

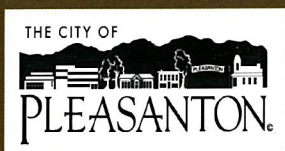
city of pleasanton

final

stoneridge drive specific plan amendment/  
staples ranch

august 2010\*

\*As Approved by the Pleasanton City Council on August 24, 2010





**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/  
STAPLES RANCH  
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**Appendix:**

Mitigation Monitoring and Reporting Plan



# STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/

## STAPLES RANCH

### I. INTRODUCTION

#### A. Purpose

The purpose of this document is to amend the Stoneridge Drive Specific Plan, adopted by the City of Pleasanton in October 1989, to address future development patterns on the 124 acre Staples Ranch property, the last remaining undeveloped portion of the original 293 acre Specific Plan area, consistent with the City's General Plan.

Because the majority of the original Specific Plan area has been developed and because of the numerous changes in plans, policies, and surrounding land uses over the last 18 years, many of the policies and much of the text of the original document are no longer relevant to guiding the development of the Staples Ranch property. In recognition of these changed circumstances, this Plan amendment has been drafted as a "stand alone" document that builds upon the original 1989 Specific Plan where appropriate, while modifying plans and policies to guide the development of the Staples Ranch property to reflect today's environment.

#### B. Specific Plan Requirements

California Government Code Sections 65450 through 65457 specifies that a jurisdiction may use a specific plan to implement a general plan and its policies and programs, and that specific plans must be consistent with the applicable elements of the jurisdiction's general plan.

California Government Code Section 65451(a) defines the content requirements for specific plans, including text and diagrams, as:

1. The distribution, location, and extent of the land uses, including open space, within the area covered by the plan.
2. 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.



3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

California Government Code Section 65454 also states that no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan. The Stoneridge Drive Specific Plan Amendment/Staples Ranch was prepared pursuant to State law and complies with all requirements.

**C. Relationship to the Pleasanton General Plan**

The 1996 Pleasanton General Plan designates the Stoneridge Drive Specific Plan area (including Staples Ranch) as “Specific Plan” and states that “All properties lying within the boundaries of a Specific Plan Area are subject to the land uses, densities, public improvements, and other requirements specified in the Specific Plan prepared for that area”. Land uses designations indicated on the General Plan Land Use Map for Staples Ranch include Retail/Highway/Service Commercial, Business and Professional Offices; Medium and High Density Residential; and Parks. The Arroyo Mocho channel south of Staples Ranch is designated as Public Health and Safety, with a Wildlands Overlay designation.

**D. Relationship to the California Environmental Quality Act (CEQA)**

A Draft Environmental Impact Report (DEIR), pursuant to the requirements of the California Environmental Quality Act (CEQA), has been prepared in close coordination with this Specific Plan Amendment to provide an analysis of the potential impacts of the Amendment and the subsequent development of the Staples Ranch property and to recommend appropriate mitigation measures. The City certified a Final EIR and a Mitigation Monitoring and Reporting Plan on February 24, 2009. The City certified a Final Environmental Impact Report Supplement (SEIR) and approved a revised Mitigation Monitoring and Reporting Plan in August 2010. The revised Mitigation Monitoring and Reporting Plans incorporated as an appendix to this Specific Plan Amendment.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR assesses the environmental impacts of the proposed Plan Amendment. Any environmental analyses



of future individual projects within the Plan Amendment area will be based on and rely on the EIR. Pursuant to CEQA Guidelines section 15168 (c), the City may determine, after conducting a written analysis, that a proposed site specific activity is within the scope of the project and impacts covered by the EIR, and therefore no further CEQA analysis is required. If the City determines that the proposed activity is not within the scope of the project and impacts covered by the EIR, the City will need to determine what appropriate subsequent or supplemental environmental documentation may be necessary in order for such activity to proceed.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR can also be considered an EIR for a “zoning action” for purposes of Public Resources Code section 21083.3 and CEQA Guidelines section 15183. These provisions generally limit the scope of necessary environmental review for site specific approvals following the preparation of an EIR for a “zoning action”. For such site specific approvals, CEQA generally applies only to impacts that are “peculiar to the parcel or to the project”, except where “substantial new information” shows that previously identified impacts will be more significant than previously assumed. Notably, impacts are considered not to be “peculiar to the parcel or the project” if they can be substantially mitigated pursuant to previously adopted “uniformly applied development policies or standards.”

The Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR endeavors to anticipate as many impacts of future development in the Specific Plan Amendment as is feasible at this stage. When future development proposals that are consistent with the Specific Plan Amendment and consistent with the impacts described in the EIR are brought forward, it is possible that no additional CEQA documentation will be necessary. Future development proposals that are not consistent with the Specific Plan Amendment or that would result in impacts not anticipated in the EIR will require additional CEQA documentation.



