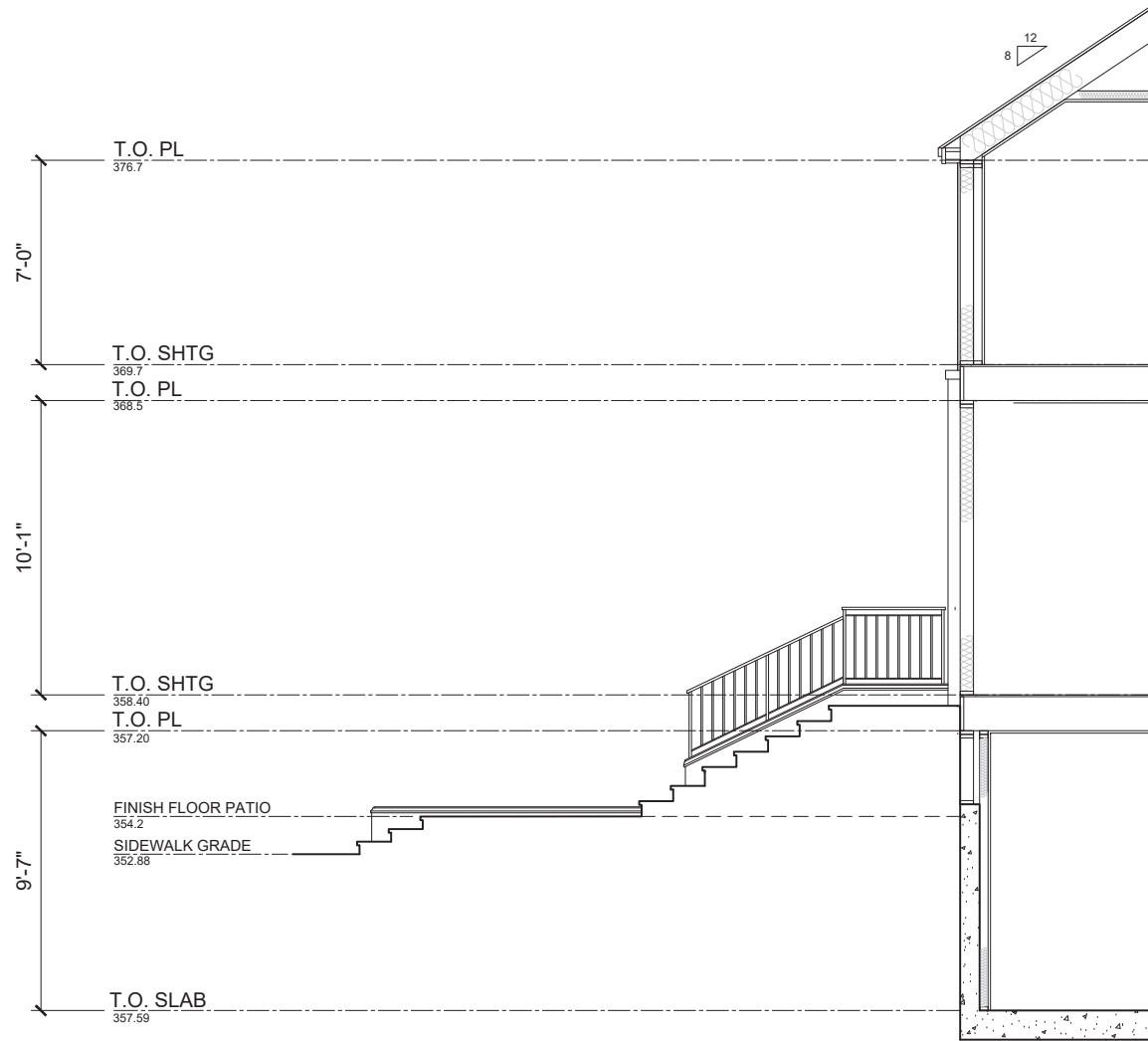
PLAN 3C
LOT 1

LOT 1-3 ROOF PLAN



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WALL SECTION LOT 1

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

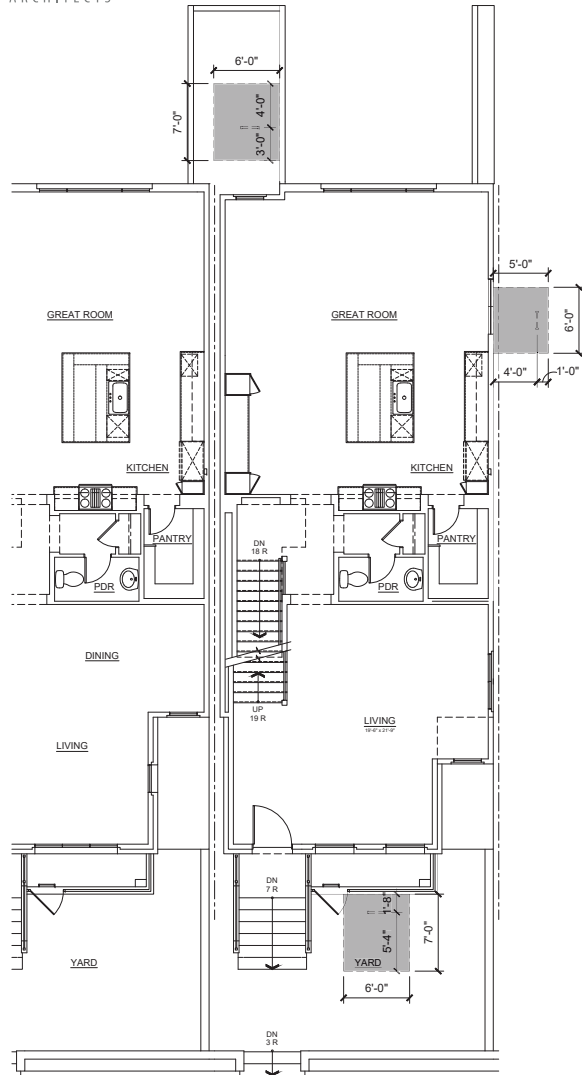
475 & 493 ST. JOHN STREET
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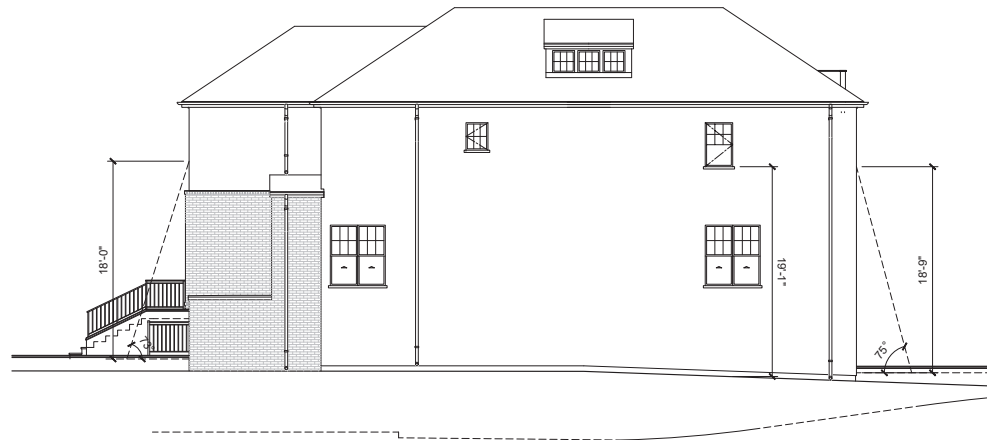
10



FRONT



REAR



RIGHT

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PLEASANTON, CALIFORNIA

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LOT 1
LADDER PAD EXHIBIT



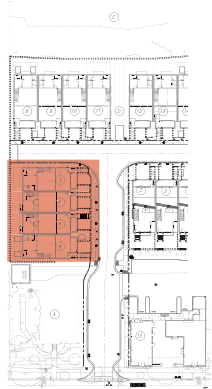
ROBSON HOMES

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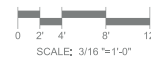
LOT 4-7 ELEVATIONS

COLORED



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PLEASANTON, CALIFORNIA

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PLAN 2XBR
LOT 4
LEFT



PLAN 2XB
LOT 7
RIGHT



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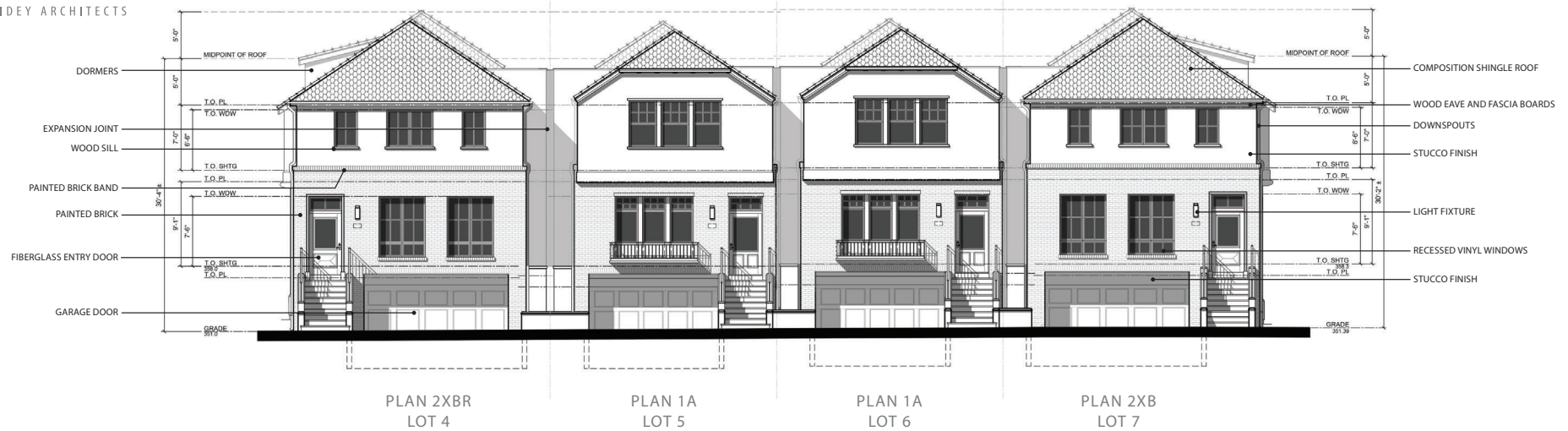
LOT 4-7 ELEVATIONS
COLORED



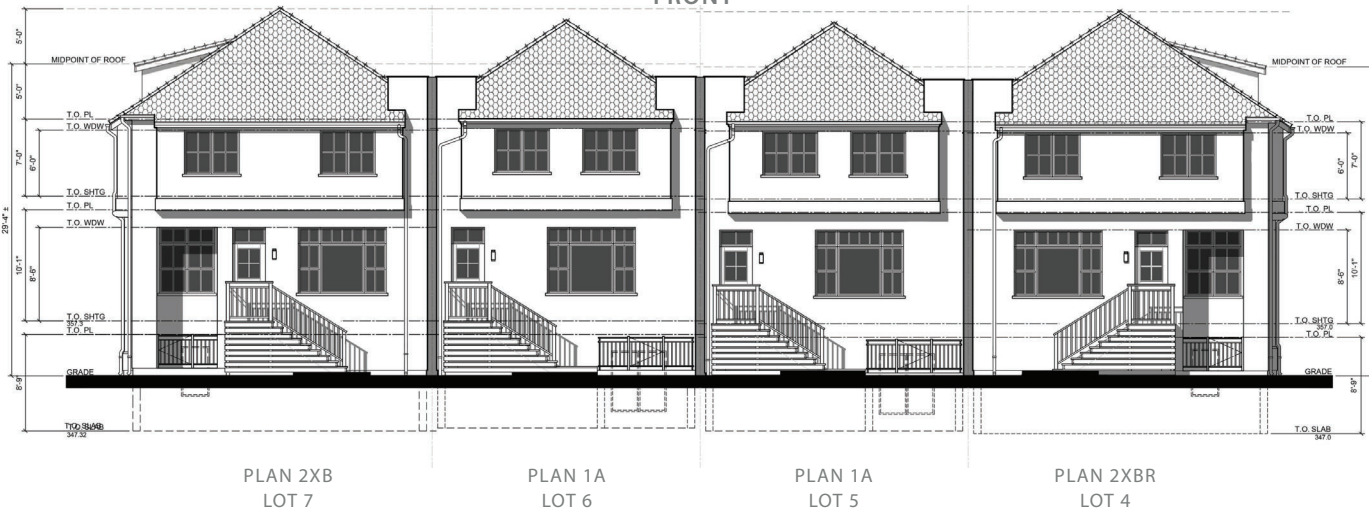
ROBSON HOMES

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13



FRONT



REAR

LOT 4-7 ELEVATIONS
BLACK AND WHITE

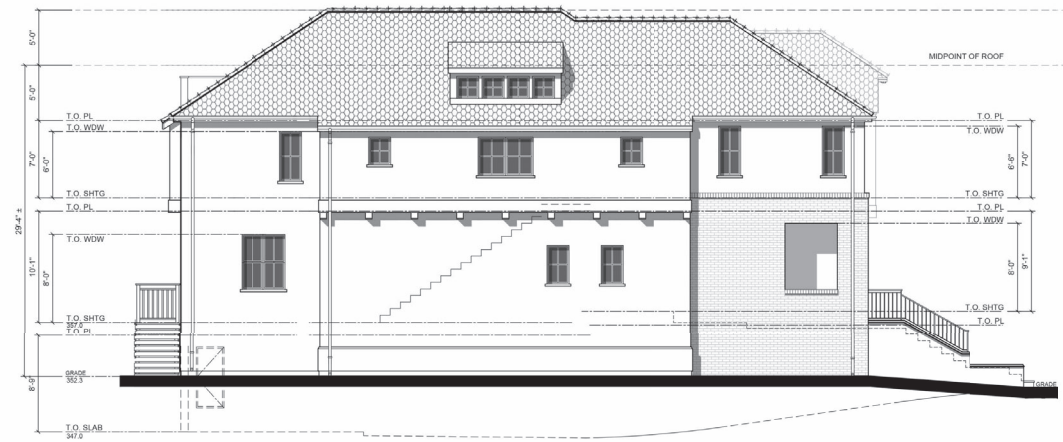


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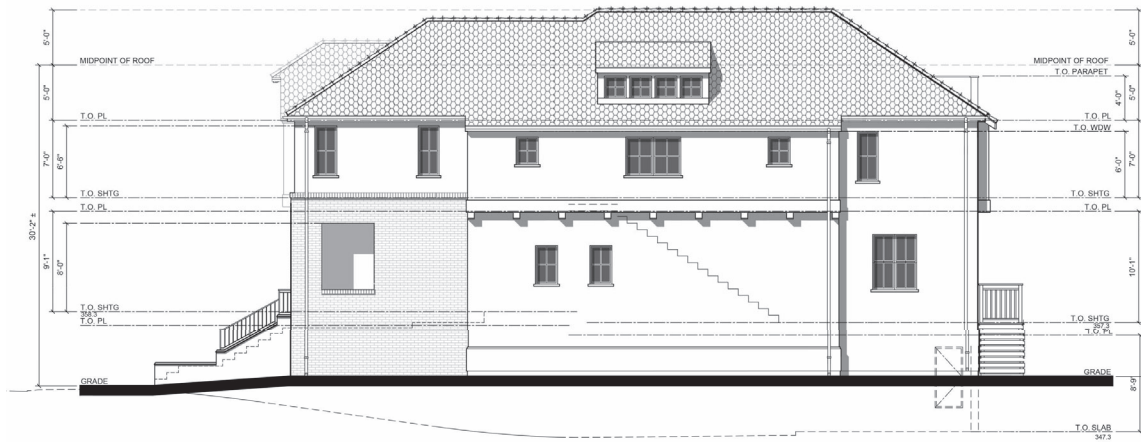
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PLAN 2XBR
LOT 4
LEFT



PLAN 2XB
LOT 7
RIGHT



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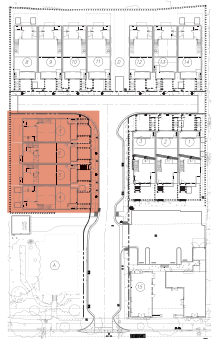
DESIGN REVIEW APPLICATION

LOT 4-7 ELEVATIONS
BLACK AND WHITE



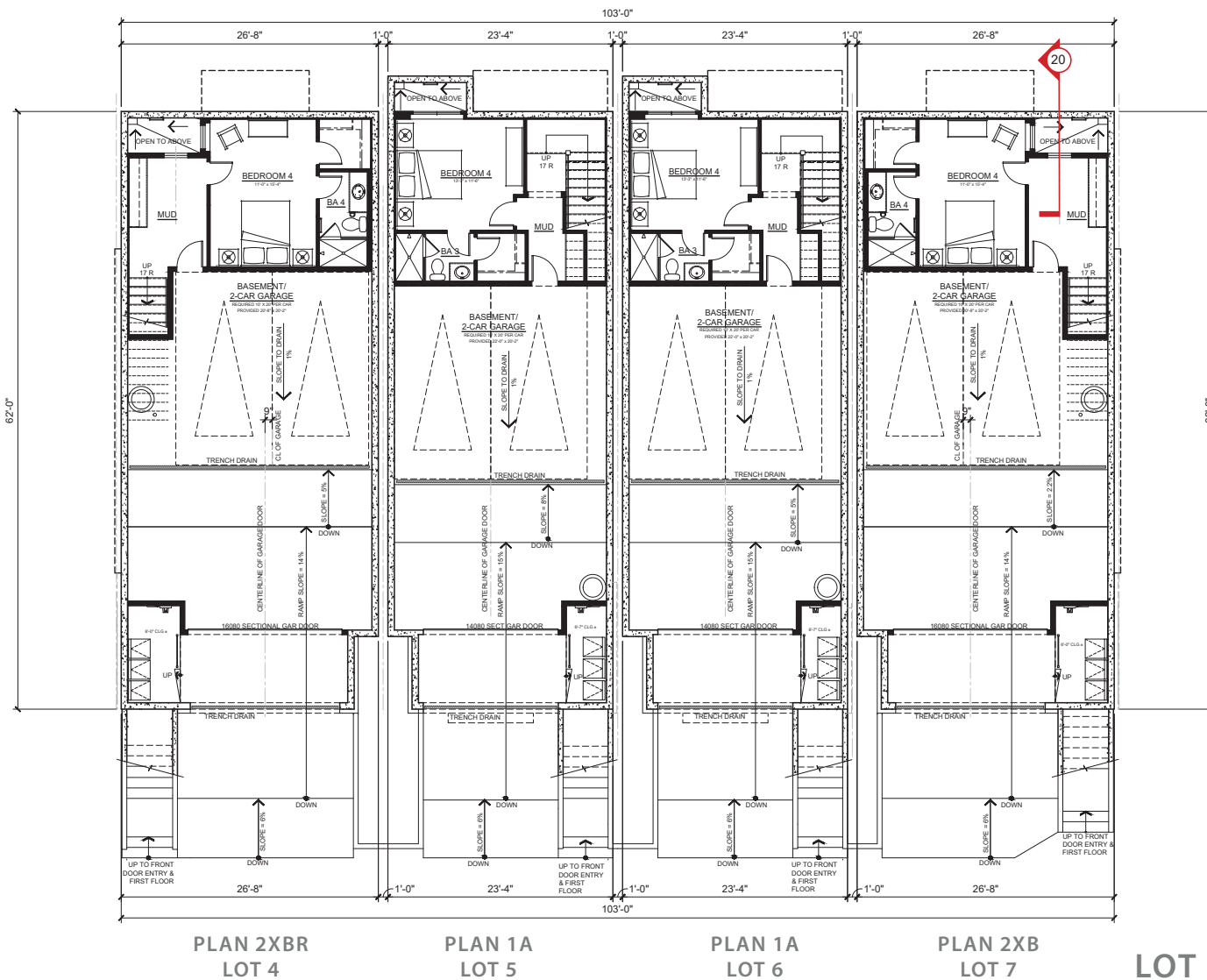
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DESIGN REVIEW APPLICATION



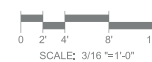
TOTAL GROSS AREA - PLAN 1A	
BASEMENT FLOOR	454 SF
FIRST FLOOR	1,411 SF
SECOND FLOOR	1,451 SF
TOTAL	3,316 SF

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.

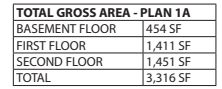
PLAN 1A
4 BEDROOM + OFFICE, 3.5 BATH
2-CAR GARAGE

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



ROBSON HOMES

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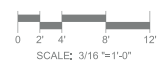
TOTAL GROSS AREA - PLAN 2XB	
BASEMENT FLOOR	480 SF
FIRST FLOOR	1,618 SF
SECOND FLOOR	1,685 SF
TOTAL	3,783 SF

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

LOT 4-7 FLOOR PLAN



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PLAN 2XBR
LOT 4

PLAN 1A
LOT 5

PLAN 1A
LOT 6

PLAN 2XB
LOT 7

LOT 4-7 FLOOR PLAN
SECOND FLOOR

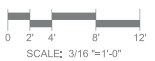
TOTAL GROSS AREA - PLAN 1A	
BASEMENT FLOOR	454 SF
FIRST FLOOR	1,411 SF
SECOND FLOOR	1,451 SF
TOTAL	3,316 SF

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

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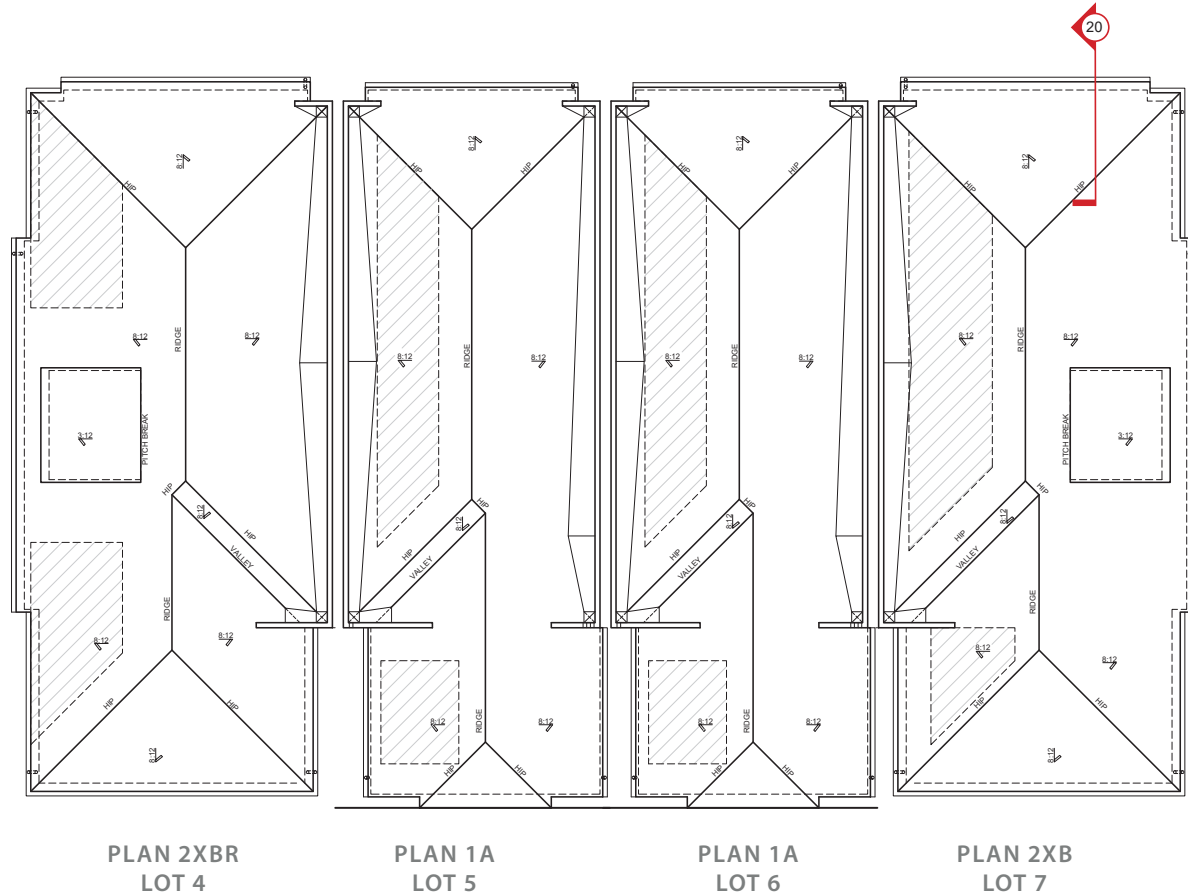
PLAN 1A
4 BEDROOM + OFFICE, 3.5 BATH
2-CAR GARAGE

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



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LOT 4-7 ROOF PLAN

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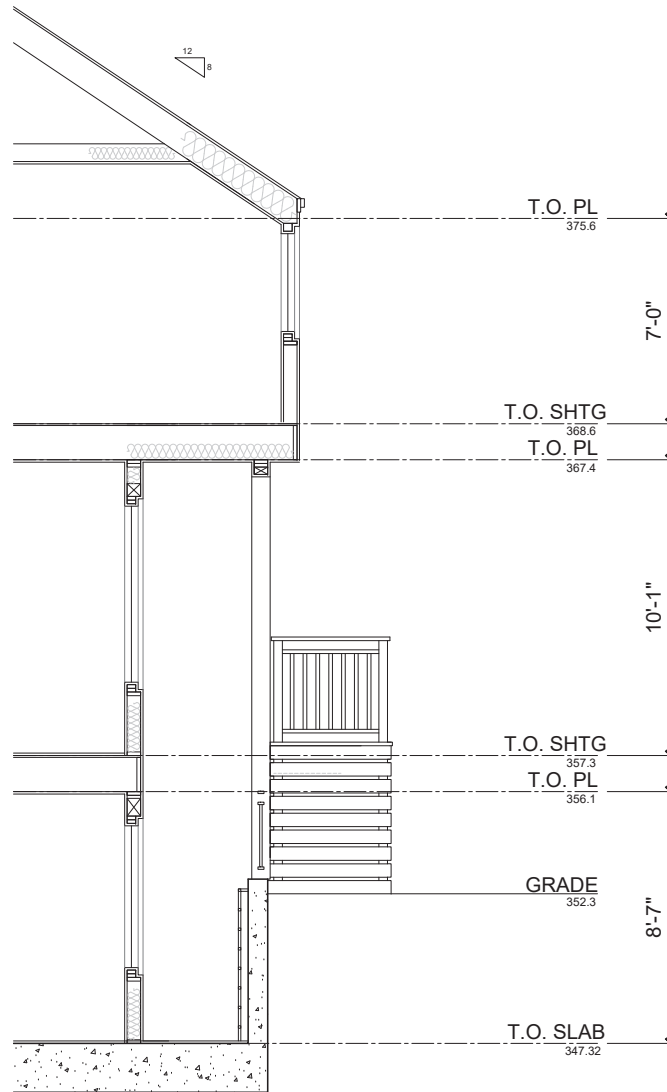
DESIGN REVIEW APPLICATION

