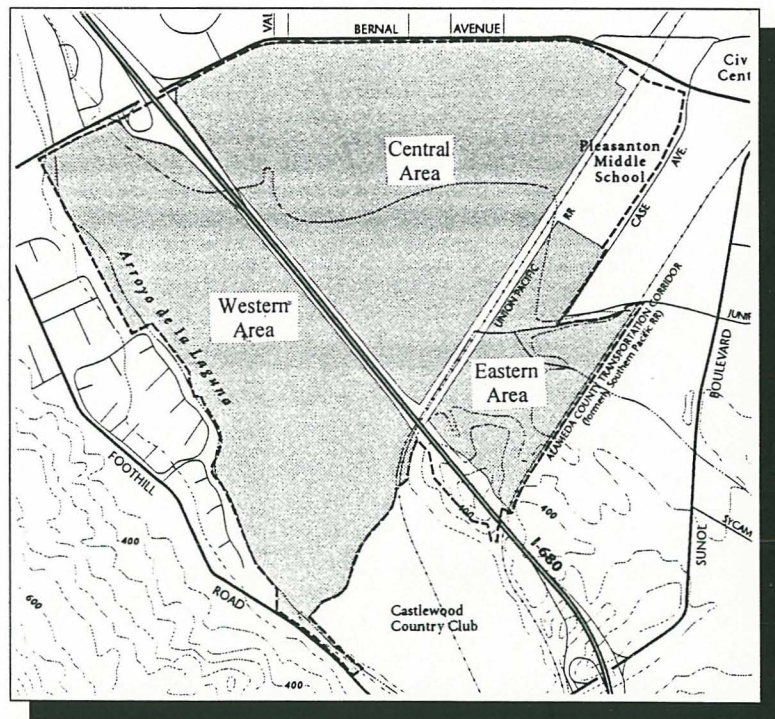


FINAL

Bernal Property Specific Plan



Prepared for:

The City of Pleasanton

Adopted by the City Council
Resolution No. 00-111
August 21, 2000

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INTRODUCTION

PURPOSE OF THE SPECIFIC PLAN

This document is a Specific Plan for a Planning Area consisting of a 516-acre site owned by the San Francisco Water Department (SFWD), the Pleasanton Joint Unified School District (PUSD), and a portion of the Alameda County Transportation Corridor (ACTC) lying along the easterly edge of the SFWD site. The Planning Area is located within the City of Pleasanton's Sphere of Influence. The purpose of the Specific Plan is to implement the City of Pleasanton General Plan by providing for orderly development and provision of services for an urban infill area that is appropriate for the development of urban uses including low, medium, and high density housing, public recreation, public and quasi-public land uses, and commercial/office land uses. An additional purpose of the Specific Plan is to establish the future development potential of the site and the provision of infrastructure and public services to it.

PHASED SPECIFIC PLAN

In order to maximize the future public recreation, public, and quasi-public land uses, the City of Pleasanton has structured a program to provide for the City's acquisition of over 300 acres of the site. About 30-50 acres of these lands have been identified for a community park use, the design and composition of which will be developed through a public process. The land uses within the balance of this area will require extensive citizen participation to identify potential uses and prepare a land use program for these lands. This is a longer term process just beginning. The private development and associated uses on the balance of the site make the acquisition possible. This private development's constraints, opportunities, impacts, and mitigations have been extensively studied in the preparation of this plan. The Specific Plan recognizes this dichotomy of past study and future process by creating a phased Specific Plan. Phase I relates to the private development and associated public uses and infrastructure. Phase II covers the remainder lands to be acquired by the City of Pleasanton and will be completed after an extensive public participation process.

While the Phase II land uses are not yet known, the Phase I development program has been created to be compatible with a broad spectrum of public recreation, public, and quasi-public uses. This compatibility extends from provision of joint-use infrastructure to basic land use compatibility of adjoining uses. Although this Specific Plan covers only the Phase I public and private development land uses, its many policies and programs have been designed to mesh with the future Phase II land use program. Most of the non-land use policies in the Specific Plan are applicable to both Phases I and II.

ALTERNATIVE PRIVATE DEVELOPMENT AREAS

The private development areas have been selected to harmonize the joint goals of creating functional, high quality neighborhoods, allowing maximum flexibility in future Phase II land uses, and satisfactorily resolving environmental constraints. The portion of the Eastern Area slated for residential development contains areas over which other state and federal agencies have jurisdiction. While the residential land use plan for the Eastern Area has been developed to comply with these agencies' regulations, it is possible that, after further studies necessary to receive all permits, the Eastern Area cannot be developed in a manner consistent with the land use program set out for it. In such an event, alternative locations for the residential development component of Phase I of the Specific Plan have been identified. These alternative areas will only be utilized for private development if the Eastern Area development program is constrained or excluded from development due to restrictions imposed by other permitting agencies.

DESCRIPTION AND LOCATION OF THE PLANNING AREA

As shown in Figure 1-1, the SFWD site includes three separate land areas: a 202-acre Western Area between Interstate 680 (I-680) and the Arroyo de la Laguna; a triangular-shaped Central Area of approximately 245 acres bounded by I-680 on the southwest, Bernal Avenue on the north, and by the Union Pacific Railroad (UPRR) right-of-way on the southeast; and an Eastern Area of about 63 acres between the UPRR and the Alameda County Transportation Corridor (formerly the SPRR rights-of-way). The Alameda County Transportation Corridor is an undeveloped strip of land separating the SFWD Eastern Area from developed industrial land along Sunol Boulevard.

Although the Planning Area is itself largely undeveloped, it lies within an urban setting that is predominantly developed. As shown on Figure 1-2, the Planning Area is adjacent to downtown and other urbanized portions of the City of Pleasanton, and it is located across from the Alameda County Fairgrounds and the Bernal Corporate Center on Bernal Avenue. Specific land uses on neighboring properties include:

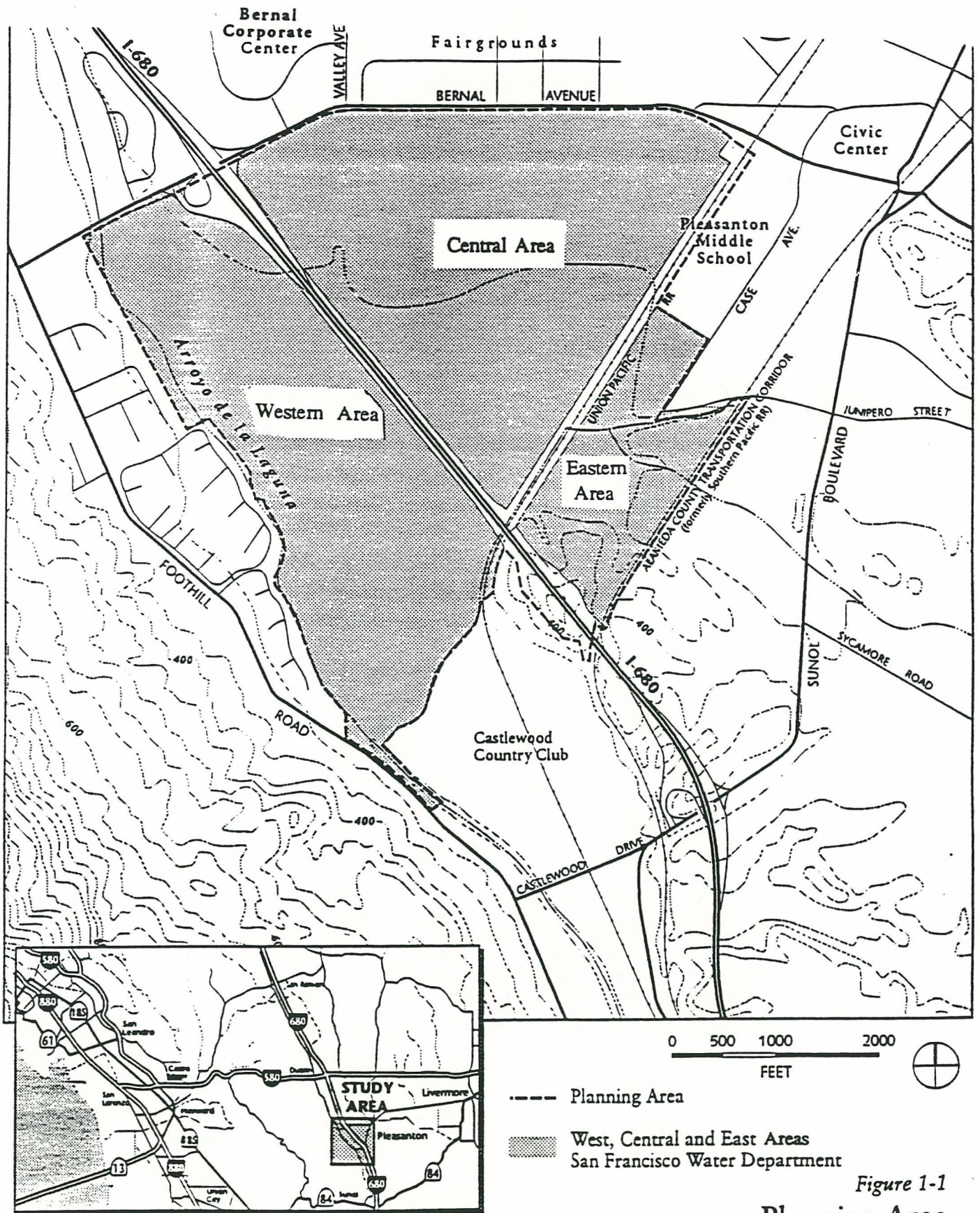


Figure 1-1
 Planning Area

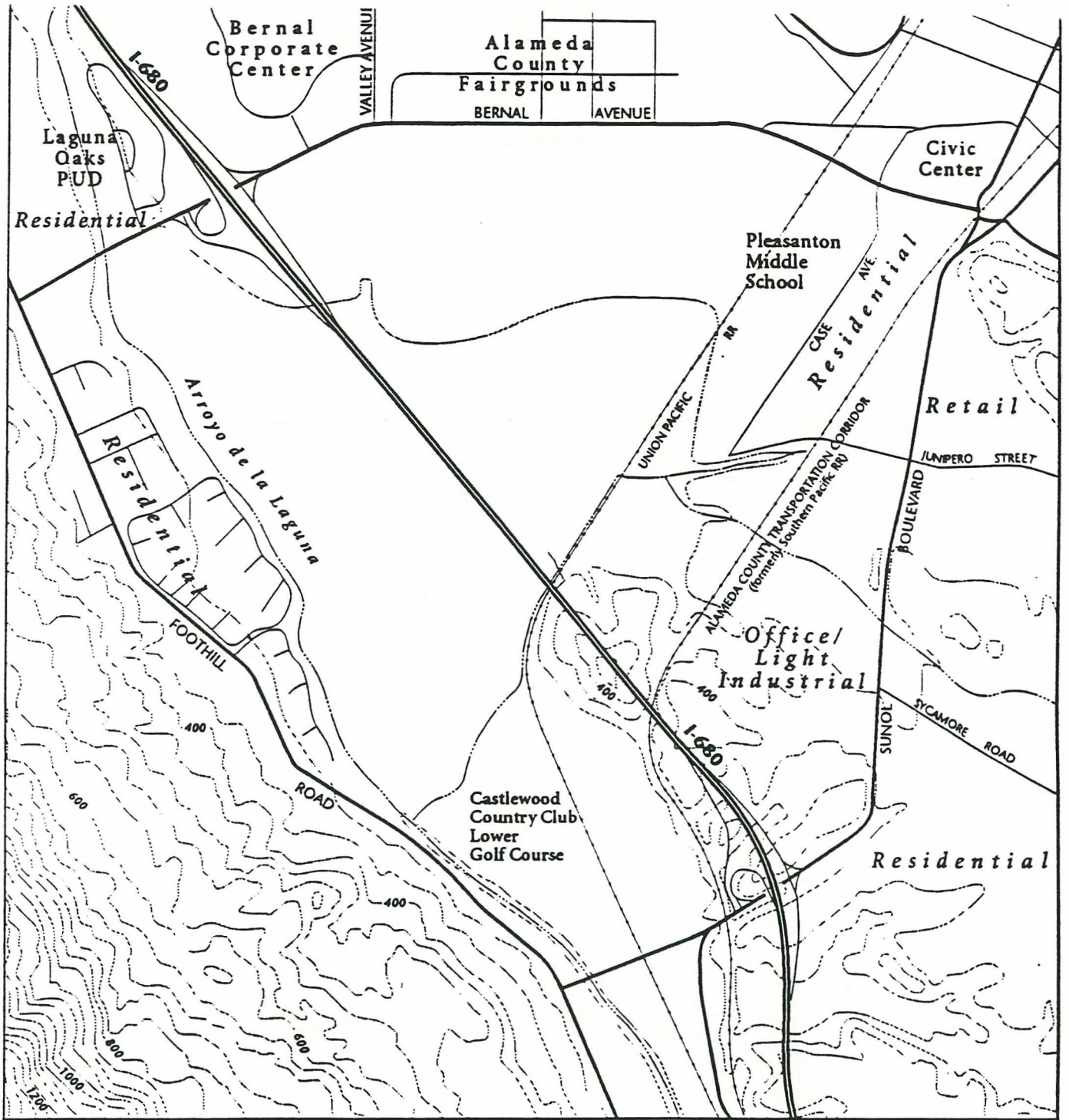
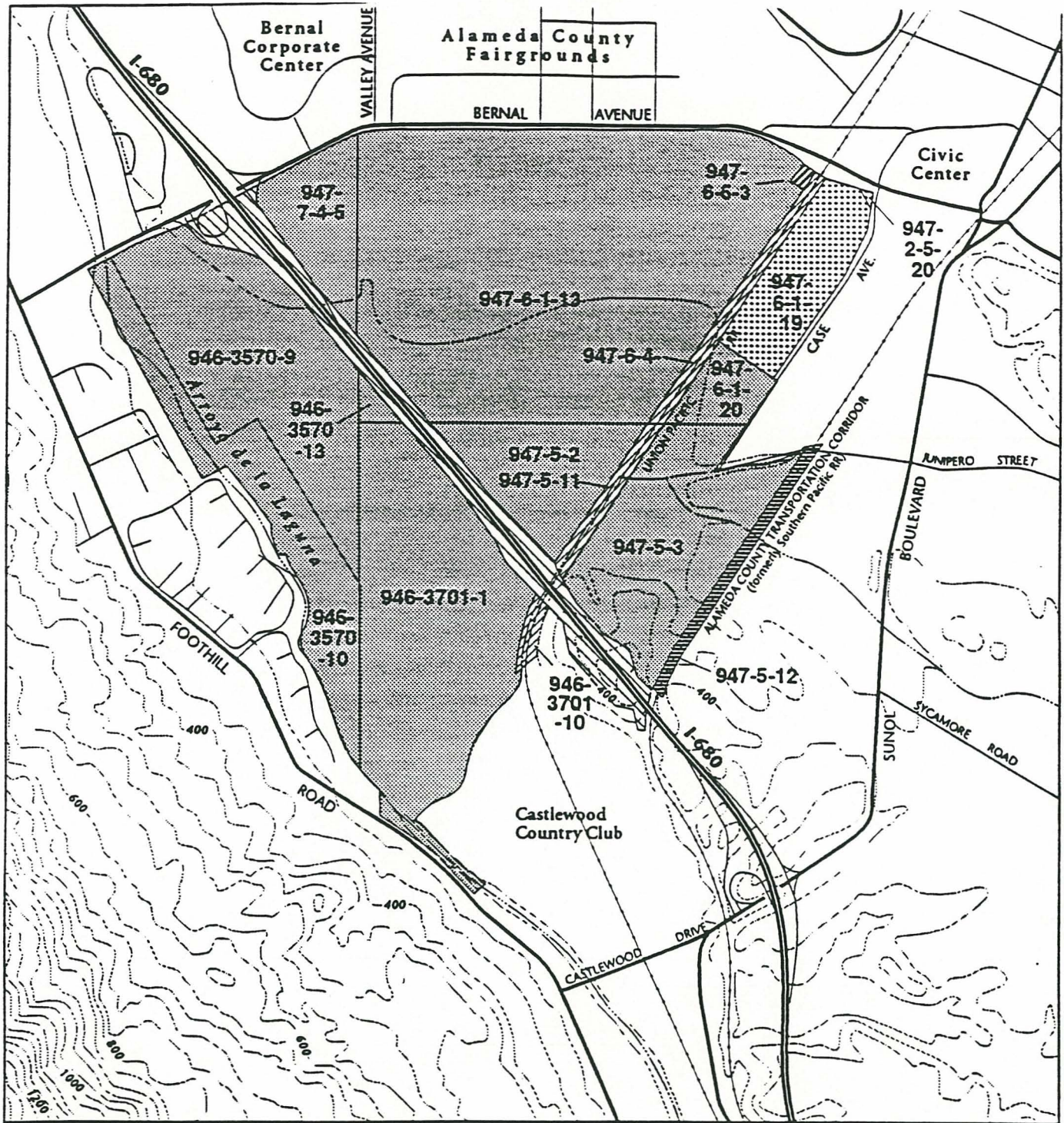






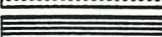

Figure 1-2
Land Use Context

- Castlewood Country Club's Valley golf course and Castlewood residential subdivision area located immediately to the southwest,
- residential subdivisions concentrated along Foothill Road are located immediately to the west, on the west side of the Arroyo de la Laguna which provides the western boundary of the Planning Area,
- the Laguna Oaks Planned Unit Development consisting of approximately 250 residential units is located to the northwest. A small lot, single family residential portion of Laguna Oaks known as "Windsor" is located immediately north of the Western Area and west of I-680,
- the Bernal Corporate Center, a 99 acre business park project is located immediately to the north of the Planning Area and west of Valley Avenue,
- the Alameda County Fairgrounds lies immediately to the north of the Central Area between Valley Avenue and the UPRR railroad tracks,
- the Pleasanton Civic Center is located to the northeast of the Planning Area, and includes the library, police department facilities and City of Pleasanton offices,
- the Pleasanton Middle School's 27-acre campus is located north of, and adjacent to the SFWD Eastern Area. This site was owned by the San Francisco Water Department, but sold to the Pleasanton Unified School District in 1990,
- residential development, including the new Promenade affordable housing project is located to the east of the Planning Area between Case Avenue and the Alameda County Transportation Corridor, and
- industrial uses including Richert Lumber, Hüls America, the Kaiser Aluminum offices and Proficient Foods are located to the east of the Planning Area.

The Planning Area contains approximately 499 acres of land owned by the City and County of San Francisco . As shown on Figure 1-3, this property includes County Assessor's Parcels:

- 946-3570-9, 10, and 13;
- 946-3701-1;
- 947-5-2 and 3;
- 947-6-1-13; and
- 947-7-4-5.



-  San Francisco Water Department
-  Union Pacific Railroad
-  City of Pleasanton
-  Pleasanton Unified School District (not in Planning Area)
-  Alameda County
-  Caltrans

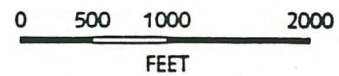


Figure 1-3
Planning Area Parcel Numbers and Ownerships

The Pleasanton Unified School District has recently purchased an approximately 11-acre parcel from the SFWD, Assessor's Parcel 947-6-1-20 and a portion of 947-5-3. This parcel remains in this Specific Plan area. Figure 1-3 and other references in this Specific Plan may show this site as SFWD lands. It, however, is being developed as an elementary school consistent with this Specific Plan.

HISTORY OF PLANNING EFFORTS FOR THE PROPERTY

The lands owned by the Water Department of the City and County of San Francisco (SFWD) have been the subject of a multi-year planning process.

The site was acquired by the City and County of San Francisco in the 1930's as a well field to supply water to San Francisco and other municipalities. Previous uses have included agriculture and, between 1968 and 1981, application of treated sewage effluent in conjunction with agricultural use. The site has never been developed for urban uses.

The site lies within Pleasanton's Planning Area and sphere of influence. Pleasanton's early planning for the site contemplated industrial uses. In the early 1980's the City of Pleasanton began a comprehensive review of its General Plan. The result of this process, the 1986 Pleasanton Plan, designated the SFWD site as "Specific Plan" that would allow for development of the site in mixed uses, potentially including medium and high density residential, commercial and office, golf course, cemetery, schools and parks, together with necessary streets and infrastructure. The designation "Specific Plan" left the ultimate use mix to be determined through a specific planning process.

San Francisco, with assistance of Pleasanton staff, pursued the specific plan process, beginning with identification of issues (completed in 1988) and drew on this effort and the 1986 General Plan in preparing the *Concept Plan: A Proposal for Community Development* in 1990. The Concept Plan envisioned development of a mixed-use community with a golf course.

Based on that plan, the City Council formed a Citizen Steering Committee and initiated a comprehensive Specific Plan program. The result of the Steering Committee's work was the *Preferred Plan Report* (March 1993), calling for construction of 3,000 residential units and approximately 750,000 square feet of commercial/office development, as well as numerous public facilities and amenities. However, after receiving the report in 1993, the City Council deferred action pending completion of a new General Plan. The new General Plan was approximately three years in preparation, and was adopted in August of 1996.