## **II. BACKGROUND**

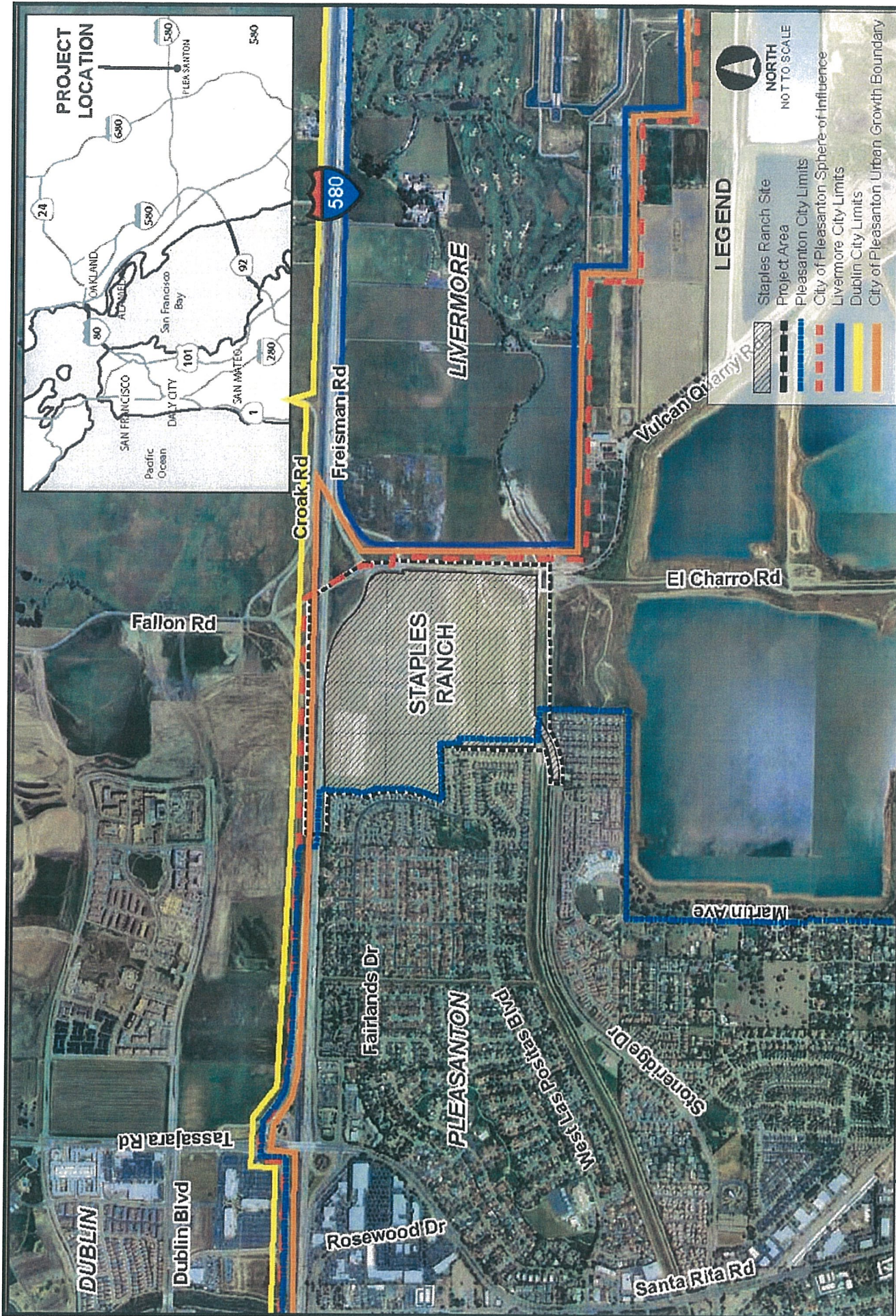
The 124 acre Staples Ranch property is owned by the Alameda County Surplus Property Authority (ACSPA). Most of the vacant property is in unincorporated Alameda County, but is within Pleasanton's Sphere of Influence and Urban Growth Boundary and is designated for development with a mix of land uses in both the County and the City General Plans, as well as in the Stoneridge Drive Specific Plan. The property is bounded on the north by I-580 and the City of Dublin, on the east by El Charro Road and the City of Livermore, and on the south by the Arroyo Mocho channel and unimproved quarry lands. On the west, the Staples Ranch property is adjacent to the California Somerset single family neighborhood within the City of Pleasanton. The location of Staples Ranch is shown in Figure II-1.

### **A. Status of the 1989 Stoneridge Drive Specific Plan**

The Stoneridge Drive Specific Plan was adopted by the City of Pleasanton in October 1989. The Specific Plan encompassed 293 acres in and adjacent to the northeastern portion of the City of Pleasanton, and provided for a mix of residential, retail, commercial, and light industrial development, as well as several neighborhood parks, an elementary school, a church site, and a community park. It also included extensive infrastructure improvements required to serve the Plan Area and the City, including the proposed extension of Stoneridge Drive from Kamp Drive near Santa Rita Road east to El Charro Road as a four lane arterial (with adequate right of way preserved for a future six lane divided arterial if demand required expansion of the arterial to meet City standards), the realignment of the Arroyo Las Positas and widening of the Arroyo Mocho to accommodate flood flows, and the improvement of El Charro Road from a two lane private quarry access road to a four to six lane arterial road, with truck tunnels separating quarry traffic from other vehicles at the planned intersection of Stoneridge Drive and El Charro Road.

Since 1989, all but approximately 122.5 acres of the Stoneridge Drive Specific Plan area has been annexed to Pleasanton and developed, including all areas south of the Arroyo Mocho channel, and Stoneridge Drive has been extended to Trevor Parkway as a four lane arterial. Approximately 32 acres of the original 156 acre Staples Ranch property was annexed and developed in the early 1990s as part of the California Somerset residential development, including the expansion of the Meadows neighborhood park and the completion of West Las Positas Boulevard. The only remaining undeveloped portion of the original 293 acre Specific Plan area is the 124 acre Staples Ranch site, which is designated in the 1989 Specific Plan for a mix of uses, including 17.2 acres of





**Location Map**  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
**CITY OF PLEASANTON, CALIFORNIA**



community park and approximately 70 acres of service commercial/light industrial uses, 30 acres of retail/commercial uses, and 6.8 acres of right of way. Figure II-2 illustrates the original Stoneridge Drive Specific Plan Land Use Map.

**B. 1993 Adoption of the Airport Protection Area**

In 1993, the Alameda County Airport Land Use Commission (ALUC) adopted an Airport Protection Area (APA) for the Livermore Airport, in an effort to reduce further residential encroachment that could result in nuisance complaints that could compromise airport operations. The APA is defined as a rectangle whose sides are 5,000 feet from the north, south and east ends of the runways, and 7,100 feet from the westerly end. The APA includes approximately 78 acres of the easterly portion of the Staples Ranch site. Approximately 46 acres of the Staples Ranch site are located outside the APA. ALUC policy is to prohibit new residential development within the APA. This policy has been incorporated into Pleasanton's General Plan.