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

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PLEASANTON, CALIFORNIA

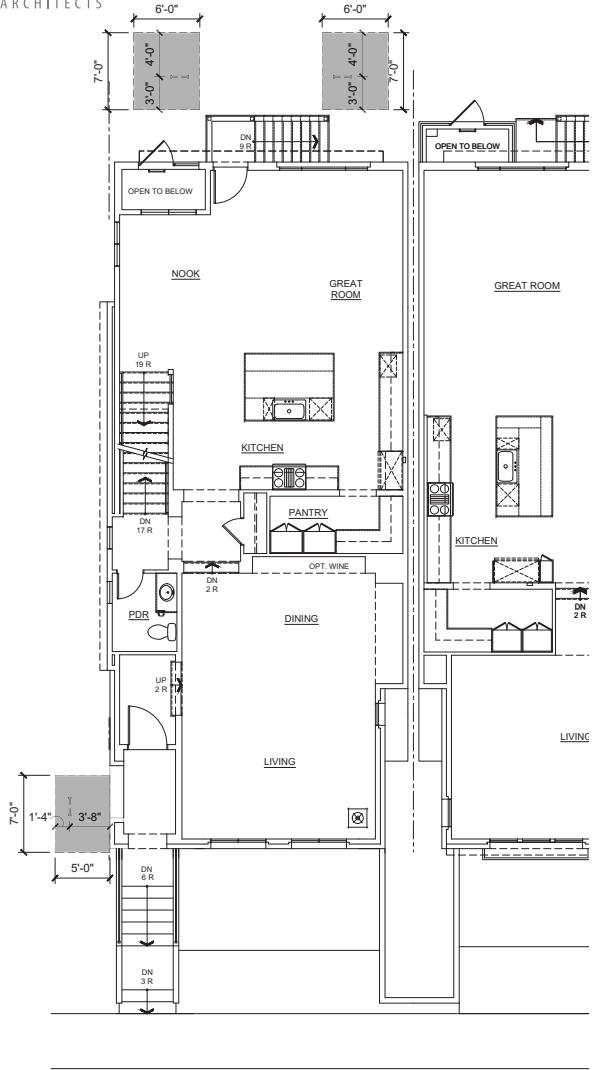
DESIGN REVIEW APPLICATION

WALL SECTION
LOT 7



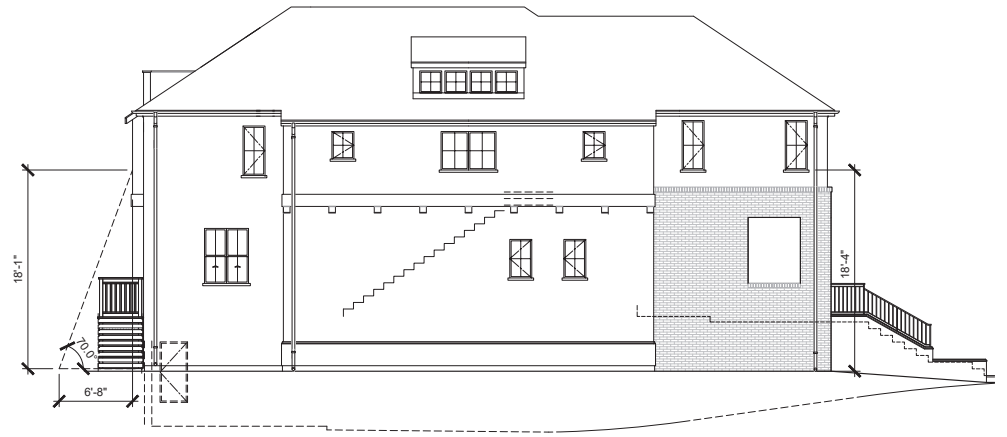
ROBSON HOMES

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FRONT

REAR

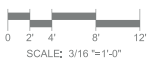


LEFT

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PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION |

LOT 4
LADDER PAD EXHIBIT



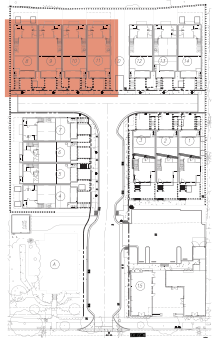
ROBSON  HOMES

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FRONT

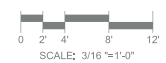


REAR

LOT 8-11 ELEVATIONS
COLORED

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PLAN 2BR
LOT 8
LEFT



PLAN 2B
LOT 11
RIGHT

LOT 8-11 ELEVATIONS



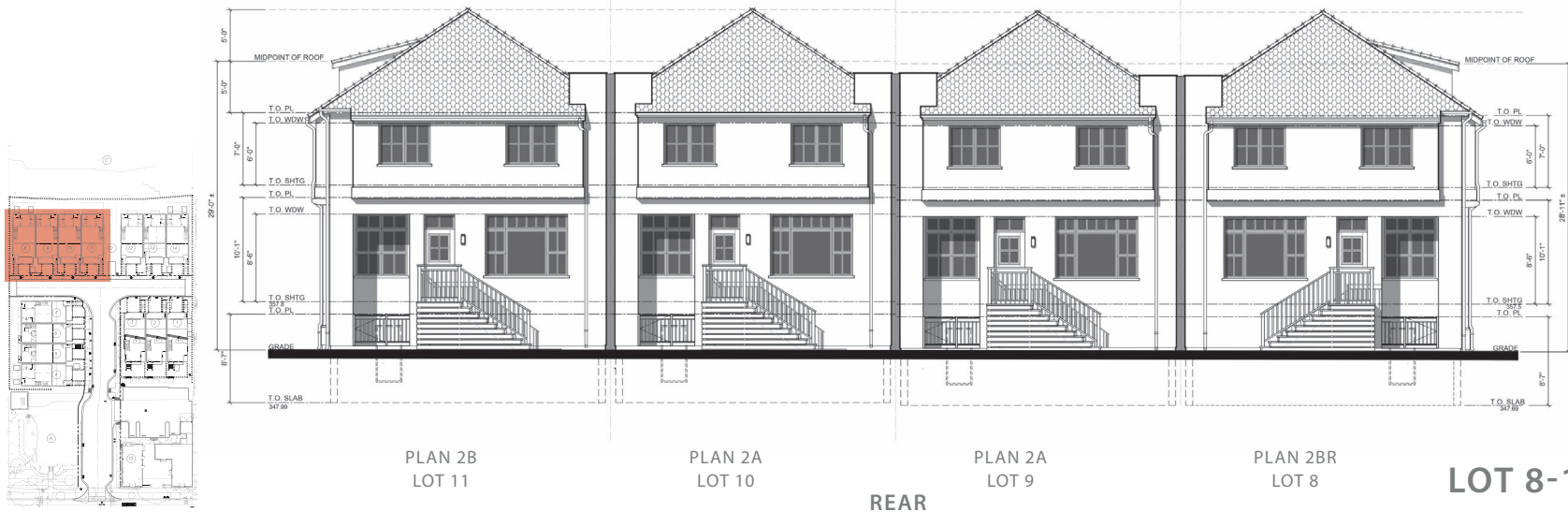
475 & 493 ST. JOHN STREET
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DESIGN REVIEW APPLICATION

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LOT 8-11 ELEVATIONS

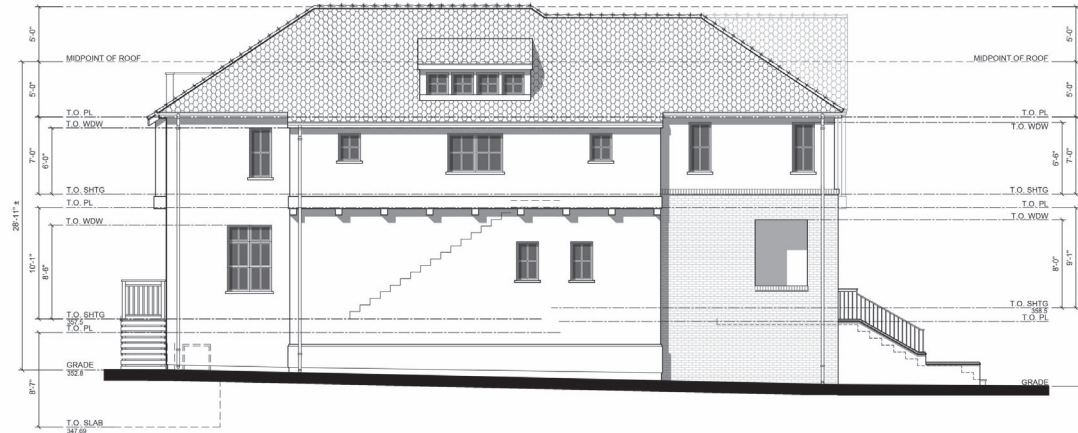
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

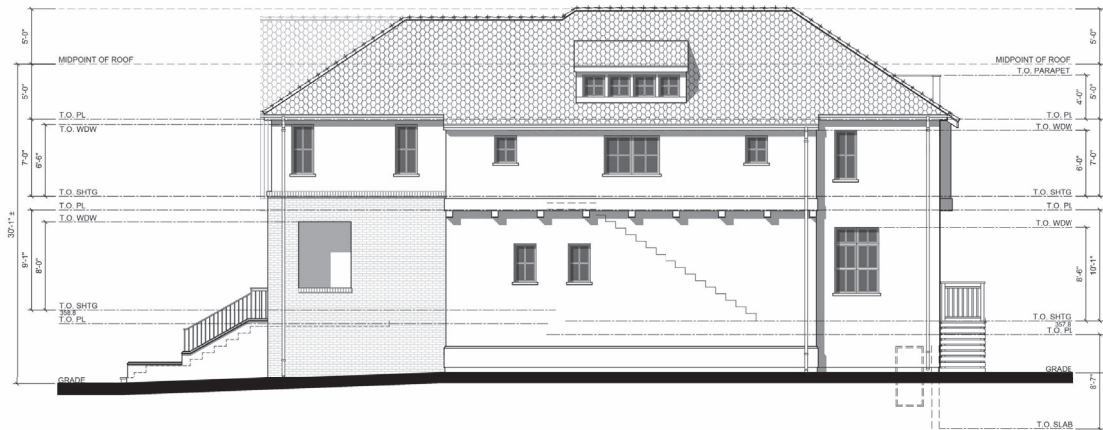
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PLAN 2BR
LOT 8
LEFT



PLAN 2B
LOT 11
RIGHT



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

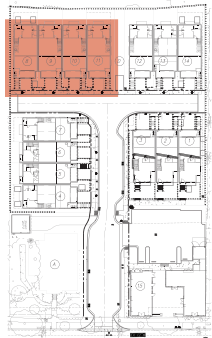
DESIGN REVIEW APPLICATION

LOT 8-11 ELEVATIONS
BLACK AND WHITE



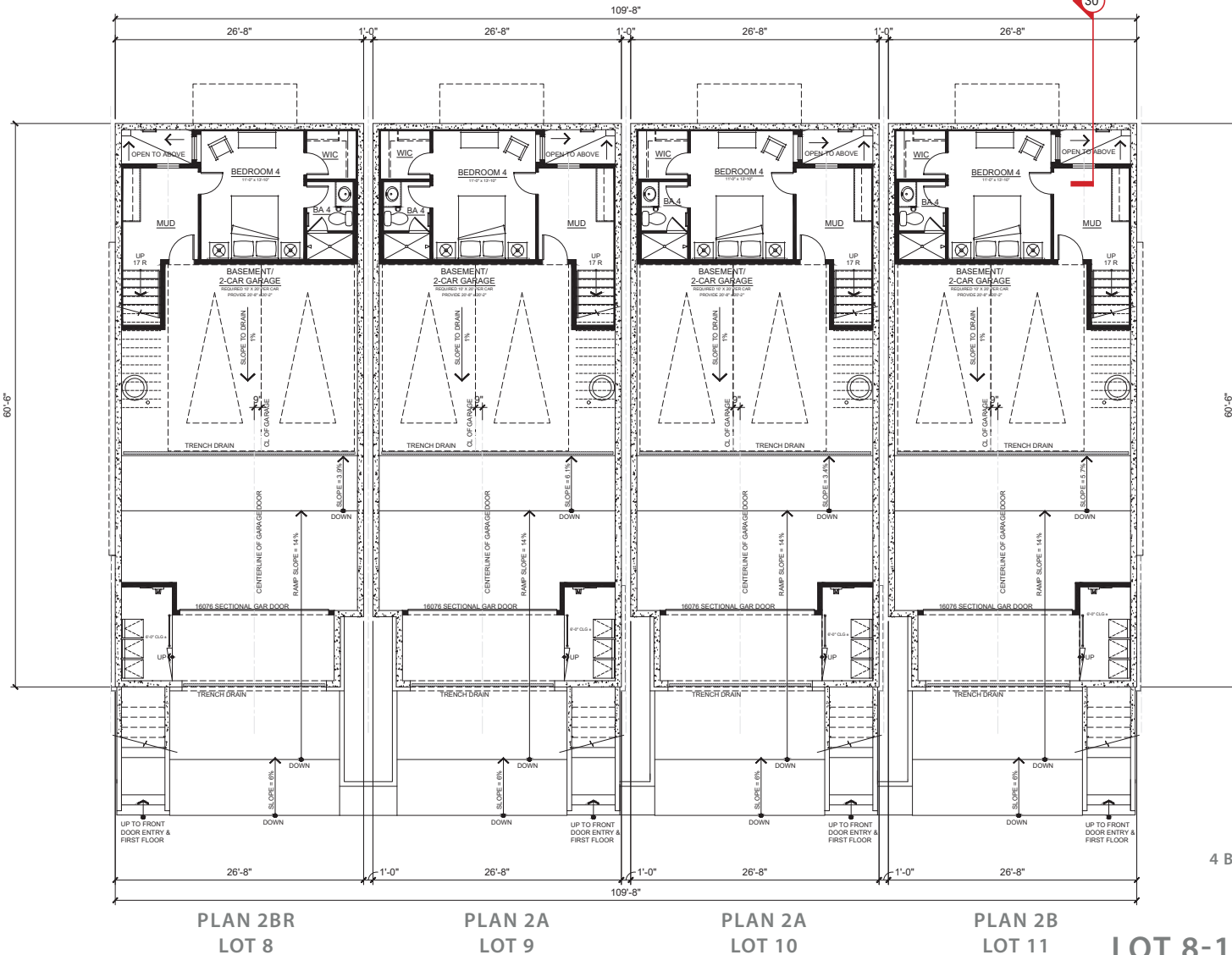
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DESIGN REVIEW APPLICATION



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

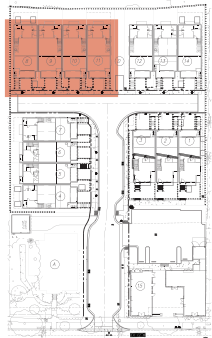
GROSS FLOOR AREA INCLUDES THE SUM OF ALL FLOORS TO THE OUTSIDE SURFACE OF THE EXTERIOR WALLS, INCLUDING STAIRWELLS AT ALL FLOORS AND ALL OUTDOOR AREAS THAT ARE ENCLOSED ON MORE THAN THREE SIDES. EXCLUDES SPACE USED FOR OFF-STREET PARKING OR LOADING.

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



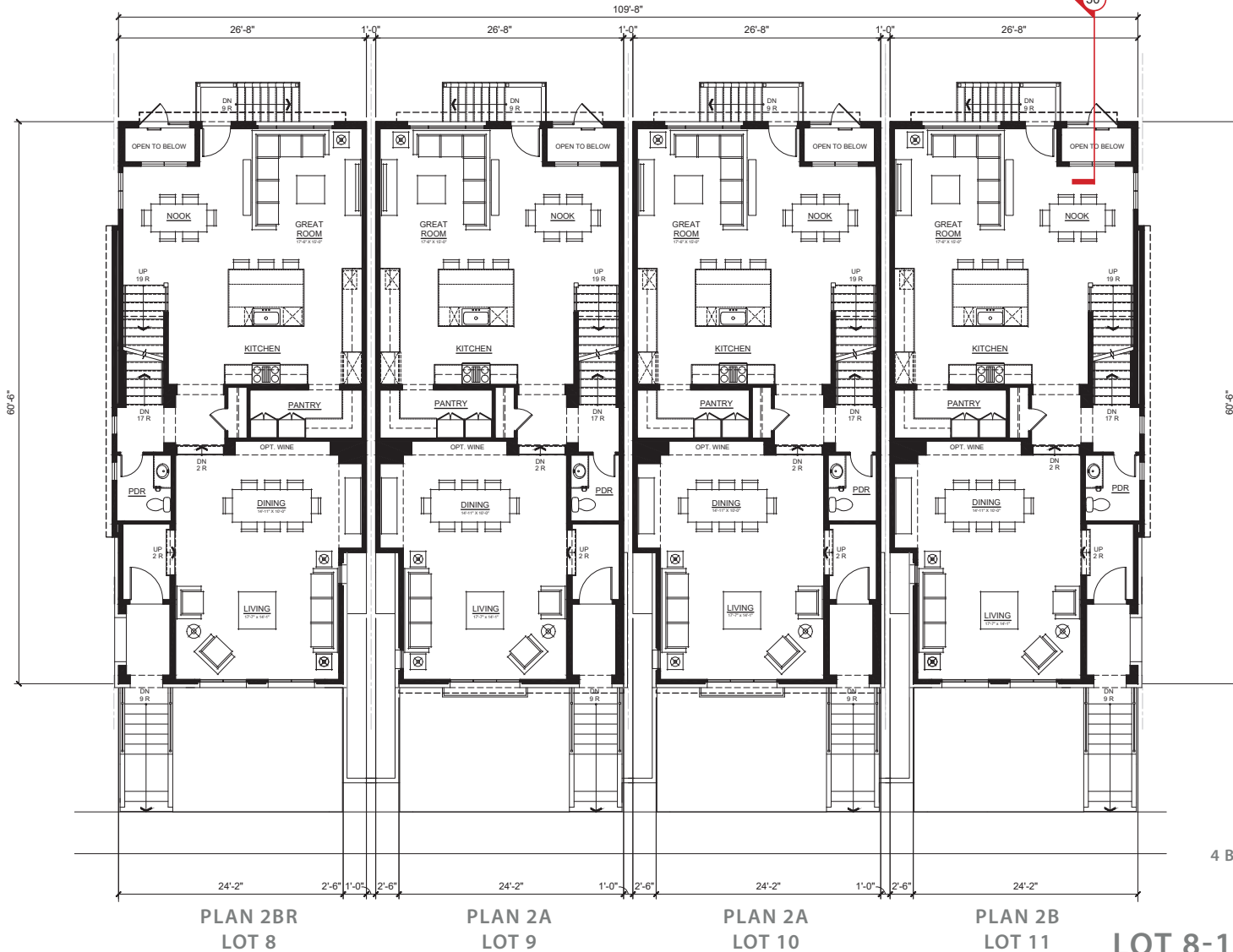
ROBSON HOMES

20046.01 09/05/2024



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PLEASANTON, CALIFORNIA

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.

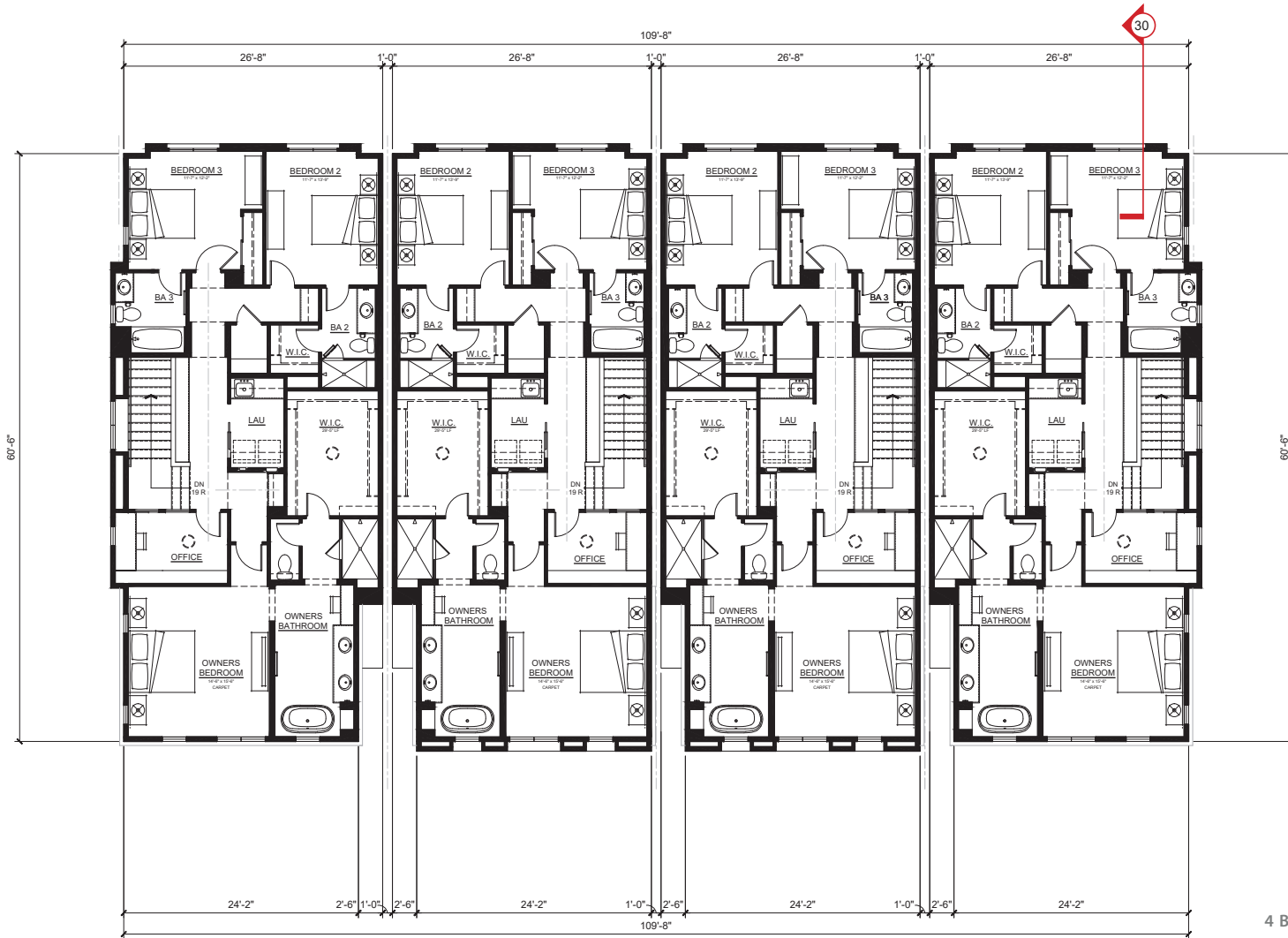
PLAN 2A, 2B
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE



ROBSON HOMES

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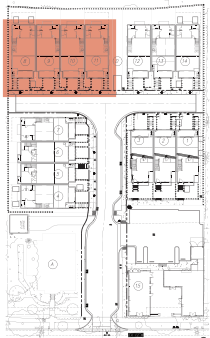
27



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 2BR
LOT 8

PLAN 2A
LOT 9

PLAN 2A
LOT 10

PLAN 2B
LOT 11

PLAN 2A, 2B
4 BEDROOM + OFFICE, 4.5 BATH
2-CAR GARAGE
LOT 8-11 FLOOR PLAN
SECOND FLOOR

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PLEASANTON, CALIFORNIA

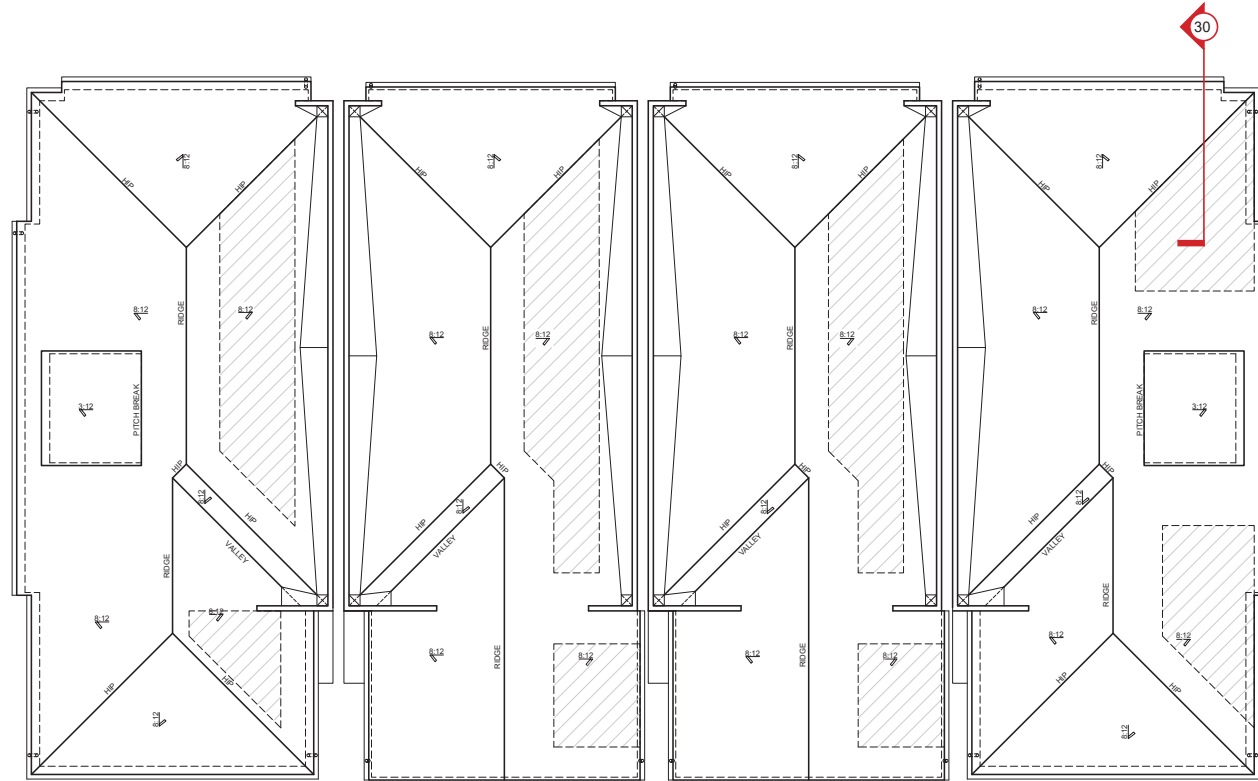
DESIGN REVIEW APPLICATION

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

ROBSON HOMES

2004.01 09/05/2024

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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



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

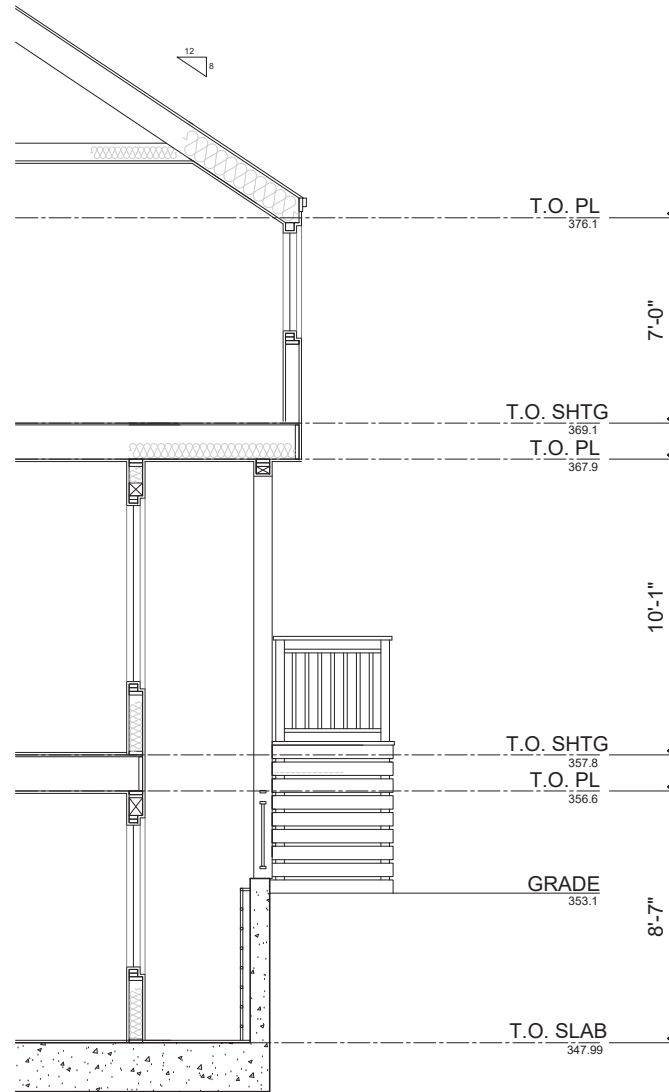
DESIGN REVIEW APPLICATION

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SCALE: 3/16" = 1'-0"

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475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