In 1994, the Alameda County Board of Supervisors adopted its *East County Area Plan*. That plan is a portion of the Alameda County General Plan, and, along with other plan elements and documents, establishes land use policies for the eastern portion of the County, including the property. The protracted planning process with the City of Pleasanton, together with Alameda County's adoption of the *East County Area Plan* prompted the City and County of San Francisco to enter into a planning process with the County of Alameda. San Francisco filed an application for development of the property, including adoption of a specific plan, with the County in September of 1994. The Draft Specific Plan and the Draft EIR on the Specific Plan were published in March 1995.

During that same period, the City of Pleasanton initiated a pre-zoning of the site and prepared a Draft EIR for pre-zoning and annexation of the SFWD site, the Pleasanton Middle School and the ACTC. The Draft EIR was published in March of 1995.

The Cooperative Plan Agreement

In September 1995, the County of Alameda, the City of Pleasanton, and the City and County of San Francisco agreed to "temporarily defer their independent initiatives for the property in order to review the County Draft Specific Plan and attempt to draft refinements to this plan that all of the parties can agree to."

A "Committee of Decision-Makers" was formed, comprised of two members each of the Alameda County Board of Supervisors, the Pleasanton City Council, and the San Francisco Public Utility Commission, to guide this process. An intensive four-month effort followed, resulting in a land development program intended to reflect a reasonable balance of complex regional and local public interests, as well as the economic objectives and limitations of the respective public agencies. This land development program is referred to as the Cooperative Plan. The three parties then affirmed their intent to use best efforts to achieve the following:

- SFWD would agree to allow the property to be annexed to and developed within the City of Pleasanton, provided that Pleasanton approves a land use program consistent with the Cooperative Plan and permits an economically viable project,
- SFWD would commit to revise its application pending before Alameda County to reflect the modifications achieved through the cooperative planning process,
- Alameda County would agree to process and take action on the project based on the mutually acceptable plan, and

- assuming that the City of Pleasanton eventually adopted a specific plan, Alameda County would negotiate a good faith agreement for tax sharing preliminary to annexation of the property to the City of Pleasanton.

San Francisco revised its application with the County to reflect the Cooperative Plan agreement, and Alameda County processed and took action on the project in August of 1996, adopting the revised Specific Plan (or Cooperative Plan), including certification of the Final EIR, and approval of a development agreement and Provisions of Reclassification (PD zoning conditions).

At the same time, SFWD filed an application for approval of a specific plan, following the Cooperative Plan tenets, with the City of Pleasanton.

Pleasanton's Preferred Plan

Pleasanton began its project review by holding a series of public workshops. In order to better explore the opportunities presented by development of this last large area of the City, Pleasanton commissioned preparation of a series of alternatives that were to retain the land uses and development plan contained in the Cooperative Plan, while incorporating "neo-traditional" land use themes and accommodating other City-desired changes. These alternatives were further refined through a series of workshops, culminating in a single "Preferred Plan." A revised and updated EIR reflecting the "Preferred Plan" was completed and circulated for review. This EIR was certified in February 2000. The "Preferred Plan" was reviewed by City reviewing bodies in a series of public hearings. As a result of these hearings, the "Preferred Plan" was set aside in November 1999 in order to allow a City initiative to purchase the majority of the site.

Measure I Plan

Pleasanton sought to acquire about 427 acres of the SFWD property by (1) entitling 72 acres for residential and commercial/office development which SFWD would sell (for at least \$50 million), and (2) selling general obligation bonds to raise \$50 million to cover the balance of SFWD's sales price of about \$100 million. This plan specified the intensities of the entitled lands as well as the infrastructure required to support it. These were spelled out in the "Terms of Agreement" which was to govern the various land sales transactions.

Pleasanton established the San Francisco Bernal Property Task Force to review potential uses for the 427 acres to be acquired by the City. The Task Force completed a "Final Recommendations Report" in January 2000. This report set forth a vision for the community's use of the site and a comprehensive list of potential uses.

At the March 2000 primary election, Measure I fell just short of garnering the required two-thirds of the vote necessary to pass the bond measure. The Measure I plan, thus, was abandoned.

San Francisco Water Department Bid Process

SFWD subsequently decided to option its property to a developer under a program whereby it sought bids, and Pleasanton pledged cooperation, for a development program which would replace the City's \$50 million Measure I bond with sufficient additional development entitlement to allow San Francisco a return from sale of its lands equivalent to what was contemplated in Measure I. The land not needed to be entitled for development would come to the City of Pleasanton as contemplated in Measure I.

The bidder selected was GHC Bernal Investors. The City of Pleasanton and GHC Bernal Investors then undertook a joint effort to locate and refine GHC Bernal Investor's conceptual land use plan. The result of all of the above efforts is this specific plan document.

LEGAL AUTHORITY OF THE SPECIFIC PLAN

This Specific Plan has been prepared in accordance with Section 65450 through 65457 of the California Government Code. The content of this Specific Plan complies with Government Code Section 65451(a), which states that a Specific Plan must include:

" . . . a text and diagram or diagrams which specify all of the following in detail:

- the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
- The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
- Standards and criteria by which development will proceed, and standards for conservation, development, and utilization of natural resources where applicable.
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above items."

RELATIONSHIP OF THE SPECIFIC PLAN TO THE GENERAL PLAN

Together with the City of Pleasanton General Plan, this Specific Plan provides a framework to guide future land use and development within the Planning Area. The Specific Plan is consistent with, and serves as an extension of, the Pleasanton General Plan, and can be used as both a policy and regulatory document. When subsequent detailed development proposals for the Planning Area are brought before the City, City reviewing bodies will use the Specific Plan as a guide for project review. Projects will be evaluated for consistency with the plan policies and for conformance with development guidelines. For projects within the Planning Area, policies and guidelines within the Specific Plan will take precedence over more general policies applied elsewhere in the City.

The relationship between objectives, policies and guidelines as used in this Specific Plan are described as follows:

Objective: An objective is a specific end condition that, when attained, helps to achieve the desired or ideal end-state. There may be several objectives providing intermediate steps towards achieving these ideal conditions.

Policy: A policy is a specific statement that is to be used to guide decision-making. It represents a clear commitment and direction of the Plan.

Guideline: Guidelines are recommended approaches or strategies to ensure compliance with a policy. Guidelines are intended to be discretionary in their application.

RELATIONSHIP OF THE SPECIFIC PLAN TO ZONING

The Planning Area is to be reclassified from "Specific Plan" to PUD (Planned Unit Development) District. PUD development plans will be required prior to any development. These development plans will establish the regulations for land use, site and architectural design, and the construction of buildings and infrastructure. These procedures and regulations shall establish the City's zoning for the Property, and are to be consistent with, and implement, the policy framework of the Plan. Other land use regulatory processes - such as a development agreement, tentative subdivision maps, conditional use permits - must also be consistent with the Specific Plan.

Unless otherwise specified, PUD development plans and other more project-specific land use approvals adopted after findings of consistency with the Specific Plan will take precedence over guidelines of the Specific Plan.

RELATIONSHIP OF THE SPECIFIC PLAN TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

This Specific Plan is the primary land use planning document to guide future development and the provision of essential facilities to support the land uses designated in the Planning Area. The Specific Plan states planning objectives, policies and guidelines, and establishes implementation policies to ensure orderly, well-planned growth for Phase I of the Specific Plan. Phase I of the Specific Plan has been prepared parallel with the environmental review and assessment associated with, and appropriate to, the provisions for a Project EIR as set forth under State CEQA Guidelines. The EIR addresses these anticipated actions at a level of detail sufficient to identify impacts and propose corresponding mitigation measures. Further environmental review will be completed in conjunction with Phase II of the Specific Plan. Environmental assessment and the appropriate process will be carried out as specified in the State CEQA Guidelines when the Phase II plan is proposed for City review and adoption.

SEVERABILITY

In the event that any objective, policy or guideline of this Specific Plan is held invalid by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions. The invalidity of such portions of this document shall not affect the validity of the remaining portions.

PLAN ORGANIZATION

The Specific Plan is organized into seven chapters described as follows:

- 1. Introduction** - establishes the broad purpose of the Specific Plan, describes the legislative authority authorizing the preparation of the Plan, and describes the historical context of the planning process leading up to this plan.
- 2. Plan Summary** - provides an overview of the Plan's land use development program.
- 3. Land Use Element** - identifies land use objectives, policies and guidelines, and describes the development program for the variety of uses proposed for the Planning Area.
- 4. Transportation Element** - describes the circulation network including roadways and pedestrian/bicycle routes, and identifies planned improvements necessary to ensure efficient access and minimize traffic congestion.

5. **Public Facilities and Services Element** - describes infrastructure improvements necessary to provide adequate water, sewer and storm drainage for the Planning Area, and identifies public facilities such as schools, fire protection and other services necessary to serve future residents.
6. **Conservation and Environmental Mitigation Element** - identifies policies and guidelines for protection and conservation of the Planning Area's natural and cultural resources.
7. **Implementation Element** - identifies the development approval procedures necessary to implement the plan.

EXECUTIVE SUMMARY

PLANNING CONTEXT

As discussed in the Introduction to this Plan, the Bernal Property site has been the subject of intense planning efforts during the past several years. The site is one of the few remaining large pieces of vacant land within Pleasanton's Planning Area, and it is located along one of the City's major entryways into the downtown. It is a highly visible property that has provided a significant open space benefit to the surrounding community. Its eventual development represents an important planning opportunity and challenge for the City. New uses anticipated for the site should complement the surrounding area, represent the best of current planning approaches, and result in new neighborhoods that the City will be proud to incorporate.

This document refines the City's General Plan policies guiding future development of the Planning Area. These policies include the ultimate mix of land uses for the site, consisting of:

- low, medium and high density residential land uses to accommodate a range of residential units within a mix of housing types and densities,
- a range of neighborhood and community-serving shopping and employment opportunities,
- public/civic uses complementary to nearby downtown,
- a number of public facilities including a new elementary school and a new fire station,
- traffic circulation facilities, and
- open space uses.

The City of Pleasanton also sees the planning for this site as an opportunity to incorporate neo-traditional land planning concepts for the new neighborhoods. “Neo-traditional” is a term that describes a planning approach that recalls urban development patterns and building forms of the 19th Century. The Specific Plan reflects this neo-traditional philosophy by employing a variety of siting and design strategies that de-emphasize the automobile and emphasize public places, pedestrian orientation and a strong sense of streetscape with tree-lined streets and

defined building edges. In portions of the Plan, development is proposed at somewhat higher densities than typically prevail in suburban communities, and both residential and non-residential development are included in close proximity to each other. The circulation plan emphasizes pedestrian movement, transit and other non-automobile circulation, and convenient movement of passenger cars.

PLANNING OBJECTIVES

The Land Use Diagram: Figure 3-1 shows the arrangement of land uses for Phase I of the Planning Area which are intended to accomplish a wide range of planning objectives and special planning strategies for the area, including neo-traditional concepts. The summary of objectives derived from the following chapters of this Plan (presented below) provides an overview of the numerous and inter-related planning strategies anticipated for development of the Planning Area.

Land Use Element

1. To create a concentration of public uses on the site of high value to the Pleasanton community while accommodating high quality, special neighborhoods for people of varied means to live and work.
2. To provide sufficient land for distinct but inter-connected residential neighborhoods accommodating a maximum of 581 housing units and providing a wide variety of household types and affordability levels.
3. To provide neighborhood-serving retail commercial uses and a major employment center in a centrally located area that creates a community focal point and that encourages the reduction of vehicle trips by fostering pedestrian access through its proximity to and integration with residential uses.
4. To provide park facilities that meet the neighborhood and community park needs of future residents of the Phase I planning area and assist in meeting City-wide park facility needs.
5. To preserve key visual resources and natural habitat areas within the site as open space.

Transportation Element

1. To establish a network of on-site streets that provide convenient traffic circulation and that are also inviting and safe for pedestrians and bicyclists.
2. To offset the traffic impacts associated with the Specific Plan's incremental contribution of traffic to highways, streets, intersections, bridges, and interchanges which will require capacity increases and/or improvements to achieve acceptable standards.
3. To provide alternatives to automobile reliance for travel to and from the Planning Area, to accommodate public transportation, and to minimize peak hour vehicle trips.

Public Facilities and Services Element

1. To time the provision of infrastructure and services to meet service level standards within the Planning Area.
2. To develop a community that efficiently utilizes potable water supplies.
3. To efficiently utilize sewage treatment plant and disposal capacity.
4. To protect water resources from degradation from pollutants and to minimize the effects of storm water runoff from the Planning Area.
5. To allow for school and child care sites as needed to serve Specific Plan residents and the surrounding community.
6. To provide fire protection facilities to serve the Planning Area and assist in meeting the fire protection service needs of the surrounding community.
7. To meet the needs of the community for solid waste management, electricity, gas, and telecommunications services.

Conservation and Environmental Mitigation Element

1. To achieve acceptable noise levels for each land use within the Planning Area while minimizing reliance on traditional soundwalls.
2. To achieve no net reduction in wetland or riparian resources as a result of development within the Planning Area and retain significant biological resources where possible within the context of new development.
3. To protect people and property from flood hazards.

4. To protect the health, safety, and welfare of future residents and site users from geologic hazards.
5. To protect the health of area-wide residents by reducing local and regional emissions.
6. To protect and preserve cultural resources.
7. To protect construction workers and future residents/site users from hazardous materials that may be on the site and that pose an unacceptable risk.
8. To retain key visual resources of the site and provide views of and across the site from Bernal Avenue and I-680.

Project Implementation Element

1. To permit the efficient review of Phase I development plans while ensuring conformance with the Specific Plan policies.

LAND USE ELEMENT

COMPREHENSIVE LAND USE OBJECTIVE

TO CREATE A CONCENTRATION OF PUBLIC USES ON THE SITE OF HIGH VALUE TO THE PLEASANTON COMMUNITY WHILE ACCOMMODATING HIGH QUALITY, SPECIAL NEIGHBORHOODS FOR PEOPLE OF VARIED MEANS TO LIVE AND WORK.

Comprehensive Land Use Policy 1: Community Facilities.

Aggregate an array of high value, high quality community facilities on the site which serve the entire Pleasanton community while respecting both the natural and developed lands' sensitivities to the use of the community facilities.

GUIDELINES:

- 1.1 Develop in the short-term a 30-50 acre community park, incorporating lighted sports fields.
 - . The location, access, and elements of the park should be determined using a fast-track public process.
 - . Lighted sports fields should be master planned and/or installed prior to or in conjunction with the residential development in the Central Area.
- 1.2 Investigate in the short-term the suitability of the public lands surrounding the Western Area residential area for a potential public golf course use.

- Review and adjust, if necessary, the boundary and edge condition of the residential area to ensure satisfactory landing zones and other golf course elements which would ensure safety to the general public and a satisfying golfing experience to golf course users, should it prove feasible to develop a golf course on these lands.
 - Attempt to incorporate at least nine holes within the Western Area public lands, and investigate a design capable of expanding to a potential 18-hole golf course.
 - The decision to include a golf course use on these lands shall be made using a public process. If the decision is made early enough, the rough grading of the potential golf course lands and the residential uses should be done at the same time.
- 1.3 Undertake a comprehensive public participation process to identify and locate community facilities to be developed within the Phase II area of the site.
- In determining community facilities, the City should be guided by the Public Facilities Element of the General Plan, the Facilities Master Plan, and the recommendations of the San Francisco Bernal Property Task Force.
 - Land uses and activities to be included in the community facilities land use plan shall be for the community to decide, and the Phase II land use plan shall be subject to approval by the electorate before implementation.
- 1.4 Create in the Phase II plan a focal point and town gathering place reflecting the heritage of the Valley and the cultural richness of the community.
- Explore opportunities for including centers of entertainment, education, recreation, community services, and cultural enrichment.
 - Shared, multiple use concepts should be pursued to maximize the efficient use of land.
 - Utilize the high visibility of and easy access for all of the community to Bernal Avenue and Valley Avenue to create recognizable, easily accessible landmarks.

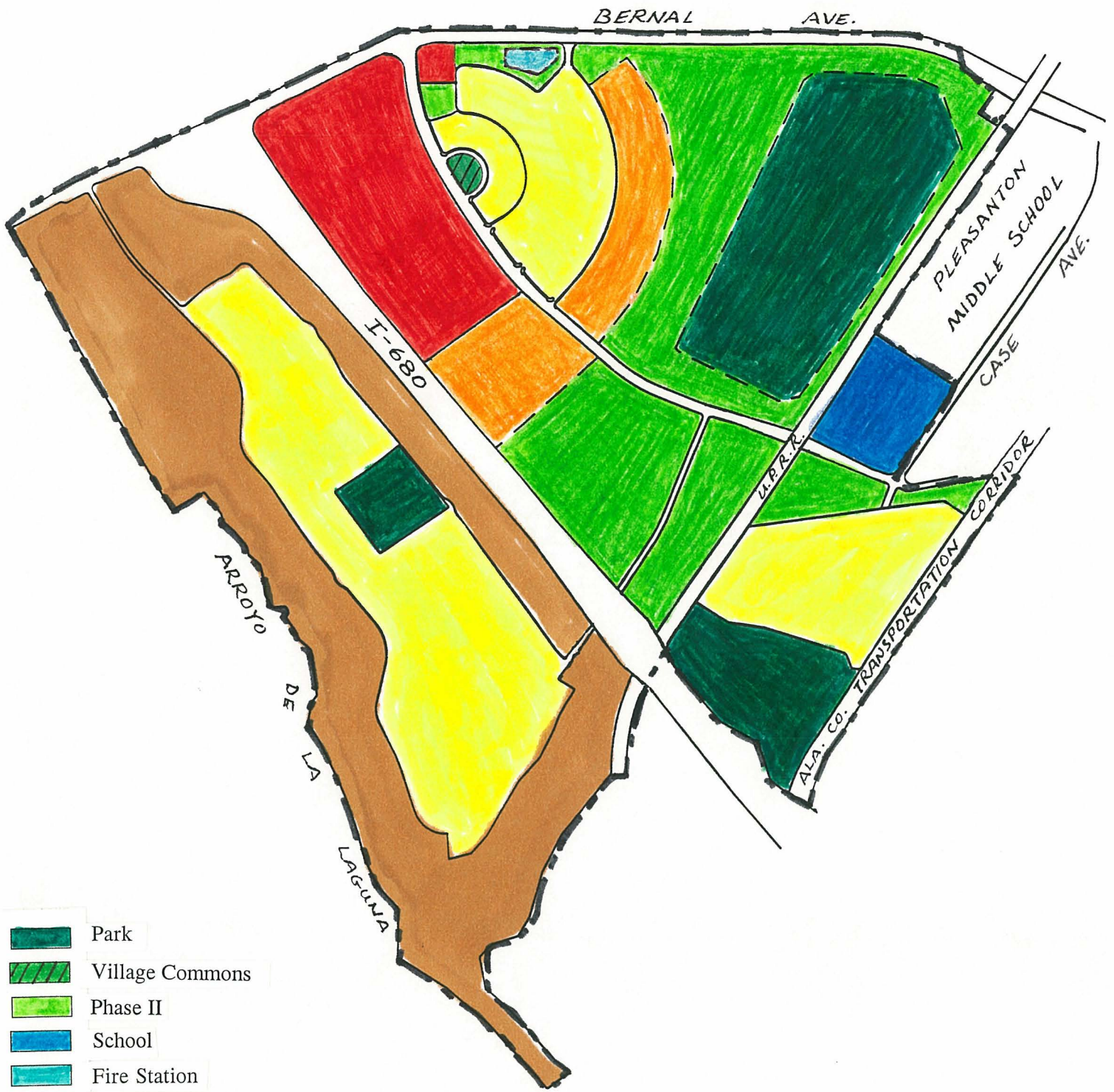
- 1.5 Ensure community uses and facilities are environmentally and fiscally responsible.
- Buildings should incorporate “Green Building” concepts for both short- and long-term environmental benefits.
 - Land uses should respect the natural environmental features of the site and, where feasible, seek to enhance them.
 - Development of facilities shall take into effect long-term maintenance requirements. Facilities should be planned to minimize long-term maintenance, subject to fiscal constraints of actual construction.
- 1.6 Plan facilities for both short- and long-term use.
- Provide flexible facilities/spaces that will be capable of meeting the changing community needs.
- 1.7 Place active use community facilities, especially those with nighttime activity, away from adjoining sensitive land uses, such as residences.
- Active use facilities include lighted sports parks, amphitheatres, parking lots serving nighttime activities, and transportation centers.
- 1.8 Design the Phase II community facilities to be compatible with the Phase I land uses.
- Uses with potential compatibility issues absent careful planning include golf courses, sports park, agricultural uses, cemetery, fire station, transportation center, and utility facilities. Care in siting and design of these uses must be taken to ensure compatibility.
 - Utilize good planning principles to separate or buffer potentially incompatible uses.

Comprehensive Land Use Policy 2: Neighborhood Community Facilities. Accommodate neighborhood-serving public and quasi-public uses convenient to neighborhood users and site such uses to provide identities to and focal points for their neighborhoods, as feasible.