**C. 2004 Arroyo Mocho Realignment Project**

In 2004, the Alameda County Flood Control District Zone 7 (Zone 7), in coordination with the ACSFA and consistent with the 1989 Specific Plan, completed a flood control improvement project to significantly widen and deepen the Arroyo Mocho channel in the vicinity of Staples Ranch in order to contain the projected 100 year flood. This project also realigned the Arroyo Las Positas, which had formerly traversed Staples Ranch, removing it from the property and constructing a new channel in Livermore that now converges with the Arroyo Mocho at El Charro Road. Material removed as a result of the excavation of the new channels was stockpiled on the Staples Ranch property in anticipation of future development. As part of the realignment project, two new bridges were constructed over the new channels to maintain access to the quarry operations to the south, via El Charro Road.





**D. 2006 Memorandum of Understanding**

In April 2006, Pleasanton and the ACSPA executed a Memorandum of Understanding (MOU) as a “roadmap” for the future development of the Staples Ranch site. The purpose of the MOU was to accommodate the relocation and expansion of existing Pleasanton auto dealerships to Staples Ranch, provide Pleasanton control of when Stoneridge Drive would be extended to El Charro Road due to concerns within the City regarding “cut through traffic,” and provide assurances to the ACSPA that the entire property could be comprehensively developed and that required infrastructure improvements would be limited, if approved and annexed to the City. The 2006 MOU land use map indicated the site would be developed with a 36± acre auto mall with an additional 5± acres of optional auto mall uses, a 45± acre continuing care facility (located outside the APA), and 12± acres of future commercial uses. In addition, a 17 acre community park site adjacent to the Arroyo Mocho would be dedicated to the City. Stoneridge Drive would be extended as a two lane road with turn lanes across the Arroyo Mocho to access the continuing care facility and community park. A new four lane road with turn lanes (dubbed “Auto Mall Place”) would be extended from an improved El Charro Road to serve the auto mall and future commercial area. No vehicular access (other than emergency vehicles and potentially buses) would be permitted between the two roads, but the roads would be designed and right of way preserved to accommodate the future extension of Stoneridge Drive to El Charro Road as a four lane arterial with turn lanes.

As a result of more refined site planning, the ACSPA and the City have informally agreed to make several minor modifications to the land use configurations described in the MOU. The continuing care facility has been slightly expanded to 46 acres and the auto mall has been slightly expanded to 37 acres, but with no option for future expansion to 41 acres. Pleasanton has also decided to acquire (partially funded by the Staples Ranch developers) approximately 5 acres north of the Stoneridge Drive alignment for a neighborhood park site that would also be designed to serve as a storm water flow control basin to meet recently enacted State hydromodification requirements for new development. Purchase of the neighborhood park will effectively reduce the area devoted to non auto mall commercial uses from 17 acres to 11 acres. In April 2007, the Pleasanton City Council voted to realign the community park site so that it could potentially accommodate a four rink ice center. The park realignment also modified the alignment of the remaining 11 acre commercial site so that it is now located at the southwest corner of the planned El Charro Road/“Auto Mall Place” intersection. In June



2008, the Pleasanton City Council approved a conceptual park master plan for the community park which included an ice center.

**E. 2007 El Charro Road Cooperation and Cost-Sharing Agreements**

In July 2007, the City of Livermore adopted the El Charro Specific Plan, designating a 250 acre area just east of El Charro Road for up to 1.5 million square feet of retail development, including a 450,000 square foot Prime Outlet project located in the southeast quadrant of the El Charro Road/I-580 interchange. Access to the El Charro Specific Plan area would primarily be from an improved El Charro Road and from an extension of Jack London Boulevard from its current terminus west of Isabel Avenue to El Charro Road, where it could connect up with any future extension of Stoneridge Drive.

El Charro Road is currently a private two lane quarry truck haul road south of the intersection with Freisman Road, just south of the I-580 interchange. It serves as the only direct access point to I-580 for extensive quarry operations to the south. El Charro Road is in unincorporated Alameda County, but is within Pleasanton's Sphere of Influence, and is critical to the existing quarry operations as well as the development of Livermore's El Charro Specific Plan and Pleasanton's Stoneridge Drive Specific Plan.

To facilitate the interests of the various parties, a Pre-Development and Cooperation Agreement between Pleasanton, Livermore, Alameda County, Vulcan Materials, and the ACSPA was executed in September 2007, which specifies improvements to El Charro Road to make it available for public use while safely maintaining its current function as the only access point for the quarry lands to the south to I-580.

The Cooperation Agreement calls for Livermore to improve El Charro Road, prior to opening any part of the El Charro Specific Plan development, as a public six lane divided road with turn lanes north of the planned future Jack London Boulevard/El Charro Road/"Auto Mall Place" intersection. This intersection is planned to be signalized and has been sized to accommodate the General Plan buildouts of both Pleasanton and Livermore, assuming the full four lane extension (with turn lanes) of Jack London Boulevard to Isabel Avenue, Stoneridge Drive to El Charro Road, and El Charro Road to Stanley Boulevard. South of the new Jack London Boulevard/"Auto Mall Place" intersection, El Charro Road will remain a private quarry haul road and will transition back to a two lane undivided road north of the Arroyo Mocho bridges. The Cooperation Agreement permits the roadway to be constructed in unincorporated Alameda County, but Livermore will be responsible for maintenance and liability until such time as Pleasanton annexes Staples Ranch and the El Charro Road roadway. Vulcan Materials,



which currently owns the paved portion of the right of way, has an offer of dedication with Alameda County, which would be accepted following completion of construction of improvements.