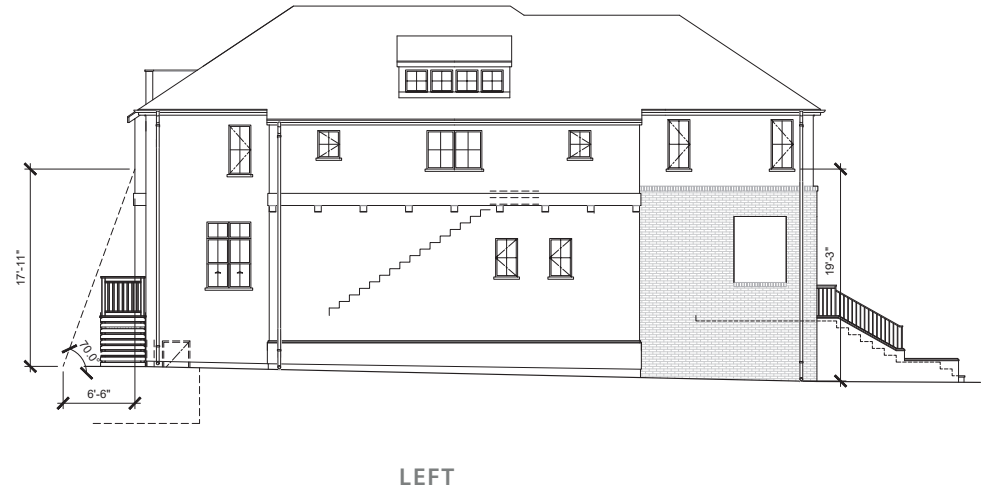
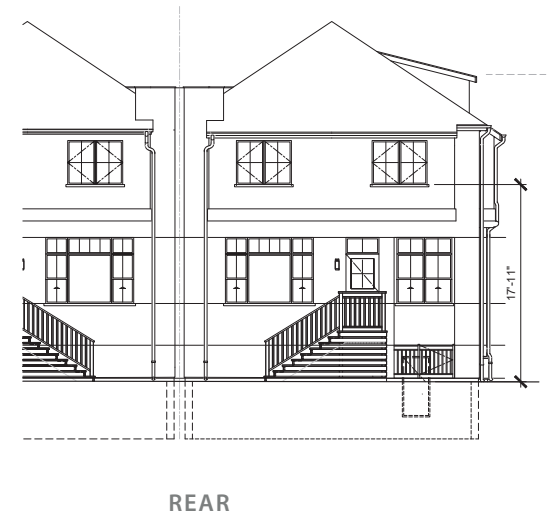
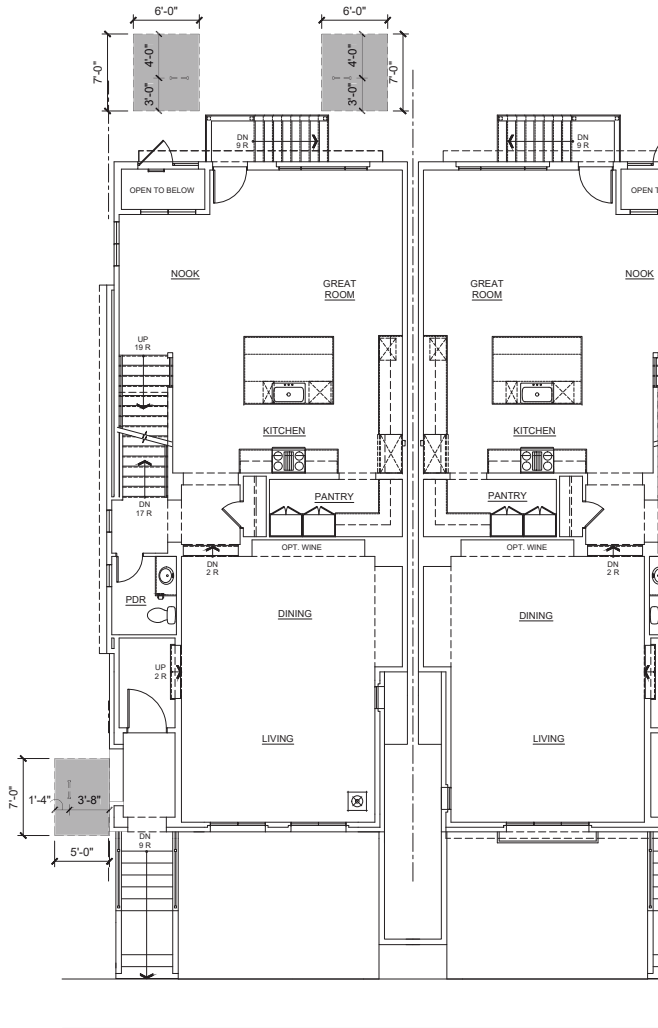
WALL SECTION
LOT 11



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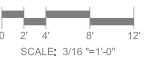
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475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

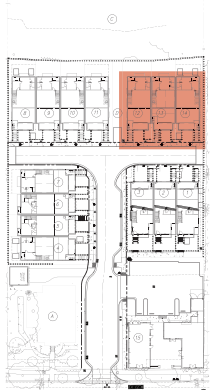
LOT 8
LADDER PAD EXHIBIT



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LOT 12-14 ELEVATIONS COLORED

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

ROBSON HOMES

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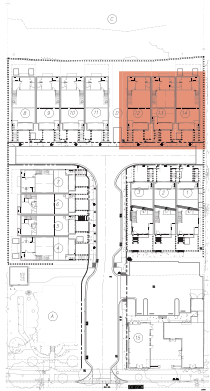
32



PLAN 2CR
LOT 12
LEFT



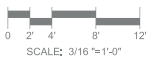
PLAN 2C
LOT 14
RIGHT



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PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

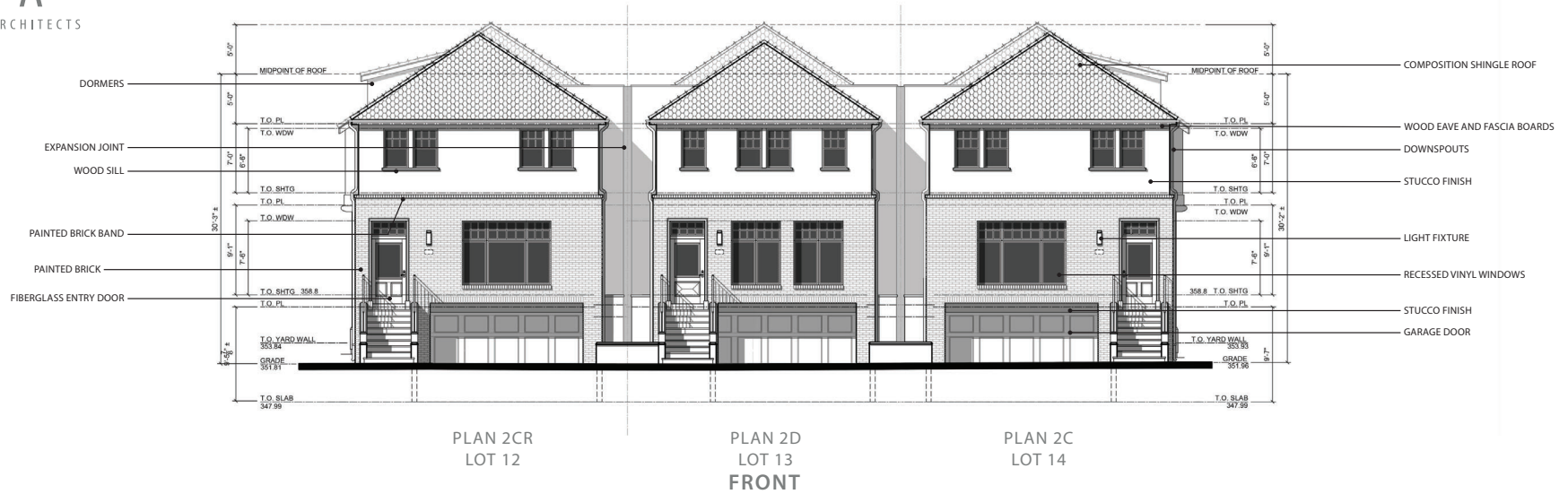
LOT 12-14 ELEVATIONS



ROBSON  HOMES

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LOT 12-14 ELEVATIONS BLACK AND WHITE



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

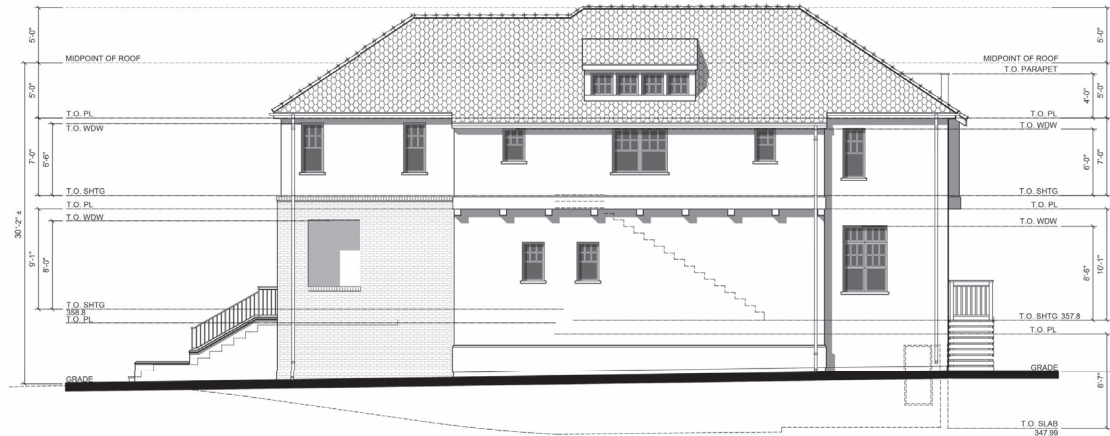
ROBSON HOMES

20046.01 09/05/2024

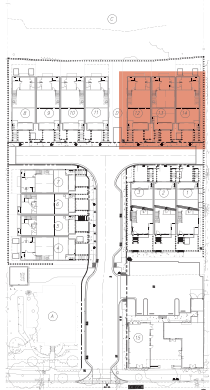
34



PLAN 2CR
LOT 12
LEFT



PLAN 2C
LOT 14
RIGHT



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

LOT 12-14 ELEVATIONS
BLACK AND WHITE



ROBSON HOMES

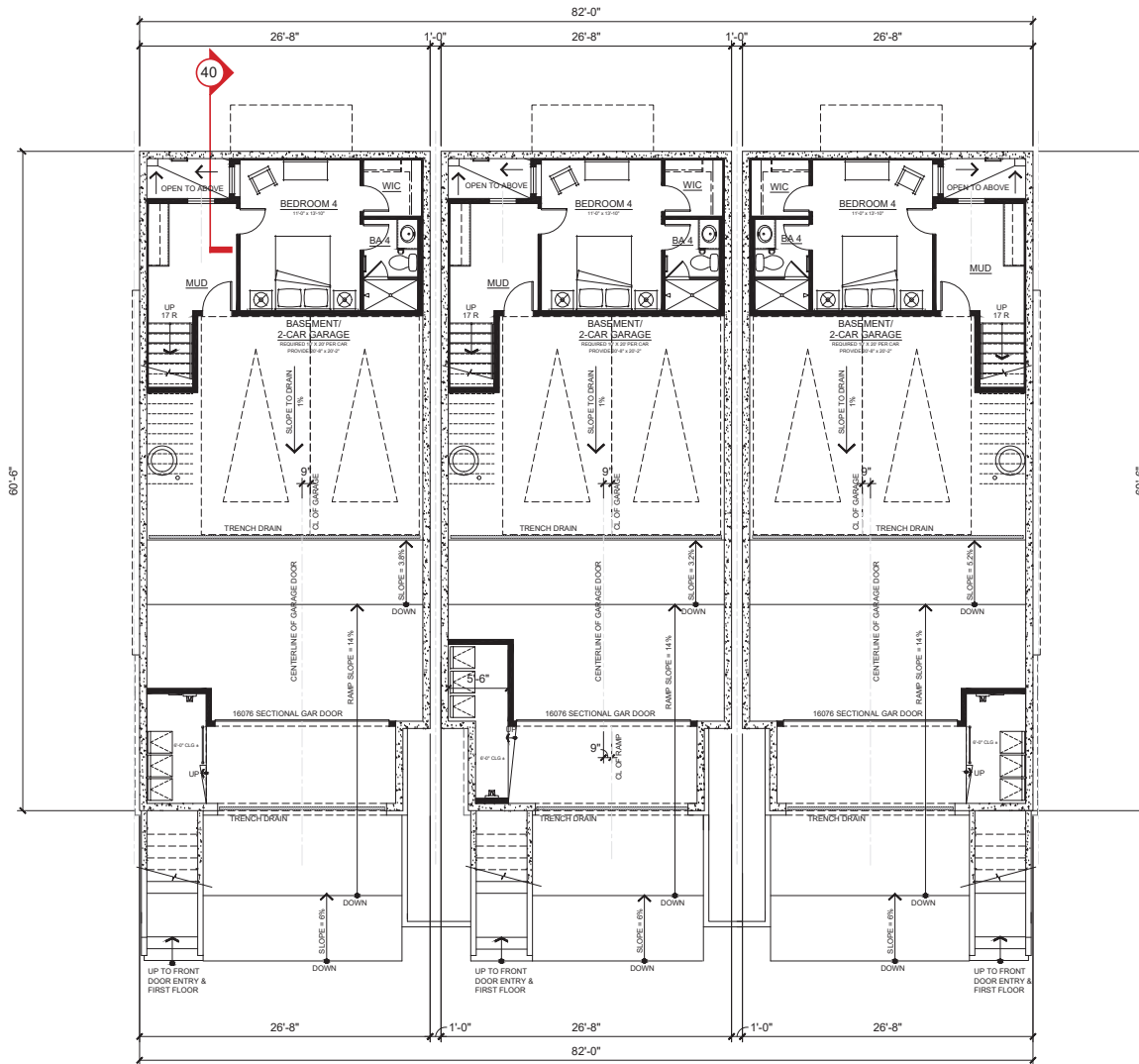
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475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



PLAN 2CR
LOT 12

PLAN 2D
LOT 13

PLAN 2C
LOT 14

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

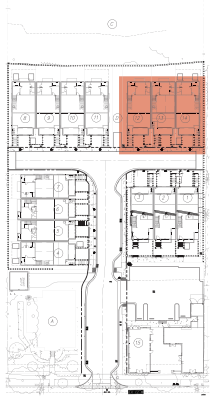
LOT 12-14 FLOOR PLAN
BASEMENT FLOOR



ROBSON HOMES

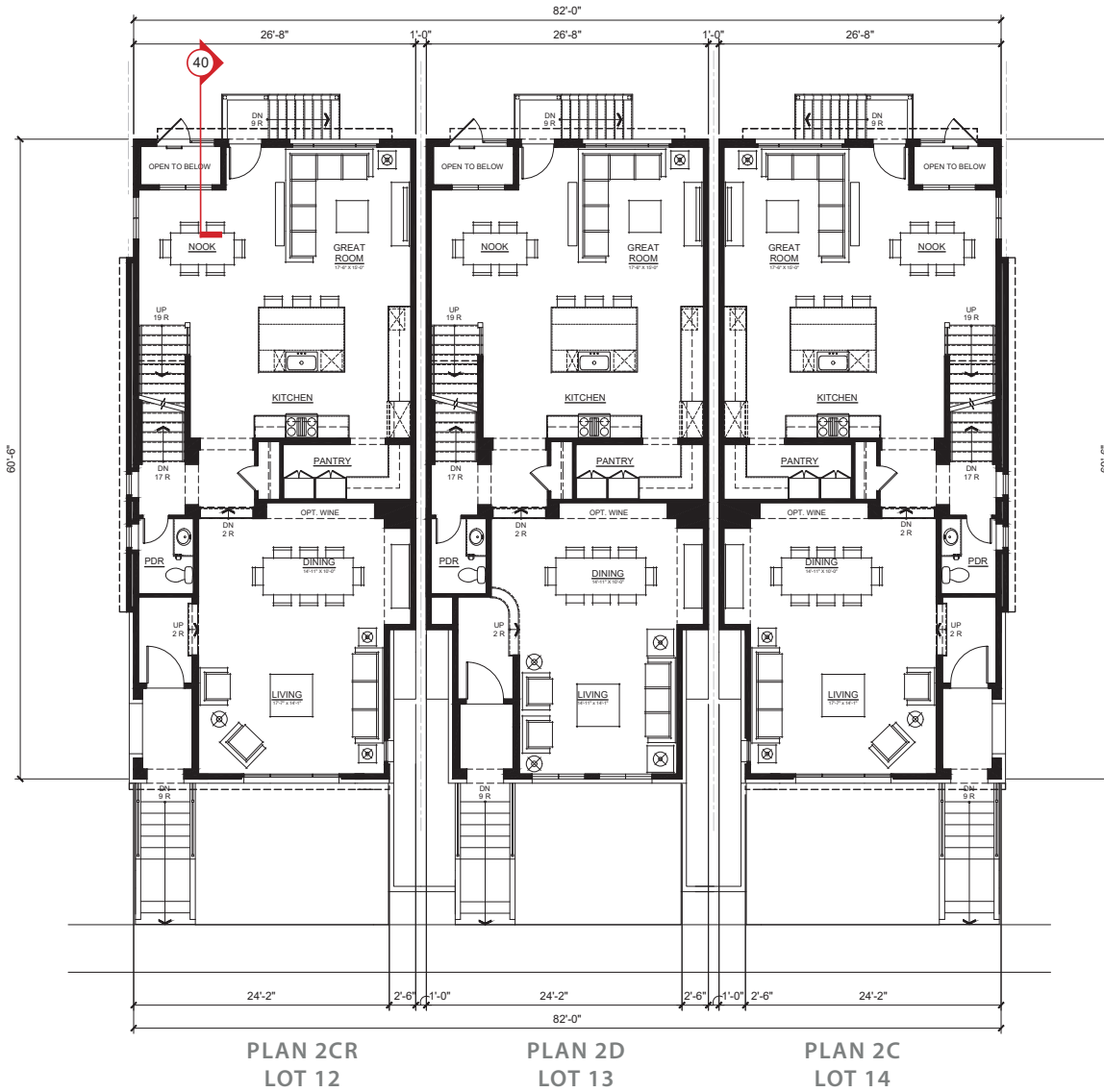
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475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



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



ROBSON HOMES

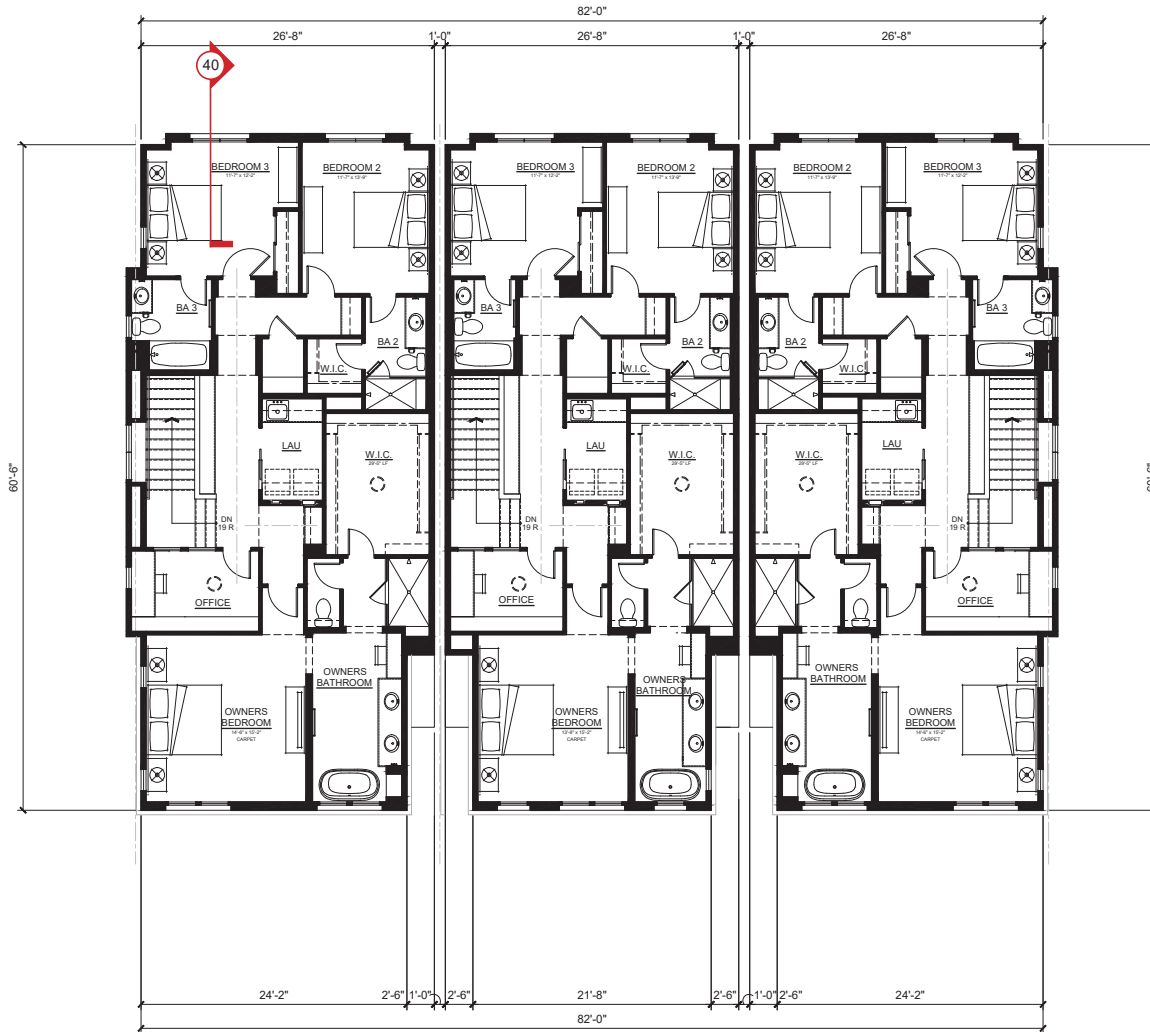
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475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



PLAN 2CR
LOT 12

PLAN 2D
LOT 13

PLAN 2C
LOT 14

LOT 12-14 FLOOR PLAN
SECOND FLOOR

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



ROBSON HOMES

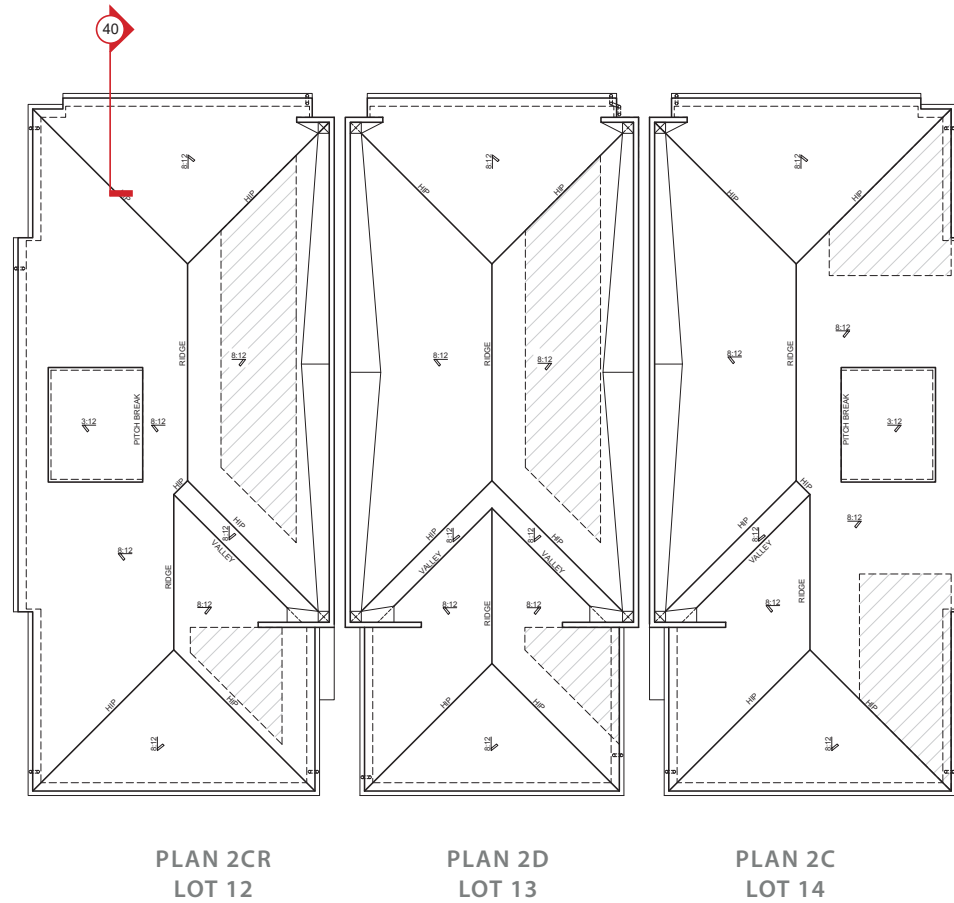
20046.01 09/05/2024

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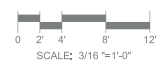
TOTAL GROSS AREA - PLAN 2C	
BASEMENT FLOOR	440 SF
FIRST FLOOR	1,600 SF
SECOND FLOOR	1,645 SF
TOTAL	3,685 SF

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.