GUIDELINES:

- 2.1 Provide a fire station site of approximately one-acre conveniently located to serve the Phase I development while also serving the southerly quadrant of the City.
 - Readily available access to Bernal Avenue just easterly of its Valley Avenue intersection provides the best overall coverage.
- 2.2 Designate land for an 11.2 acre elementary school to serve the Phase I development and adjoining neighborhoods.
 - The site acquired by the Pleasanton Unified School District for this elementary school is shown in the Phase I Land Use Diagram (Figure 3-1).
- 2.3 Encourage sites for the quasi-public and institutional uses such as neighborhood community facilities (cabana clubs), churches, day care facilities and other uses as defined by the City “Public” zone uses within the areas designated for Phase I development or adjoining Phase I neighborhoods within the Phase II plan.
 - Such uses make excellent focal points for neighborhoods, differentiating them from single-purpose residential clusters.
 - Allow day care facilities of all types within residential neighborhoods.

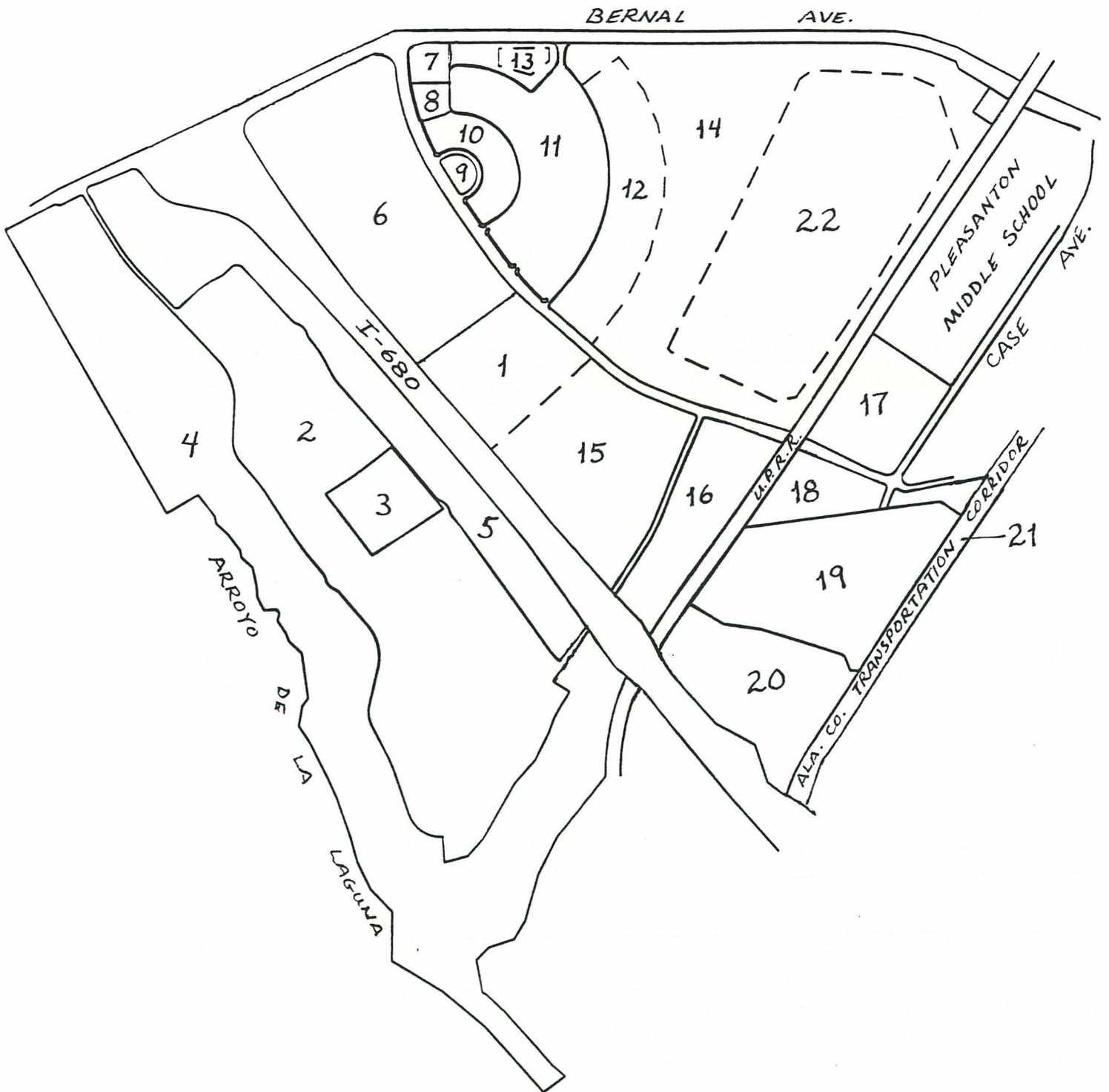
Comprehensive Land Use Policy 3: Neo-Traditional Planning Principles. Utilize neo-traditional land planning and design concepts in developing high quality, special neighborhoods in the Phase I area of the site following the land plan shown in Figure 3-1: Land Use Diagram. Figure 3-2 shows the individual parcels with the acreages and land use designations shown in Table 3-1.



-  Park
-  Village Commons
-  Phase II
-  School
-  Fire Station
-  Commercial/Office
-  Optional Residential
-  Residential
-  Potential Golf Course

Figure 3-1

Phase I Land Use Diagram



1 Parcel Number
 (See Table 3-1, Planning Area
 Land Uses, for corresponding
 acreage and land use designation.)

Figure 3-2

Phase I Parcel Plan

**Table 3-1
Planning Area Land Uses**

Parcel	Acres	Land Use Designation
Western Area		
2	74.5	Residential
3	5.0	Neighborhood Park
4	89.9	Potential Golf Course
5	30.8	Potential Golf Course
	1.9	Roads
Sub-total	202.1	
Central Area		
1	15.4	Optional Residential
6	39.1	Commercial/Office
7	1.4	Commercial/Office
8	1.2	Phase II - Interim Open Space
9	0.9	Village Commons
10	4.9	Residential
11	22.0	Residential
12	10.6	Optional Residential
13	1.0	Fire Station
14	56.4 - 76.4	Phase II - Interim Open Space
15	20.9	Phase II - Interim Open Space
16	12.7	Phase II - Interim Open Space
22	30 - 50	Community Park
	8.5	Roads
Sub-total	245.0	
Eastern Area		
17	11.2	Elementary School
18	10.4	Phase II - Interim Open Space
19	22.4	Residential
20	18.0	Neighborhood/Special Use Park
21	6.2	Transportation Corridor
	1.0	Roads
Sub-total	69.2	
Total	516.3	

Note: Acreages are subject to modification pending submittal of Master Vesting Tentative Map, site-specific PUD's and subdivision maps.

3.1 Create a pedestrian-oriented, urban-like neighborhood in the Central Area consisting of employment opportunities and higher density residential units, linked by a central focal point and landscape theme.

- The Central Area neighborhood provides employment and shopping opportunities in close proximity to a concentration of apartments and higher density single-family units.
- Further the linkage between adjoining land uses by creating pedestrian linkages through plazas, view corridors, and safe access ways.
- Encourage employment-generating uses to provide secure bicycle storage facilities and showers for employees.
- Encourage the development of retail and service business uses scaled to the residential neighborhood, supplying convenience items, laundry, gasoline, etc.

3.2 Complete the Case Avenue-Junipero neighborhood by providing predominantly single-family units within the Eastern Area.

- Create a focal point within the knoll area neighborhood/special use park for this neighborhood and link this neighborhood to the employment opportunities within the Central Area by convenient bicycle routes.

3.3 Develop a circulation pattern and street design which accommodates pedestrians and provides for non-vehicular travel.

- Limit the number and extent of thoroughfare-level streets by forming inter-connected patterns of streets, trails, and walkways which provide numerous choices for mode and route of travel.
- De-emphasize the automobile's influence in the community by slowing traffic speeds, de-emphasize the presence of parking lots, and soften roadways' appearances through landscape design.

- 3.4 Foster a sense of community by creating opportunities for a vibrant public daily life.
 - Integrate public and quasi-public uses within the project, such as public squares, parks with public buildings, schools, day care centers, churches, etc.
 - Create vitality in public areas through design by orienting uses to streets, sidewalks, and other public areas, and by providing front porches, outdoor dining terraces, street furniture, and richness in landscape architecture.

- 3.5 Create a sense of place for the community as a whole and for individual neighborhoods within it.
 - Create identifiable landmarks and focal points around and within the project.
 - Align public buildings, architectural and/or public art elements, and key open space features at "ends" of main project streets to form strong, identifiable focal points.
 - Use architectural elements (entries, roof forms, detailing) in all buildings to emphasize a rich, human scale environment.

PHASE I RESIDENTIAL LAND USE OBJECTIVE

TO PROVIDE SUFFICIENT LAND FOR DISTINCT BUT INTER-CONNECTED RESIDENTIAL NEIGHBORHOODS ACCOMMODATING A MAXIMUM OF 581 HOUSING UNITS AND PROVIDING A WIDE VARIETY OF HOUSEHOLD TYPES AND AFFORDABILITY LEVELS.

A key element of the Specific Plan is to incorporate neo-traditional concepts into the design of its neighborhoods. These concepts are intended to produce a residential environment that is a comfortable and inviting place to live and which results in neighborhoods where social interaction between neighbors is facilitated by physical design elements, where the pedestrian scale of the neighborhood takes precedence over the function of the automobile, and where a neighborhood that consists of a variety of household types can develop and grow in tandem with each other.

Residential Policy 1: Housing Mix. Provide for a broad, well-integrated mix of residential uses in each area of the site.

GUIDELINES:

- 1.1 Allow for a mix of residential units consisting of both single-family and multiple family units.
 - Single-family housing product types include detached single-family units, attached (duet) units, townhomes and grouped units. All types of single-family lot lay-outs may be permitted so long as they achieve the objectives of the Specific Plan.
 - Multiple-family housing product types include condominiums and apartments. Multiple-family projects typically are developed at densities greater than 12 dwelling units /acre. Three-story apartment projects, the tallest allowed in the Plan, can reach densities in the 30 dwelling units/acre range.
- 1.2 Encourage flexibility and variety in developing the residential parcels identified in Table 3-2: Residential Development Density.
 - Parcels are allowed to be developed with more than one product type and density, integrating densities and product types throughout the site.
 - Single-family and multiple-family projects are not limited to any density range. All product types may be developed at any project density.
- 1.3 Notwithstanding the flexibility in housing density desired, limit the density of a particular residential project to no more than 30 dwelling units per acre.

Residential Policy 2: Phase I Central Area Residential. Develop the Central Area Residential parcels with higher density multiple-family and single-family housing designed to complement the commercial/office center.

GUIDELINE:

- 2.1 Allow a mix of housing product types at the upper density range to provide a population base within easy walking distance to the commercial/office center.

Residential Policy 3: Phase I Product Types. Allow each Phase I residential parcel to be developed with a mix of single-family and multiple housing product types.

Residential Policy 4: Phase I Optional Residential Development. Allow Phase I residential development on Parcels 1 and 12 only if a satisfactory number of units cannot be developed on Parcel 19 at a reasonable cost due to permitting agency requirements. Optional Residential product types may be a mix of single-family and multiple housing product types.

GUIDELINES:

- 4.1 The timeframe for acquiring permission from the permitting agencies before developing one or both of the optional residential sites shall be determined by agreement between the City and Parcel 19's developer.
- 4.2 Should a total number of units satisfactory to the City and Parcel 19's developer not be able to be developed on Parcel 19, these units may be developed on Parcels 1 and 12. If agreeable to both parties, some units may be developed on Parcel 19 with the balance of Parcel 19's maximum number of units being allowed on Parcels 1 and/or 12.
- 4.3 If Parcel 19 is not developed or is partially developed, the undeveloped portions shall be dedicated to the City and shall have a land use designation of "Phase II – Interim Open Space."

Residential Policy 5: Phase I Residential Development Potential. Develop each residentially-designated parcel within the gross density range shown for that parcel in Table 3-2, subject to sub-area and overall project limitations described below. In no event however, shall the density for any individual project exceed 30 units per gross acre.

GUIDELINES:

- 5.1 "Gross developable acre" is defined as the acreage for each parcel as shown on Table 3-2. "Gross density" is defined as the total number of units to be built on a parcel, aggregating the units in different projects within the parcel (if any), divided by the gross developable acres.
- 5.2 Any housing type, no matter what density that particular housing type is, may be built on any residential parcel, so long as the gross density of the total parcel does not exceed the allowable maximum density and achieves the minimum density as shown in Table 3-2 for that parcel.
 - The total number of units, in the aggregate of all projects built on a parcel, shall not exceed the total reached by multiplying the parcel size by the upper end of its density range.

[For example, Parcel 11 may not be developed with more than 170 units – 21.3 acres multiplied by 8 dwelling units per acre.]

The total number of units, in the aggregate of all projects built on a parcel, shall not be fewer than the total reached by multiplying the parcel size by the lower end of the density range.

[For example, Parcel 11 may not be developed with fewer than 107 units – 21.3 acres multiplied by 5 dwelling units per acre.]

Table 3-2 Residential Development Potential		
Parcel	Acres	Density Range
Western Area 2	74.5	2 - 5 dwelling units per acre
Subtotal	74.5	
Central Area 1 10 11 12	15.4 4.9 22.0 10.6	3.5 – 7 dwelling units per acre 20 - 30 dwelling units per acre 5 - 8 dwelling units per acre 3.5 - 7 dwelling units per acre
Subtotal	52.9	
Eastern Area 19	22.4	3.5 – 7 dwelling units per acre
Subtotal	22.4	
TOTAL	149.8	

In any portion of a parcel, however, an individual project's density may either be greater than the maximum density or be less than the minimum density shown in Table 3.2 for that parcel.

[For example, Parcel 11 (an approximately 21 acre site with a density range of 5 to 8 units per acre) may be developed with a thirteen-acre single-family project at 3 units/acre (less than the minimum), a three-acre multiple-family project at 12 units/acre (greater than the maximum), and a five-acre single-family project at 5 units/acre (within the range). In this example, the 21 acre parcel would have a total of 114 dwelling units at an average density of 5.4 units/acre (within the allowable range), but it would have individual projects at densities above, below and within the designated range.]

- 5.3 Statutorily defined second units (i.e., "granny flats"), assisted living units, congregate care and other specialized group housing units shall not count toward the allowable development potential for any parcel or against the limitations established in Policy 6.

Residential Policy 6: Total Phase I Allowable Density. Limit the development of Phase I of the total site to a maximum of 581 total residential units, and limit the Central, Western and Eastern Areas to a maximum level consistent with traffic constraints.

GUIDELINES:

- 6.1 Second units, assisted living units, congregate care and other specialized group housing units shall not count toward the total Phase I density.
- 6.2 The maximum residential development potential for each major area may not exceed the projected traffic generation anticipated for each major area according to the Specific Plan EIR.

Traffic studies done for the Specific Plan EIR show satisfactory levels of service and adequate operational characteristics (queuing lengths, turn lane lengths, etc.) for the Specific Plan traffic as distributed for those studies. Due to the flexibility desired for the Specific Plan land use policies, modifications to the land use program may result in changes to traffic generated by those uses and may allow a different composition of units within the Plan so

long as total traffic generated from each major area will not exceed that modeled in the Specific Plan EIR.

Residential Policy 7: Phase I Affordable Housing Opportunities. Provide housing types capable of meeting the needs of moderate- and low-income households and ensure that affordable housing opportunities are included within Phase I of the Planning Area.

GUIDELINES:

- 7.1 New development shall provide 15% of its total units at housing costs affordable to lower-income households. It should include both rental and for-sale units at a variety of affordability levels.
- 7.2 New development shall be encouraged to include housing affordable to moderate-income households both in market-rate apartments and below-market rate for-sale units.
- 7.3 Second units are encouraged to be built with initial home construction to meet specialized housing needs and to provide “affordable by design” units.
- 7.4 Affordable housing shall be integrated within all major areas of the Plan.
- 7.5 The City may utilize affordable housing fees generated from elsewhere within the City to assist in funding affordable housing opportunities within the Planning Area. Such subsidies can be used to reduce housing costs or increasing the number of affordable units included in a project.
- 7.6 The allocation of residential development potential, as provided for under a Growth Management agreement, shall include an allocation of affordable housing units to enable construction of affordable units early in a project’s development.
- 7.7 The City shall grant fee waivers for projects that include affordable housing opportunities, consistent with City ordinance.

Residential Policy 8: Phase I Residential Design Elements. The design of residential neighborhoods should seek to foster a strong sense of community, be pedestrian-oriented in scale, and provide visual interest through landscaping and architectural detail.

GUIDELINES:

- 8.1 Encourage front porches, bay windows and balconies along the street frontage and orient the entrance to housing towards the street to create places where social interaction can occur.
- 8.2 Allow such features as rear garages served by mid-block alleys and increased setbacks for front entry garages to minimize the intrusion of automobile-oriented design features into residential areas.
- 8.3 Encourage hip and gabled roofs, bay windows, and articulated building facades to create visual interest in the architecture of housing products.
- 8.4 Provide street trees, landscaped separations between parking and residences, and landscaped screening of trash enclosures and other utility facilities.
- 8.5 Limit residential building heights to three and a half (3.5) stories; three - floors-over-parking design is acceptable, but such a design should put parking at or below grade level.

Residential Policy 9: Review of Subsequent Residential Development Projects. Monitor the progress towards achieving the various residential policies and objectives as residential projects are proposed for City review and approval over time in order to ensure that all Specific Plan policies and objectives will be achieved at buildout of the project.

Residential Policy 10: Growth Management. Development of market rate housing and affordable housing units may proceed according to a schedule that grants growth management approvals to the Plan, consistent with a Growth Management agreement.

GUIDELINE:

- 10.1 Develop a schedule for residential development designed to achieve the following:
- allow the sale of development parcels to third parties in a feasible manner,
 - ensure that each phase of residential development provides the necessary infrastructure to support it, and
 - take advantage of affordable housing opportunities as they arise.

PHASE I COMMERCIAL/OFFICE OBJECTIVE

TO PROVIDE NEIGHBORHOOD-SERVING RETAIL COMMERCIAL USES AND A MAJOR EMPLOYMENT CENTER IN A CENTRALLY LOCATED AREA THAT CREATES A COMMUNITY FOCAL POINT AND THAT ENCOURAGES THE REDUCTION OF VEHICLE TRIPS BY FOSTERING PEDESTRIAN ACCESS THROUGH ITS PROXIMITY TO AND INTEGRATION WITH RESIDENTIAL USES.

The major commercial/office center comprises the commercial core within the Planning Area. Centrally located at the major entrance to the development (the intersection of Bernal/Valley), it incorporates residential uses conveniently located within easy walking distance. By placing the center in the heart of the Planning Area, it becomes the key community focal point and public gathering place. This is further enhanced by the Village Commons, which provides a green open space amenity for the center. The center will connect by convenient pedestrian routes to adjacent residential areas, encouraging future residents to walk, rather than drive, to commercial uses and places of employment.

Commercial/Office Policy 1: Phase I Commercial/Office Design Elements (Parcels 6 and 7). Utilize a complementary set of land use planning and urban design elements for the center that follow neo-traditional concepts intended to foster a strong sense of community.

GUIDELINES:

- 1.1 Allow for and encourage a mix of retail, services, office, and associated commercial activities.
- 1.2 Allow mixed-use buildings, specifically opposite the Village Commons, with such uses as retail, commercial services, and office.

- 1.3 The overall design of the center should result in a pedestrian-friendly activity place, as opposed to a more suburban, auto-dominated shopping center. The center should establish the quality design style for the community as a whole, accentuating human-scale design through building architecture and orientation.
 - Generally, buildings along Valley Avenue should be located such that the majority of their frontage faces directly onto the public street.
 - The majority of parking spaces along Valley Avenue shall be located to the side or rear of the buildings.
 - Provide street trees along driveways, drive aisles and pedestrian connections.
 - Building heights should be 3-4 stories adjacent to the Village Commons and should be stepped-back to provide a street front compatible with the residential uses across the street. Elsewhere, building heights shall be a maximum of four (4) stories.
- 1.4 The center shall coordinate its design to maximize its integration with the Village Commons special-use park to mark the entry to the area, define the neighborhood, create a central activity place, and slow through traffic.
- 1.5 The residential area adjoining the Village Commons (Parcel 10) should be designed with higher densities to create a compact community environment that encourages walking for work and many commercial trips.

Commercial/Office Policy 2: Phase I Commercial/Office Center Commercial Development Potential (Parcels 6 and 7). Allow up to 750,000 square feet of building space in a mix of retail, commercial, office and community-serving uses.

GUIDELINES:

- 2.1 The Center should include neighborhood-serving retail/service uses. Community retail uses may also be permitted; a service station is encouraged. Non-retail uses such as medical and dental offices, real estate and professional services, administrative offices, banks, travel agencies, etc., and other community-serving public and institutional-type uses such as child-care centers, meeting rooms, etc. are also encouraged.