The El Charro Road improvements called for in the Cooperation Agreement have been designed to safely accommodate the existing heavy use of El Charro Road by quarry truck traffic while permitting anticipated public vehicular access as planned for in both Livermore and Pleasanton's General Plans. The agreed upon improvements are very different from the El Charro Road improvements envisioned in the 1989 Stoneridge Drive Specific Plan, which called for separated quarry truck tunnels in both directions under the proposed Jack London Boulevard/Stoneridge Drive/El Charro Road intersection. The tunnel plan has since been deemed infeasible, both from an engineering and a financial viewpoint, and Vulcan Materials, the major remaining quarry operator that depends on El Charro Road, has, through the Cooperation Agreement, fully endorsed the new improvement plan, which minimizes the need for quarry trucks to change lanes between the Jack London Boulevard intersection and I-580.

A concurrent Cost Sharing Agreement between Livermore, Pleasanton, and ACSPA, executed in September 2007 specifies that the El Charro Road improvements will be paid for by Livermore and the ACSPA, while Livermore and Pleasanton will contribute to the cost of the El Charro Road interchange improvements, including any change orders required to make the transition to the new El Charro Road improvements. Both the Cost Sharing and Cooperation Agreements contain provisions which permit the ACSPA to take over construction of the El Charro Road improvements if they have not been constructed by Livermore prior to annexation by Pleasanton. However, it is currently anticipated that Livermore will begin construction in 2009, prior to the annexation of Staples Ranch to Pleasanton.

The Specific Plan Amendment and any other land use entitlements within the Plan Area shall remain subject to all applicable requirements and provisions of the Cooperation Agreement, including but not limited to the requirement that all such entitlements be made subject to the conditions of approval specified in Section 10 ("Required Conditions of Approval") of the Cooperation Agreement. Pursuant to Section 18.1 of the Cooperation Agreement, in the event of any conflict between any provision of the Cooperation Agreement and the Specific Plan Amendment or any such entitlement, the provisions of the Cooperation Agreement shall govern and control.



#### **F. 2009 Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR**

On February 24, 2009 the Pleasanton City Council certified the Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR.

#### **G. 2009 Two-Lane Constrained Extension**

On June 2, 2009, the City Council directed staff to assess whether the City Council should further amend the Stoneridge Drive Specific Plan by adopting a configuration of Stoneridge Drive that would differ from the four lane configuration adopted on February 24, 2009, by reducing the total number of lanes available for travel by one in each direction across the Arroyo Mocho bridges (subsequently referred to in the SEIR as the Two-Lane Constrained Extension). The Two-Lane Constrained Extension would still entail the full extension of Stoneridge Drive to El Charro Road as part of the development of Staples Ranch, i.e., both bridges and each bridge wide enough to accommodate two lanes of traffic in each direction but would temporarily stripe the travel lanes on the Arroyo Mocho bridges to one in each direction, instead of the two lanes in each direction.

To facilitate this reassessment, and to address items raised in the lawsuit, a Draft Environmental Impact Report Supplement (Draft SEIR) was prepared.

#### **H. 2009 Adoption of the 2005-2025 General Plan**

In July 2009, as part of the 2005-2025 General Plan, the City Council adopted Program 1.6 of the Circulation Element that provides in relevant part, “Open the Stoneridge Drive extension to through traffic when Pleasanton reaches an agreement with its regional partners...for a strategic approach and funding plan for relieving traffic congestion in the Tri-Valley.”

#### **I. 2010 Staples Ranch Policy Statement**

After the issuance of the June 15, 2010 staff report regarding the SEIR and related documents, staff met with Safe Streets Pleasanton, the Alameda Creek Alliance and the Center for Biological Diversity to address their concerns regarding the extension of Stoneridge Drive from its current terminus to El Charro Road and certain specific environmental matters. The discussions resulted in the development of a Staples Ranch Policy Statement. The Staples Ranch Policy Statement sets forth certain conditions assuring the opening of Stoneridge Drive to through traffic in a predictable manner. The



Stoneridge Drive Specific Plan Amendment/Staples Ranch has been revised to reflect the policies in the Staples Ranch Policy Statement regarding Stoneridge Drive, including the installation of a barrier on Stoneridge Drive to inhibit through traffic to and from El Charro Road and conditions regarding the striping of the Stoneridge Drive bridges from two to four lanes.



### III. LAND USE

#### A. Existing Ownership

The 124 acre Staples Ranch property consists of two legal parcels, both owned by the ACSPA. A 1.5 acre parcel, located directly adjacent to the existing residences along Vermont Place in Pleasanton, is within the existing city limits of Pleasanton. The larger approximately 122.5 acre parcel is within unincorporated Alameda County and would require annexation prior to Pleasanton's processing of a final map/issuing building permits for development.

Adjacent right of way would also be annexed into Pleasanton, including the Arroyo Mocho channel from the current city limits east to El Charro Road, the El Charro Road right of way up to the City of Livermore limits, and the I-580 right of way up to the City of Dublin city limits to the north, and the El Charro Road interchange to the east. The Arroyo Mocho channel is owned by Zone 7, and consists of several legal parcels. The El Charro Road right of way consists of a 20 foot wide parcel containing the existing roadway, which is owned by Vulcan Materials, with unimproved Alameda County road right of way on either side, for a total right of way width of approximately 150 feet.

#### B. Physical Setting

Staples Ranch is currently vacant and is characterized primarily as grassland. As a means of controlling vegetation to reduce fire risk, the ACSPA permits a local farmer to use the property for dry land hay production, which entails discing the property in early spring and seeding it with oats and barley, which is then harvested in the early summer. In 2001, Alameda County removed several dilapidated old ranch buildings, and a farm house as part of a general clean up of the property. Mature trees are largely limited to a grove of ornamental and fruit trees associated with the farm house site and to a landscape berm along the northwestern edge of the property that was planted in the early 1990s as part of the California Somerset development to the west.

The Staples Ranch property is predominantly flat, with a gradual slope to the southwest. El Charro Road, with an elevation of approximately 360 feet, is the high point, with the lowest elevations of approximately 347 feet found both at the northwest and southwest corners of the property. The only significant "topography" is from four large stockpiled soil mounds containing a total of about 300,000 cubic yards of material. The mound located in the southwestern corner of the property was material excavated by Zone 7 in the early 1990s as part of downstream improvements to the Arroyo Mocho channel.