LOT 12-14 ROOF PLAN

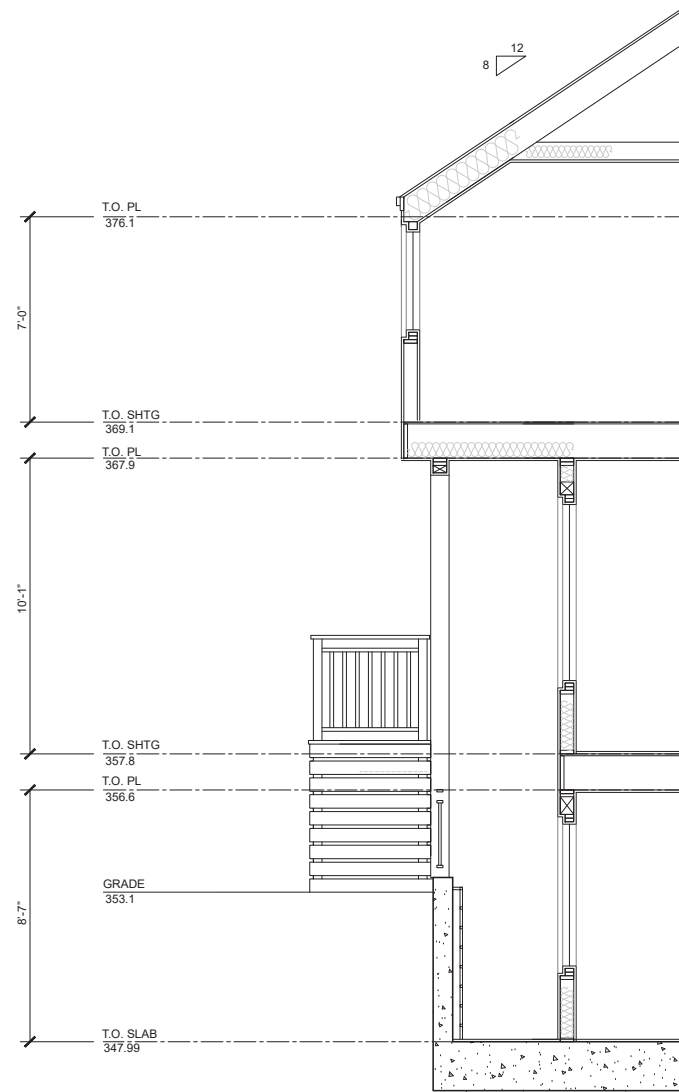


475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

ROBSON HOMES

20046.01 09/05/2024



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PLEASANTON, CALIFORNIA

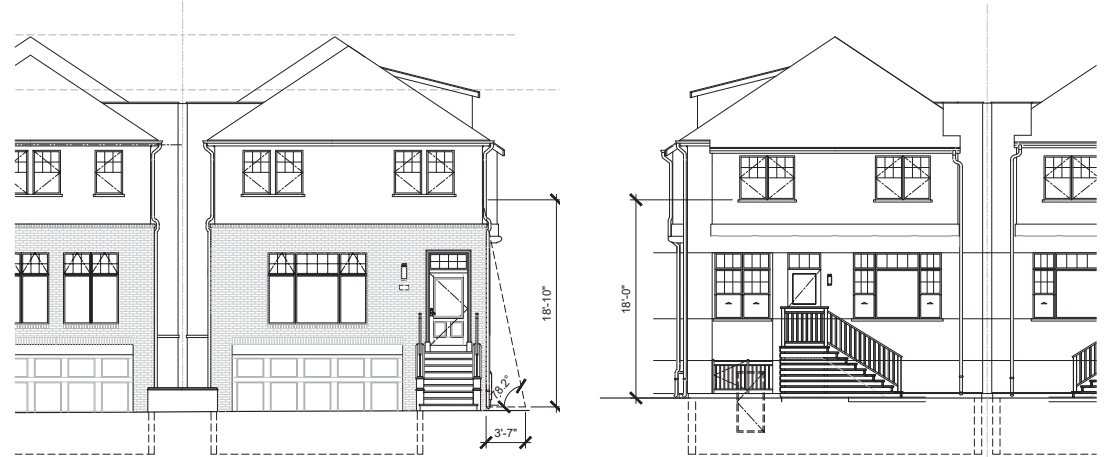
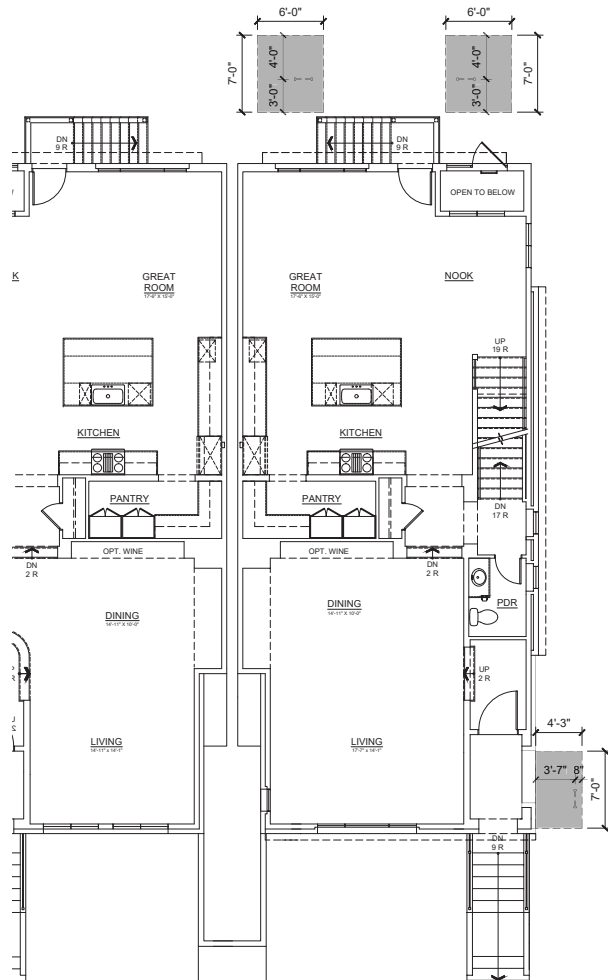
DESIGN REVIEW APPLICATION

WALL SECTION
LOT 12



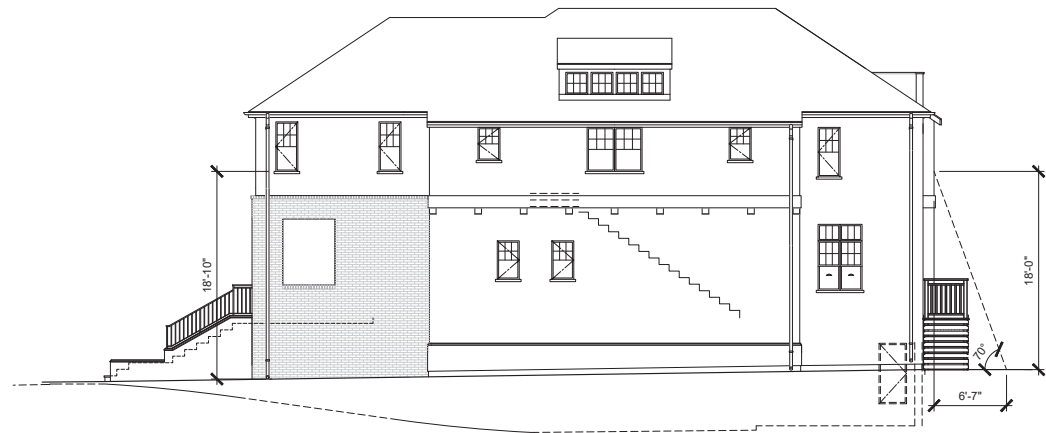
ROBSON HOMES

20046.01 09/05/2024



FRONT

REAR



RIGHT

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

LOT 14
LADDER PAD EXHIBIT



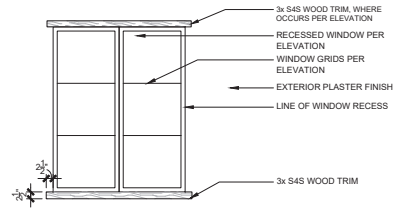
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ROBSON HOMES

20046.01 09/05/2024

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

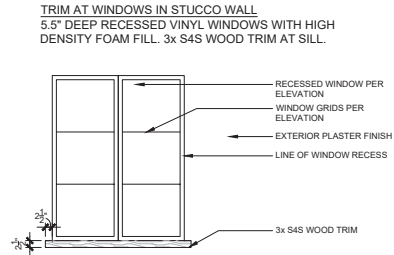
475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

ROBSON HOMES

20046.01 09/05/2024

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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

ROBSON HOMES

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LEFT



RIGHT



FRONT



REAR

BARONE HOUSE - EXISTING ELEVATIONS COLORED

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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LEFT



FRONT



RIGHT



REAR

BARONE HOUSE - EXISTING ELEVATIONS

BLACK AND WHITE

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

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

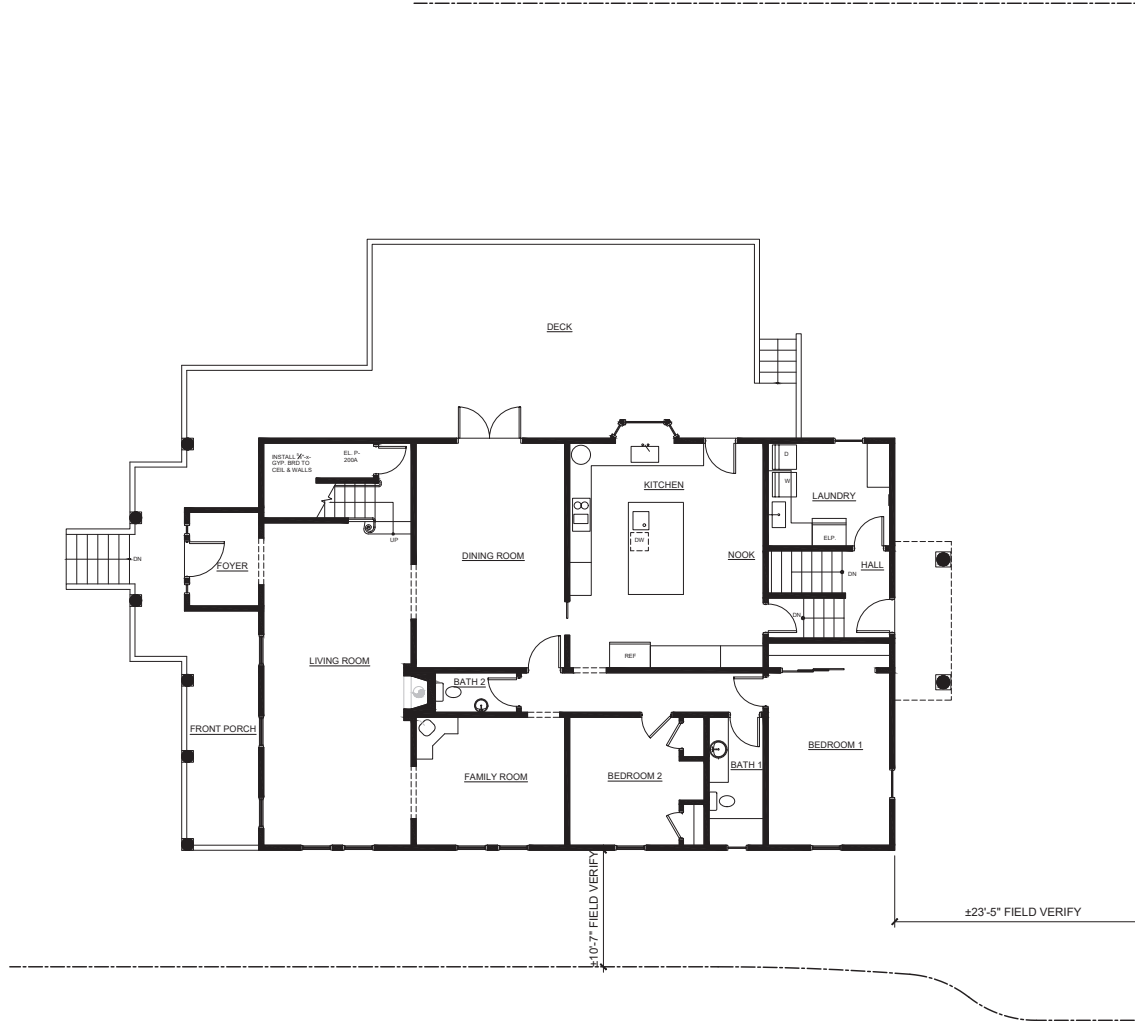
ROBSON HOMES

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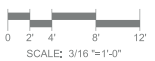


475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



BARONE HOUSE - EXISTING FLOOR PLAN
FIRST FLOOR



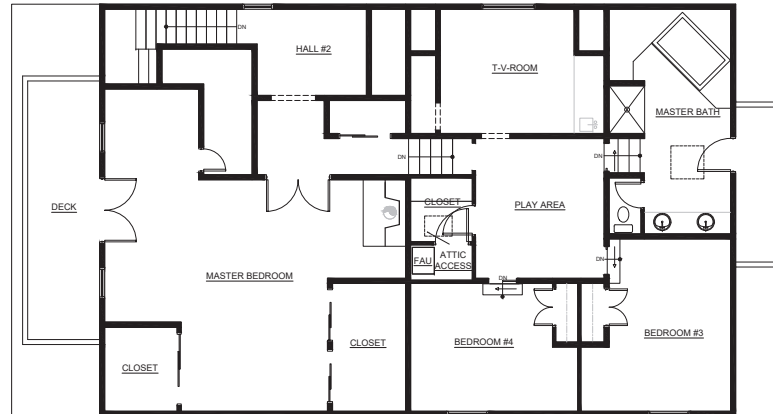
ROBSON HOMES

20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



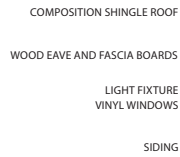
BARONE HOUSE - EXISTING FLOOR PLAN SECOND FLOOR



ROBSON HOMES

20046.01 09/05/2024

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COLORED

PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

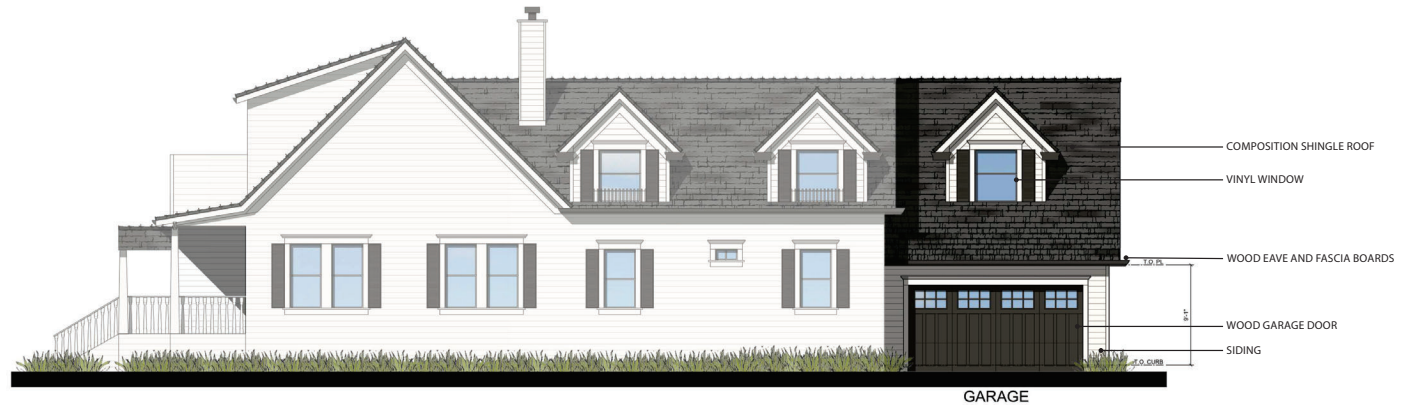


ROBSON  HOMES

20046.01 09/05/2024



LEFT



RIGHT

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"

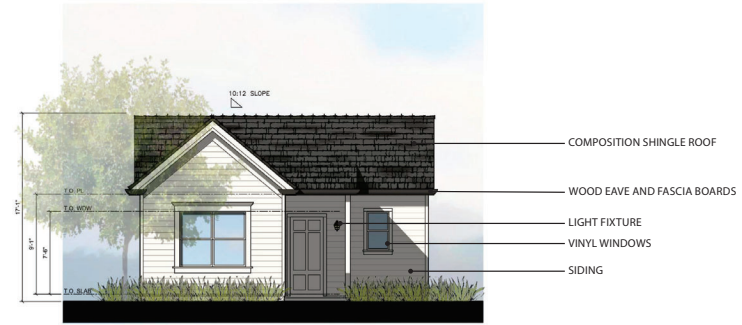
ROBSON HOMES

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LEFT



FRONT



RIGHT



REAR

BARONE HOUSE - PROPOSED ADU ELEVATIONS COLORED

475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION

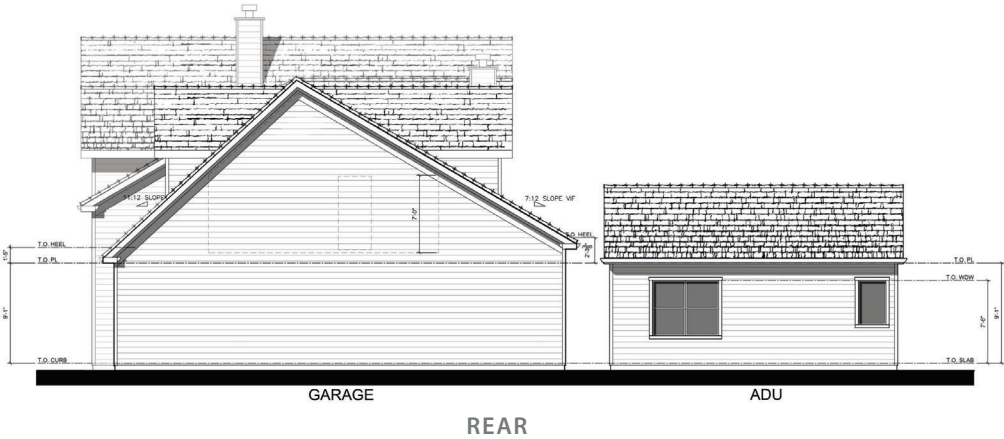
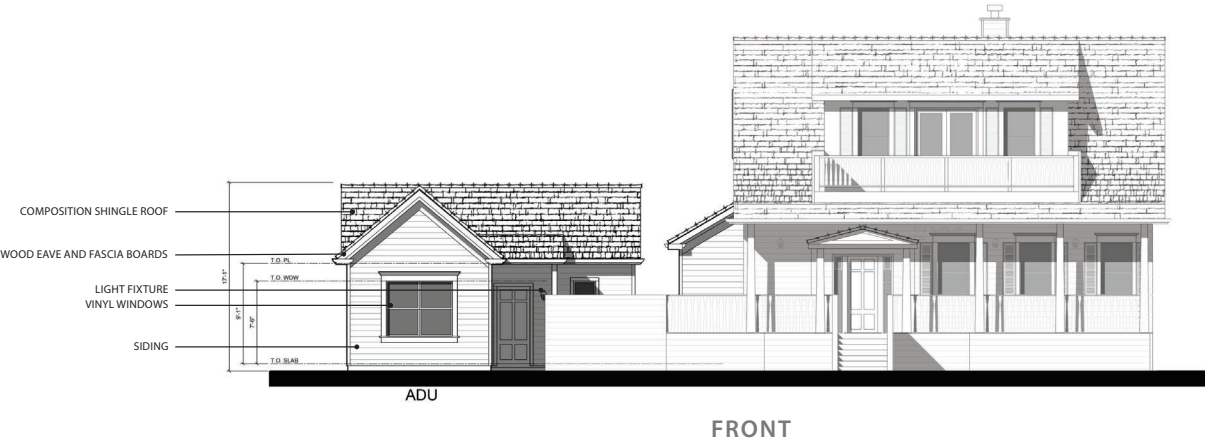


SCALE: 3/16" = 1'-0"

ROBSON HOMES

20046.01 09/05/2024

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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
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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"

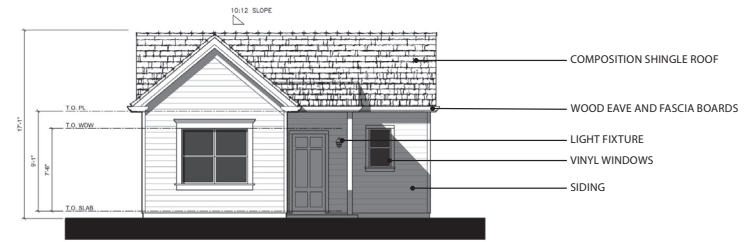
ROBSON HOMES

20046.01 09/05/2024

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LEFT



FRONT



RIGHT



REAR

BARONE HOUSE - PROPOSED 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"

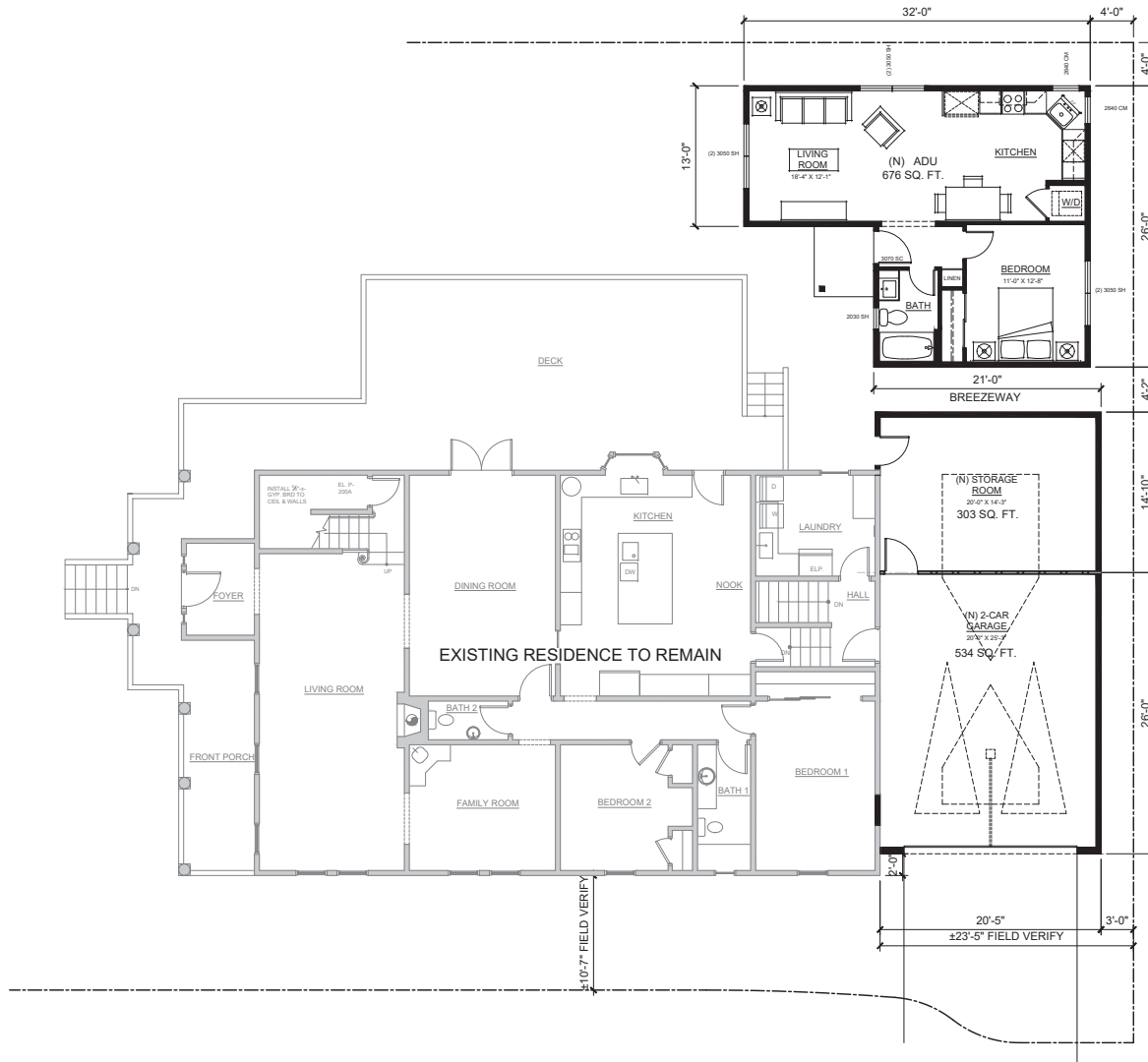
ROBSON HOMES

20046.01 09/05/2024



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



BARONE HOUSE - PROPOSED FLOOR PLAN
FIRST FLOOR



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

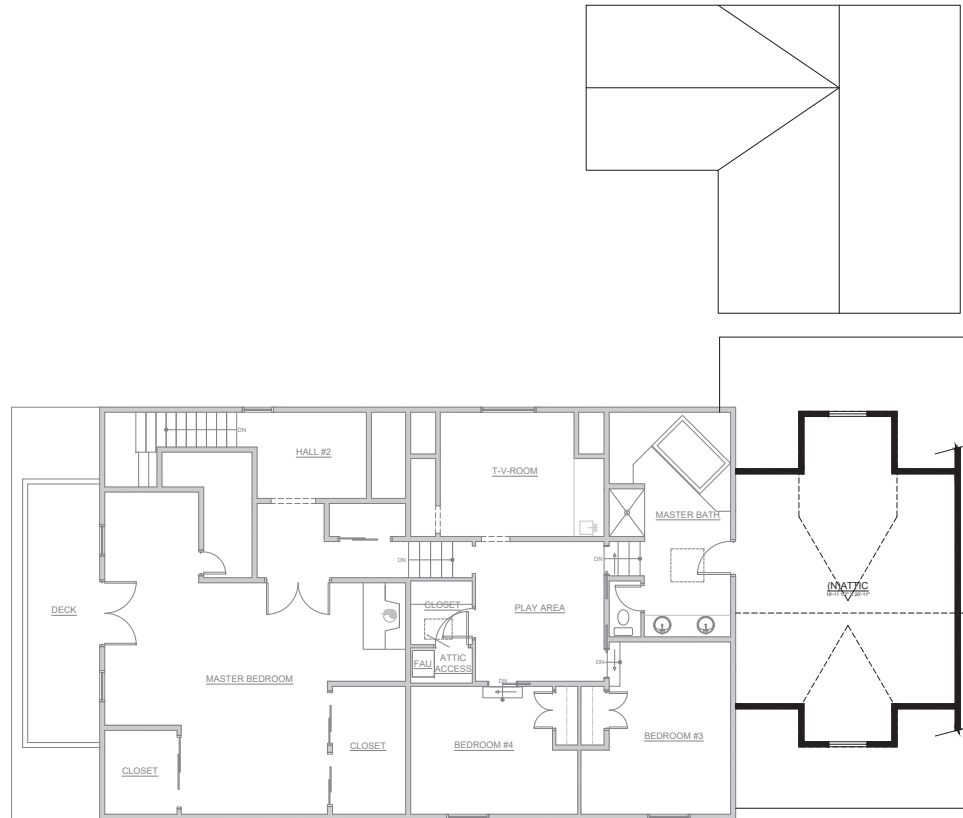
TOTAL GROSS AREA - GARAGE	
FIRST FLOOR	837 SF
TOTAL	837 SF

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.