- 2.2 The majority of the commercial/office space should be comprised of both highway-oriented and pedestrian-oriented employment uses.
- highway-oriented uses include either a large company with a campus-like project, or a high quality multi-tenant business park project with primarily office or office/research and development users.
 - pedestrian-oriented uses include office parks, office-flex buildings, hotels, retail/service, business-serving retail, restaurants, day care, medical offices and congregate care uses.

Commercial/Office Policy 3: On-Site Employment Opportunities. Utilize locational advantages such as proximity to regional transportation systems and proximity to neighborhood and community residences to attract major employers and to provide employment opportunities that can reduce regional and local traffic impacts.

Commercial/Office Policy 4: Flexibility of Uses. Allow flexibility in the composition of commercial and office land uses permitted in the Commercial/Office area so that it can be more precisely programmed to respond to future real estate market opportunities (10 to 15 year time frame).

Commercial/Office Policy 5: Phase I Commercial Development Phasing. Allow commercial and office development to occur as the market dictates.

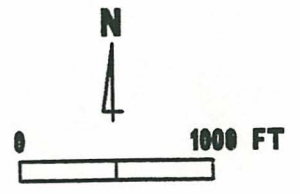
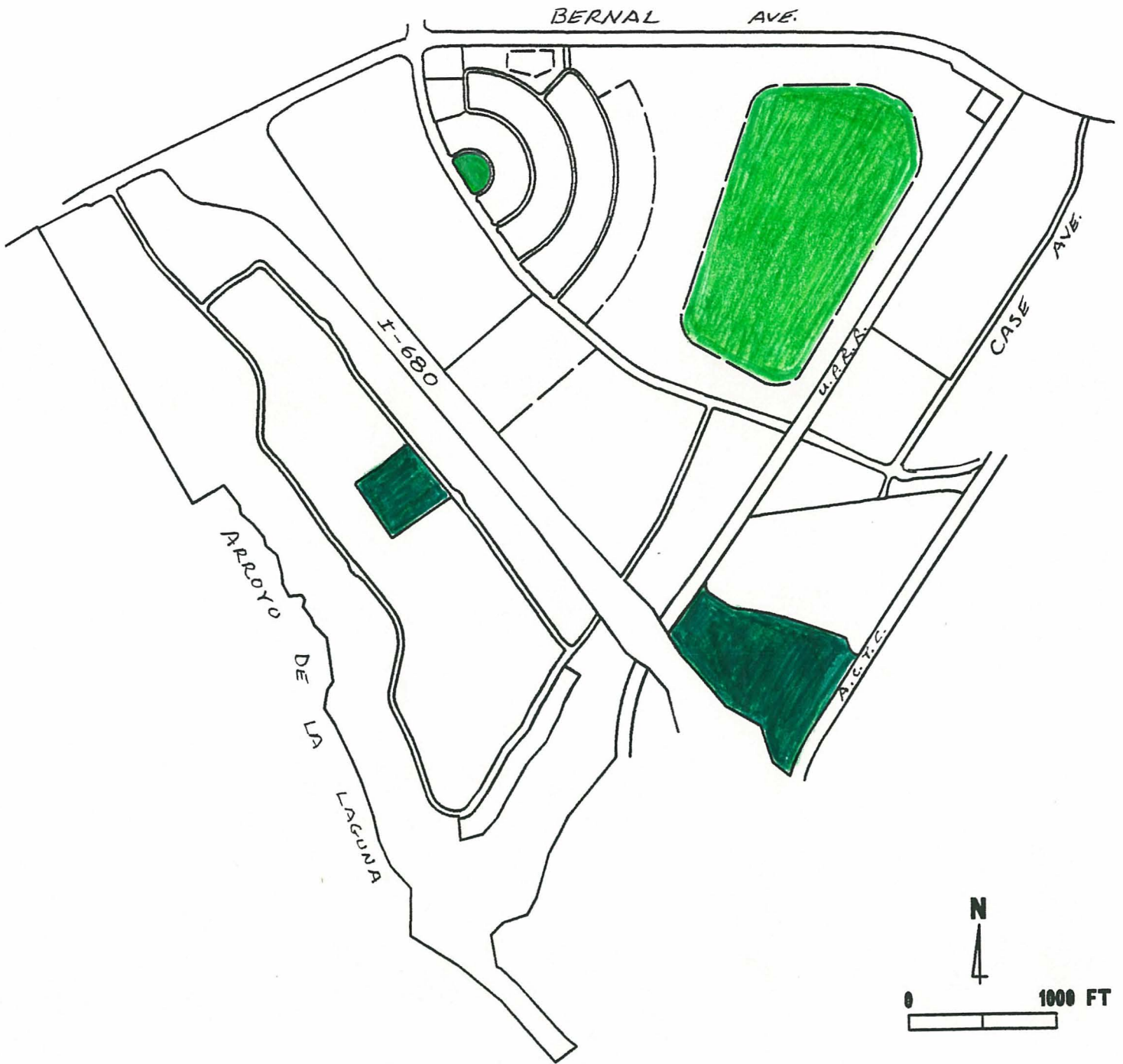
GUIDELINES:

- 6.1 The center is encouraged to be constructed as early in the development program as feasible.
- 6.2 Office development may occur at any time.

PHASE I PARKS OBJECTIVE

TO PROVIDE PARK FACILITIES THAT MEET THE NEIGHBORHOOD AND COMMUNITY PARK NEEDS OF FUTURE RESIDENTS OF THE PHASE I PLANNING AREA AND ASSIST IN MEETING CITY-WIDE PARK FACILITY NEEDS.

Parks Policy 1: Phase I Neighborhood Parks. Provide neighborhood parks as shown in Figure 3-3: Phase 1 Parks Diagram that meet the neighborhood recreational needs of the Phase I area residents.



- Community Park
- Village Commons
- Neighborhood Park

Figure 3-3

Phase I Parks Diagram

GUIDELINES:

- 1.1 Neighborhood parks shall be located generally as shown on the Phase 1 Parks Diagram, Figure 3-3. The final site location for neighborhood parks shall take into consideration City standards for neighborhood parks to be located within one-half mile of residential areas.
 - In the Eastern Area, the neighborhood park should be developed in association with the knoll open space at locations where existing grades can provide relatively flat recreational sites.
 - In the Central Area, neighborhood park facilities shall be developed as part of the community park.
 - In the Western Area, a five (5) acre neighborhood park shall be developed central to the Western Area's residential neighborhoods. The final location of this park shall be determined upon submittal of the PUD development plan for Parcel 2.
- 1.2 Improvements within neighborhood parks shall conform to City standards with respect to uses, as described in the City's *Facilities Master Plan*. The funding mechanism for such improvements shall be set forth in PUD development plans for the Planning Area.

Parks Policy 2: Phase I Neighborhood Parks Phasing. Dedicate and improve neighborhood parks capable of serving the Phase I residential development in a timely manner.

GUIDELINES:

- 2.1 Park improvements shall be dedicated and improved commensurate with the demand for recreation as generated by new residential development, more specifically to be determined pursuant to PUD development plans for the Planning Area.
- 2.2 Provide improvements to all neighborhood parks timed to have parks usable by the time each residential area they serve is built out.

Parks Policy 3: Community Park. Accommodate a 30-50 acre community park within the Central Area, designed for active use, lighted sports fields, as shown in Figure 3-3: Phase 1 Parks Diagram.

GUIDELINES:

- 3.1 The community park should incorporate the mitigation measures described in the EIR as it develops, including addressing potential impacts on adjoining uses. When determining the location of the community park, attention should also be given to the potential future, Phase II uses which may have particular locational and/or adjacency requirements in order to retain the possible accommodation of these future uses in the Phase II planning of the site.
- 3.2 The components of the park shall be determined using a comprehensive public process and, in particular, shall be consistent with the Land Use and Visual Resources objectives of this Plan.
- 3.3 The community park shall include neighborhood park facilities.

Parks Policy 4: Village Commons. Provide a Village Commons special-use park within the commercial center/higher density residential area to mark the entry to the area, define the neighborhood, create a central activity place, and slow through traffic.

GUIDELINES:

- 4.1 The Village Commons should include facilities which provide an active, social gathering place for the community, such as seating areas and open lawn.
- 4.2 The Village Commons may be utilized by the apartment project, commercial/office center, and the community for special use events such as arts and crafts festivals, etc., consistent with the ownership/maintenance requirements established for it by its ultimate owner.

Parks Policy 5: Private Recreational Facilities. Additional park and recreational facilities shall be provided in multi-family areas consistent with City ordinances, and may be, but are not required to be, developed within single-family residential neighborhoods.

GUIDELINE:

- 5.1 Maintenance of private and/or group recreational facilities shall be provided through a property owner and/or a private property owners' association.

Parks Policy 6: Public Park Maintenance. Maintenance and operation of public neighborhood and community parks shall be provided by the City.

Parks Policy 7: Potential Golf Course. Investigate the feasibility of developing at least nine holes of a public golf course around the Western Area residential area.

GUIDELINES:

- 7.1 The potential golf course should meet industry standards and guidelines for a regulation length, quality course.
- 7.2 The potential golf course layout should allow expansion to an 18-hole course utilizing Phase II lands.
- 7.3 The potential golf course should incorporate all the mitigation measures identified in the EIR if it is developed.
- 7.4 The potential golf course, if developed, should provide open space, visual resource, noise attenuation, drainage, and water management benefits through its design.

OPEN SPACE OBJECTIVE:

TO PRESERVE KEY VISUAL RESOURCES AND NATURAL HABITAT AREAS WITHIN THE SITE AS OPEN SPACE.

Open Space Policy 1: Open Space Views. Preserve key views of, and vistas across, the site from adjacent thoroughfares and I-680.

GUIDELINES:

- 1.1 Site future community uses along Bernal Avenue and I-680 to achieve a pleasing, open view into the site, retaining key vistas eastbound across the site to the southeast hills and westbound across the site to Pleasanton Ridge.
 - Design Bernal Avenue and I-680 landscaping to preserve views by creating gaps which frame distant views.
- 1.2 Utilize landscaped sound berms as the principal means of noise attenuation measures along I-680.
 - Contour berms to appear as natural landforms, not “levees,” and design them to blend into the land contours of adjoining uses as shown in Figure 3-4: Landscaped Soundberms.

· Design landscaping on top of berms to retain views of Pleasanton Ridge from I-680.

Open Space Policy 2: Arroyo de la Laguna Open Space. Provide sufficient setbacks along the Arroyo de la Laguna to maintain its riparian corridor open space and wildlife habitat values.

GUIDELINE:

- 2.1 Portions of the open space area may be used to contain existing utility systems and planned storm water detention basins and facilities as part of an over-all storm drainage plan for the Planning Area.

Open Space Policy 3: Preservation of the Knoll. Dedicate the knoll located in the Eastern Area as integrated open space/park and minimize grading of the knoll.

Open Space Policy 4: Greenways and Buffers. Encourage landscaped greenways and buffer areas along drainage channels, major roadways, and the Alameda County Transportation Corridor.

GUIDELINES:

- 4.1 Provide a landscaped streetscape along the south side of Bernal Avenue that, when mature, will resemble the landscaping on the north side and the median of Bernal Avenue, as shown in Figure 3-5.
- 4.2 All major connector streets and neighborhood streets should have a distinct streetscape/landscape treatment. Continue the Valley Avenue landscaped median through the Phase I development area within the Central Area.
- 4.3 The eastern edge of the Planning Area adjacent to the Alameda County Transportation Corridor shall be attractively landscaped to screen adjacent industrial uses.
- 4.4 Buffer areas adjacent to permanent open drainage channels within the Planning Area shall be attractively landscaped.
- 4.5 Sound attenuation berms should be landscaped consistent with their local environment. Soundwalls should be screened by landscaping.

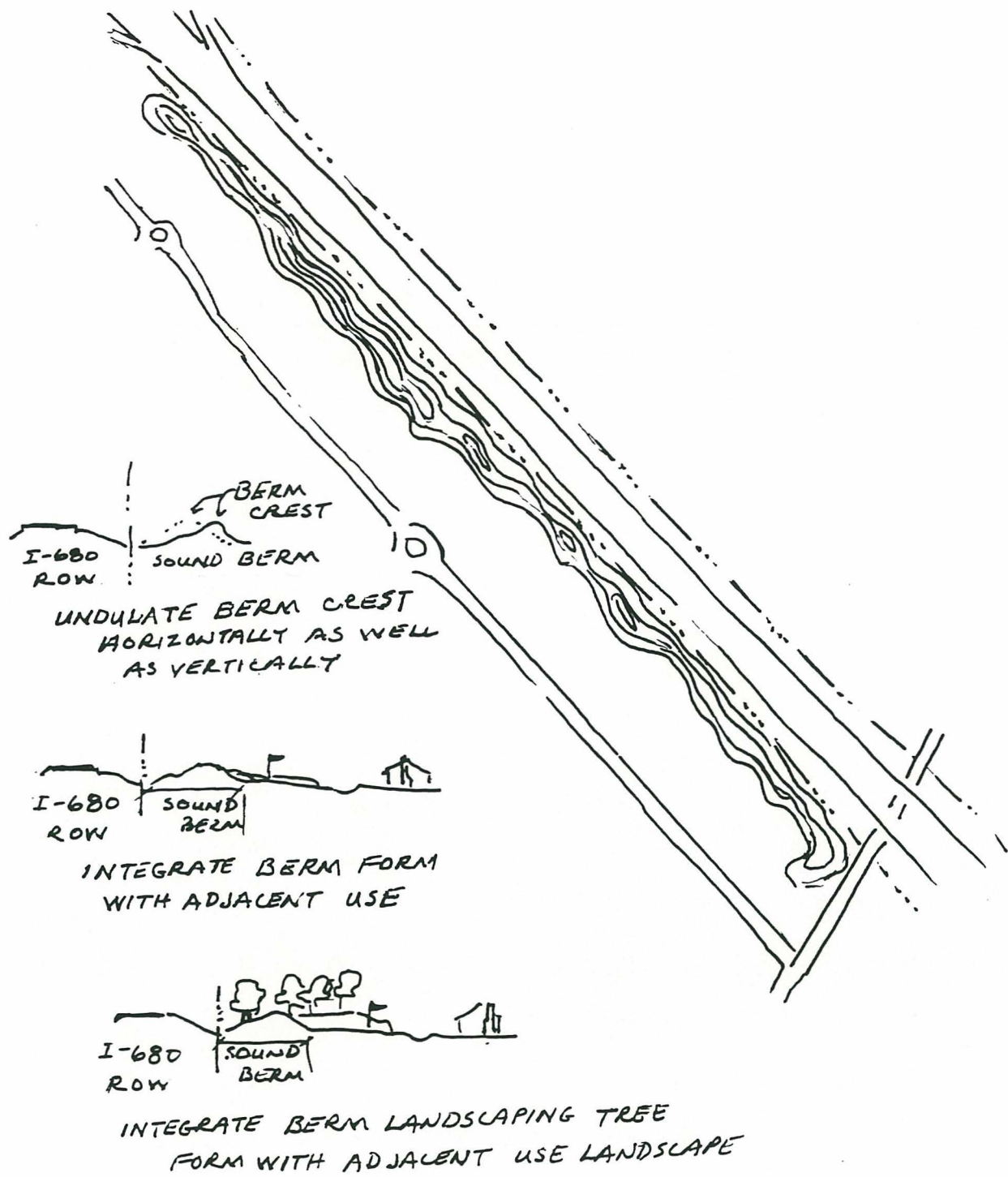
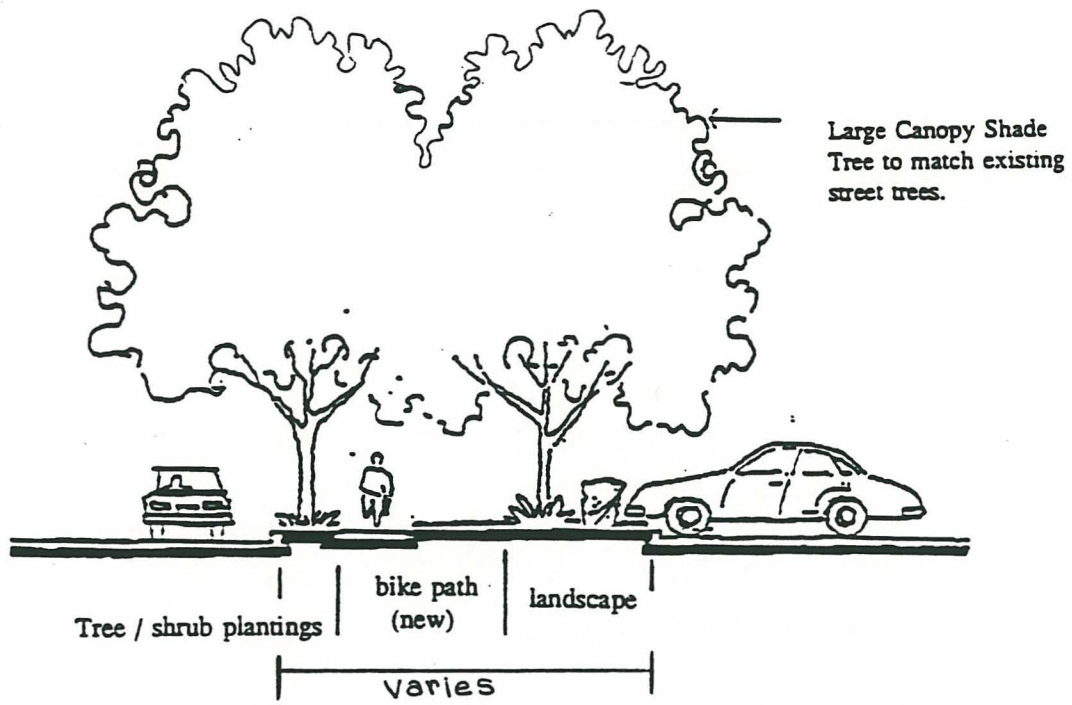


Figure 3-4

**Concept Diagram of
Landscaped Sounderm**



Landscaped Edge Along Commercial/Office

Figure 3-5

Bernal Avenue Landscaping

TRANSPORTATION ELEMENT

TRANSPORTATION/CIRCULATION NETWORK OBJECTIVE

TO ESTABLISH A NETWORK OF ON-SITE STREETS THAT PROVIDE CONVENIENT TRAFFIC CIRCULATION AND THAT ARE ALSO INVITING AND SAFE FOR PEDESTRIANS AND BICYCLISTS.

The Specific Plan circulation system is designed to create a community that is not heavily reliant on the automobile, but instead enhances and facilitates alternative travel modes. The centralized location of the commercial/office center and the looped network of streets and pedestrian routes create a walkable, neighborhood-oriented community. Streets are planned to be compatible with directly-fronting residential uses and are characterized by comfortable walking and bicycling environments, "calmed" traffic (slowed via traffic circles, on-street parking, narrow pavement widths, etc.) at relatively low volumes, and rich streetscapes dominated by rows of trees.

Transportation Network Policy 1: Consistency Between Land Use and Transportation. Locate and design intersections and streets as shown on Figure 4-1: Circulation Policy Diagram to be consistent with the needs of traffic generated from both Phases I and II of the Planning Area.

GUIDELINES:

- 1.1 Use the street network and available capacities disclosed in the Bernal Property EIR when planning the Phase II development to ensure that planned circulation facilities remain adequate.