Another, larger, mound in the north central portion of the property was material imported by KB Homes in 1995 in anticipation of using it for fill material as part of a residential project that was never constructed. The largest mound, near the Arroyo channel, as well as a smaller stockpile in the northwesterly portion of the property, are comprised of material excavated from the Arroyo Las Positas Realignment/Arroyo Mocho Widening project completed in 2004.

**C. Existing Land Use Designations**

The City of Pleasanton General Plan Map shows mixed uses (Medium and High Density Residential; Parks and Recreation; and Retail/Highway/Service Commercial, Business and Professional Offices) for Staples Ranch, and states that specific land uses, densities, public improvements, and other requirements are subject to the Stoneridge Drive Specific Plan. The Arroyo Mocho channel south of Staples Ranch is designated Public Health and Safety, with a Wildlands Overlay designation.

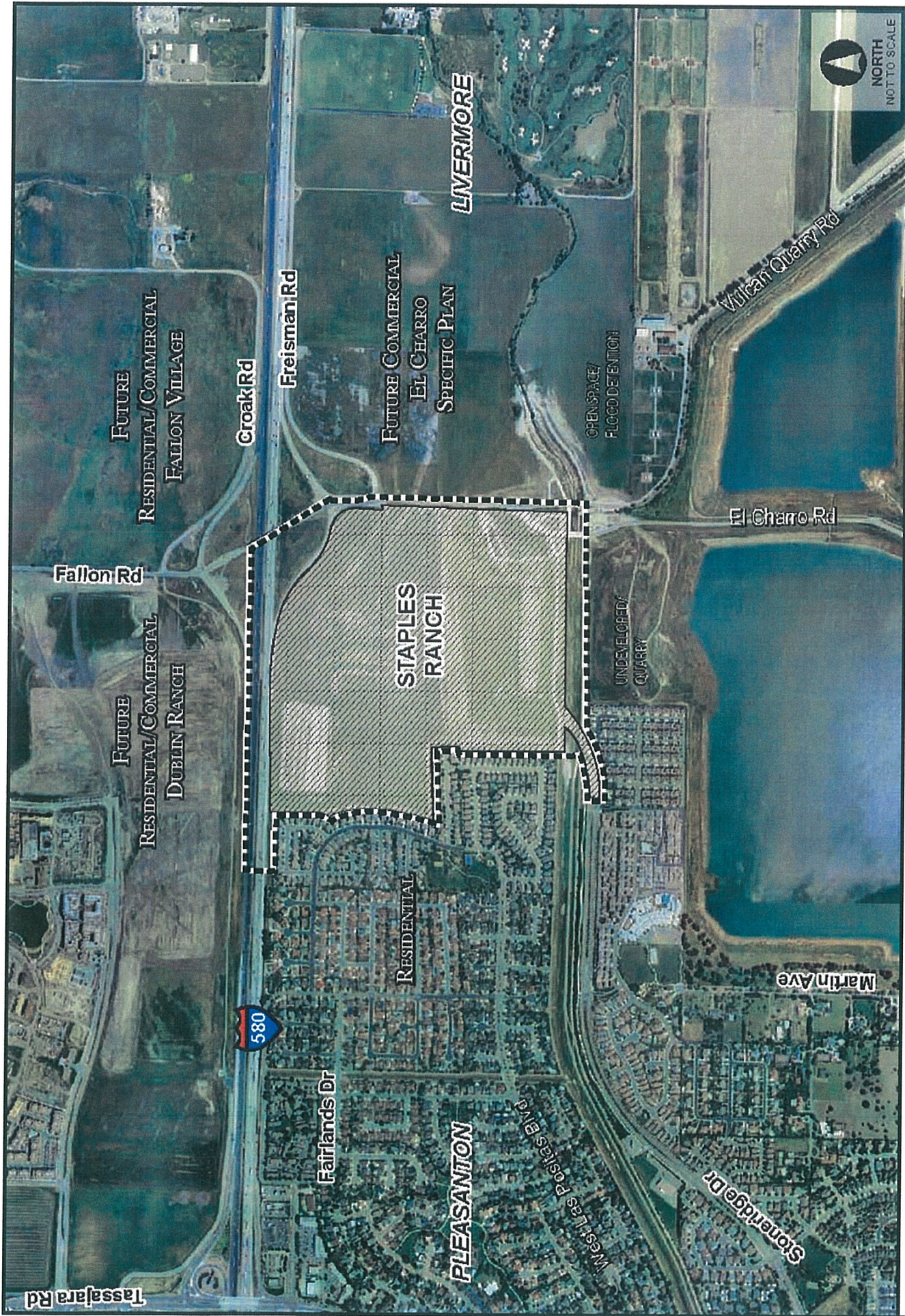
The adopted 1989 Stoneridge Drive Specific Plan more clearly defines the location, size, and densities of existing Staples Ranch land use designations. Approximately 32 acres of the original 156 acre Staples Ranch property was developed as part of the California Somerset neighborhood in the early 1990s. As illustrated in Figure II-2, the remaining 124 acres of Staples Ranch is designated for approximately 30 acres of Retail and Service Commercial adjacent to the I-580/El Charro Road interchange, 17.2 acres of Community Park in the southwestern portion of the property, and approximately 70 acres of Service Commercial/Light Industrial uses in the northwest and southeast portions of the property. The remainder, 6.8 acres, is designated for right of way dedications for the extension of Stoneridge Drive and the widening of El Charro Road.

The 1.5 acre Staples Ranch parcel that is currently within the Pleasanton city limits is zoned PUD-Medium Density Residential (PUD-MDR). The remaining unincorporated area is zoned "Agricultural" by Alameda County, although the Alameda County East County Area Plan designates Staples Ranch for Mixed Use development.