475 & 493 ST. JOHN STREET
PLEASANTON, CALIFORNIA

DESIGN REVIEW APPLICATION



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

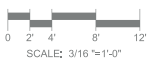
TOTAL GROSS AREA - GARAGE	
FIRST FLOOR	837 SF
ATTIC	523 SF
TOTAL	837 SF

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

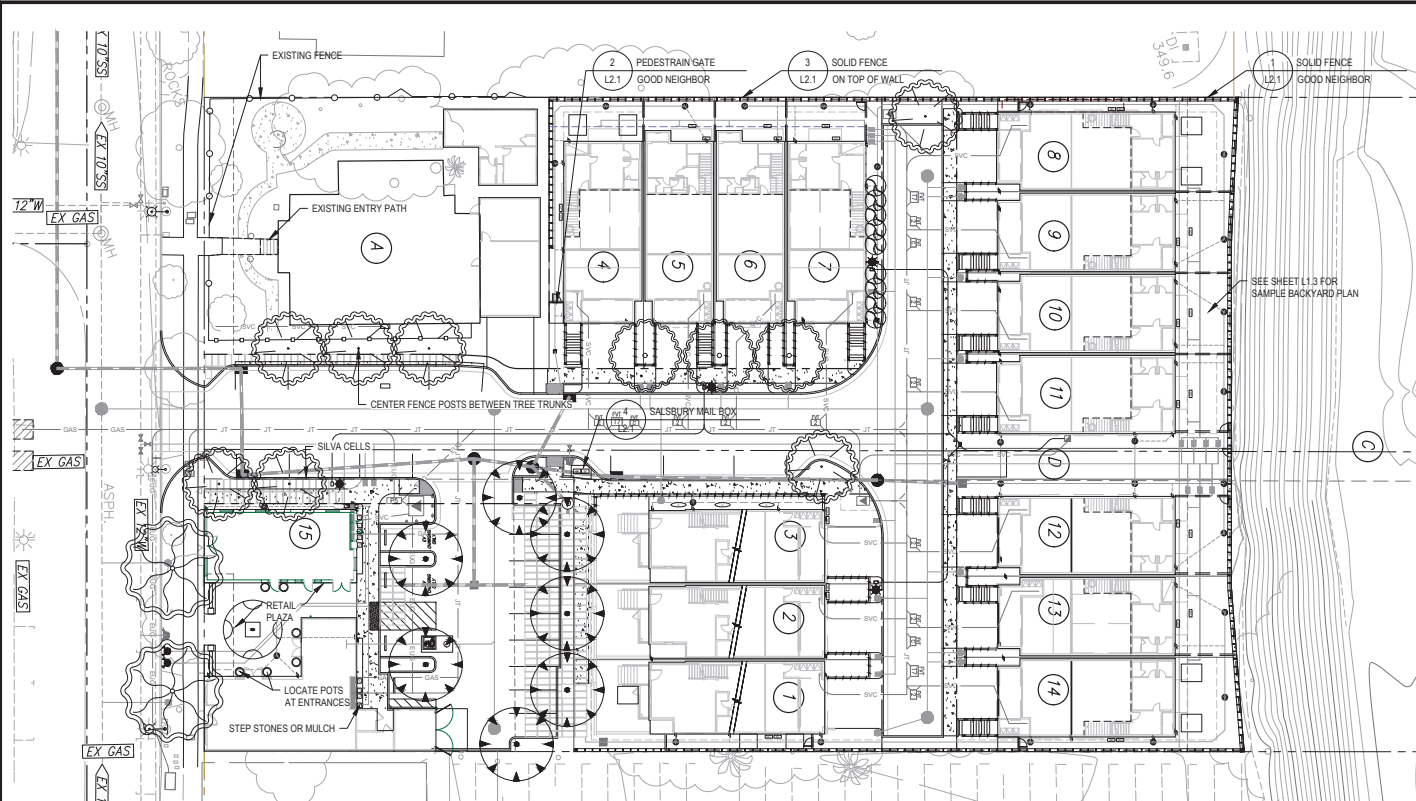
BARONE HOUSE - PROPOSED FLOOR PLAN SECOND FLOOR



ROBSON HOMES

20046.01 09/05/2024

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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	SEE L2.1 DETAIL #3

SITE TREES				
NAME	COUNT	SIZE	WOODS	NOTES
ACER RUBRUM 'OCTOBER GLORY'	1	24"	M	
MALLUS ESPALIER	3	24"	M	APPLE ESPALIER
PISTACHIA OCHENSIS 'KEITH DAVEY'	7	24"	L	
PLATANUS X ACERIFOLIA 'COLUMBIA' 150	6	150	M	
PLATANUS X ACERIFOLIA 'COLUMBIA' 24	3	24"	M	
PODOCARPUS MACROPHYLLUS	9	24"	M	
QUERCUS LOBATA	2	24"	VL	

25 - 34" BOX TREES AND 6 - 150 TREES PROVIDED

TREE REMOVAL TABLE		
TREE #	TREE NAME	STATUS
1721	PRUNUS CERASIFERA	13 RETAIN
1722	TILIA AMERICANA	27 RETAIN
1723	ACER RUBRUM	5 RETAIN
1724	SECOIA SEMPERVIRENS	32 RETAIN
1725	JUGLANS NIGRA	24 RETAIN
1726	SECOIA SEMPERVIRENS	32 RETAIN
1727	LAURUS NOBILIS	9, 10, 5, 6, 8, 4 REMOVE
1728	ROBINIA PSEUDACACIA	27 REMOVE
1729	QUERCUS LOBATA	30 REMOVE
1730	QUERCUS AGROFOLIA	37 REMOVE
1731	EUCALYPTUS CAMALDULENSIS	8, 8, 2 REMOVE
1732	SCHNUS TEREINTHIFOLIA	10 REMOVE
1733	SECOIA SEMPERVIRENS	37 REMOVE
1734	SECOIA SEMPERVIRENS	33 REMOVE
1735	SECOIA SEMPERVIRENS	30 REMOVE
1736	SECOIA SEMPERVIRENS	37 REMOVE
1737	SECOIA SEMPERVIRENS	32 REMOVE
1738	SECOIA SEMPERVIRENS	32 REMOVE
1739	WASHINGTONIA ROBUSTA	16 REMOVE
1740	SECOIA SEMPERVIRENS	32 REMOVE
1741	SECOIA SEMPERVIRENS	32 REMOVE
1742	SECOIA SEMPERVIRENS	32 REMOVE
1743	CELTIS AUSTRALIS	10, 7, 9 REMOVE
1744	SECOIA SEMPERVIRENS	30 REMOVE
1745	SECOIA SEMPERVIRENS	30 REMOVE
1746	SECOIA SEMPERVIRENS	36 REMOVE
1747	ACER NEGUNDO	8, 18 REMOVE
1748	LIQUSTRUM LUCIDUM	10, 8 REMOVE
1749	WASHINGTONIA ROBUSTA	18 REMOVE
1750	WASHINGTONIA ROBUSTA	18 REMOVE
1751	PRUNUS AMERICANA	10, 12 REMOVE
1752	PRUNUS AMERICANA	7, 9, 10, 8 REMOVE
1753	LIQUSTRUM LUCIDUM	8, 9, 7, 4 REMOVE
1754	WASHINGTONIA ROBUSTA	19 REMOVE
1755	LIQUSTRUM LUCIDUM	10, 8 REMOVE
1756	QUERCUS AGROFOLIA	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	JUGLANS NIGRA	64 REMOVE
1767	FRAXINUS PENNYLANICA	10 RETAIN
1768	FRAXINUS PENNYLANICA	1 RETAIN
1769	FRAXINUS PENNYLANICA	7 RETAIN
1770	FRAXINUS PENNYLANICA	3 RETAIN
1771	FRAXINUS PENNYLANICA	9 RETAIN

NOTE:

- LANDSCAPE PLANS WILL COMPLY WITH THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE (MVELLO) 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

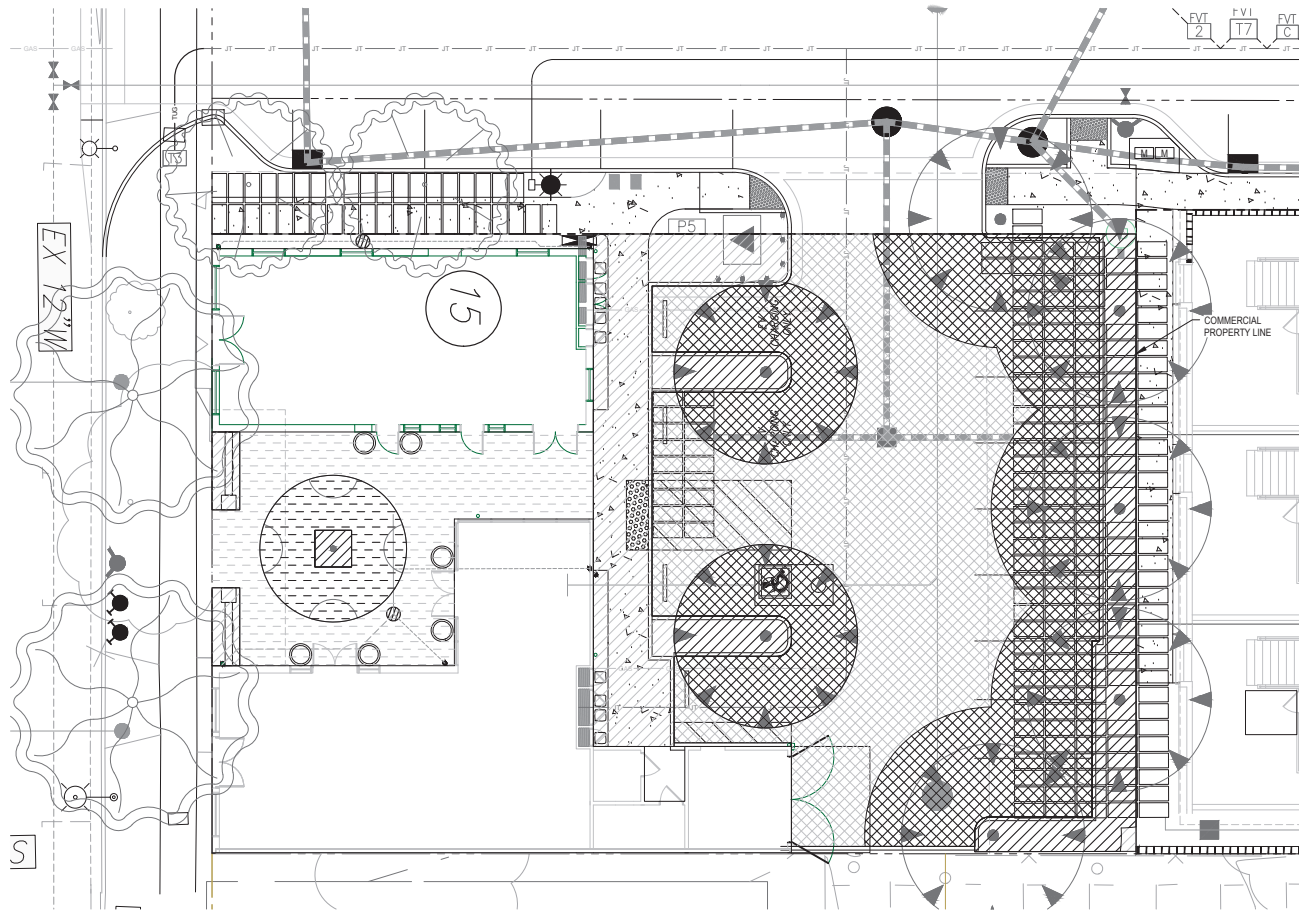
DESIGN FOCUS

LANDSCAPE ARCHITECTURE
& CONSTRUCTION

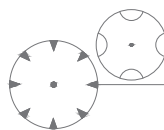


REVISED: 6/25/2024
DESIGN BY: RJD
DRAWN BY: KH, MO
SCALE: 1"=20'-0"

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'	10'
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.

0' 4' 8' 16' 24'

475 & 493 ST. JOHN
PLEASANTON, CA

SHADE TREE PLAN

DESIGN

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

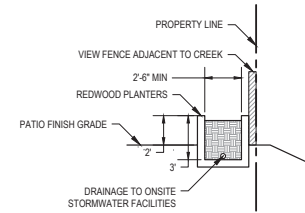
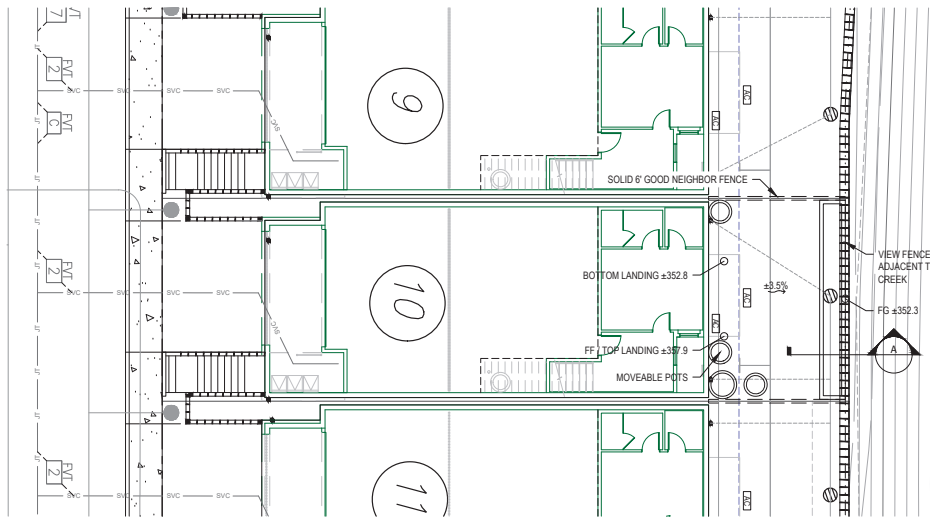
FOCUS

DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION



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

L1.2



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

NOTE:

- LANDSCAPE PLANS WILL COMPLY WITH THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE (MUELLO) 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



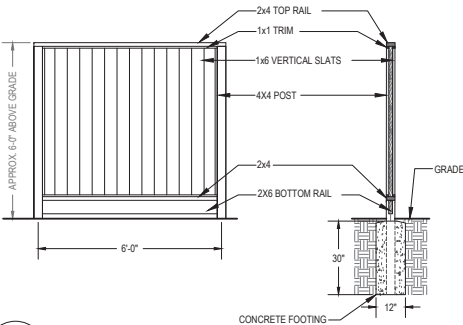
REVISED: 1/19/2023
DESIGN BY: RJD
DRAWN BY: KH
SCALE: 3/8"=1'-0"

L1.3

PLAN



ELEVATION



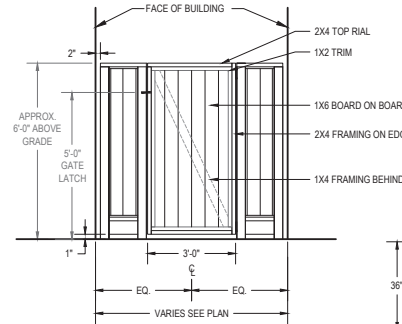
1 SOLID FENCE
GOOD NEIGHBOR

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

PLAN

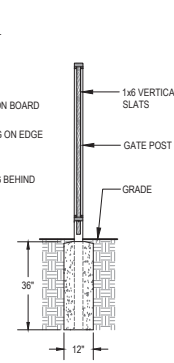


ELEVATION



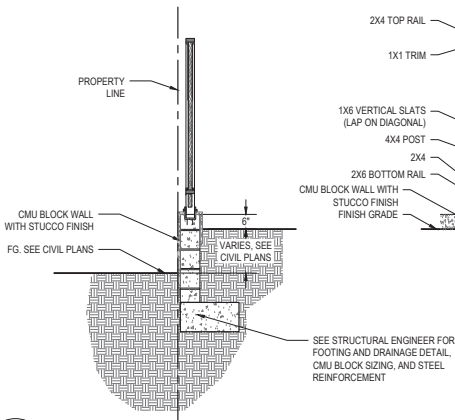
2 PEDESTRIAN GATE
GOOD NEIGHBOR

SECTION



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

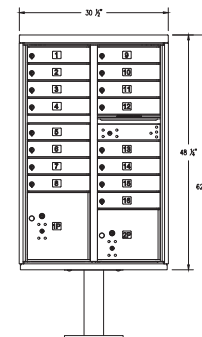
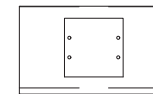
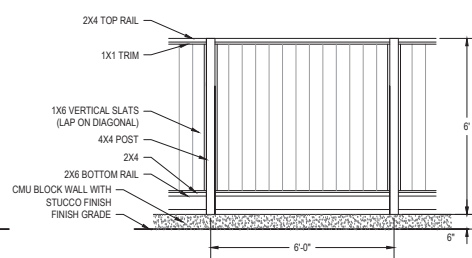
SECTION



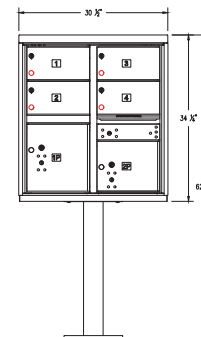
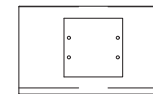
3 SOLID FENCE
ON TOP OF WALL

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

ELEVATION



CLUSTER MAILBOX #3316SAN-U



CLUSTER MAILBOX #3305SAN-U

4 SALSURY MAILBOX

SCALE: 1"=1'-0"

475 & 493 ST. JOHN
PLEASANTON, CA

LANDSCAPE
DETAILS

DESIGN

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

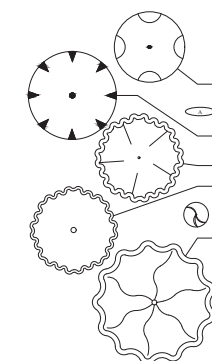
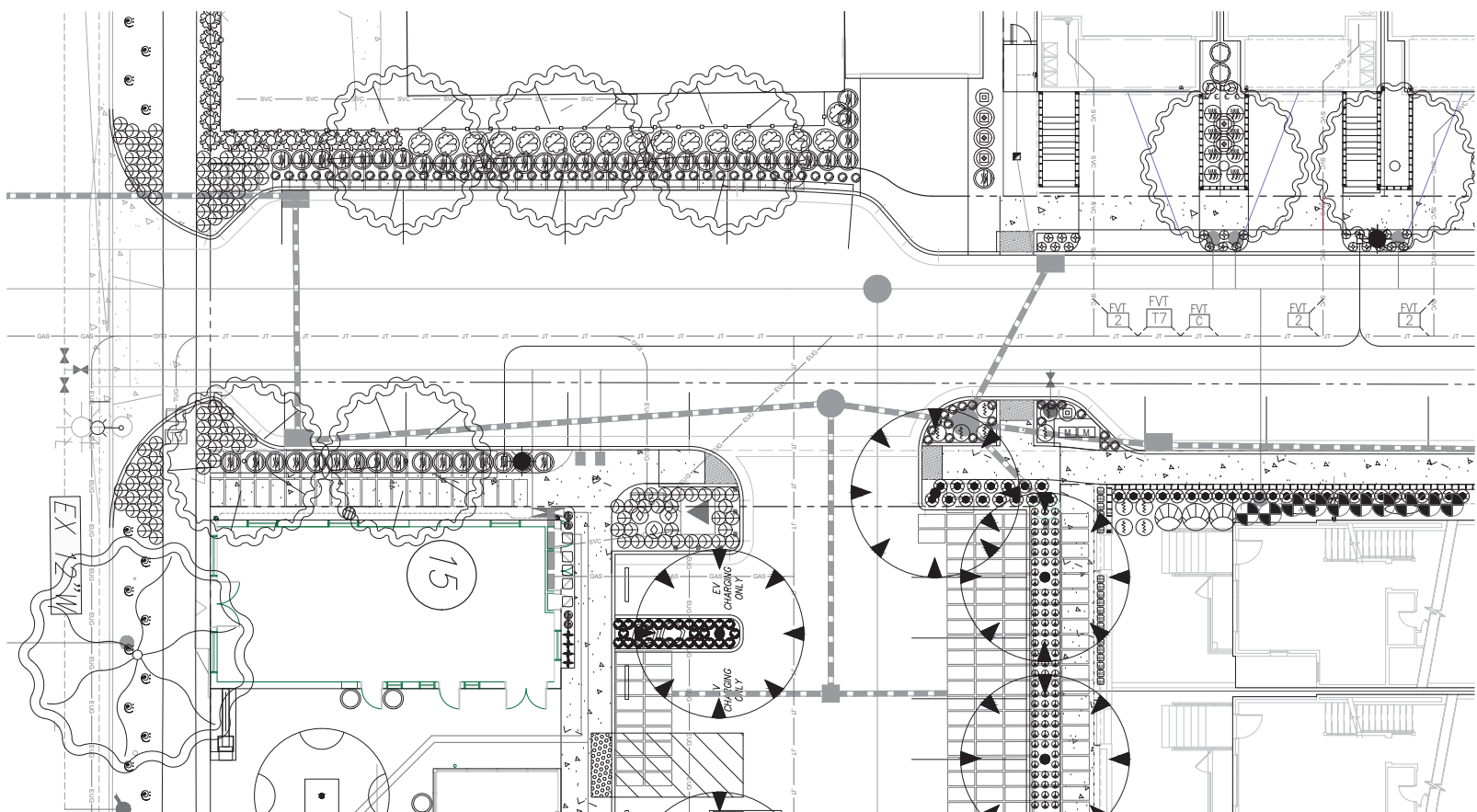
FOCUS

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 ESPALER	5	24"	M	APPLE ESPALER
PRISTIA CHINENSIS 'KEITH DAVEY'	7	24"	L	
PLATANUS X ACERFOLIA 'COLUMBIK' 15G	6	15G	M	
PLATANUS X ACERFOLIA 'COLUMBIK' 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 'MISTY EVER AMETHYST'	94	9G	L	LOW WATER PER UCDAVIS PLANT IRRIGATION TRAILS
ARCTOSTAPHYLOS UVA-URSI 'POINT REVER'	14	10	VL	4" D.C.
BUXUS GREEN BEAUTY	20	10	M	TOPARY BALL 14" D.C.
CHAMELLA JAPONICA 'MADDO'S GEM'	3	15G	M	
COREOPSIS AURICULATA 'NANA'	24	10	L	
ERGONON KAWANAKAWANUS 'WIGGEMBI'	41	10	L	
EUCOMYIA JAPONICA 'GREEN SPIRE'	16	15G	L	
FRAGARIA CHINAL	20	10	M	
GERANIUM X CANTABRIGIENSE 'BONJOY'	5	10	L	170" C. LOW WATER ACCORDING TO L.A. EXPERIENCE
HELLEBORUS ANGUSTIFOLIUS	4	10	L	170" C. - CHRISTMAS ROSE
HYDRANGEA ARBORESCENS 'ANNABELLE'	3	9G	L	LOW WATER ACCORDING TO L.A. EXPERIENCE
KNIPHOFIA 'CHRISTMAS CHEER'	3	9G	L	LOW WATER ACCORDING TO L.A. EXPERIENCE
KNIPHOFIA UMBRA 'POCO MONTECROSA'	22	10	L	
LOMANDRA CONFERTIFOLIA SSP. RUBROGLOSA 'PACIFIC SKY'	2	10	L	
LOMANDRA LONGIFOLIA 'TROMA'Y'	9	9G	L	PLATINUM BEAUTY
MULLENBERGIA RIGENS	10	9G	L	

TYPICAL PLANTING PLAN CONTINUED				
NAME	COUNT	SIZE	WUCOLS	NOTES
MULLENBERGIA RIGENS	10	9G	L	
NEPENTHES CORDIFOLIA	4	9G	M	
LOMANHUS HETEROPHYLLUS	10	15G	L	
PRUNUS CAROLINIANA 'BRIGHT N TIGHT' 24	17	24"	L	
FRAXINUS CALIFORNICA 'ROUND SAN BRUNO'	3	9G	L	
ROSA 'FLOWER CARPET WHITE'	3	20	M	38" O.C. LOW WATER ACCORDING TO L.A. EXPERIENCE
ROSAMARINUS OFFICINALIS 'TUSCAN BLUE'	2	9G	L	48" O.C.
SALVIA LEUCANTHUS	3	9G	L	
TULBAGHIA VIOLACEA	88	10	L	

ARTIFICIAL TURF OR MEADOW WITH GRASS CRETTE PER FIRE LADDER REQUIREMENTS

SILVA CELL PLANTING				
NAME	COUNT	SIZE	WUCOLS	NOTES
AGAPANTHUS HYBRID 'MISTY EVER AMETHYST'	18	9G	L	LOW WATER PER UCDAVIS PLANT IRRIGATION TRAILS
COREOPSIS AURICULATA 'NANA'	40	10	L	
LOMANDRA LONGIFOLIA 'TROMA'Y'	40	9G	L	PLATINUM BEAUTY

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



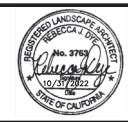
475 & 493 ST. JOHN
PLEASANTON, CA

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"

L3.1

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'



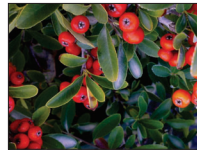
OSMANTHUS HETEROPHYLLUS



PHORMIUM COLENDOI 'CHOCOLATE BABY'



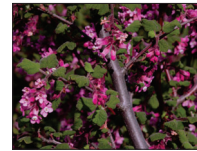
PYRACANTHA X 'MONELF'



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:



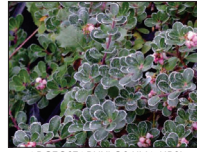
ACHEILLE 'MOONSHINE'



AGAPANTHUS 'BABY PETE'



ARCTOSTAPHYLOS 'PACIFIC MIST'



ARCTOSTAPHYLOS UVA-URSI
'POINT REYES'



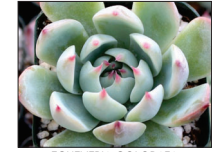
CAREX DIVULSA



CEANOTHUS GLORIOSUS 'ANCHOR
BAY'



COTONEASTER CONGESTUS
'LIKIANG'



ECHEVERIA COLORATA



ERIGERON KARVINSKIANUS
'MOERHEIMII'



FRAGARIA VESCA



GERANIUM X 'ROANNE'



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:



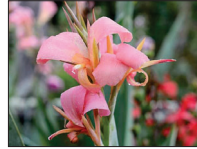
AGAPANTHUS 'BABY PETE'



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



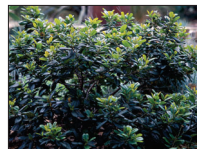
MISCANTHUS SINENSIS
'MORNING LIGHT'



MUHLENBERGIA RIGENS



PENSTEMON X GLOXINIOIDES
'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'



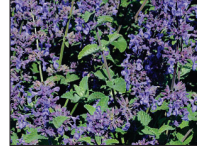
AGAPANTHUS 'BABY PETE'



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



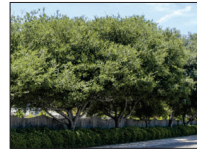
ARBUTUS 'MARINA'



LAGERSTROEMIA x 'MUSKOGEE'



PISTACIA CHINENSIS



QUERCUS AGRIFOLIA



QUERCUS LOBATA



QUERCUS SUBER

475 & 493 ST. JOHN
PLEASANTON, CA

PLANT PALLET

DESIGN

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

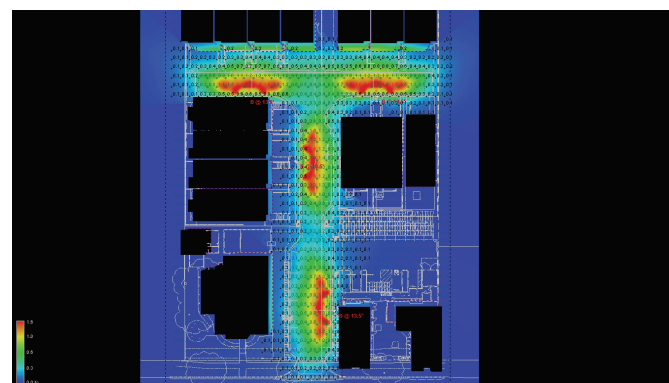
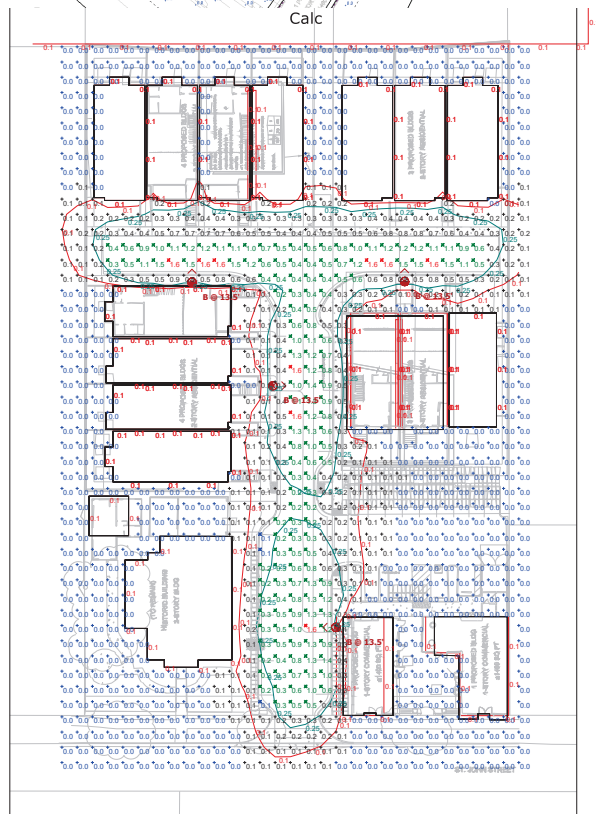
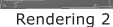
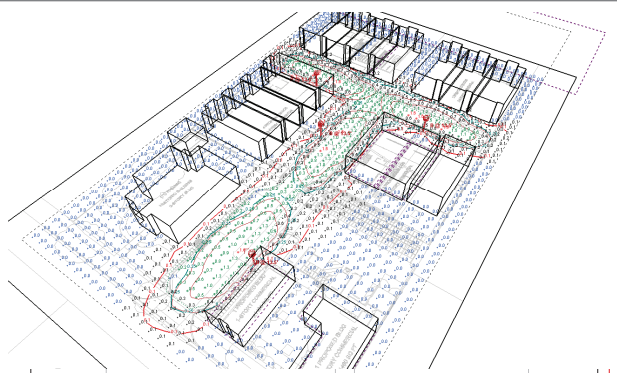
FOCUS

DESIGN FOCUS
LANDSCAPE ARCHITECTURE
& CONSTRUCTION



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

L3.4



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

Schedule										
Symbol	Label	Quantity	Manufacturer	Catalog Number	Number Lamps	Lumens Per Lamp	Light Loss Factor	Description	Wattage	Distribution
		4	Holophane	0025 P30 60K R300X 102 02501818	2	8009	0.91	Incandescent, P30 Performance Package, 4800K CCT, 70CRI Type 2 distribution, no 9'x6" with 180deg House Style Mount	60	7'x10' GL, 40'x60' GL R30 RAYTRG 181-03