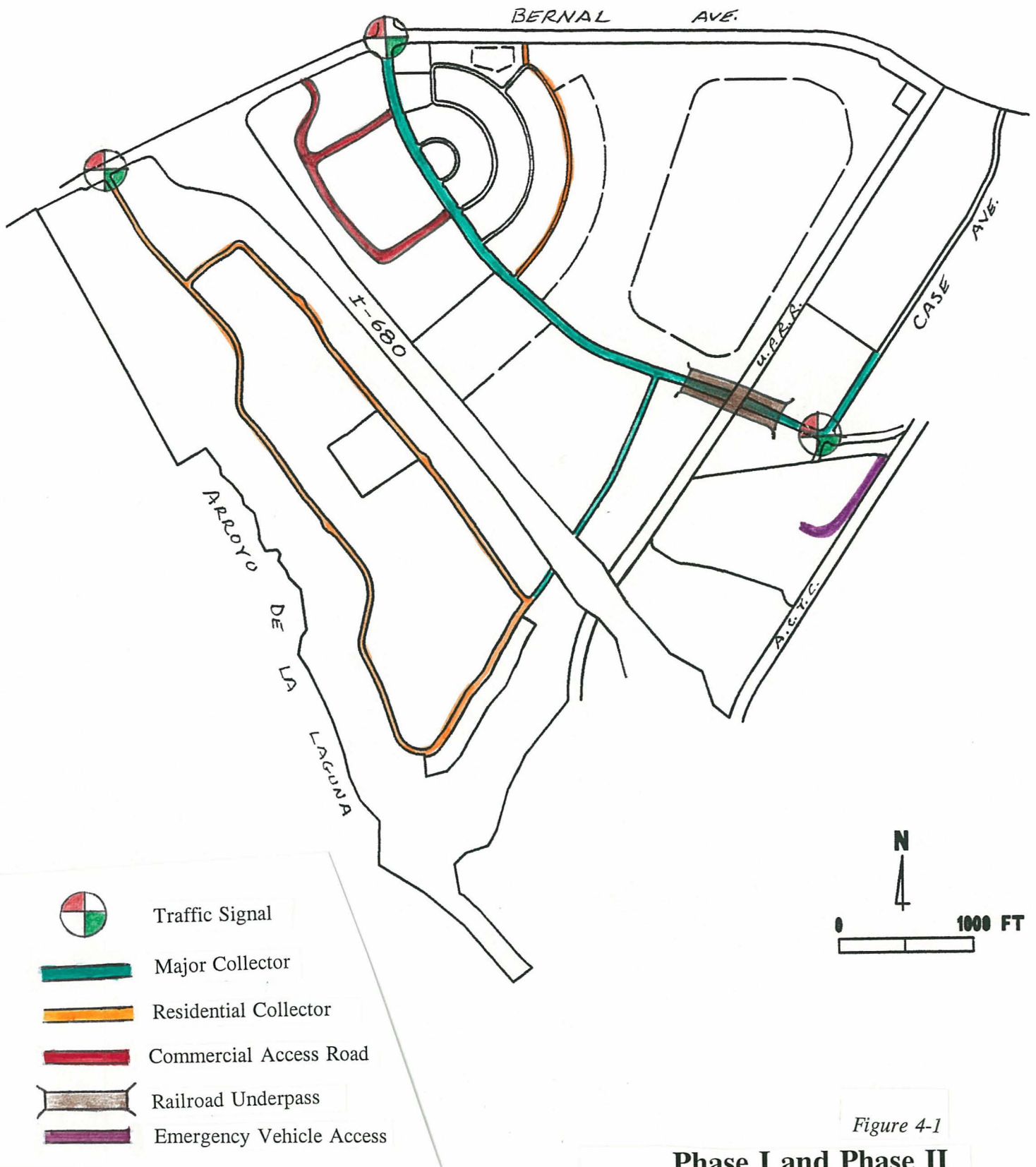


Figure 4-1
**Phase I and Phase II
 Circulation Policy Diagram**

- 1.2 Provide street improvements as described in this chapter to maintain an acceptable level of service at all Planning Area intersections and roadway segments as the Project develops.

[Planned improvements as set forth in this Specific Plan will support traffic generated within the Planning Area at LOS "D" or better. Timely construction of these improvements ensures there will be no interim LOS "E" or worse congestion.]

Transportation Network Policy 2: On-Site Street Standards. On-site streets generally shall be dedicated to, and maintained by, the City of Pleasanton. On-site streets shall be designed and improved to different standards than typical City requirements for arterial, collector, and local streets in an attempt to reduce or eliminate the functional and visual dominance of streets within the Planning Area. The hierarchy of the street system shall be as shown on the Circulation Policy Diagram, Figure 4-1.

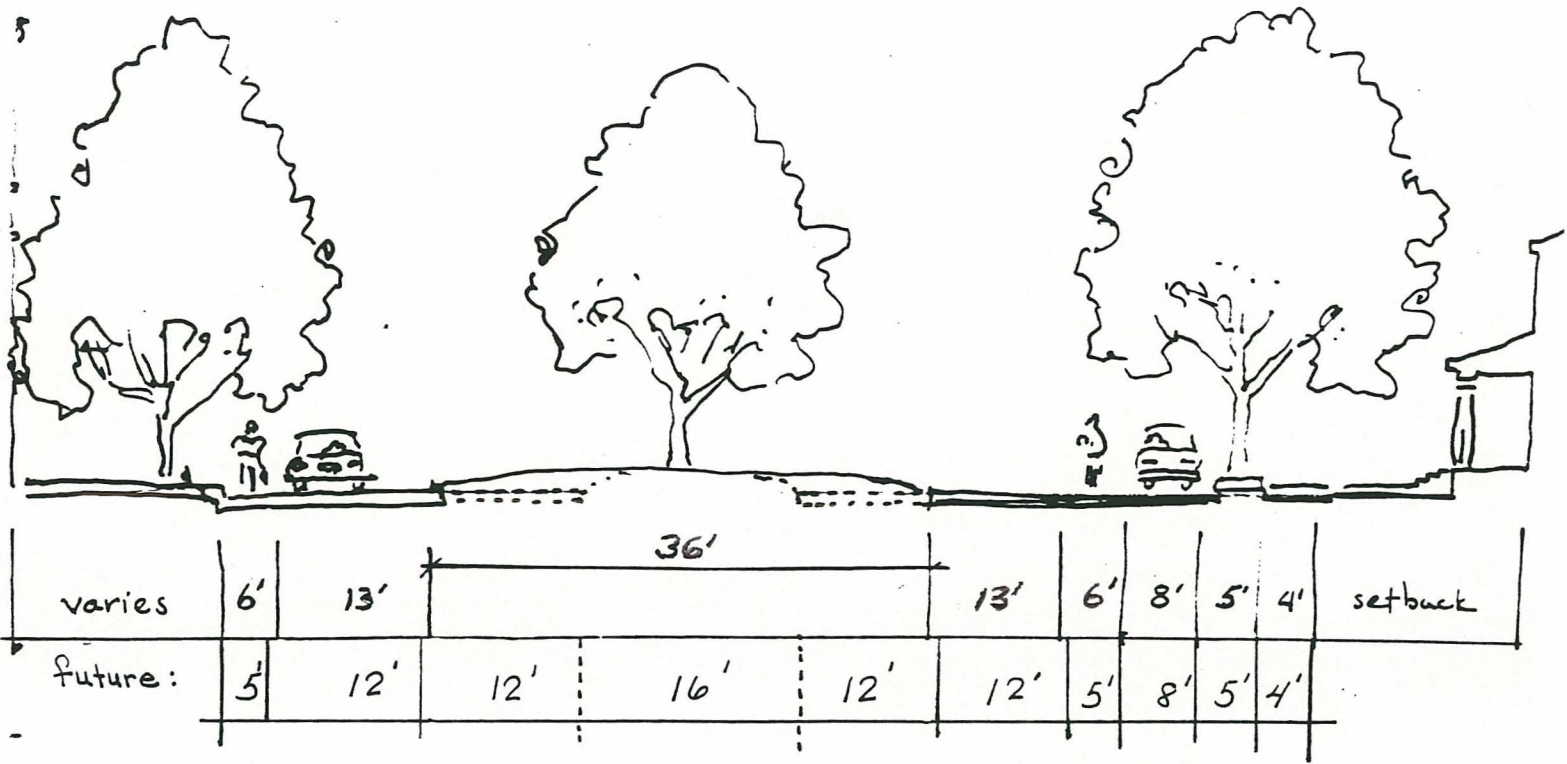
GUIDELINES:

- 2.1 On-site streets shall be improved consistent with the roadway section standards shown on the Street Section Diagrams: Figures 4-2 through 4-4.
- 2.2 On-site streets shall be phased to provide adequate ingress, egress and emergency access to serve the traffic circulation needs of the Planning Area as it develops.
- 2.3 Residential uses may have driveways with immediate access onto Neighborhood or Major Connector streets, so long as traffic volumes on these streets are not projected to exceed 3,000 ADT.
- 2.4 The Commercial Access Road shall be a private driveway providing access exclusively to the commercial/office center. It's design should allow traffic to be distributed efficiently throughout the center.
- 2.5 Alleys are encouraged to serve garages at the rear of lots. Alleys shall be privately owned and maintained. Their design shall afford satisfactory access and back-up space to vehicles using them.

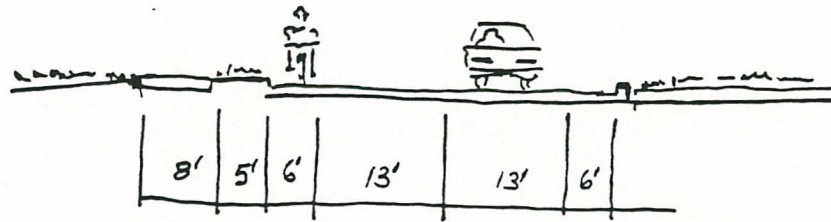
Transportation Network Policy 3: Traffic Calming Strategies. Utilize traffic calming strategies to slow down the speed of through traffic, enhance pedestrian safety, and create a pleasurable streetscape environment.

GUIDELINES:

- 3.1 The street system around the Village Commons should utilize a one-way street. Parking should be allowed on the outside (right side) of the street only, as shown in Figure 4-4, so that there would be no parking adjacent to the Village Commons park.
- 3.2 Major Connector streets shall be designed as relatively short segments interrupted by round-abouts, traffic circles, directional changes, or curves. The purpose of these interruptions is to reduce traffic speeds normally associated with longer, straight stretches of roads.
- 3.3 Encourage "tree pockets" into neighborhood street sections to visually narrow and shade the street, and to sufficiently slow traffic so as to allow pedestrians to use street edges as social places.
- 3.4 Utilize round-abouts and/or traffic circles at major internal intersections as a means of reducing traffic speeds while facilitating circulation movements. Round-abouts are not intended to be people-oriented places, but simply attractive traffic control devices, as shown in Figure 4-5. Round-abouts will be subject to further design review and consideration of safety and sight visibility issues, and may or may not be implemented at intersecting major connector streets.

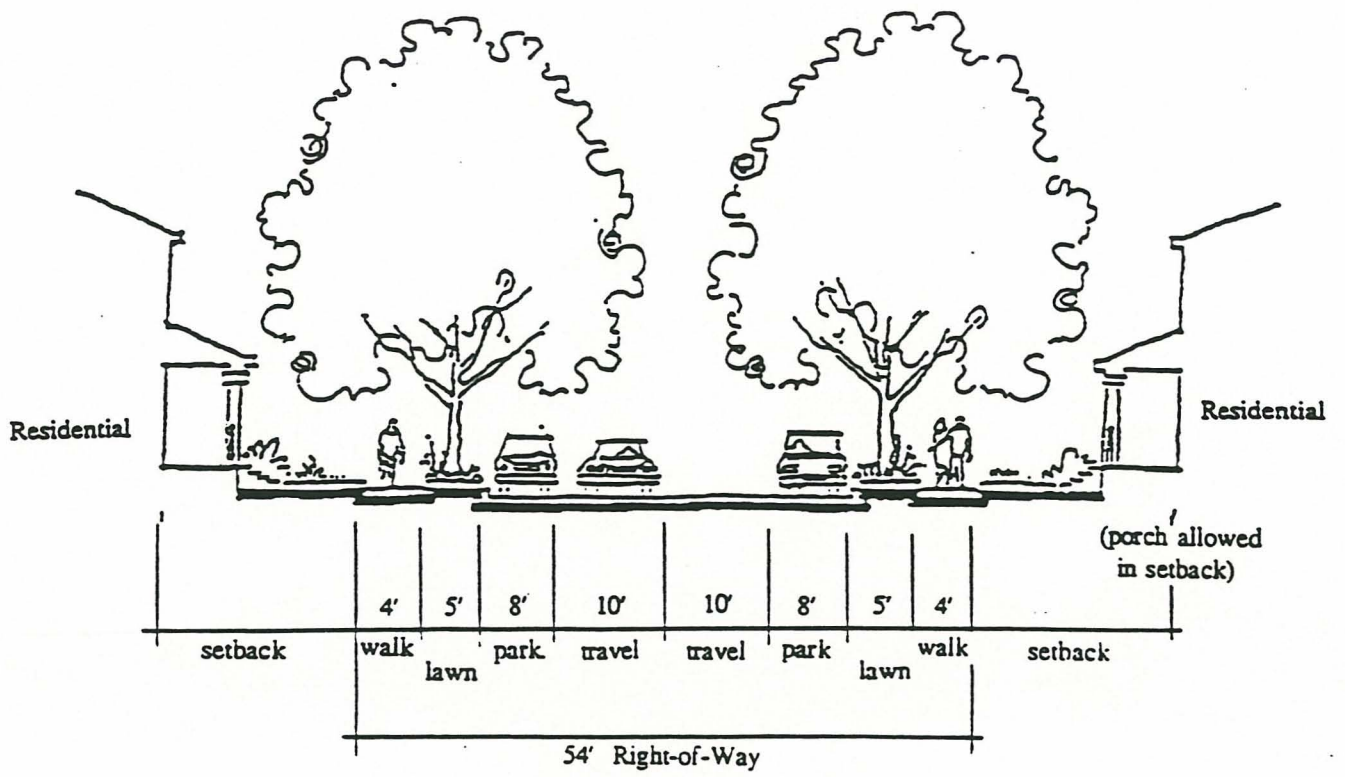


1. Major Connector Valley Avenue North and South of Village Commons

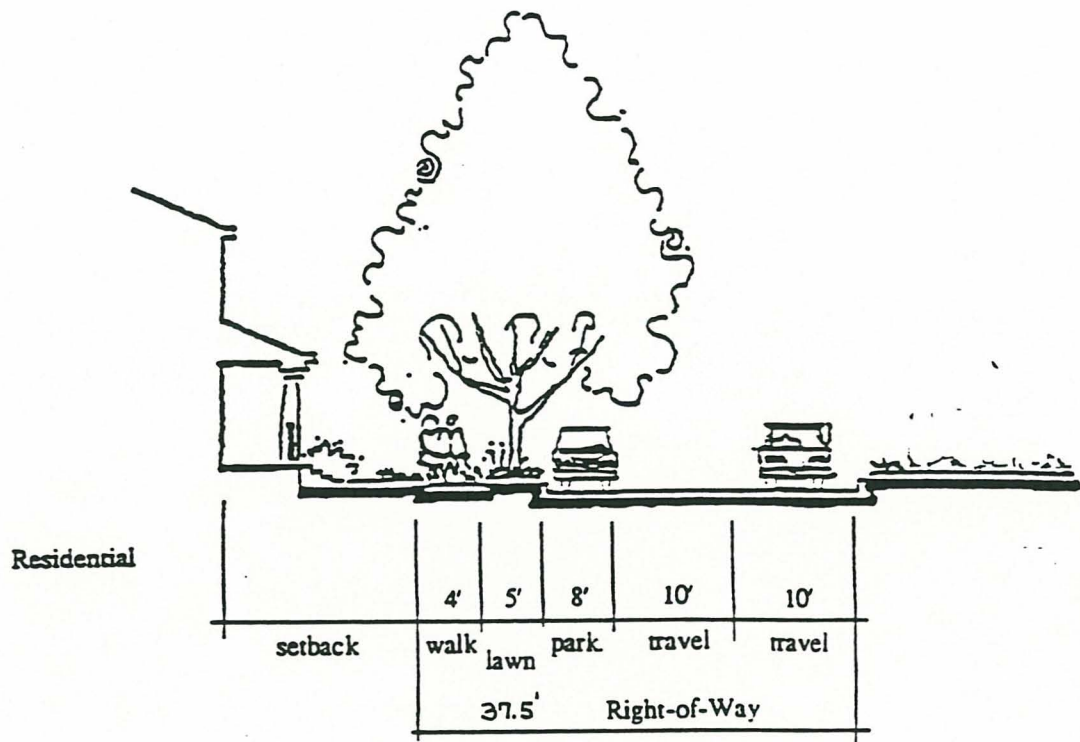


2. Major Connector Streets (Valley and Pleasanton Avenues)
at Phase II Interim Open Space

Figure 4-2
Major Connector Street Sections

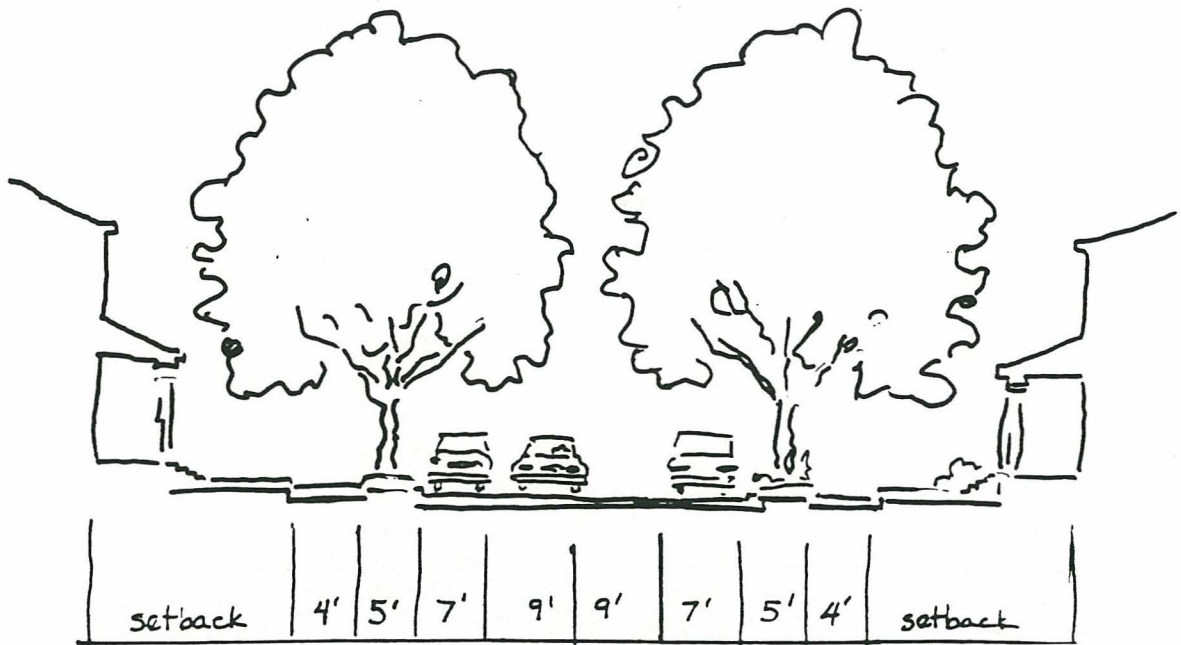


3. Residential Collector Street



4. Residential Collector Street Next to Phase II Interim Open Space

Figure 4-3.