**D. Surrounding Land Uses**

Residential and vacant/agricultural land uses dominate the areas surrounding Staples Ranch, although much of the currently vacant land is planned for extensive development in the near future. Land uses in the vicinity of Staples Ranch are shown in Figure III-1.





Surrounding Land Uses  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
 CITY OF PLEASANTON, CALIFORNIA

**FIGURE III-1**



To the west, directly adjacent to Staples Ranch, is the California Somerset neighborhood, within the City of Pleasanton. The neighborhood consists of single family homes, largely two story, with access from Santa Rita Road to the west, via West Las Positas Boulevard and Pimlico Drive. The southern portion of the neighborhood (along Vermont Place) was constructed in the 1980s. The northerly portion of the neighborhood (along Staples Ranch Drive, West Las Positas Boulevard and Annis Circle) was part of the original 156 acre Staples Ranch property and was constructed in the early 1990s.

To the southwest, south of the Arroyo Mocho channel, the Stoneridge Park neighborhood, which was completed in the early 2000s as part of the original Stoneridge Drive Specific Plan, extends approximately 450 feet east of the westerly edge of Staples Ranch. Directly south of Staples Ranch and the Arroyo Mocho channel, between the Stoneridge Park neighborhood and El Charro Road, are former gravel quarries, some of which has been reclaimed, that were recently purchased by Legacy Partners from Hanson Aggregates. Further to the east are active gravel quarries, operated primarily by Vulcan Materials, which utilize El Charro Road to access I-580. The active and former quarry lands are located in unincorporated Alameda County.

To the north of Staples Ranch, across I-580 in the City of Dublin, currently vacant land south of the recently extended Dublin Boulevard is slated for office and retail development as part of Dublin's Eastern Dublin Specific Plan. North of Dublin Boulevard and west of Fallon Road, extensive residential development is already under construction. Dublin also recently approved the Fallon Village project, proposed to eventually accommodate approximately 3,100 homes and 2.5 million square feet of commercial development to the east of Fallon Road.

The area just east of El Charro Road, in the City of Livermore, is currently undeveloped agricultural land, with the exception of a golf driving range off of Freisman Road. In July 2007, Livermore adopted the El Charro Specific Plan, which calls for the development of approximately 1.5 million square feet of retail development on approximately 250 acres, with primary access from an improved El Charro Road and an extension of Jack London Boulevard from its current terminus west of Isabel Avenue. The first phase of the project, the 450,000 square foot Prime Retail Outlet Mall located adjacent to El Charro Road and I-580, is anticipated to begin construction in 2009.

East of the El Charro Specific Plan area and a portion of the Las Positas Golf Course is the Livermore Municipal Airport, a 643 acre facility owned and operated by the City of



Livermore. The airport is a General Aviation Airport that serves private, business, and corporate tenants and customers. The airport currently has approximately 650 based aircraft and over 200,000 annual aircraft operations. As provided in the 2004 Draft Livermore Municipal Airport Master Plan Update, the facility has two parallel runways: a 5,255 foot lighted main runway (7L-25R), and a 2,700 foot unlighted runway (7R-25L). Because winds are predominantly from the west, most take offs are towards the west and Staples Ranch.

The westerly end of the 5,255 foot long runway is located approximately 5,400 feet east of El Charro Road. The airport's runway protection zone and safety zone, as defined by the Alameda County Airport Land Use Commission (ALUC), are located entirely east of El Charro Road, in Livermore. In 1993, after the original Stoneridge Drive Specific Plan was adopted, the ALUC adopted an Airport Protection Area (APA) for the Livermore Airport in an effort to reduce residential encroachment that could result in nuisance complaints that could compromise airport operations. The APA is defined as a rectangle whose sides are 5,000 feet from the north, south, and east ends of the runways, and 7,100 feet from the westerly end, and includes approximately 78 acres of the easterly portion of the Staples Ranch property. Approximately 46 acres of the property are located outside the APA. ALUC policy is to prohibit new residential development within the APA. This policy has been incorporated into Pleasanton's General Plan.

#### **E. Proposed Staples Ranch Land Uses**

Figure III-2 illustrates the proposed Staples Ranch Land Use Map. In the northeast, adjacent to the El Charro Road interchange and El Charro Road, 37±acres are designated as "Auto Mall", permitting up to 331,000 square feet of auto dealerships, as well as related inventory, car servicing, car renting, and wash facilities. The site offers excellent freeway access and visibility, and is oriented towards the emerging retail hub being created by Livermore's El Charro Specific Plan retail development and Dublin's ongoing retail and commercial development north of I-580.

South of the Auto Mall and adjacent to El Charro Road, 11±acres are designated "Retail Commercial", permitting up to 120,000 square feet of retail uses or 200,000 square feet of office uses. Like the Auto Mall to the north, this site is oriented towards the emerging El Charro Road retail and commercial hub, with easy access to I-580.

To the west, outside of the Airport Protection Area and adjacent to the existing California Somerset neighborhood, 46± acres are designated as "Continuing Care Community", permitting up to 800 units of continuing care, as well as related health, dining, and



recreational facilities, and outpatient physical therapy. The site offers the opportunity to provide a unique type of development in Pleasanton, while buffering the existing California Somerset neighborhood to the west from the planned auto mall and retail uses to the east.