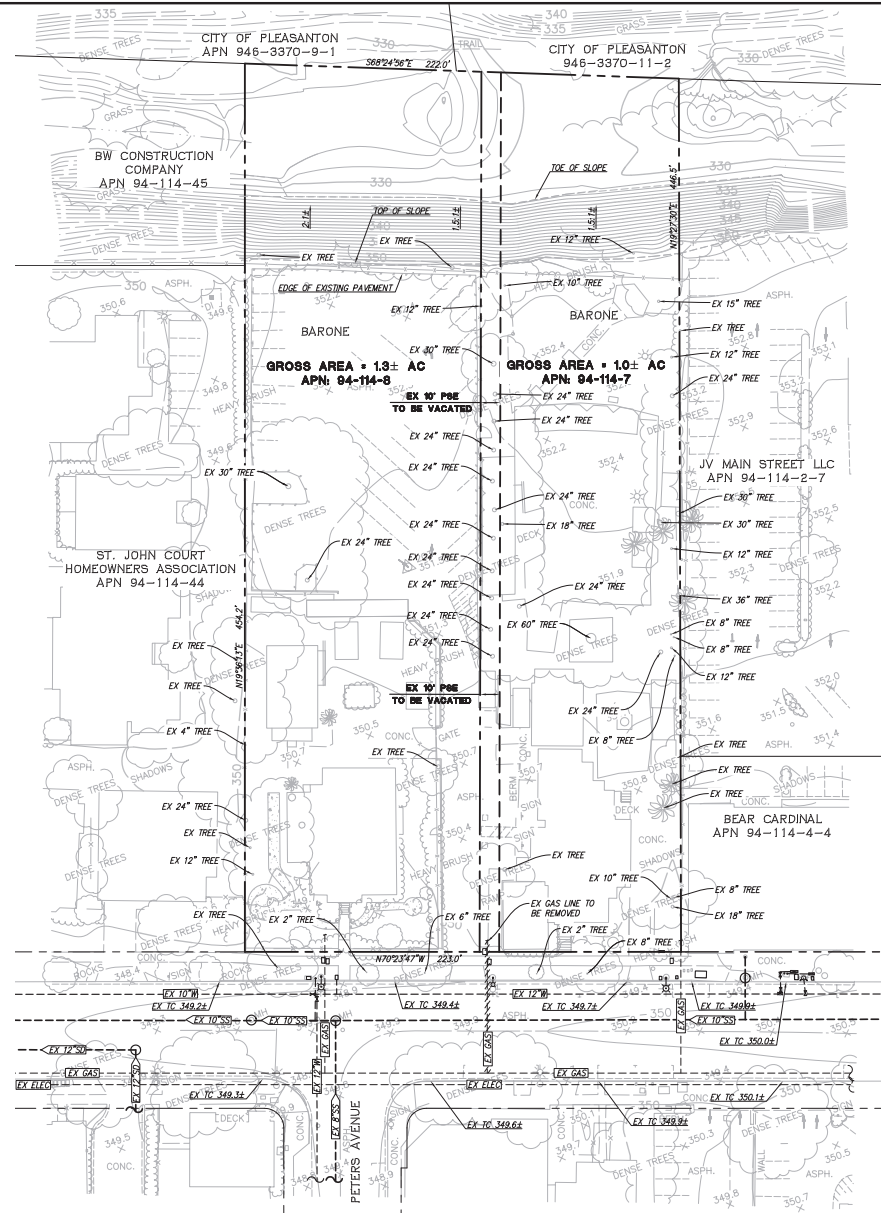
Molophane - Exteriors

Designer
 Harry Heas
 Date
 06/18/202
 Scale
 As Shown
 Drawing #
 189031-7
 Revision

1 of 1

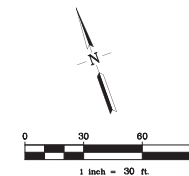
Page 825 of 893

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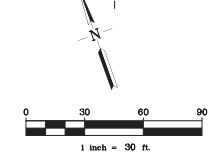
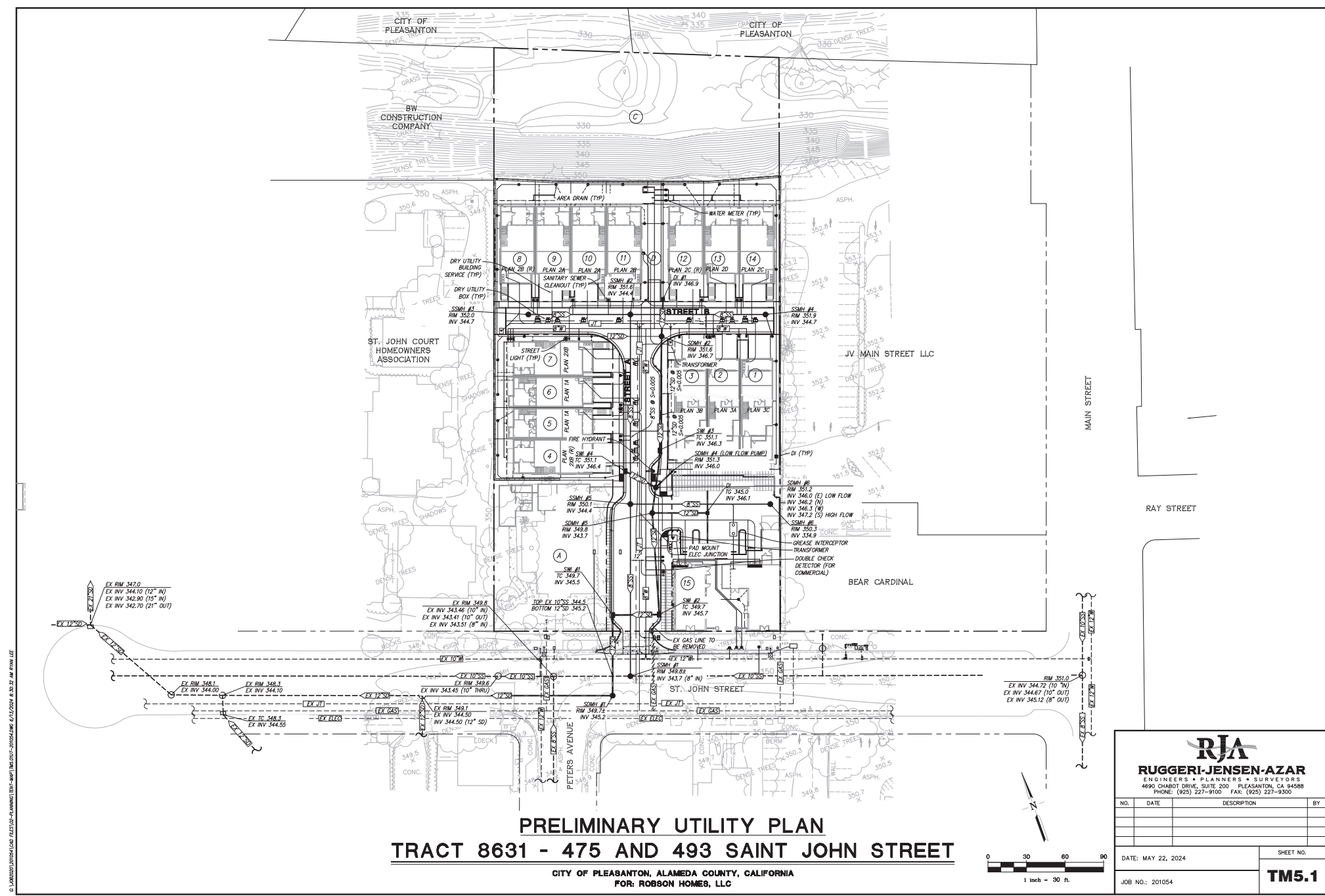
EXISTING CONDITIONS PLAN
TRACT 8631 - 475 AND 493 SAINT JOHN STREET

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: MAY 22, 2024			SHEET NO.
JOB NO.: 201054			TM2.1

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

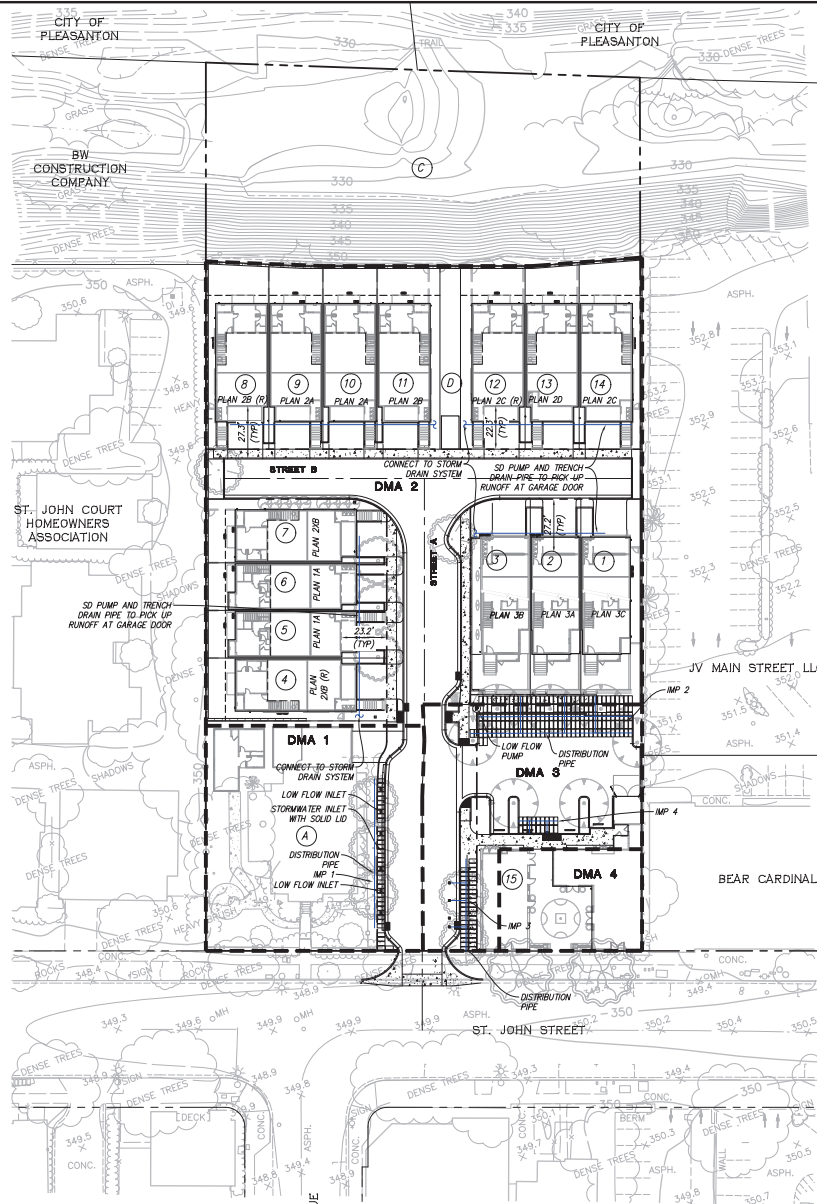
NO.	DATE	DESCRIPTION	BY

DATE: MAY 22, 2024

JOB NO.: 201054

SHEET NO.

TM5.1



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, C3 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:
 - $(0.2 \text{ IN/HOUR}) / (5 \text{ IN/HOUR}) = 0.04$
 - C3 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

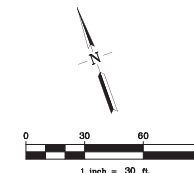
LEGEND

PROPOSED SILVA CELLS

--- DRAINAGE MANAGEMENT AREA (DMA)

PRELIMINARY STORM WATER TREATMENT PLAN TRACT 8631 - 475 AND 493 SAINT JOHN STREET

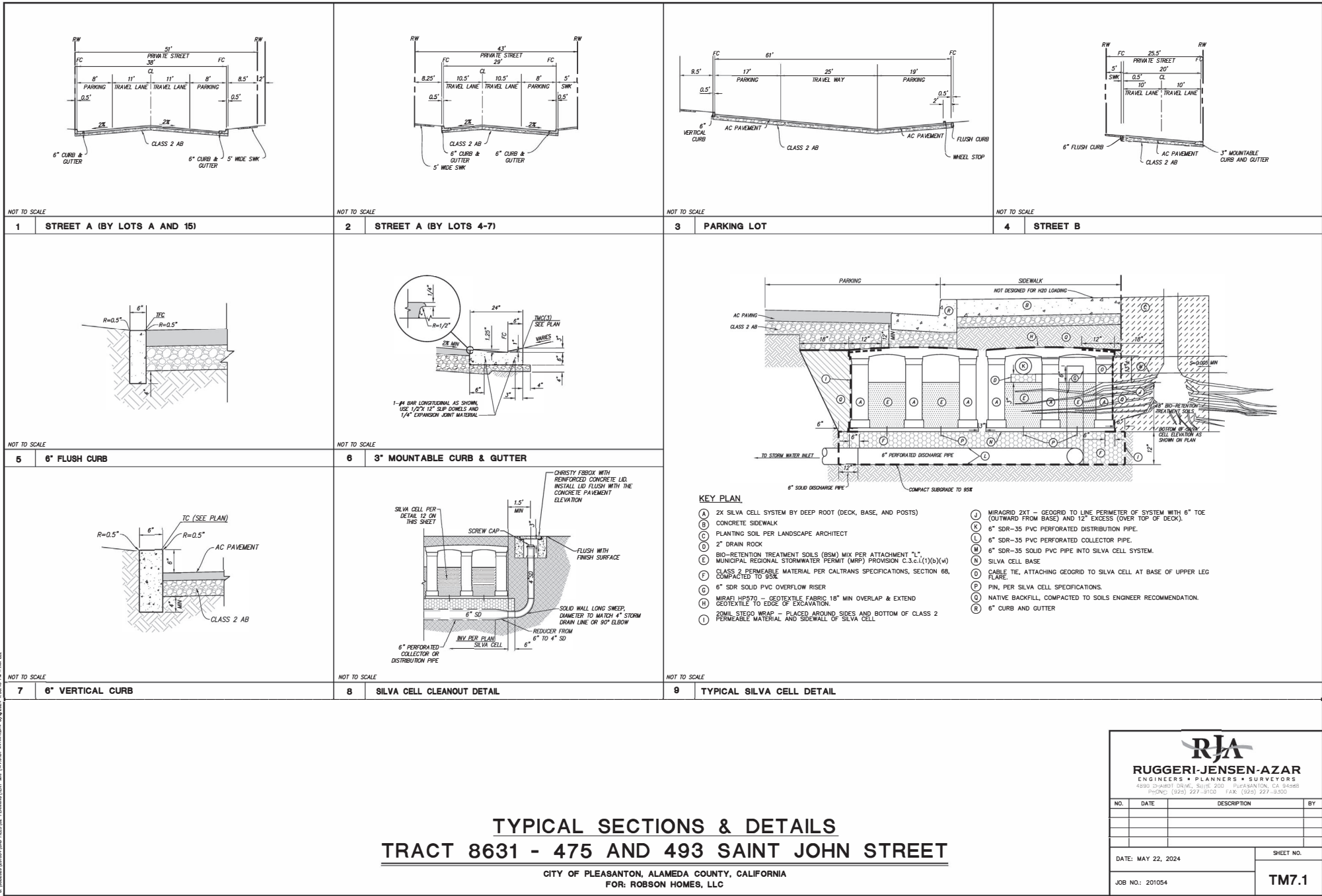
CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: ROBSON HOMES, LLC

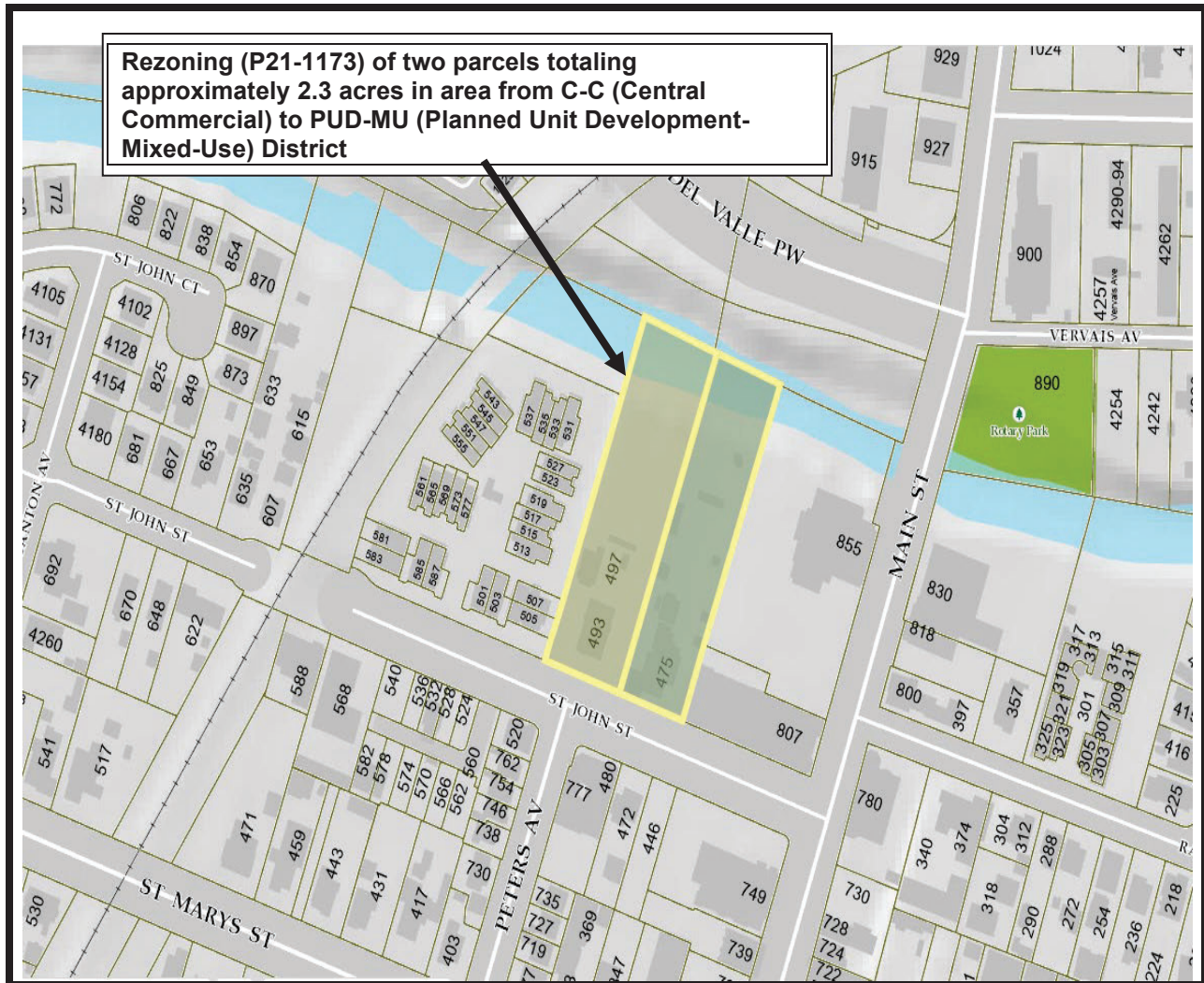


RJA RUGGERI-JENSEN-AZAR ENGINEERS • PLANNERS • SURVEYORS 4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588 PHONE: (925) 227-9100 FAX: (925) 227-9300			
NO.	DATE	DESCRIPTION	BY
DATE: MAY 22, 2024			SHEET NO.
JOB NO.: 201054			TM6.1

TYPICAL SECTIONS & DETAILS TRACT 8631 - 475 AND 493 SAINT JOHN STREET CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA FOR: ROBSON HOMES, LLC

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CITY OF PLEASANTON PLANNING DIVISION

Ordinance No. Zoning Unit Map No.

DRAWN BY:
N.Amos

APPROVED BY:

DATE:
December 17, 2024

SCALE:
1" = 300'

SEC. NO.:
PUD-146

ATTACHMENT 3

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON APPROVING VESTING TENTATIVE MAP 8631 FOR 475 AND 493 ST. JOHN STREET

WHEREAS, Robson Homes, LLC, has applied for Vesting Tentative Map (Tract 8631) approval to subdivide two parcels totaling 2.3-acres in area located 475 St. John Street (APN 094-0114-007-00) and 493 St. John Street (APN 094-0114-008-00) 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 tentative map is submitted in conformance with the PUD application, PUD-146; and

WHEREAS, at its duly noticed public hearing of December 17, 2024, the City Council considered all public testimony, relevant exhibits, and recommendations of the City staff and Planning Commission concerning this application; and

WHEREAS, the environmental effects of this project were reviewed with the PUD application, PUD-146, and on December 17, 2024, the City Council adopted the September 2024 Addendum to the Downtown Specific Plan’s Final Environmental Impact Report; and

WHEREAS, after a review of the materials presented, the Pleasanton City Council reaffirms all of the considerations and findings set forth in Planning Commission staff report; and

WHEREAS, the City Council has determined that the proposed subdivision is in keeping with the requirements of the PUD development plan, PUD-146.

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

Section 1. Approves the application of Robson Homes, LLC, for Vesting Tentative Map approval to subdivide two parcels totaling 2.3-acres in area parcel located at located 475 St. John Street (APN 094-0114-007-00) and 493 St. John Street (APN 094-0114-008-00), 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), subject to the conditions shown in Exhibit A of the ordinance approving P21-1173 and PUD-146.

Section 2. This resolution shall become effective immediately upon the effective date of the ordinance approving P21-1173 and PUD-146.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a meeting held on December 17, 2024.

I, Jocelyn Kwong, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 17th day of December 2024, by the following vote:

Ayes:

Noes:

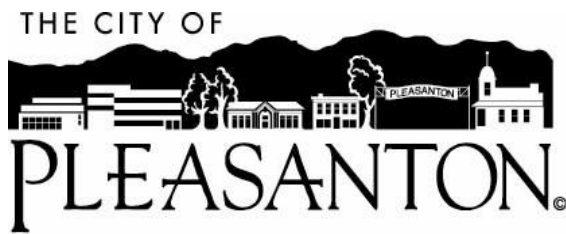
Absent:

Abstain:

Jocelyn Kwong, City Clerk

APPROVED AS TO FORM:

Daniel G. Sodergren, City Attorney



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

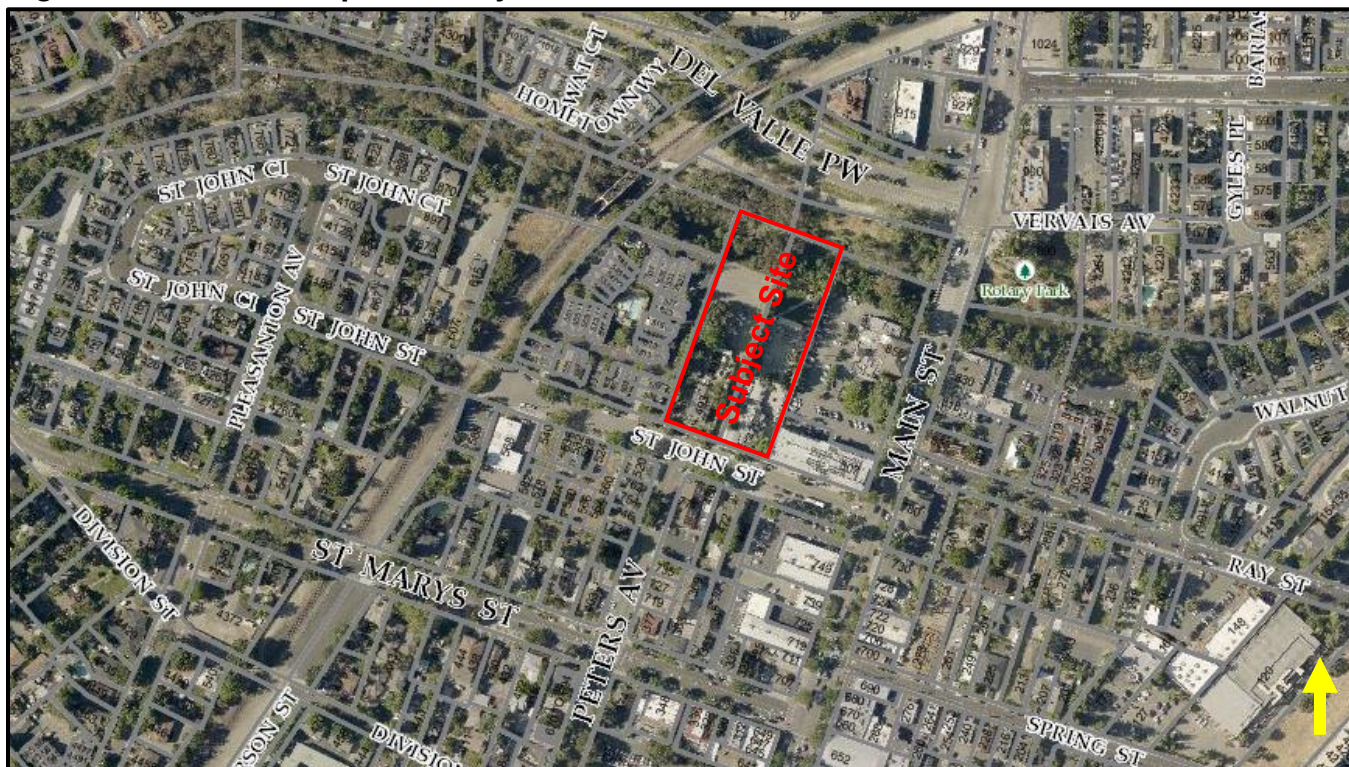


Figure 2: Focused Aerial View



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

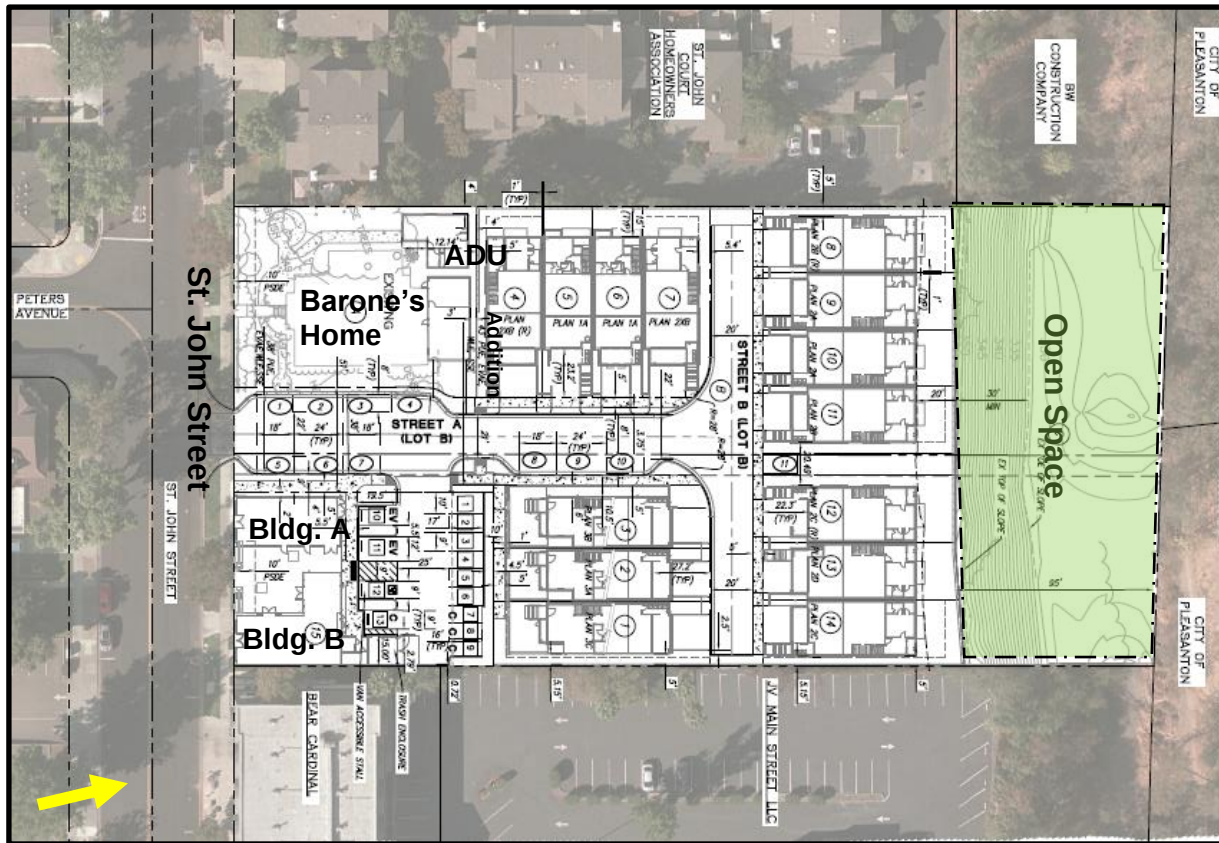
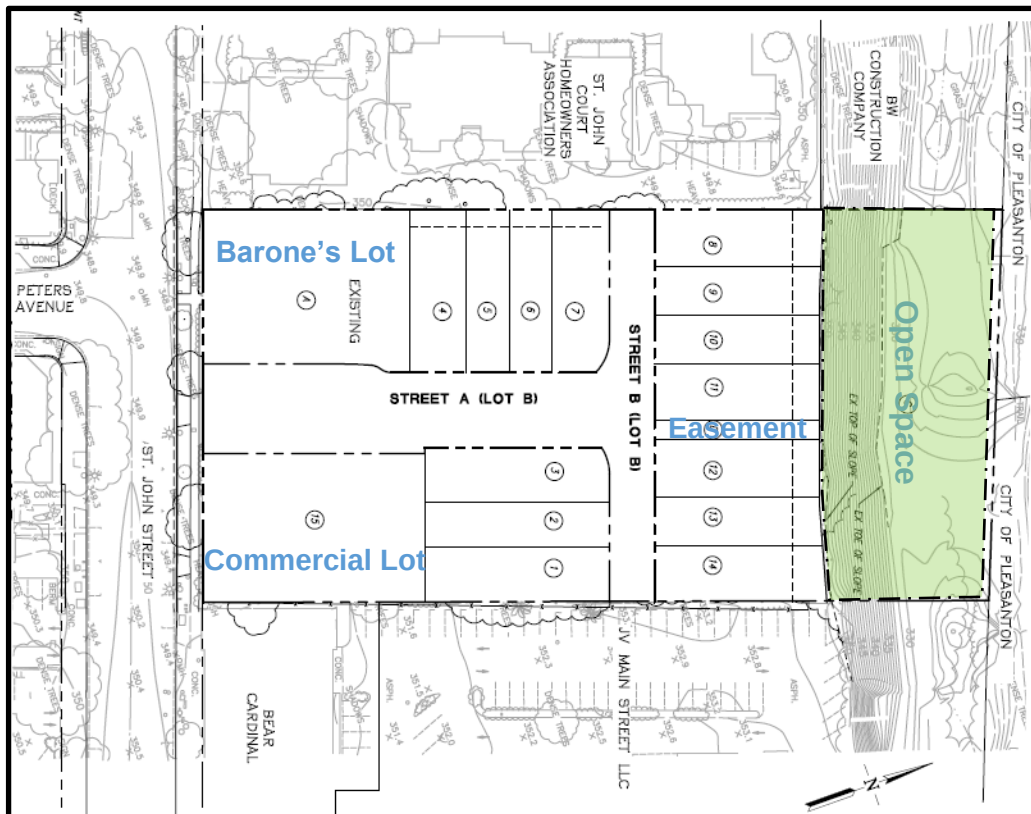