5. Residential Neighborhood Street
 (28' curb-to-curb when adjacent to open space or park)

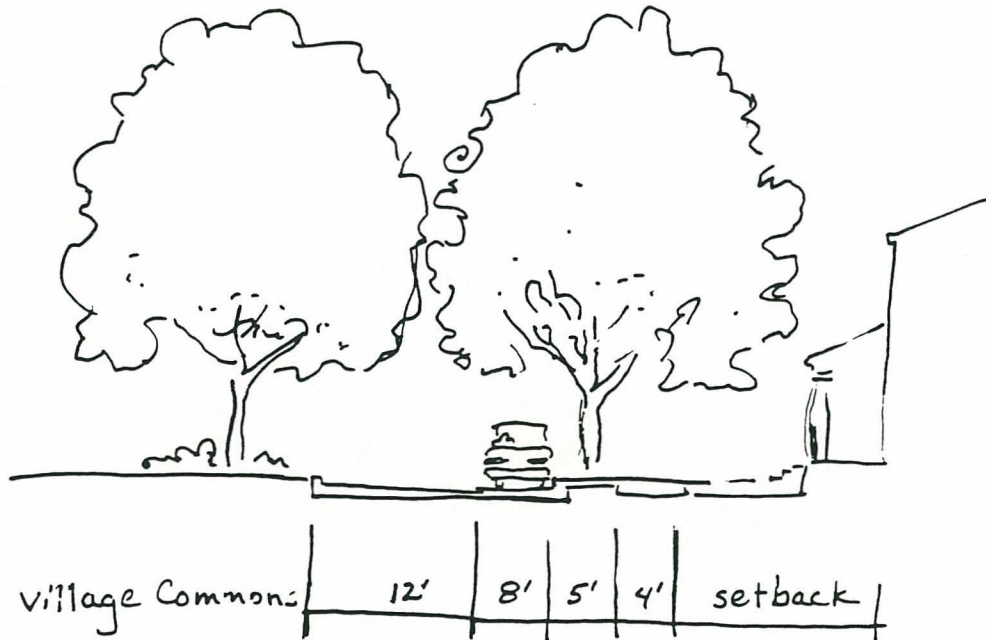


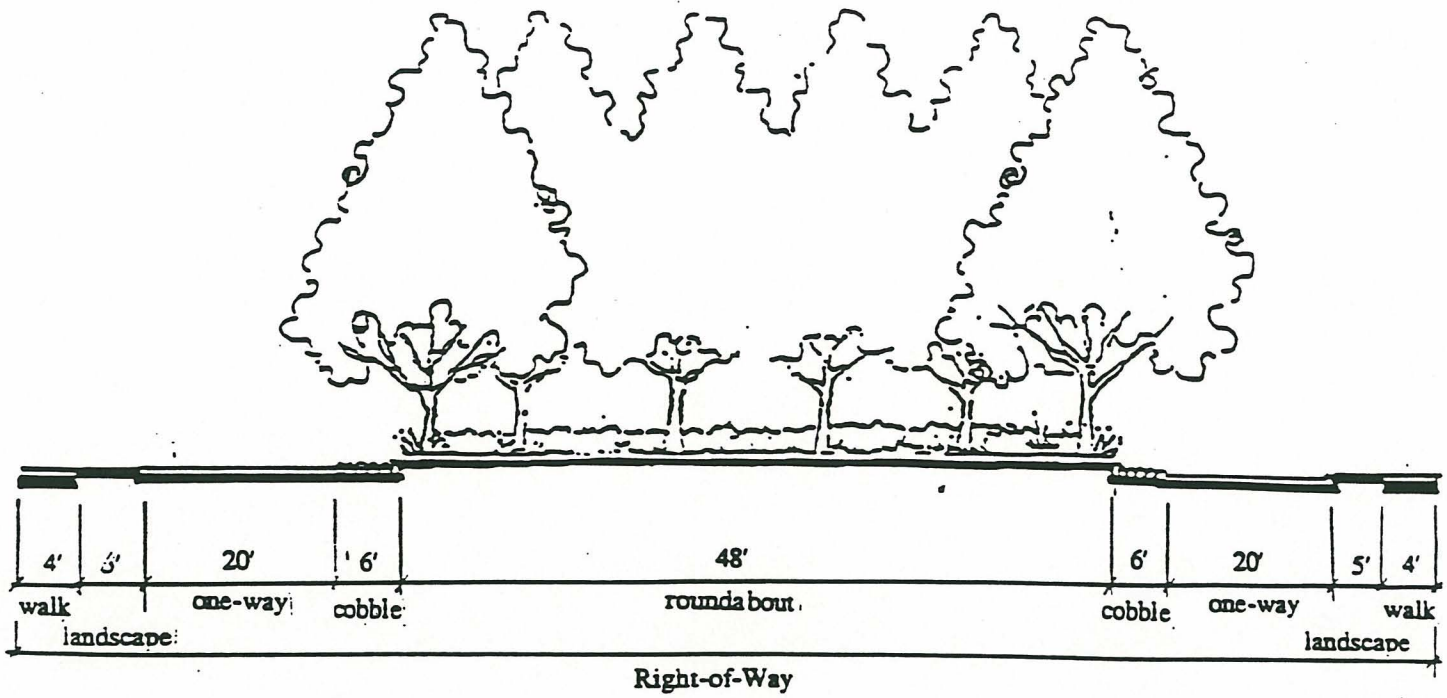
Figure 4-4

6. One-Way Loop at Village Commons

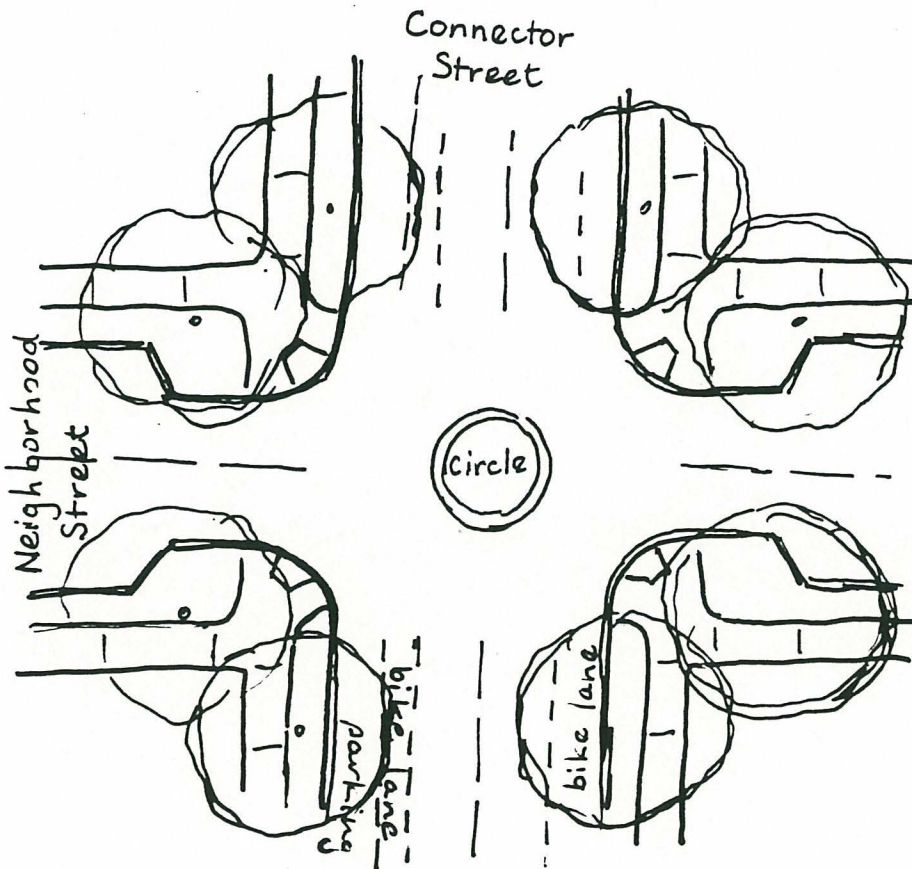
Transportation Network Policy 4: Internal Streets. Provide efficient internal local street networks within each development parcel.

GUIDELINES:

- 4.1 Multiple street connections are encouraged where practical and reasonably feasible to facilitate choice, spread traffic, and improve pedestrian and bicycle use.
- 4.2 Entry points from connector and neighborhood streets should be designed to accommodate traffic flow in a safe manner.
- 4.3 Traffic flow should be designed so as to reduce through traffic within neighborhoods.
- 4.4 Neighborhood streets should provide normal vehicle access, as well as emergency access and necessary parking, without dominating the neighborhood appearance.
- 4.5 Utilize traffic circles, as shown in Figure 4-5, to calm traffic at key intersections of internal streets and at intersections of major connector and neighborhood streets where warranted to achieve satisfactory neighborhood residential environments.



Provide roundabouts at intersections of major connector streets



Provide traffic calming circles at key intersections of connector streets and residential development entrances where appropriate

Traffic circle to be of sufficient diameter to allow straight flow of bicycle traffic.

Include corner "bulb-outs" when turn radii permit

Figure 4-5
Roundabouts

Transportation Network Policy 5: Phase I Paths and Trails System.

Accommodate and provide in the Phase I project the pathways and bikeways within the Planning Area as shown on the Major Pathway and Bikeway Diagram: Figure 4-6, linked to the City's Community Trails Master Plan.

GUIDELINES:

- 5.1 Major Connector streets should have on-street bikeways or off-street, combined bikeways/pathways.
 - Depending upon the future design and implementation of interchange improvements at I-680/Bernal, the off-street pedestrian- bike path shown on the north side of Bernal Avenue between Valley Avenue and the Western Area entryway may be re-located to the south side of Bernal to minimize traffic conflicts at the interchange.
- 5.2 Neighborhood streets shall have pedestrian walkways. Low traffic volumes and traffic calming strategies enable bicycles to ride on-street within the flow of traffic.
- 5.3 Phase II development should accommodate regional trails within the Arroyo de la Laguna setback, and along the drainage channel adjacent to the UPRR railroad as shown on Figure 4-6.
 - Property owners adjacent to regional trails not located on or adjacent to a street shall be advised of the existence or future development of such trails through a deed recordation on all properties located adjacent to such proposed trail alignments.
- 5.4 Sidewalks, bike lanes and pedestrian/ bike paths will be improved as part of the development of adjacent uses.

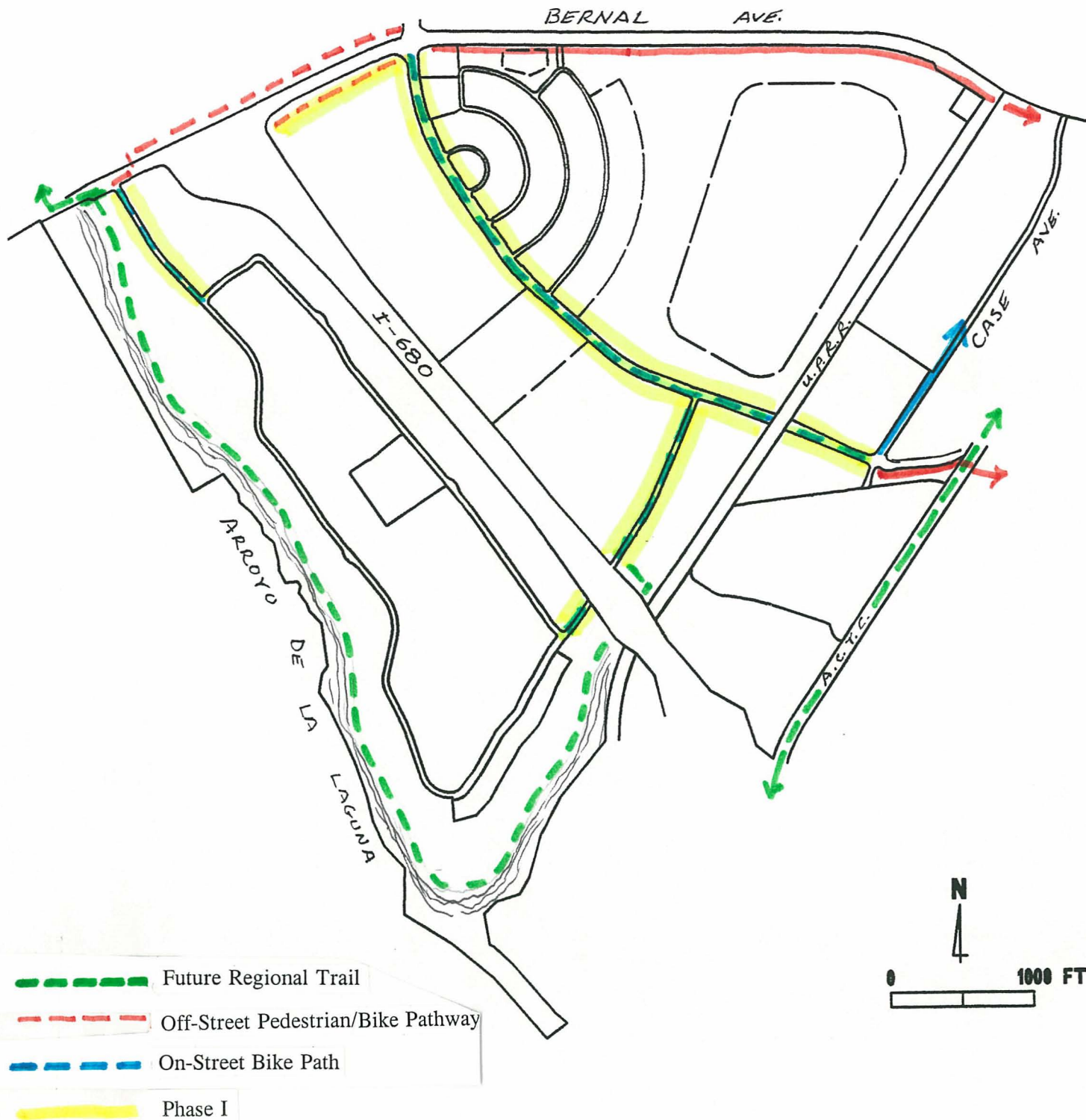


Figure 4-6

Major Pathways and Bikeways Diagram

Transportation Network Policy 6: Paths and Trails Standards. Develop pathways and bikeways that are safe, well-marked and constructed to meet City design standards.

GUIDELINES:

- 6.1 Standards for pathways and bikeways shall be those contained in the City's Community Trails Master Plan.
- 6.2 Signalized crosswalks shall be provided at all signalized intersections.

TRANSPORTATION SYSTEM IMPROVEMENTS OBJECTIVE

TO OFFSET THE TRAFFIC IMPACTS ASSOCIATED WITH THE SPECIFIC PLAN'S INCREMENTAL CONTRIBUTION OF TRAFFIC TO HIGHWAYS, STREETS, INTERSECTIONS, BRIDGES, AND INTERCHANGES WHICH WILL REQUIRE CAPACITY INCREASES AND/OR IMPROVEMENTS TO ACHIEVE ACCEPTABLE STANDARDS.

The City of Pleasanton General Plan includes standards for controlling traffic congestion at critical intersections throughout the City. The Specific Plan incorporates roadway and intersection improvements designed to achieve the City's General Plan standard of no worse than Level of Service "D". These improvements include installation of traffic signals at intersections where future traffic volumes warrant signalization, provision of additional lanes for improved intersection operation, and matching the density of land uses with the capacity of the surrounding roadway network.

Transportation Improvement Policy 1: On-Site Intersections - Level of Service. Traffic levels of service at all internal intersections affected by development within the Planning Area shall not exceed LOS D throughout the buildout of the Specific Plan.

Transportation Improvement Policy 2: Phase I Bernal Avenue Intersection Improvements. As part of the overall improvements required for development of Phase I of the Planning Area, improvements as shown in this Specific Plan shall be made at intersections along Bernal Avenue, designed to achieve a LOS D or better conditions at buildout of the City General Plan.

GUIDELINES:

- 2.1 Signalize and/or provide lane improvements at intersections along Bernal Avenue at the locations shown in Figure 4-7: Bernal Avenue Intersection Improvements. These improvements and locations include:
- the Western Area's access road onto Bernal Avenue. The location of this intersection shall align with Meadowlark Drive in the Windsor development north of Bernal Avenue.
 - the intersection of Bernal Avenue/Commercial Access Road. This intersection shall operate as a right-in, right-out driveway only and will be unsignalized for this leg of the intersection.
 - the intersection of Bernal Avenue/Valley Avenue, and
 - the intersection of Bernal Avenue/Village Avenue East. In Phase I, this intersection shall operate as a right-in, right-out "T" intersection and will be unsignalized.

Transportation Improvements Policy 3: Phase I Bernal Avenue Widening.
Design and improve Bernal Avenue from the Bernal bridge to Valley Avenue to be consistent with City's General Plan Circulation Element.

GUIDELINES:

- 3.1 Bernal Avenue is projected to need three (3) through lanes in the eastbound direction under the City's planned circulation system between I-680 and Valley Avenue. Provide for this widening of Bernal Avenue as part of Plan development, with the new lane to be constructed on the south side of the existing right-of-way.
- 3.2 Widening of westbound Bernal Avenue to three (3) through lanes is also anticipated, although existing paving on westbound Bernal is sufficient to accomplish this improvement. Provide for appropriate striping of this existing pavement to result in the third through lane westbound.
- 3.3 Widen Bernal Avenue from I-680 westerly to the Bernal bridge to accommodate through lanes, turn lanes and transition lanes at the I-680/Bernal southbound off-ramp and at the Bernal/Fairway Estates Drive intersection.

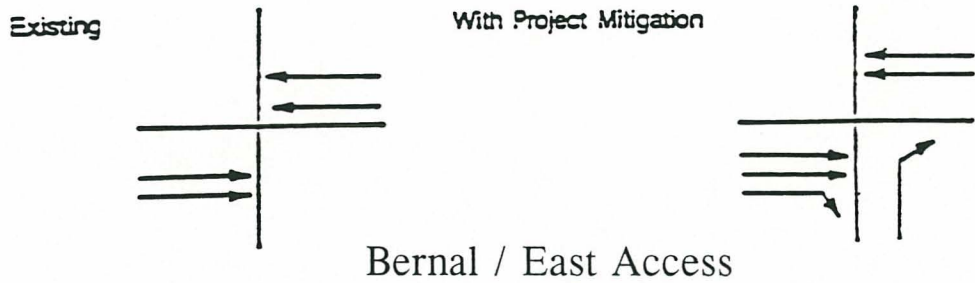
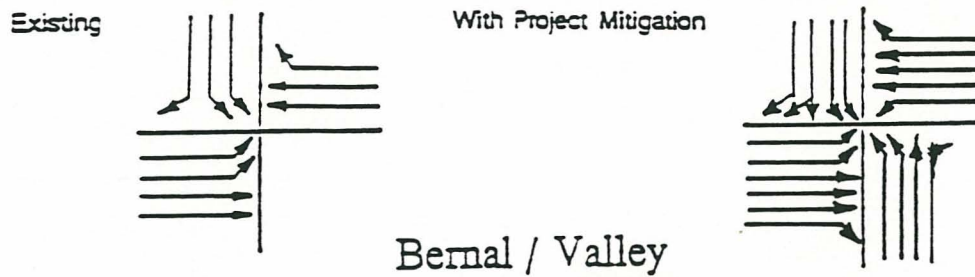
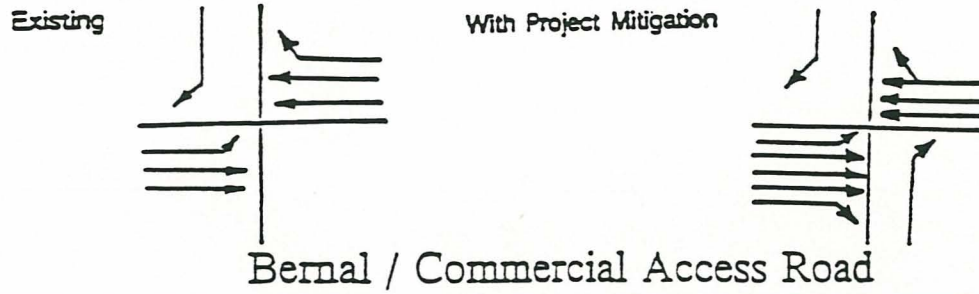
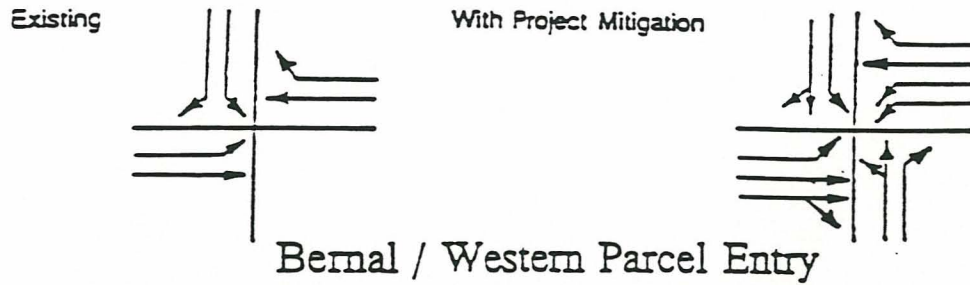


Figure 4-7
Phase I Bernal Avenue Improvements

Transportation Improvement Policy 4. Improvement Phasing. Provide Bernal Avenue street and intersection improvements as discussed above prior to LOS "E" traffic conditions at identified intersections.

[Planned improvements at identified intersections will support traffic generated within the Planning Area at LOS "D" or better conditions. Timely construction of these improvements will ensure that there will be no interim LOS "E" or worse conditions.]

Transportation Improvements Policy 5: Regional and City-Wide Facilities. New development within the Planning Area shall provide funding for its fair share of regional and City-wide transportation facility improvements.

GUIDELINES:

- 5.1 New development within the Planning Area shall pay a regional traffic fee to be used towards funding of regional traffic improvements. Fees are to be paid at the time of issuance of building permits.

[Regional improvements are defined as improvements to "routes of regional significance" as described by the Alameda County Congestion Management Agency.]

- 5.2 New development within the Planning Area shall pay a City-wide traffic impact fee to be used towards providing the project's fair share of City-wide transportation facility improvements required to assist in achieving the City's build-out circulation system.

The City shall use the impact fees generated by new development within the Plan to provide funding for necessary improvements to the I-680/Bernal Avenue interchange, including new signalization.

If the impact fees generated by new development within the Planning Area exceed the costs of interchange improvements, the City may use these funds for improvements elsewhere within the City's circulation network. If the interchange improvement costs exceed the traffic impact fees generated by new development within the Planning Area, and other funding sources are not adequate to provide the difference, the additional costs shall be advanced to the City subject to reimbursement as agreed upon by the City and the Phase I developer(s).

- 5.3 To the extent that any improvements to the interchange are constructed by developers within the Planning Area, the costs for such improvements shall be credited against City-wide traffic fees.

Transportation Improvements Policy 6: Bernal Bridge Improvements.

Provide right-of-way and easements, as well as fifty percent (50%) of the costs associated with planned improvements to the Bernal bridge over the Arroyo de la Laguna.

Transportation Improvements Policy 7: UPRR Underpass. Provide an underpass below the UPRR right-of-way that connects the Central and Eastern Areas.

GUIDELINE:

- 7.1 Encourage construction on the underpass to begin midway through Phase I development, or before LOS E is reached at any of the Planning Area's intersections along Bernal Avenue.

TRANSIT/TRANSPORTATION SYSTEMS MANAGEMENT OBJECTIVE

TO PROVIDE ALTERNATIVES TO AUTOMOBILE RELIANCE FOR TRAVEL TO AND FROM THE PLANNING AREA, TO ACCOMMODATE PUBLIC TRANSPORTATION, AND TO MINIMIZE PEAK HOUR VEHICLE TRIPS.

Transportation Systems Management (TSM) is a broad term used to describe the efficient use of alternative modes of transportation. The Specific Plan envisions incorporating such TSM strategies as bicycling, walking, ride-sharing, providing flex-time work hours at the employment-generating uses, and the use of public transit to reduce automobile trips. Implementation of these TSM strategies will be conducted consistent with the City's TSM ordinance, and will allow for accommodation of potential future transit service extensions to the area.

TSM Policy 1: Accommodation of Buses. Major connector streets are designed to accommodate Livermore-Amador Valley Transportation Authority (LAVTA) buses and stops/shelters.