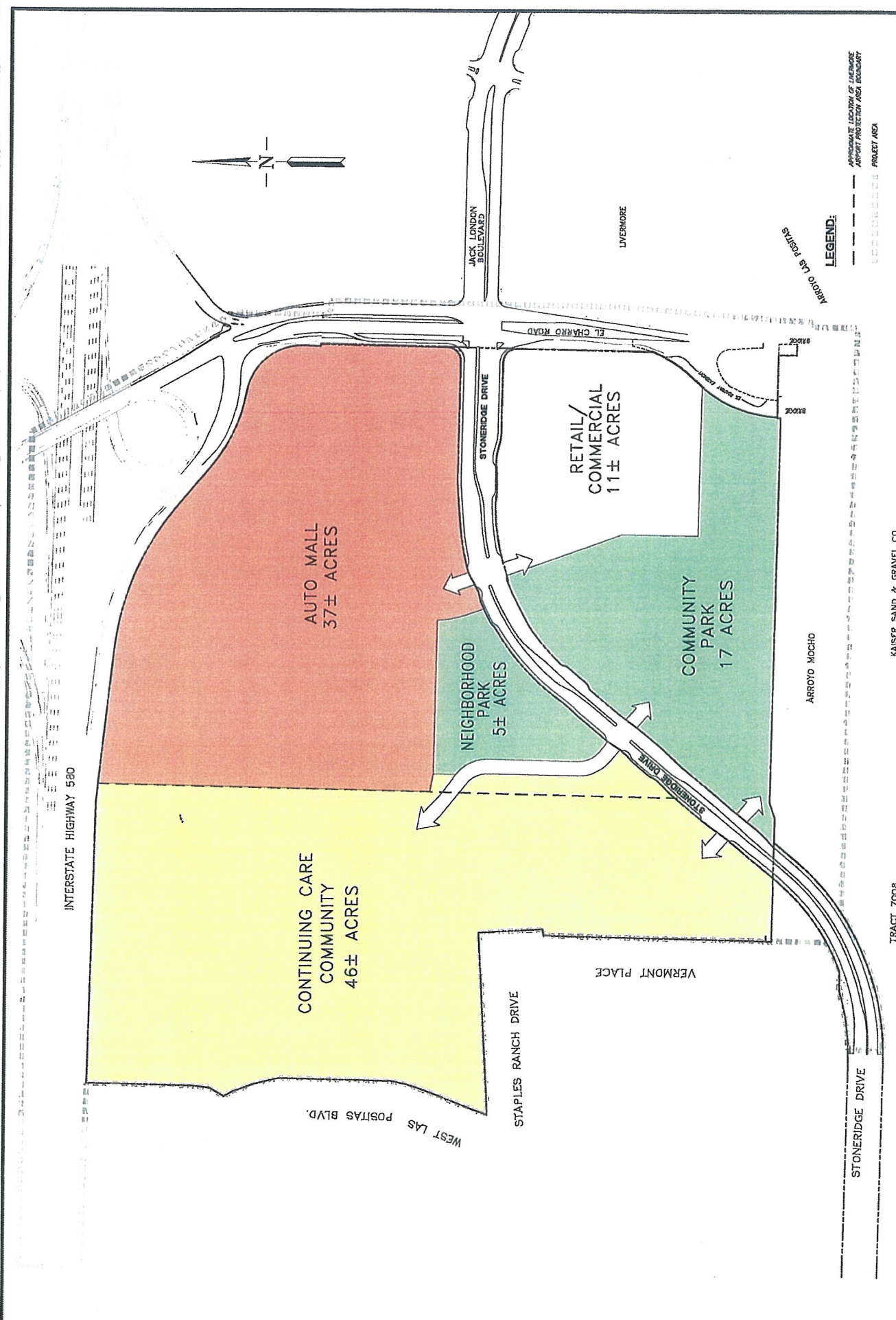
Just to the east of the APA and north of the Stoneridge Drive alignment, 5± acres are designated "Neighborhood Park", located adjacent to the continuing care community and auto mall.

Finally, south of the Stoneridge Drive alignment and adjacent to the Arroyo Mocho, 17 acres are designated "Community Park". The park has been configured so that it takes full advantage of the recently restored creek and planned regional trail that will provide pedestrian and bicycle access to Livermore and other parts of Pleasanton, while providing space for a wide range of active and/or passive recreational activities.

**F. Summary of Specific Plan Land Use Changes**

The proposed modifications to the Stoneridge Drive Specific Plan land use map for Staples Ranch would result in changes to the maximum development for the Staples Ranch site compared to the development assumed under the 1989 Stoneridge Drive Specific Plan. Table II-1 provides a comparison of the maximum development scenario that was assumed in the 1989 Specific Plan for the remaining 124 acre Staples Ranch site (excluding portions of the original Staples Ranch site which have already been constructed), and the maximum development scenario for the proposed Specific Plan amendment.





**Staples Ranch Land Use Map**  
**Stoneridge Drive Specific Plan Amendment/Staples Ranch**  
 CITY OF PLEASANTON, CALIFORNIA

TRACT 7008  
 KAISER SAND & GRAVEL CO.  
 APPROPRIATE LOCATION OF LIVERMORE AIRPORT PROTECTION AREA BOUNDARY  
 PROJECT AREA

**FIGURE III-2**



**Table II-1  
Comparison of Adopted and Proposed Staples Ranch Land Uses**

Land Use	Adopted Specific Plan <sup>a</sup>		Proposed Amendment		Change
	Maximum Development (sf)	Acres	Maximum Development (sf)	Acres	
Commercial/Office/Industrial	1,353,000	100 <sup>b</sup>	120,000 retail or 200,000 non-retail	11.3	1,233,000 to 1,153,000 fewer sf; 89 fewer acres
Park	--	17.2	--	22.1	5 more acres
Continuing Care Community	--	0	800 units (1,200,000 square feet)	46.1	800 more units (1,200,000 more sf); 46.1 more acres
Auto Mall	--	0	331,000	37.2	331,000 more sf; 37.2 more acres
Street, ROW, and Flood Control Channel	--	6.8	--	7.3	0.5 more acres
<b>Total</b>	<b>1,353,000</b>	<b>124</b>	<b>1,651,000 (retail option) or 1,731,000 (office option), including up to 800 units</b>	<b>124</b>	<b>298,000 to 378,000 more sf</b>

*Notes:*

- a. This does not include previously developed portions of the Staples Ranch property.
- b. Approximately one row of housing along the westernmost boundary of the Service Commercial and Light Industrial Land use area was built as housing as part of the California Somerset residential subdivision (PUD-90-01 by West Las Positas Boulevard). At the time this residential project was approved, the City Council deemed the proposed Planned Unit Development plan to be in substantial conformance to the Stoneridge Drive Specific Plan.