Figure 6: Vesting Tentative Map

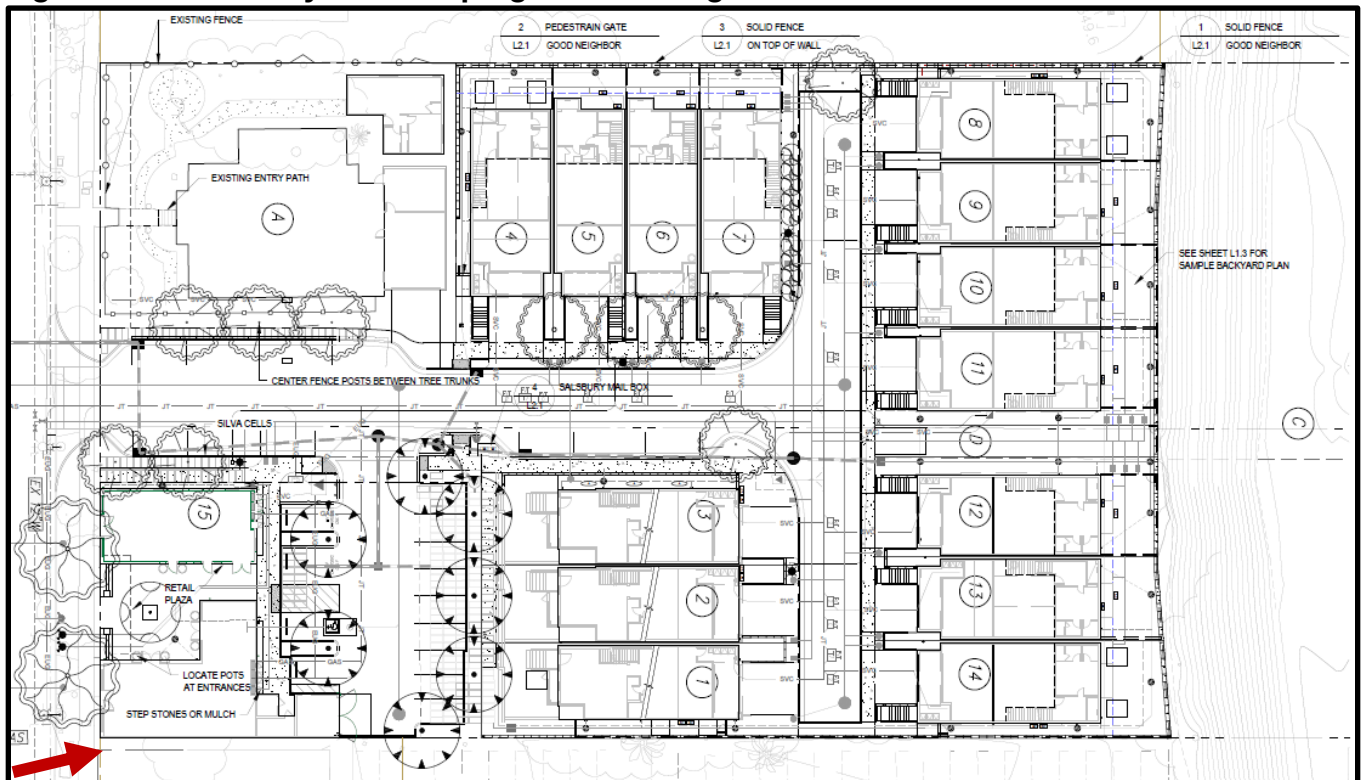


Tree Removal and Landscaping/Fencing

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.

Architectural drawings of the 'COUNTRY HOME' house, showing four elevations: Left, Front, Right, and Rear. The house is a two-story structure with a dark roof, white siding, and black shutters. The Left elevation shows a side profile with a chimney and a small balcony. The Front elevation shows a symmetrical facade with a central entrance and a balcony. The Right elevation shows the opposite side profile with a chimney and a small balcony. The Rear elevation shows a side profile with a chimney and a small balcony. Each elevation includes height markers on the right side.

Architectural drawings of the exterior of a house, showing the left and right elevations.

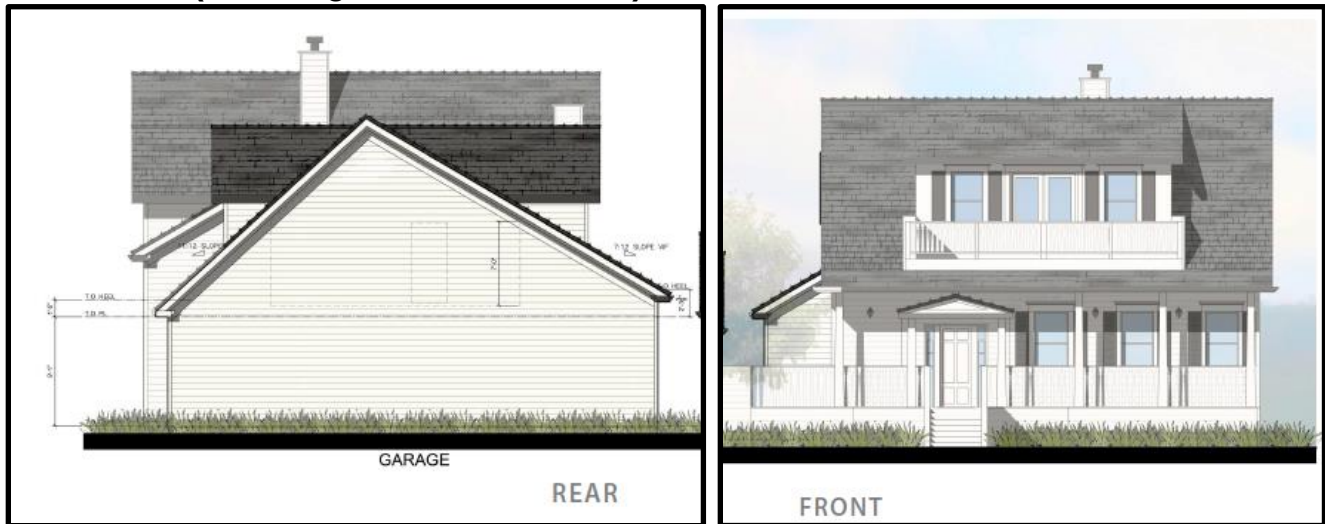
Left Elevation: Shows a garage on the left side with a white door and a small dormer window. The house has a dark roof, white siding, and several windows with dark shutters. Dimensions are provided for various parts of the house, including the garage door, windows, and roofline.

Right Elevation: Shows a garage on the right side with a dark door and a small dormer window. The house has a dark roof, white siding, and several windows with dark shutters. Dimensions are provided for various parts of the house, including the garage door, windows, and roofline.

Legend:

- 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

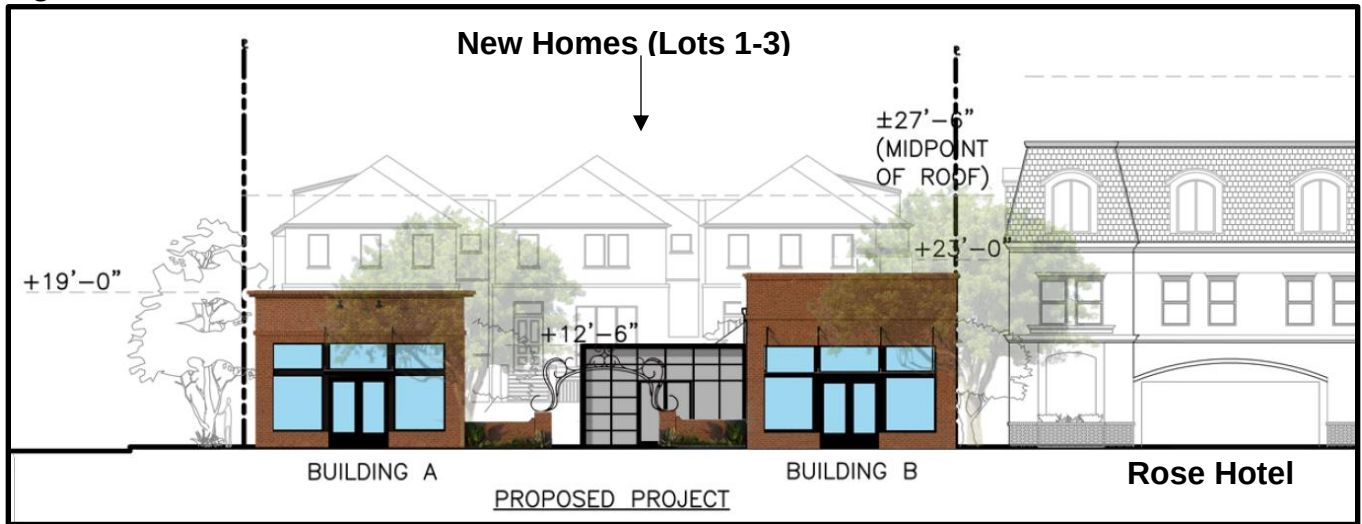


Figure 15: Focused Street View w/ Barone's Home and a St. John Street Townhome

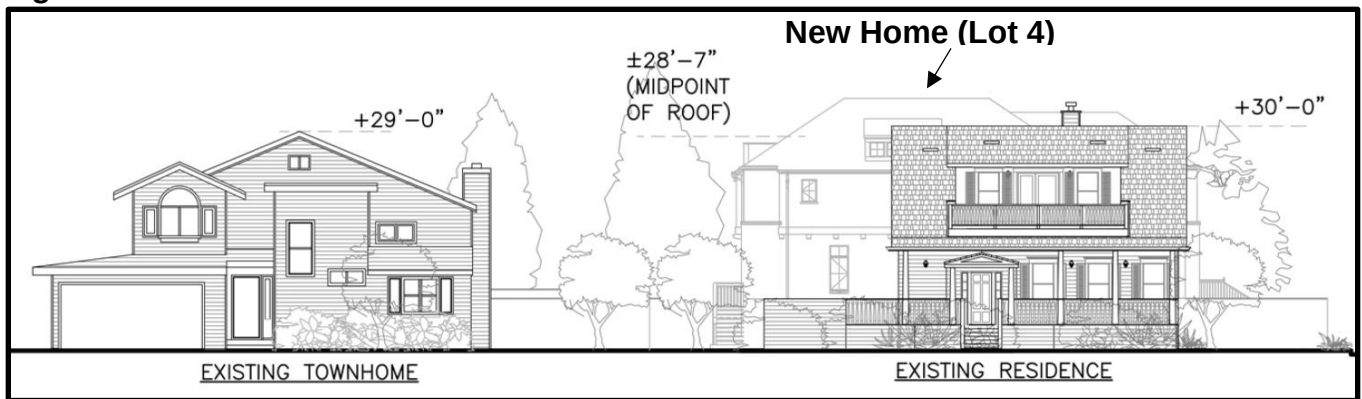


Figure 16: Plaza Design

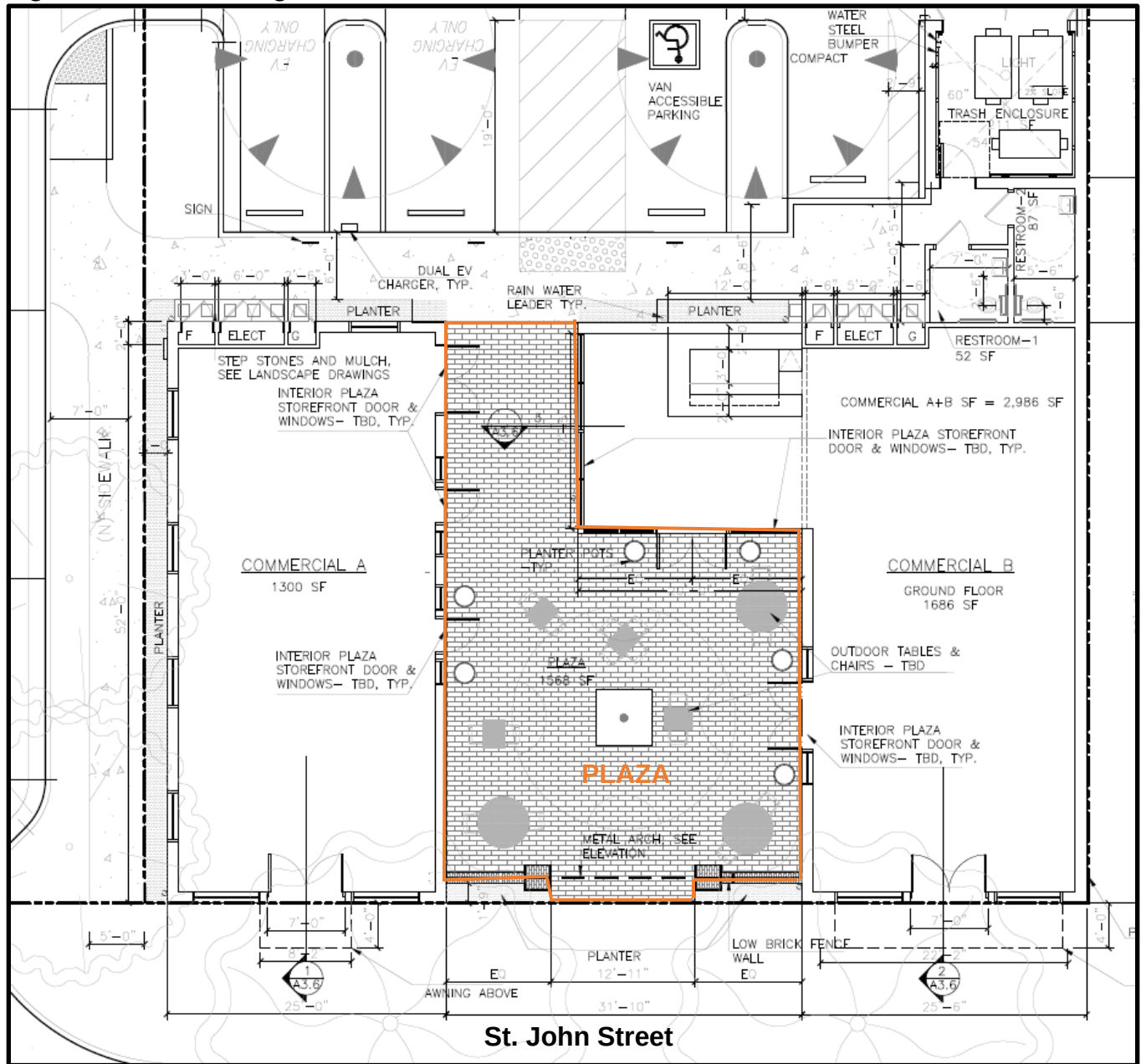


Figure 17: South Elevations of Buildings A and B (St. John Street)

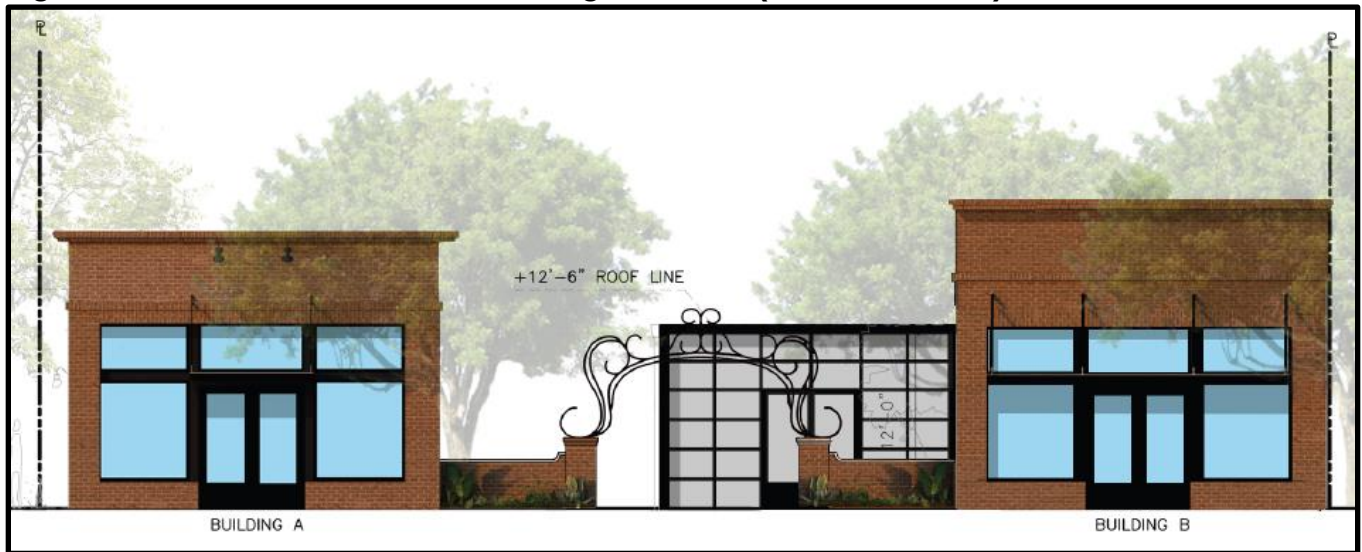


Figure 18: North Elevations of Buildings A and B (Parking Lot)

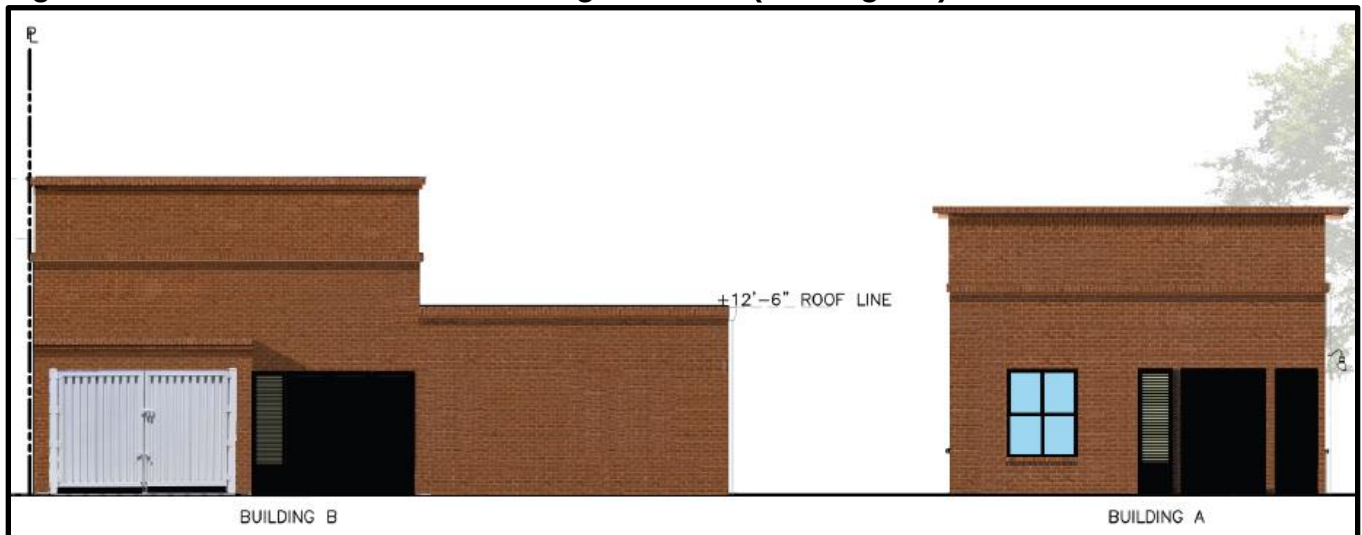


Figure 19: Building A – West Elevation (New Private Street)



Figure 20: Building A – East Elevation (Plaza)

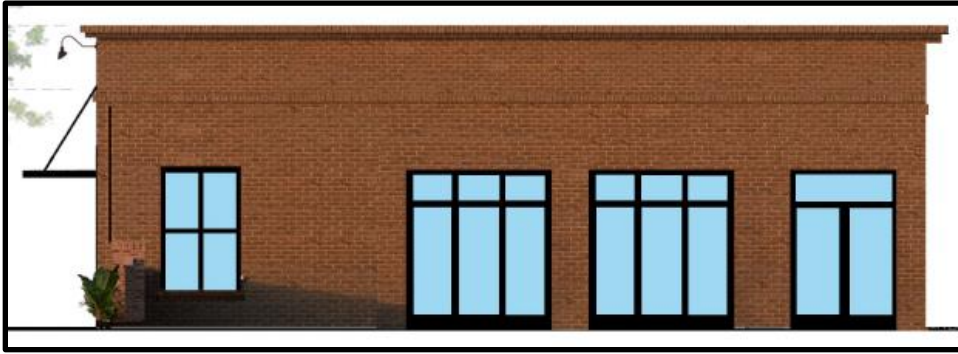


Figure 21: Building B – West Elevation (Plaza)

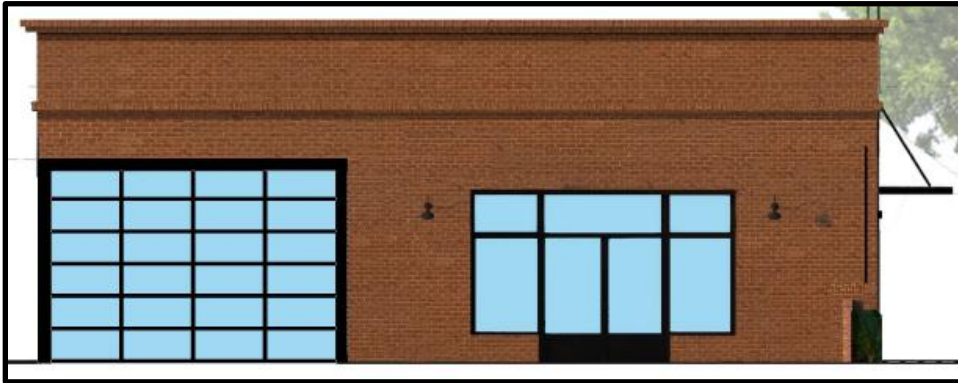
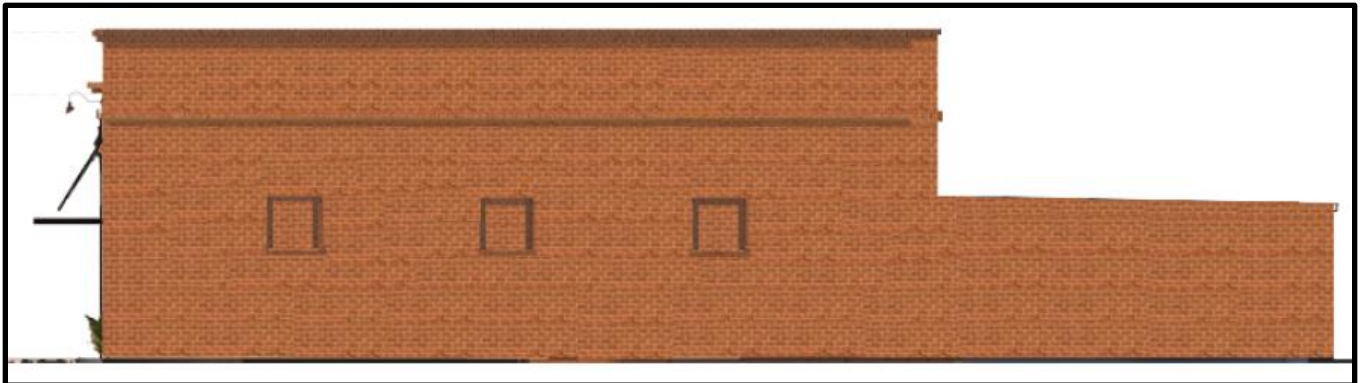


Figure 22: Building B – East Elevation (Rose Hotel)



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.

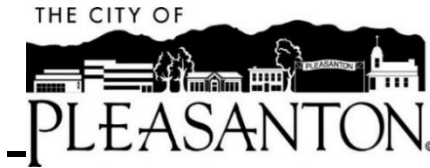
SUMMARY/CONCLUSION

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



PLANNING COMMISSION MEETING MINUTES

Wednesday, October 23, 2024

CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

Chair Gaidos called the regular meeting of the Planning Commission to order at 7:01 p.m. from the City Council Chambers located at 200 Old Bernal Avenue.

Commissioner Jain led the Pledge of Allegiance.

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

Commissioners Absent: Commissioner Brandon Pace

AGENDA AMENDMENTS

None.

CONSENT CALENDAR

1. Actions of the Zoning Administrator

Recommendation: Receive report.

2. Approve the meeting minutes of September 11, 2024

Recommendation: Approve the meeting minutes.

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

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

MEETING OPEN TO THE PUBLIC

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

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

PUBLIC HEARING AND OTHER MATTERS

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.

Recommendation: Adopt Resolution No. PC-2024-17 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 totaling 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

Planning and Permit Center Manager Melinda Denis presented the item.

Chair Gaidos opened the public comment. Public comments were received by: Richard Yee (applicant), Linda Behers, Bill Wheeler, James Cooper, and Melissa Morgan.

Chair Gaidos closed the public comment.

Chair Gaidos re-opened the public comment. Public comments were received by: Richard Yee (applicant).

Chair Gaidos closed the public comment.