TSM Policy 2: TSM /TDM Strategies. City TSM strategies as required by City ordinance shall be implemented by all commercial and office space tenants to minimize peak hour traffic congestion.

PUBLIC FACILITIES AND SERVICES ELEMENT

INFRASTRUCTURE/ SERVICES OBJECTIVE:

TO TIME THE PROVISION OF INFRASTRUCTURE AND SERVICES TO MEET SERVICE LEVEL STANDARDS WITHIN THE PLANNING AREA.

Infrastructure Services Policy 1. "Backbone" Infrastructure. Ensure that major "backbone" infrastructure improvements are constructed in a consistent and integrated manner sufficient to provide satisfactory service to new residents in both the short- and long-term.

["Backbone infrastructure includes neighborhood and major collector streets necessary for purposes of providing ingress and egress, water transmission lines, wastewater trunk lines, primary utility lines and storm drainage facilities.]

GUIDELINES:

- 1.1 Construction of infrastructure improvements should be phased to enable the Plan to be developed in an economically feasible manner that reacts to market conditions and opportunities.
- 1.2 On-site improvements will be constructed as necessary to allow each phase to function safely and in accordance with Specific Plan policies.

Infrastructure Services Policy 2: Site Improvements. Identify the site improvements and infrastructure requirements necessary to serve each site-specific development project consistent with the Specific Plan policies as each project is proposed.

GUIDELINES:

- 2.1 Each site-specific development plan will include a site plan showing the backbone infrastructure improvements to be constructed on-site in order to meet the levels of service policies and standards incorporated into this Specific Plan and implementing development approvals.
- 2.2 Each site-specific development plan shall identify the off-site improvements and other environmental mitigation measures consistent with the project approvals necessary to serve the proposed site-specific development plan area.

WATER USE AND CONSERVATION OBJECTIVE

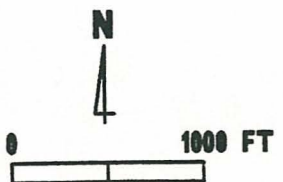
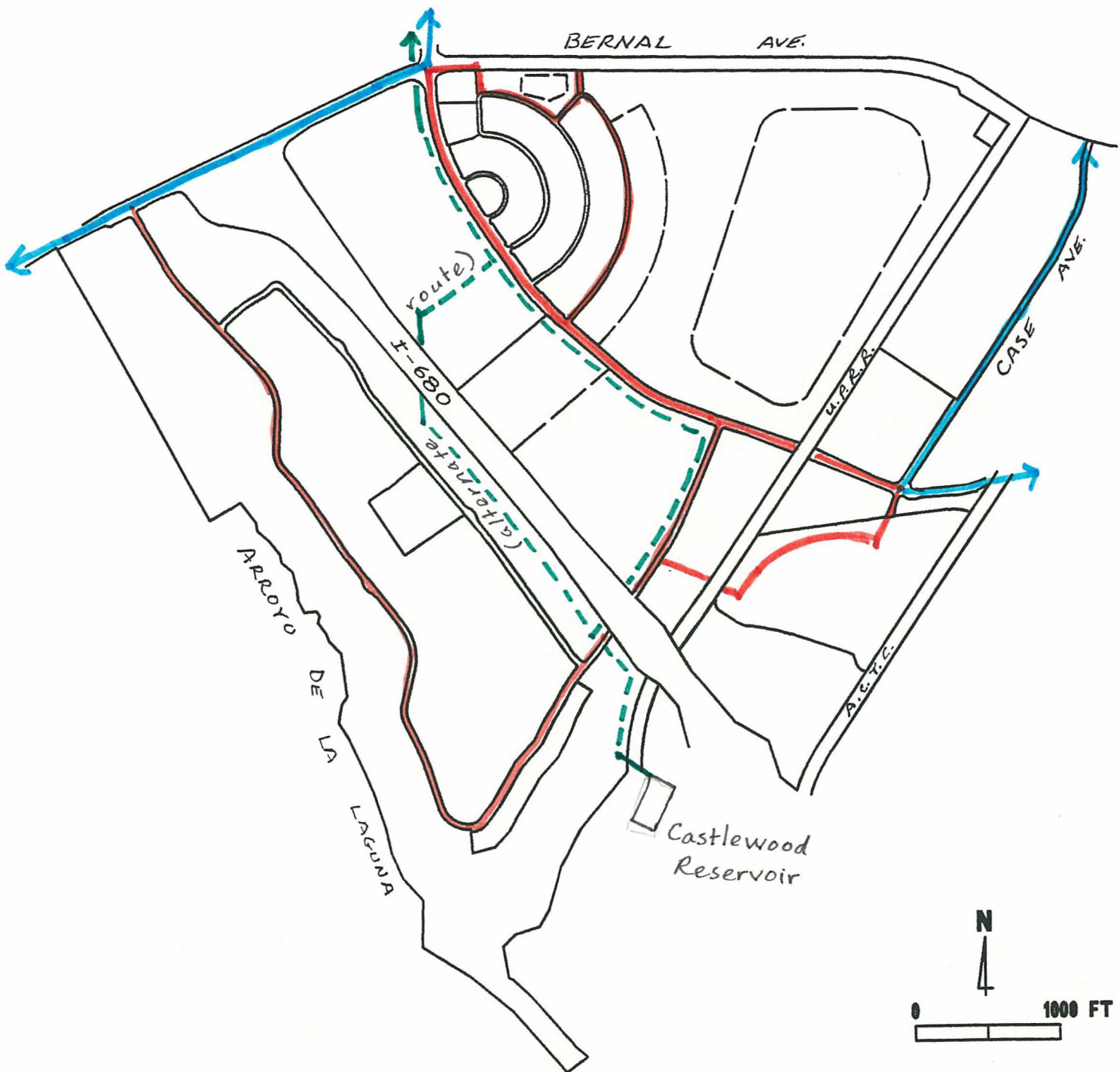
TO DEVELOP A COMMUNITY THAT EFFICIENTLY UTILIZES POTABLE WATER SUPPLIES.

Water Use Policy 1: Water Conservation. Conserve potable water by incorporating water conservation fixtures and measures into development projects.

GUIDELINES:

- 1.1 Water-saving fixtures and water-conserving landscaping shall be installed as practicable in all development projects.
- 1.2 Irrigation control systems shall incorporate water-saving features.

Water Use Policy 2: Potable Water System. Install an on-site potable water distribution system as shown on Figure 5-1, Water Supply System, consistent with the City's Master Plan and meeting City design standards. Phase I development shall install that portion of the master plan system shown in Figure 5-1.






-  Existing Water Mains
-  New Water Mains
-  Existing and Re-Aligned Castlewood Water Supply Line

Figure 5-1
**Phase I and Phase II
 Water Supply System**

Water Use Policy 3: Relocation of Existing Line. If necessary for construction of new development on the Central and Western Areas, relocate the existing water transmission line serving the Castlewood golf course and residential area to an alternative alignment, as shown in Figure 5-1.

GUIDELINES:

- 3.1 No disruption of water delivery to Castlewood should occur during the relocation process.
- 3.2 Portions of the existing transmission line may continue to be used, as determined by the developer and SFWD.

Water Use Policy 4: Potential Golf Course Water Use. The golf course, if developed, should be designed to conserve water. Groundwater should be used, if available, in lieu of potable water, and the irrigation system should be designed to accommodate future reclaimed water.

WASTEWATER MANAGEMENT OBJECTIVE

TO EFFICIENTLY UTILIZE SEWAGE TREATMENT PLANT AND DISPOSAL CAPACITY.

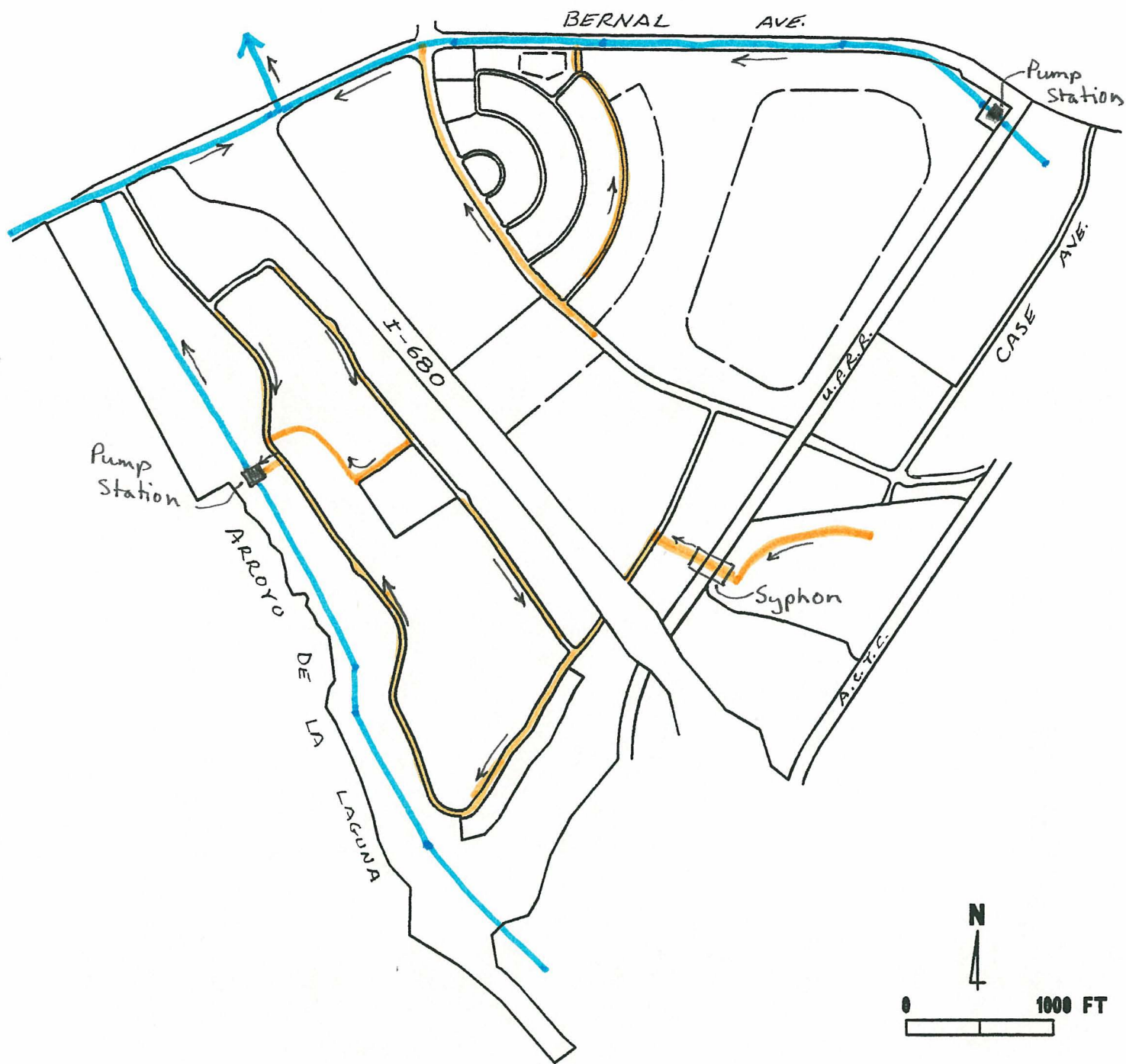
Wastewater Policy 1: Minimize Sewage Flows. Minimize sewage flows to the DSRSD Treatment Plant by incorporating water conserving fixtures into building designs and using best available control technology to minimize inflow and infiltration into sewer mains.

Wastewater Policy 2: On-Site Sewer System. Install an on-site sewage collection system as shown on Figure 5-2, Wastewater System, consistent with City design standards. Phase I development shall include that portion of the system shown in Figure 5.2.

Wastewater Policy 3: Relocation of Existing Line. If necessary for construction of new development on the Western Area, relocate the existing sewer main and pump station to an alternative site that provides adequate access.

GUIDELINES:

- 3.1 No disruption of existing wastewater flows should occur during any relocation process.



- Direction of Flow
- Existing Wastewater Trunk Lines
- New Gravity-flow Wastewater Lines

Figure 5-2
**Phase I and Phase II
 Wastewater Collection System**

- 3.2 If the line does not need to be moved, the developer of Parcel 2 shall coordinate with the City the possible City relocation of the main to a location within the Parcel 2 local street system. Costs associated with such relocation greater than the cost to the developer of Parcel 2 of a normal sewer collection system shall be borne by the City.
- 3.3 Best available practices should be used for either abandoning the main line and pump station in place or removing them in order to minimize health hazards.

Wastewater Policy 4: Guarantee of Capacity. The Phase I development program shall have sufficient guaranteed sewage treatment and disposal capacity to accommodate its buildout consistent with the Plans' anticipated development rate.

STORM DRAINAGE MANAGEMENT OBJECTIVE

TO PROTECT WATER RESOURCES FROM DEGRADATION FROM POLLUTANTS AND TO MINIMIZE THE EFFECTS OF STORM WATER RUNOFF FROM THE PLANNING AREA.

Storm Drainage Policy 1: Water Quality Protection. Protect water resources by preventing non-point source pollutant discharges.

GUIDELINES:

- 1.1 Implement Best Management Practices for control of non-point source pollutants.
- 1.2 Prepare a water quality management plan for all significant turf or agricultural areas, such as neighborhood and community parks, potential golf course, and potential Phase II uses, that includes standards for use and storage of fertilizers, herbicides and other chemicals.
- 1.3 Incorporate into the project design opportunities for detention basins that can filter runoff pollutants before they enter the off-site drainage system.

Storm Drainage Policy 2: Flood Control. Minimize the effects of downstream flooding as a result of increased impervious surface due to Plan Area development and protect the Planning Area from flooding.

GUIDELINES:

- 2.1 As part of Phase I improvements, incorporate storm water detention basins into the Phase II-Interim Open Space area of the project capable of retaining the increase in post-development peak runoff from both Phases I and II development of the site resulting from a 100-year storm event.
- 2.2 Coordinate with Zone 7 on storm water release patterns to meet regional flood control objectives.
- 2.3 Design subdivision improvements such as storm drain lines, streets, curb-and-gutters, channels and culverts and open spaces in a comprehensive manner such that no habitable buildings are subject to flooding during a 100-year storm event.
- 2.4 Investigate the feasibility of protecting the site from storm events larger than the FEMA 100-year event, so long as such measures would not place other existing development at increased flood risk.
- 2.5 Accommodate in Phase I planning possible future flows from Sycamore Creek coming through the adjoining Kaiser property in a new stream course located along the base of the knoll for construction in Phase II of the project.

SCHOOLS AND CHILD CARE OBJECTIVE

TO ALLOW FOR SCHOOL AND CHILD CARE SITES AS NEEDED TO SERVE SPECIFIC PLAN RESIDENTS AND THE SURROUNDING COMMUNITY.

School Policy 1: Elementary School. Designate an 11.2 acre site for a new elementary school as shown on the Land Use Diagram (Figure 3-1). The school facility would serve elementary students from the Planning Area and may also serve children from other areas of the City.

[Note: This site has now been purchased by the PUSD, and the school is scheduled to open in 2000.]

School Policy 2: School Funding. Fund new school facilities to meet the needs of potential K-12 students from the Planning Area by participating in the Pleasanton Unified School District developer agreement.

School Policy 3: Child Care. Allow child care service uses within the Phase I residential and commercial land uses of the Planning Area. Encourage the School District to include day care services at the elementary school.

School Policy 4: Convenient and Safe Routes. Provide safe routes through the Planning Area for school children to walk to both the proposed elementary school and the Pleasanton Middle School.

FIRE PROTECTION SERVICES OBJECTIVE

TO PROVIDE FIRE PROTECTION FACILITIES TO SERVE THE PLANNING AREA AND ASSIST IN MEETING THE FIRE PROTECTION SERVICE NEEDS OF THE SURROUNDING COMMUNITY.

Fire Protection Policy 1: Fire Station Site. As part of the Phase I development, provide up to a one-acre site for a fire and emergency services station, preferably to be located near the Bernal-Valley intersection as generally shown on Figure 3-1, with convenient access to Valley Avenue north of Bernal Avenue and to southeast Pleasanton.

GUIDELINES:

- 1.1 Dedication of the fire station site shall be made with the first final map covering the Central Area if not conveyed in conjunction with the Phase II lands.
- 1.2 The design of the fire station shall be consistent with the architecture and design guidelines of the Phase I Central Area.

Fire Protection Policy 2: Fire Protection Standards. Develop in accordance with City fire protection standards and regulations, both as the site develops and at final build-out.

GUIDELINES:

- 2.1 Expand the City's existing water transmission system to ensure satisfactory water supply and water pressure and provide adequate access for each phase as the Plan develops.
- 2.2 Street improvements shall be installed to allow satisfactory response from existing fire service locations and from the new station when it becomes operational.
 - All roads into and within the Planning Area shall be available for public access.
 - Traffic calming features shall be designed to allow emergency vehicle access,
 - The Planning Area shall not have gated roadways that restrict public access or hinder fire protection response capabilities.
- 2.3 Phase I residences that cannot be served within a satisfactory response time from the new fire station site shall be equipped with automatic sprinkler systems.

PUBLIC UTILITIES OBJECTIVE

TO MEET THE NEEDS OF THE COMMUNITY FOR SOLID WASTE MANAGEMENT, ELECTRICITY, GAS, AND TELECOMMUNICATIONS SERVICES.

Utilities Policy 1: Solid Waste. Promote reduction of solid waste through re-use, recycling, composting, and other transformation of wastes. Design of Phase I multi-family residential areas should facilitate opportunities for solid waste recovery, and central collection locations should be incorporated into multi-family areas as feasible.

Utilities Policy 2: Gas & Electricity. Provide electrical, gas, and telecommunications services to new development in accordance with City standards.

Utilities Policy 3: Energy Reduction. Reduce the energy needs of new development within the Planning Area by encouraging the use of passive heating and cooling in subdivision design, and by constructing energy efficient structures.

GUIDELINE:

- 3.1 Incorporate “Green Building” design criteria in all development to reduce life cycle energy usage.

Utilities Policy 4: Phasing. Phase construction of utility systems (gas, electrical, communication systems) to meet standards for ensuring adequate public safety and to minimize short-term maintenance and operational difficulties.

CONSERVATION AND ENVIRONMENTAL MITIGATION ELEMENT

NOISE ATTENUATION OBJECTIVE

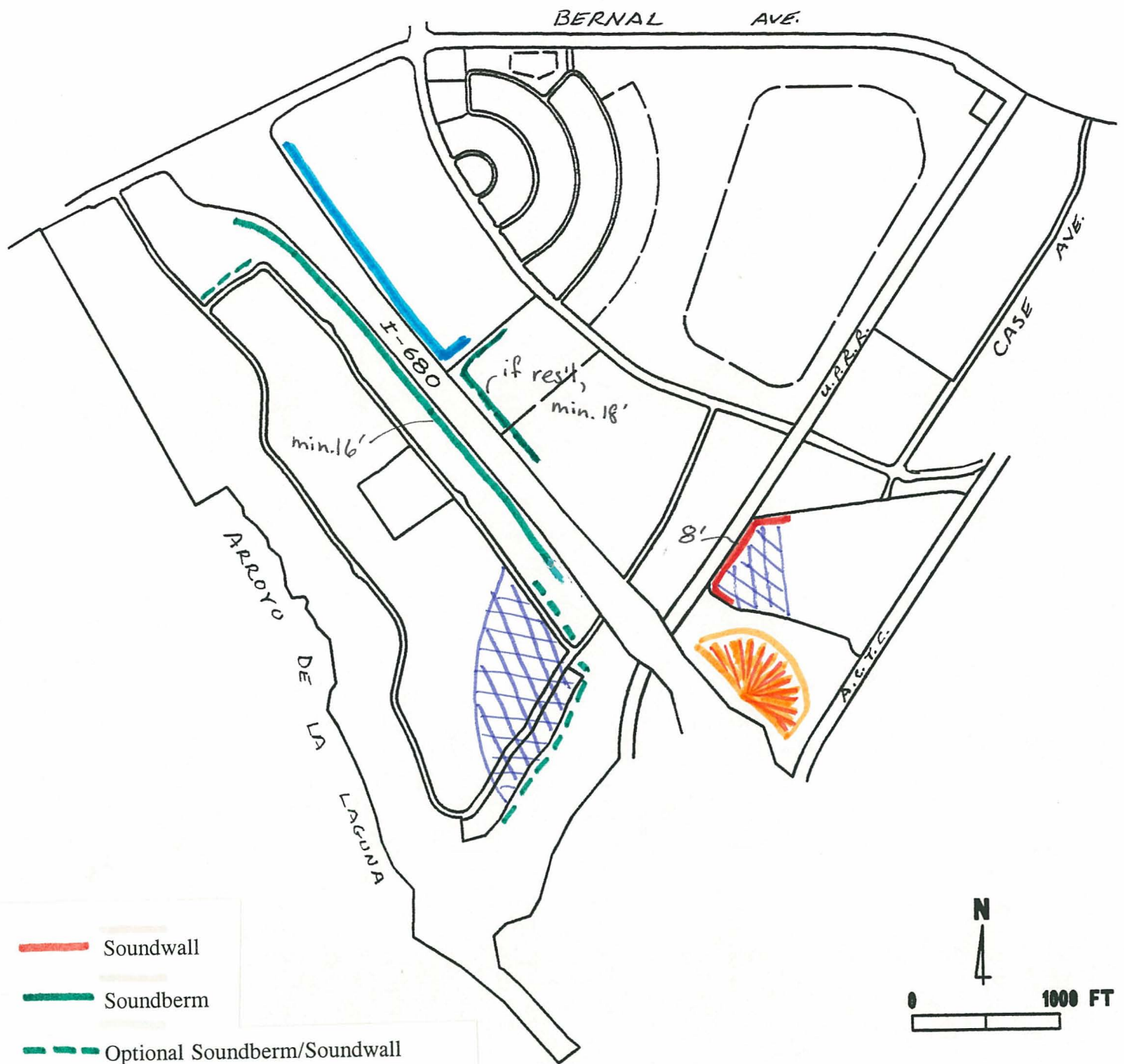
TO ACHIEVE ACCEPTABLE NOISE LEVELS FOR EACH LAND USE WITHIN THE PLANNING AREA WHILE MINIMIZING RELIANCE ON TRADITIONAL SOUNDWALLS.