MOTION: It was m/s by Jain/Mohan to adopt Resolution No. PC-2024-17 recommending City Council action as recommended by staff and reflected in the Agenda Report and Powerpoint Presentation by staff, with additional recommendations that (1) The City Council review the proposed PUD-MU permitted and conditionally permitted uses and list specific allowable uses for the commercial property; and (2) The Developer consider adding a second story or roof deck to the commercial buildings if feasible and 3) City Council consider addition of a condition of approval for a maintenance agreement for the on-site common areas. to City Council. Motion passed by the following roll call vote:

Ayes:	Commissioners Jain, Morgan, Pace, Wedge, and Chair Gaidos
Noes:	None

Absent: Commissioner Pace
Abstain: None

Chair Gaidos called a recess at 9:06 p.m.

Chair Gaidos reconvened the meeting at 9:19 p.m.

4. 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.

Recommendation: Receive presentation, review and discuss draft amendments to the Objective Design Standards for Housing sites and Pleasanton Municipal Code.

Senior Planner Shweta Bonn and consultant Andrew Faulkner presented the item.

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

The Planning Commission received the presentation and provided feedback to staff.

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

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

None.

6. Actions of the City Council

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

7. Future Planning Calendar

Planning and Permit Center Manager Denis provided a brief overview of the items listed in the report.

MATTERS INITIATED BY COMMISSION MEMBERS

None.

ADJOURNMENT

Chair Gaidos adjourned the meeting at 10:27 p.m.

Paul Eichenholtz, Recording Secretary



RECEIVED

SEP 28 2024

CITY OF PLEASANTON
PLANNING DIVISION

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
*Baker Financial Consulting, LLC***Past Chair**Kim Damiani
*Summit Financial Group***Vice Chair, Membership**Ken Norvell
*CMIT Solutions of Pleasanton***Vice Chair, 2025 Forum**Lauri Moffet-Fehlberg
*Dahlin Group, Inc.***Vice Chair, EDGR**Bill Wheeler
*Black Tie Transportation***Directors**Billy Buckley
*ENT Networks, Inc.*Tracey Lewis-Taylor
*Stanford Health Care Tri-Valley*Seema Chawla
*TekValley Corporation, Inc.*Nick Kurji
*Primrose School of Pleasanton*Nathan Rearick
*Chevron Corporation*Bob Rossi
*Sunshine Saloon*Lori Strazdas
*The Clarox Company*Eugene Ashley
*Hoge Fenton*Shelley Despotakis
*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

RECEIVED

SEP 23 2024

RECEIVED

SEP 23 2024

CITY OF PLEASANTON
PLANNING DIVISION

November 7, 2023

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.

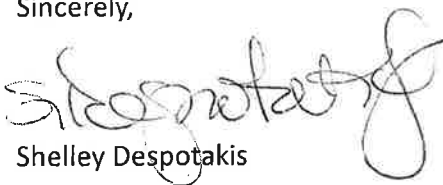
I am impressed with their well thought out plan. The look of the beautiful brick project fits in perfectly with downtown Pleasanton. The open plaza concept plaza is a needed addition and will enrich community gatherings.

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.

Date Distributed: 10-23-2024

From: katherine abbottcom.com [REDACTED] >
Sent: Wednesday, October 23, 2024 9:06 AM
To: Natalie Amos <namos@cityofpleasantonca.gov>
Subject: Questions for meeting tonight Barone property P21-1173, PUD-146, Tract 8631

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

Hello Ms. Amos,

1. I will be attending the meeting tonight. We were asked to send questions today before 12 noon.
 1. Will they be saving all the trees on the property? The trees have lived on the property for years, so they are part of Pleasanton history. My neighbors at St. John Court depend on the trees for shade during the hot summer months. As well they decrease the amount of noise coming from downtown.
 2. I'm concerned about the addition traffic and everyone's safety. Will they use the exit on Main Street that already has a traffic light? Exiting onto St John is already dangerous. Cars driveway too fast from Main Street turning right onto St John. The intersection at St John and St Peters is already an "accident waiting to happen." If they plan to have residents exit onto St John they need to put in a light at the intersection of St John and St Peters.
 3. Will there be enough resident parking on the property so additional cars don't have to find parking on the street? How many parking spaces and guest spots are they supplying? Two spots per house hold plus enough guest spots for the residents? Our street parking is already compacted before this Barone project even begins.
 4. What business's do they plan to rent to for the commercial space? I'm concerned they will remain empty. We already have several downtown properties that remained empty for years. What will you do to motivate businesses to rent?

5. How long will the building take? The townhomes across the street from us were to take 1 year. It took over 3 years.

6. We were promised the building would not begin each morning until 8:00am. I could hear the big equipment begin at 6:00am

7. What's in it for us at St John Court community to support this new development?

8. Where can we see a map showing the layout of the plans?

9. Will you be planning a private meeting with the St John Court community as you did before?

Sincerely, Katherine Abbott

From: [REDACTED] >
Sent: Tuesday, October 22, 2024 7:55 PM
To: Natalie Amos <namos@cityofpleasantonca.gov>; Ellen Clark <eclark@cityofpleasantonca.gov>
Subject: Barones - pls forward to planning commissioners

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

Dear Planning Commissioners,

Please consider two updates to the commercial part of the Barone's PUD proposal. These are consistent with the direction the Planning Commission gave in 2019 to help increase vibrancy in downtown Pleasanton. The Council and Planning Commission were open to allowing some housing but ONLY if there was a significant active retail presence in the front to benefit the broader Pleasanton community.

Requests:

- 1) Specify the active retail uses that we believe will drive vibrancy for this PUD (vs. defaulting to the MUD general uses listed in Section 18.46.030 which are not all active retail <https://ecode360.com/43034379#43034413>). For example, this current draft would allow proposed uses such as schools, government facilities, personal services, vets, adult entertainment, dry cleaners, etc. These uses were not intended for this site when it was last brought to the Planning Commission and I think would be a missed opportunity to improve retail vibrancy.
 - a. I would propose we narrow this list to those elements that are active retail only including: 1) restaurants 2) wineries 3) microbreweries 4) bar and brew (conditional). These are also the uses that can take broader advantage of the community 'plaza'. Exclude elements which are not active retail
- 2) Increase the amount of square retail footage in total vs. just the bare minimum that is required. In the recent past, a large portion of this site was used for dancing, wine, events, etc. on top of the officially "zoned" square footage. I recommend a portion of what was actually used (even though not officially zoned) should be added apples for apples. Ideally, we would end up with at least 50% more, and ideally a doubling of what currently exists.

Background – FYI

Here is the generic table of uses proposed by staff <https://ecode360.com/43034379#43034413>

As an aside, I was on the commission in 2019 when this project first came forward. The commission was unanimous in stating that they wanted a strong front facing active retail site at least as large as **Blacksmith Square in Livermore** and similar in nature. This is one of the last large sites left in Pleasanton to create an active retail (restaurant, nice wine bar, music, etc.) presence to support the community similar to Blacksmith Square.

Blacksmith Square has been so successful that Livermore has a plan to expand it by about 13K square feet. <https://www.livermoreca.gov/departments/community-development/downtown/blacksmith-square-expansion>



This is the expanded plan for Livermore's Blacksmith Square based on the success of the current project.
[Blacksmith Square Expansion | Livermore, CA](#)

Thank you for your consideration.

Nancy Allen

From: [REDACTED]
To: [Natalie Amos](#)
Subject: P21-1173, PUD-146, Tract 8631
Date: Wednesday, October 23, 2024 9:46:26 PM

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

Dear Natalie,

I hope you are doing well. I am writing about the proposed development on the Barone's property, as I was unable to attend this evening's public hearing.

I am a property owner in the Saint John community behind the proposed development, and while I am mostly ambivalent to/positive about the development, I wish to express my concerns about the following two points after reading the agenda packet:

1. With regards to: *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.*

This section is absolutely unacceptable. While I understand that the removal of some of the heritage trees is inevitable during a project of this size (especially trees such as Redwoods), the City consistently disappoints me with its lack of consistency regarding the preservation of our heritage trees. In particular, Valley Oak trees are native to the Tri-Valley area, are drought tolerant, provide much-needed shade, and the value that they provide the community, and the environment, cannot be overstated. Pleasanton wishes to be a city of so-called planned progress, but lacks the foresight to appreciate that a tree that is older than 100 years cannot be replaced by a newly planted 'attractive' landscaping alternative. You are enabling shade poverty, and robbing our community of its character one tree at a time. In particular, the oak tree on the western side of the property, adjacent to the St. John Townhomes is worth preserving. Trees such as these are irreplaceable, and I look to towns like Danville and Livermore as examples of valuing the benefits that these trees bring. Perhaps a community gathering space can be created under its shade?

2. I am concerned about the traffic impact of this will have on St. John Street. My sons both bike to school, and I foresee cars using our cul-de-sac as an opportunity to turn their cars around. The corner/curve in the road leading to Peters Avenue is already dangerous, as there is no pedestrian crosswalk where it intersects with St. John. In anticipating more foot traffic to the commercial space and residential units, and its associated vehicular traffic, I expect the City to ensure the safety of all students using this road and installing a pedestrian crosswalk.

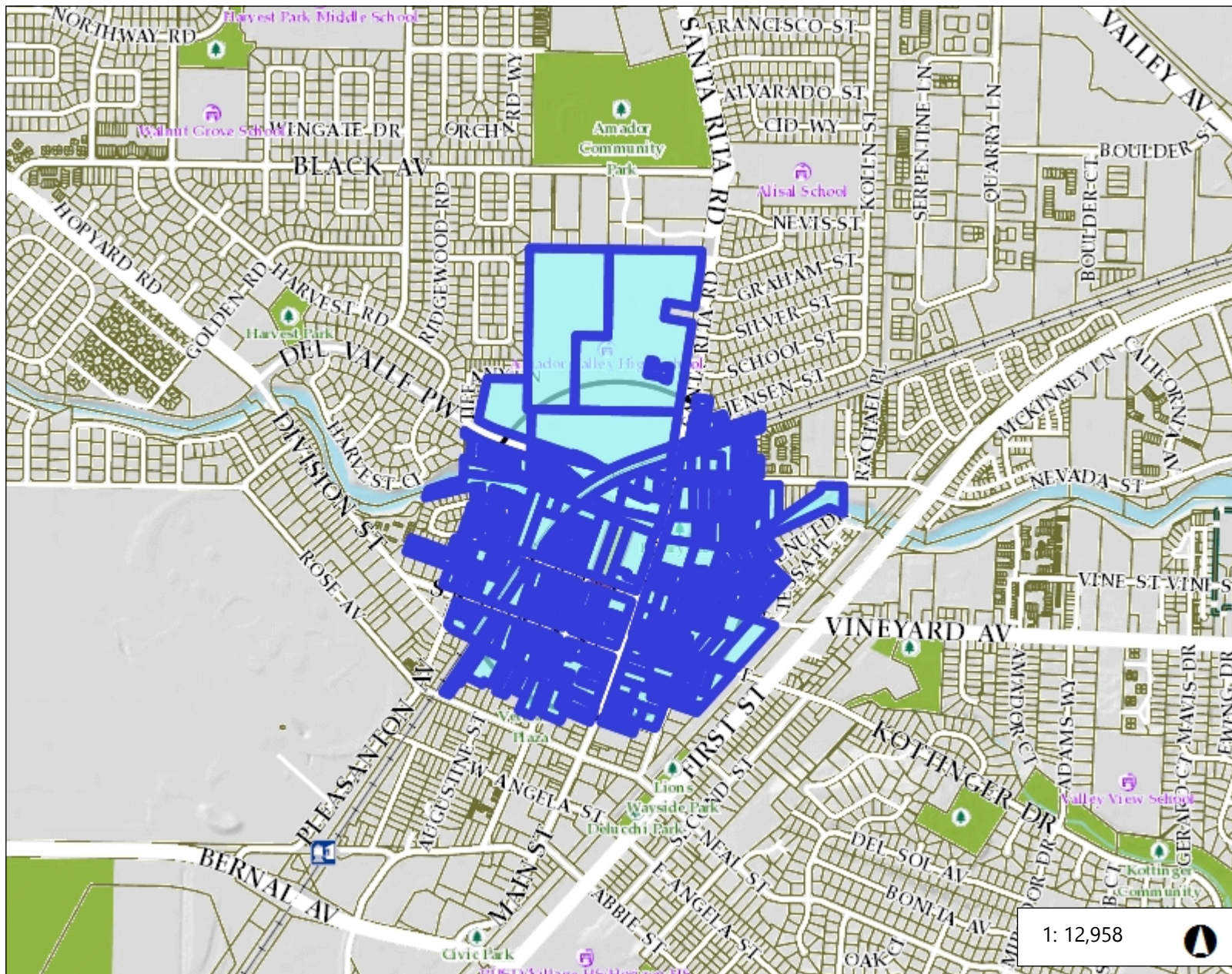
Finally, less a concern than a question: With the vehicular traffic, was increased delivery trucks to the homes accounted for in the trip estimates?

Thank you so much for your time, I appreciate it!

Nadine Moore
[REDACTED]

475 and 493 St. John Street

ATTACHMENT 7



Legend

- Fire Station
- School
- Park
- Parcels

Notes

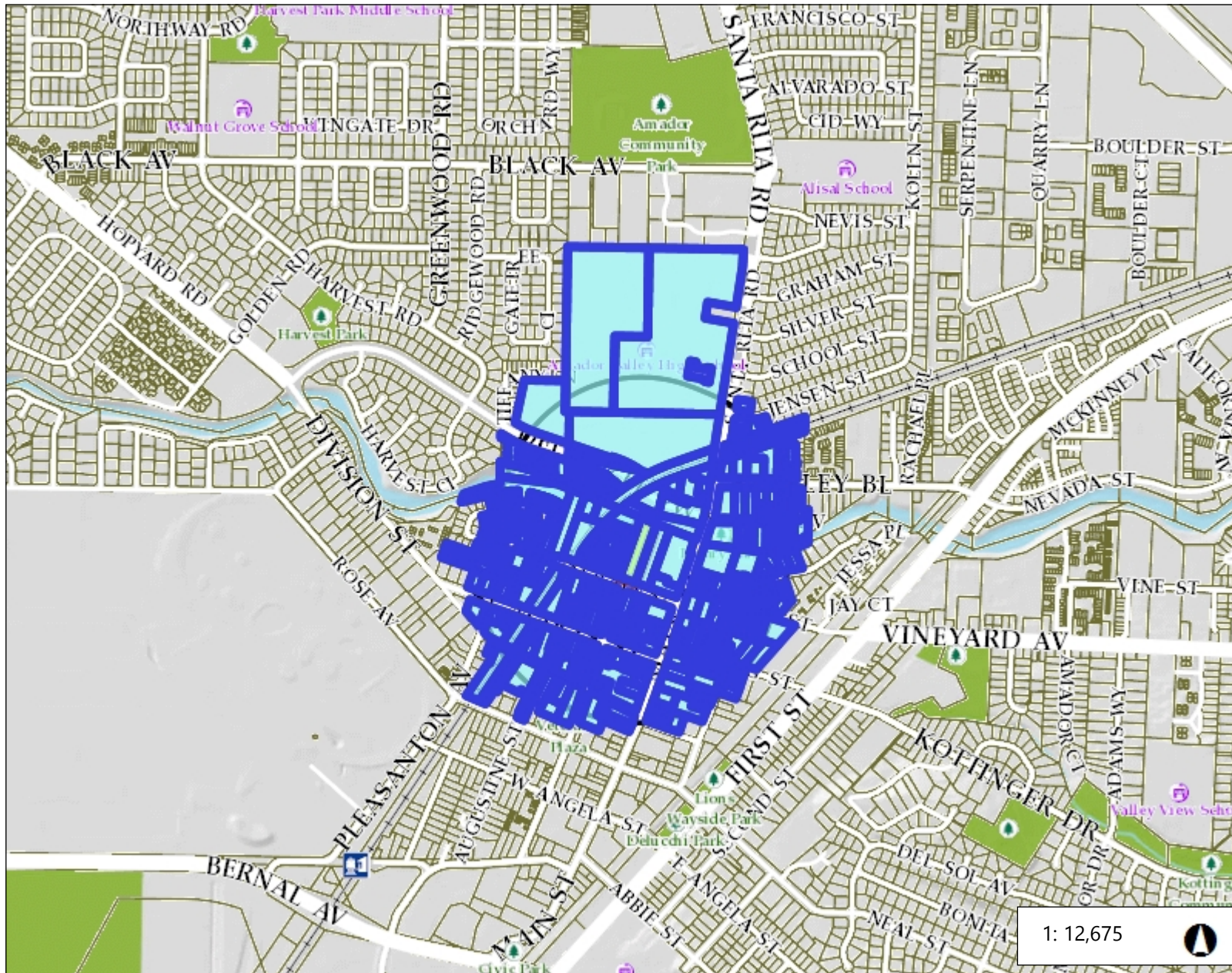
Notes

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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

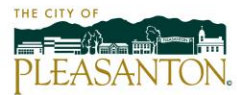
NAD_1983_2011_StatePlane_California_III_FIPS_0403_Ft_US
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Robson Homes/Barone's 475 & 493 St. John Street Rezoning (P21-1173), Development Plan (PUD- 146), and Tract 8631

City Council
December 17, 2024



1

Requested Actions

Proposed Entitlements and Approvals:

1. Adoption of an CEQA Addendum to the DSP Final EIR
2. Rezoning and PUD Development Plan
3. Vesting Tentative Map



2

Site Description



3

Barone Residence



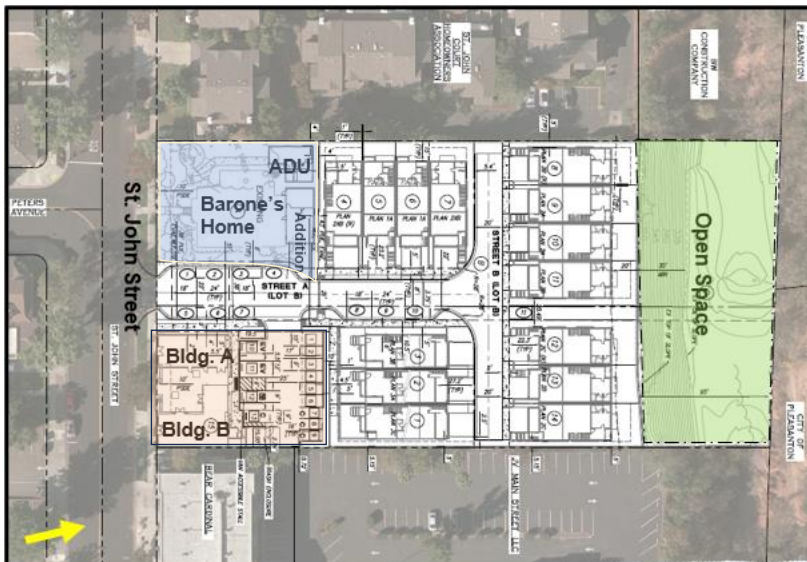
4

Barone's Restaurant



5

Site Plan/Project Description



6

Barone House – Residential Addition



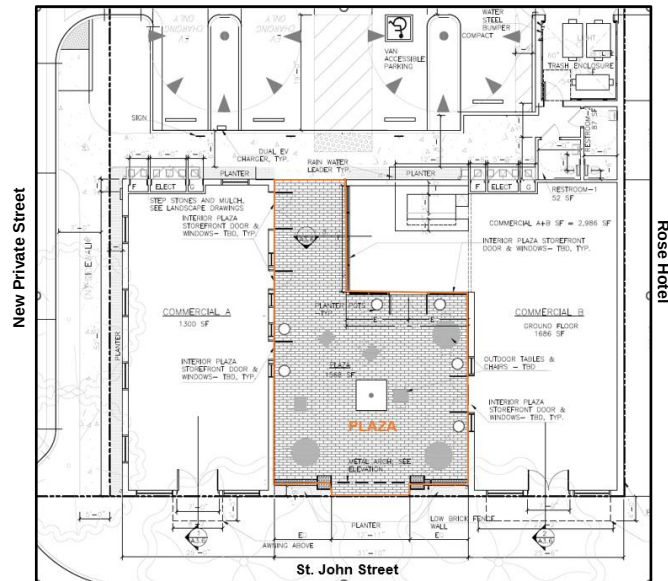
7

New Detached Residential



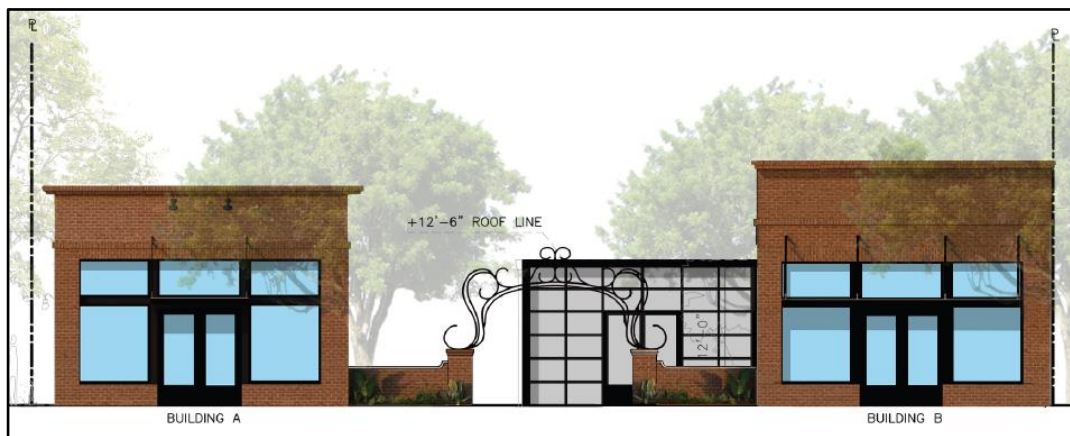
8

Commercial Plaza



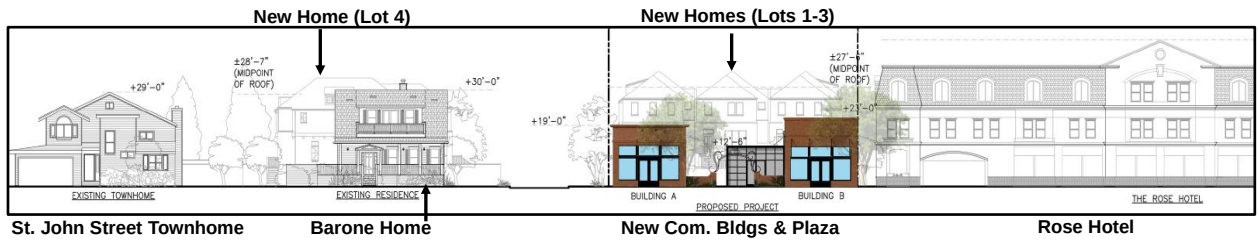
9

Commercial – St. John Street



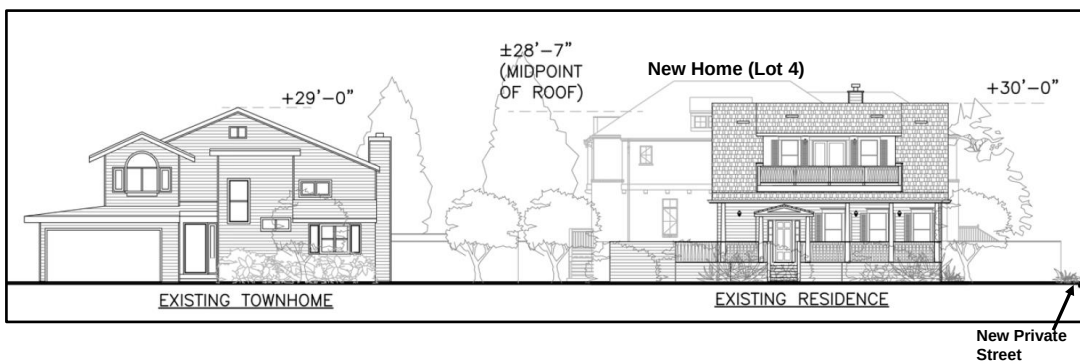
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Commercial – St. John Street



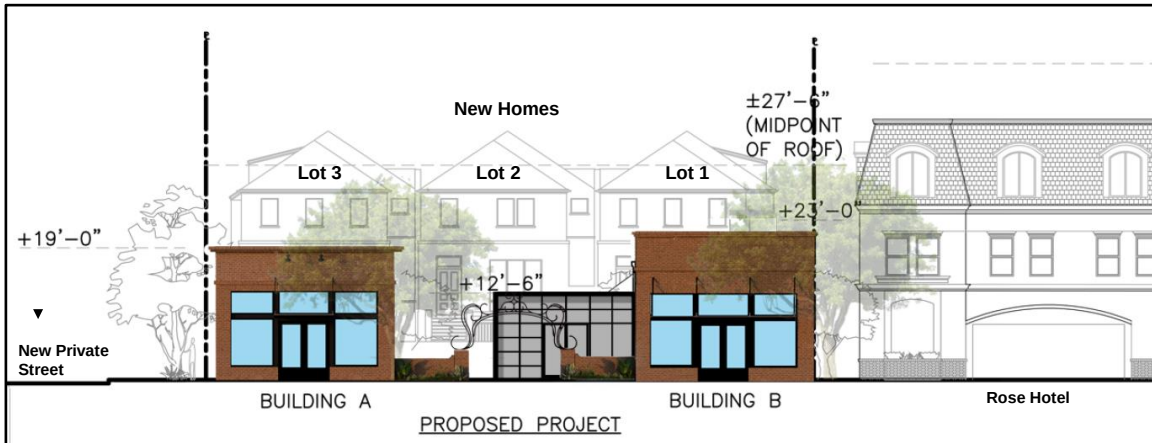
11

Focused Street View - West



12

Focused Street View - East



13

Planning Commission Hearing

Public comments:

- Maintain the existing amount of commercial square-footage
- Active uses
- Existing traffic and parking on St. John Street
- Retain more trees

Planning Commission discussion:

- Amount of commercial square-footage
 - One larger building in lieu of two smaller buildings
- Increasing commercial building height for rooftop use
- Type of commercial uses



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Planning Commission – Cont'd

Voted 4-0 to Recommend City Council Adopt the addendum to the DSP FEIR; Approve the PUD rezoning and development plan; and Approve Vesting Tentative Map, subject to the draft conditions of approval

Planning Commission requested City Council consider:

1. Proposed PUD-MU permitted and conditionally permitted uses and list specific allowable uses;
2. Adding a second story or roof deck to the commercial buildings, if feasible; and
3. Adding a condition of approval for a maintenance agreement for the on-site common areas.



15

Analysis

1. General Plan and Downtown Specific Plan
2. Zoning/Land Use and Development Standards
3. Site Plan
4. Architecture



16

1. General Plan and Downtown Specific Plan

- GP LU: Retail/Highway/Service Commercial Business and Professional Offices; permits mixed-use development. Public Health and Safety with Wildland Overlay; no development allowed.
- DSP LU: Downtown Commercial
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.
- Project supports numerous GP and DSP Goals, Programs, and Policies



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2. Zoning/Land Use Development Standards

- Existing Residential – R-1-10,000 Zoning District
- New Residential – R-1-6,500 Zoning District
- Commercial – MU-D District, with specific permitted uses, including:
 - Personal services
 - Restaurants and catering establishments
 - Retail
 - Microbreweries
 - Wineries
 - Bars and brew pubs
- Office, professional services, adult businesses, examples of uses not permitted



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3. Site Plan

- Adequate transition from commercial to residential
 - New homes behind commercial structures and existing home
 - No net loss of commercial structure square-footage
- Single primary access point from St. John Street
- Adequate internal vehicle and pedestrian circulation
- Meets the PMC parking standards for residential and permitted commercial uses
- No development within the designated open space area along Arroyo



19

4. Architecture



20

Conclusion and Recommendations

1. Adopt a resolution adopting the addendum to the Downtown Specific Plan Final Environmental Impact Report, finding the document satisfies the requirements of CEQA
2. Introduce and Ordinance making the PUD findings and approving a PUD development plan approving the applications for:
 - PUD rezoning of two parcels (P21-1173), and
 - PUD development plan (PUD-146) approval to:
 - Retain the two-story home and construct an addition
 - Demolish all other structures and site modifications, and
 - Construct 14 detached single-family homes, two commercial buildings with a public plaza and parking lot, new private street, and related site modifications subject to the Draft Conditions of Approval
3. Adopt a resolution approving the Vesting Tentative Map (Tract 8631)



21

End



22