Noise Attenuation Policy 1: Location of Noise Sensitive Uses. Distribute Phase I land uses as shown in the Land Use Diagram (Figure 3-1) to minimize the location of sensitive uses near noise sources.

Noise Attenuation Policy 2: Noise Attenuation Strategies. Utilize a combination of setbacks, berms, walls, building construction techniques and physical orientation of buildings and uses as shown in the Noise Mitigation Diagram: Figure 6-1 to achieve acceptable noise levels.

GUIDELINES:

- 2.1 For exterior noise in Phase I residential uses located in areas subject to noise from roadways:
 - Construct berms, soundwalls and commercial/office buildings as shown in Figure 6-1 to achieve an exterior noise level of 65 dBA Ldn at most Phase I residential areas.
 - Residences closest to a roadway sound source which cannot be buffered by the sound berm/wall plan shown in Figure 6-1 may be constructed without further exterior noise mitigation. Construction of quiet areas in rear yards, however, is encouraged.



-  Soundwall
-  Soundberm
-  Optional Soundberm/Soundwall
-  Commercial Buildings as Noise Shield
-  Existing Noise Shield of the Knoll
-  Construction Techniques

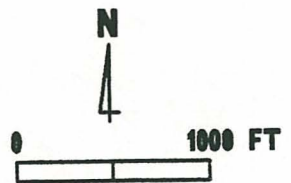


Figure 6-1
**Noise Mitigation Measures
 Policy Diagram**

- Phase I subdivisions located in areas with ambient noise levels of greater than 65 dBA Ldn following the construction of noise attenuation barriers, as shown in Figure 6-1, are encouraged to use site development patterns, housing product type options, and/or building construction techniques to reduce noise to the extent feasible where outdoor use is a major consideration (eg. backyards in single-family residential areas and recreational areas in multi-family residential areas), consistent with other Specific Plan goals.
- 2.2 For Phase I residential uses in areas where the noise source from a railroad (eg. along the UPRR tracks) exceeds a maximum train pass-by level of 75 dBA, interior noise shall be limited to a maximum instantaneous noise level of 50 dBA in bedrooms and 55 dBA in other rooms through a combination of soundwall and building construction techniques.
 - 2.3 For Phase I park uses where the ambient noise levels exceed 65 dBA Leq (daytime noise), locate noise-sensitive park uses in areas where the ambient noise level is projected to be less than 65 dBA.
 - 2.4 Locate commercial/office buildings to form an effective noise barrier for residential uses on Parcels 10 and 11. If residential development on these parcels precedes construction of commercial/ office buildings, the noise condition shall be considered an interim impact and no additional outdoor mitigation is required.
 - 2.5 Interior noise levels for all residential uses, hotels, and other quasi-residential uses shall not exceed 45 dB Ldn.
 - 2.6 Interior noise levels for commercial and office structures shall not exceed 45 dB Leq during business hours.

Noise Attenuation Policy 3: Design of Phase I Noise Attenuation Barriers.

Design Phase I sound barriers as either berms or soundwalls integrated with landscaping. Soundwalls shall be compatible with adjacent architecture and designed to minimize the possibility of vandalism and graffiti.

GUIDELINES:

- 3.1 Landscaped soundberms are the preferred sound attenuation barrier along the I-680 corridor. Where the required height of noise attenuation barriers exceeds reasonable or feasible berm construction, berms integrated with soundwalls are encouraged.
- 3.2 Soundwalls without berms may be used along the UPRR tracks as shown on the Noise Mitigation Diagram (Figure 6-1).
 - Landscaping shall be provided between a soundwall and the street curbs, sidewalks, or other non-landscaped areas when berms are not provided.
- 3.3 Soundwalls should be screened by landscaping to deter graffiti and improve their appearance.

Noise Attenuation Policy 4: Scenic Preservation Considerations. Design Phase I noise mitigation measures to be compatible with scenic preservation objectives (see Visual Resources Policy 2 in this Element).

Noise Attenuation Policy 5: Minimizing Construction Noise. Develop a construction management plan to minimize heavy construction noise adjacent to existing and newly developed noise-sensitive uses. City construction noise requirements shall be followed; when a construction phase will occur adjacent to a newly developed area, limit construction activities as necessary to preserve a satisfactory noise environment during mornings and weekends.

WETLANDS/BIOLOGICAL RESOURCES OBJECTIVE

TO ACHIEVE NO NET REDUCTION IN WETLAND OR RIPARIAN RESOURCES AS A RESULT OF DEVELOPMENT WITHIN THE PLANNING AREA AND RETAIN SIGNIFICANT BIOLOGICAL RESOURCES WHERE POSSIBLE WITHIN THE CONTEXT OF NEW DEVELOPMENT.

Biological Resources Policy 1: Wetlands/Riparian Retention and Replacement. Retain riparian corridors and wetland areas within the Planning Area, or, where retention is not consistent with the land use development plan or flood control objectives, replace disturbed wetlands and riparian corridors with equal or greater area.

GUIDELINES:

- 1.1 Maintain viable riparian corridors along all drainage corridors proposed to remain as open channels in the Phase I development by minimizing intrusions, establishing setbacks consistent with corridor needs, and protecting them from the adverse effects of development on water quality and habitat values.
- 1.2 Creation and/or restoration of wetlands and riparian areas should aim to achieve higher habitat values than those areas being replaced. Portions of the Phase II lands may be utilized to fulfill this requirement of Phase I development.

Biological Resources Policy 2: Use of Native Vegetation. Re-vegetate any disturbed riparian areas that are to be retained as open space with native riparian species.

GUIDELINE:

- 2.1 Re-vegetation should aim to achieve a long-term goal of improved habitat value.

Biological Resources Policy 3: Tree Removal/Preservation. Retain as many mature, healthy trees as feasible, recognizing that the Phase I land use plan results in removal of trees within development areas. New trees to be planted as part of the Plan shall replace the number of removed trees at a ratio of more than one new tree planted for each tree removed.

GUIDELINES:

- 3.1 Consider retention of existing healthy trees if feasible when developing detailed grading and design plans for Phase I of the Planning Area as shown in the Land Use Diagram: Figure 3-1, if these trees can provide landscape value to their new environment.
- 3.2 Certain Heritage Trees identified in the arborist report for the Planning Area will be removed as a result of new development.
- 3.3 The following specific trees are anticipated to be removed as part of Phase I development:

- the willow and cottonwood trees in the Eastern Area,
 - trees located around the former farmhouse in the Western Area,
 - walnut trees along the southern frontage of Bernal Avenue and sycamores within the median (these trees will be replaced with new plantings as part of the Bernal Avenue landscaping plan), and
 - scattered trees in the Central Area within the Phase I development area.
- 3.4 Only remove the minimum number of sycamore trees from the median and the northern and southern frontage of Bernal Avenue as necessary to accommodate planned access into and from the Planning Area as indicated on the Phase I Circulation Policy Diagram: Figure 4-1.

FLOOD CONTROL MANAGEMENT OBJECTIVE

TO PROTECT PEOPLE AND PROPERTY FROM FLOOD HAZARDS.

Flood Control Policy 1: Potential Regional Flood Control Strategies.

Accommodate reasonably practicable regional flood control strategies for Arroyo de la Laguna into the Phase I land use program, consistent with policies for protection of riparian corridors.

GUIDELINES:

- 1.1 Provide a setback along Arroyo de la Laguna to allow Zone 7 or other public agencies to implement a range of regional flood control improvements outside of the Phase I developed portions of the site.
- 1.2 Any in-channel improvements constructed by Zone 7 or any other public agency as necessary to implement a flood control plan shall conserve as much of the existing riparian habitat as possible and shall restore riparian vegetation in a manner conducive to long-term enhancement of the corridor after any grading for flood capacity improvements.
 - To the extent feasible, any widening of the arroyo should occur on the eastern side of the channel, retaining the riparian vegetation on the western side. There may be portions of the

western side of the arroyo where widening improvements are also necessary to accommodate flood flows or stabilize channel banks.

Designs for any channel improvements shall include restoration and enhancement of riparian vegetation along the bottom and banks of the channel following construction.

Flood Control Policy 2: On-Site Detention. Retain on-site any increase in peak storm water runoff resulting from development under the 100-year storm event.

GUIDELINES:

- 2.1 In developing Phase I, incorporate storm water detention basins into the Phase II portion of the site, capable of retaining increases in post-development peak runoff from the site resulting from a 100-year storm event.
- 2.2 Coordinate with Zone 7 on storm water release patterns to meet regional flood control objectives.

Flood Control Policy 3: On-Site Flood Protection. Protect on-site development against flood hazards by allowing habitable buildings only in locations and at elevations outside the 100-year flood plain.

GUIDELINES:

- 3.1 If regional flood control improvements are not assured for the Arroyo de la Laguna prior to implementation of the Phase I grading plan for the Western Area, allow protection of on-site development in the Western Area by either raising residential pad elevations and/or constructing a berm/levee along the western edge of Parcels 1 and 2. Such measures may provide protection against flood flows of at least the then-best estimate of future 100-year flood flows.

[Current FEMA flood maps show that the 100 year flood event of 17,000 cfs through the Planning Area would be contained within existing banks of the channel of the Arroyo de la Laguna. Estimates for future flood flows range from 17,000 cfs to 27,000 cfs. Zone 7 is currently re-evaluating its flood flow estimates and developing a comprehensive flood management plan.]

- 3.2 Design future Phase I subdivisions in a manner that protects habitable buildings from 100-year storm events along the arroyo and/or local drainageways.

SEISMIC/GEOLOGIC SAFETY OBJECTIVE

TO PROTECT THE HEALTH, SAFETY, AND WELFARE OF FUTURE RESIDENTS AND SITE USERS FROM GEOLOGIC HAZARDS.

Geologic Policy 1: Geological Investigations. Require preparation of detailed geotechnical investigations prior to approval of new development within the Planning Area. Incorporate applicable recommendations from detailed geotechnical investigations and follow local building codes in siting, design, and construction of habitable structures.

AIR QUALITY OBJECTIVE

TO PROTECT THE HEALTH OF AREA-WIDE RESIDENTS BY REDUCING LOCAL AND REGIONAL EMISSIONS.

Air Quality Policy 1: Reduction of Pollutant Emissions. Reduce pollutant emissions through site planning and building design considerations.

GUIDELINES:

- 1.1 Reduce vehicle trips generated by new development by implementing TSM measures identified in the Transportation and Circulation Element, by incorporating neo-traditional design strategies of the Land Use Element, and by effecting other physical transportation demand management (TDM) improvements designed to reduce trip generation.
- 1.2 Encourage natural gas fireplaces, fireplace inserts, and certified woodstoves to reduce fireplace emissions. Wood-burning fireplaces shall not be allowed.
- 1.3 Provide outdoor electrical and gas outlets to encourage electrical lawn/landscape maintenance and barbecue equipment.
- 1.4 Encourage wiring of new residences to take advantage of home-based work opportunities.

- 1.5 Follow "Green Building" demolition and construction practices, as feasible, to reduce volatile organics and other pollutants on-site and to reduce emissions region wide created in producing energy.

Air Quality Policy 2: Dust Control. Comply with Best Management Practices to control construction-related dust emissions during all phases of construction.

CULTURAL RESOURCES OBJECTIVE

TO PROTECT AND PRESERVE CULTURAL RESOURCES.

Cultural Resource Policy 1: Protection of Known Resources. Known cultural resources shall be protected by avoidance or "capping", or if known sites cannot be avoided or capped consistent with development of the Phase I land development plan, prepare and implement a Resources Recovery Plan prior to disturbing the site.

[There are two known cultural resource sites designated by the State of California within the Planning Area. Avoidance of these sites may be achieved by retaining them as open space with no disturbance or as land uses requiring minimal disturbance of the sub-surface resources for site preparation. "Capping" may include the addition of soil and/or paving prior to site development such that no disturbance of underlying soils occurs.]

GUIDELINES:

- 1.1 Prior to approval of a final grading plan, complete cultural resource survey to identify the extent and depth of known cultural resource sites.
- 1.2 Protection of cultural resources near the Bernal bridge shall be achieved in the Phase II land use plan through avoidance, limiting sub-surface disturbance for park development, and if necessary, preparing and implementing a Resources Recovery Plan prior to disturbing the site.
- 1.3 Protection of known cultural resources in the southeast quadrant of the I-680/Bernal interchange should be accomplished via "capping" of the commercial/office center parking lot, or preparing and implementing a Resources Recovery Plan prior to disturbing the site.

- 1.4 If disturbance of cultural resources cannot be avoided, a Resources Recovery Plan shall be developed and implemented.

Cultural Resource Policy 2: Minimize Risks to Potentially Undiscovered Resources. Minimize the risk of adverse impacts to potential cultural resources that may exist on the site and that may be discovered in the future.

GUIDELINES:

- 2.1 A cultural resources survey of the entire site shall be completed prior to approval of any grading.
- 2.2 A qualified archaeologist shall monitor grading activities at locations where cultural resources are currently known to exist, and where cultural resources may be discovered during future surveys.
- 2.3 If cultural or archaeological resources are discovered during grading or site preparation, all work in that area shall stop until an archaeologist has recommended, and the City has approved, activities to protect and/or recover the identified cultural resources.

HAZARDOUS MATERIALS OBJECTIVE

TO PROTECT CONSTRUCTION WORKERS AND FUTURE RESIDENTS/SITE USERS FROM HAZARDOUS MATERIALS THAT MAY BE ON THE SITE AND THAT POSE AN UNACCEPTABLE RISK.

Hazardous Materials Policy 1: Hazardous Materials Studies. If necessary and required by findings of preliminary hazardous materials studies, subsequent field investigations and remediation plans shall be prepared and implemented prior to any on-site construction activity.

GUIDELINE:

- 1.1 Preliminary studies shall be prepared and, if hazardous materials are detected, shall be submitted to the Alameda County Department of Environmental Health and the City of Pleasanton for review prior to approval of a final grading plan. Radionuclide studies shall be submitted

to the State agencies having jurisdiction and the City of Pleasanton prior to approval of a final grading plan.

- 1.2 If contamination exceeding statutory requirements is found, prepare and implement soils and/or groundwater remediation plans to address any conditions found in the various hazardous materials studies.
- 1.3 If the studies reveal that irremedial contamination and unacceptable health risks exist, avoid development in the affected area.

VISUAL RESOURCES OBJECTIVE

TO RETAIN KEY VISUAL RESOURCES OF THE SITE AND PROVIDE VIEWS OF AND ACROSS THE SITE FROM BERNAL AVENUE AND I-680.

Visual Resources Policy 1: Protection of Visual Resources. Protect existing significant visual resources on the site.

GUIDELINES:

- 1.1 Riparian vegetation along the Arroyo de la Laguna should be protected if consistent with regional flood control objectives.
- 1.2 The knoll within the Eastern Area, along with existing valley oak trees associated with the knoll, shall be retained.

Visual Resources Policy 2: Maintenance of Viewsheds. Maintain key viewsheds into and across the site.

GUIDELINES:

- 2.1 Provide a landscape treatment along the south side of Bernal Avenue easterly of Valley Avenue that provides views across the site to the southeastern hills and to Pleasanton Ridge.
- 2.2 The Valley Avenue crossing of the UPRR railroad should be an undercrossing to avoid impairing views from I-680 and to avoid construction of a dominating bridge structure in a residential environment.

- 2.3 Design the landscaping and berm along the western edge of I-680 to allow views of Pleasanton Ridge across the berm.
- Key viewpoints that are to remain largely unobstructed are southbound views of Pleasanton Ridge from the Bernal Avenue overpass south to the UPRR bridge structure.
 - Berm construction shall be designed to appear to be a natural landform, not a "levee".
 - Design and maintain landscaping on the soundberm such that vegetation does not grow so high or so dense as to block views of the ridge.
- 2.4 Design the project to present attractive views over and into the site for travelers on I-680 at the northern and southern ends of the Planning Area where the freeway is elevated.
- Design buildings and landscaping within the commercial/office center to provide attractive foreground views as seen from I-680; landscaping should allow views into the site and building architecture should present attractive elevations towards the freeway.

Visual Resource Policy 3: Bernal Avenue Gateway. Enhance the appearance of Bernal Avenue along the Planning Area boundary as a key gateway to the City and its downtown.

GUIDELINE:

- 3.1 Adopt and implement a plan to install distinctive landscaping and directional signage along the Bernal Avenue frontage from the arroyo bridge to the UPRR undercrossing.
- The landscape plan shall utilize plantings complementary to the large sycamore trees presently lining this route.
 - Directional street signage should reflect Bernal Avenue as a key route to the downtown and a gateway to the South Livermore viticulture region.

PROJECT IMPLEMENTATION ELEMENT

DEVELOPMENT APPROVAL PROCESS OBJECTIVE

TO PERMIT THE EFFICIENT REVIEW OF PHASE I DEVELOPMENT PLANS WHILE ENSURING CONFORMANCE WITH THE SPECIFIC PLAN POLICIES.

This chapter sets forth a variety of implementing steps and regulatory and organizational procedures to implement the Specific Plan. The following outlines the approximate sequence of key implementation steps that are anticipated to be followed to adopt the Specific Plan and annex the property into the City of Pleasanton.

- Certify the Bernal Property Specific Plan Environmental Impact Report (State Clearinghouse No. 96-013005).
- Adopt findings, mitigation measures, and mitigation monitoring program as required by the California Environmental Quality Act.
- Adopt the Bernal Property Specific Plan.
- Adopt a pre-zoning and PUD Development Plans for the Phase I area of the Planning Area.
- Adopt a development agreement, a Growth Management agreement, and other necessary agreements between the Phase I Property Owner and the City.
- Approve a Master Vesting Tentative Map (MVTM). The Master Vesting Tentative Map will be processed prior to annexation. It is anticipated that final maps for all Phase I development will be processed expeditiously. It is likely some of the Phase I development parcels will be subdivided as “super block” only, with final lot subdivision occurring later. Some of the subsequent environmental studies and area-wide improvement plans identified below may be completed in conjunction with the Master Vesting Tentative Map.

- Approve a separate PUD development plan for any portion of the site not covered by the initial PUD development plans.
- Annex the unincorporated portions of the Planning Area into the City of Pleasanton.
- Undertake the Phase II land use planning process.

Following annexation into the City, there are a number of additional regulatory and organizational procedures established to provide for on-going implementation of the Phase I plan by the City. These procedures are described below:

Area-Wide Improvement Plans.

Prepare area-wide improvement plans prior to issuance of the first final map. Area wide improvement plans include:

- A master drainage plan to address on-site storm water retention/detention,
- A master landscaping plan to address design details for landscaping of arterial, collector and local streets, drainage channels, pathways, parking lots and noise berms, as well as lighting standards,
- A master grading plan to address rough site grading for the Phase I portion of the Planning Area, erosion control measures and dust suppression techniques.

Subsequent Environmental Studies

Specific environmental plans and studies are required to be undertaken prior to, or commensurate with subsequent development within the Planning Area, as identified in the Specific Plan EIR. These additional environmental studies include:

- a storm water quality management program that conforms to Best Management Practices for urban runoff, and that meets the requirements of the National Pollutant Discharge Elimination System (NPDES) permit,
- a water quality management program for the Phase I parks,
- a wetlands delineation and, to the extent that wetlands are adversely affected by development of the Project, a wetlands mitigation plan that meets federal and state requirements,
- hazardous materials studies to establish the extent and character of potential existing contamination within the Planning Area, including radionuclides,
- site-specific soils, geologic, and/or geotechnical engineering studies,

- a cultural resources survey of the entire Planning Area, and
- acoustical studies for Phase I residential areas exposed to exterior noise levels exceeding 65 dB Ldn.

Parcel-Specific Tentative/Final Maps and Building Plans

Following approval of a site-specific PUD development plan, tentative and final maps will be required for most projects. These include detailed engineering improvement plans, including grading plans, final landscaping plans, and other final plans necessary to construct the project.

Building permit plans include final building architecture and structural requirements. At each of these steps, City review will ensure the final project as constructed will achieve the objectives of the Specific Plan.