**G. Staples Ranch Development Design Standards**

Overarching development plan proposals within Staples Ranch are subject to the City's Planned Unit Development (PUD) plan review and approval process. This process will allow for detailed implementation of the Stoneridge Drive Specific Plan, as amended for Staples Ranch. The PUD process provides for the review of site specific matters including land use, site layout, architecture, landscaping, and fencing. Relevant



provisions of the Specific Plan, along with other appropriate site specific planning measures, are to be incorporated into each PUD development plan.

Design standards are provided below for each Staples Ranch land use. These will be used by the City in its review of project plans for consistency with the Specific Plan.

**1. 37± Acre Auto Mall Site Design Standards**

**1.1 Overall Site Design**

- 1.1.1 Encourage site planning and design that enhances the visual appeal of the site as the northeast gateway to the City of Pleasanton.
- 1.1.2 Encourage visually appealing and distinctive building architecture.
- 1.1.3 Permit a maximum of 331,000 square feet of building development on the Auto Mall site.
- 1.1.4 Limit building height to a maximum of 45 feet, including any rooftop parking.
- 1.1.5 Blend the design of the roof parapets into the building architecture.
- 1.1.6 Provide cool (white colored) roofs to the extent feasible to reduce heat island effect.
- 1.1.7 Site buildings adjacent to the I-580 frontage so that they do not conflict with existing underground utilities or future freeway widening projects.
- 1.1.8 Locate buildings so that they do not conflict with the existing underground AT&T fiber optic cable that traverses the site.
- 1.1.9 Locate and design car wash stations and vehicle maintenance areas so that they comply with City noise standards.
- 1.1.10 Provide an attractive solid wall along the shared property line with the Neighborhood Park to minimize views of the Auto Mall site from the park.
- 1.1.11 If permitted by Caltrans, remove the existing chain link fence by the I-580 freeway and replace with a low decorative open fence such as a low wrought iron fence. Prohibit the use of barbwire.



## **1.2 Circulation**

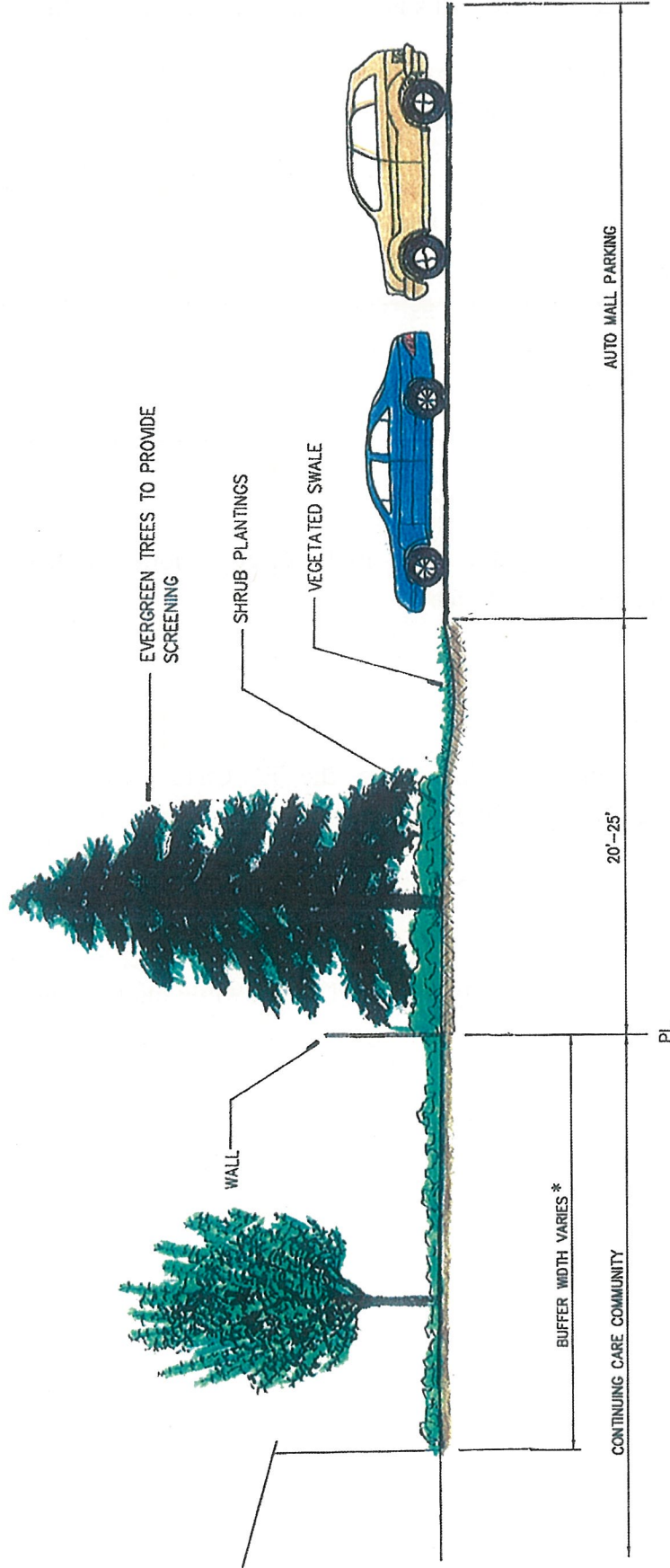
- 1.2.1 Limit vehicular access to the site to Stoneridge Drive, with no vehicular access to El Charro Road.
- 1.2.2 Provide a second, gated, emergency vehicle access along the shared boundary with the Continuing Care Community to the west. No emergency vehicle access directly to El Charro Road is permitted.
- 1.2.3 Provide adequate on site parking for car inventory, shoppers, employees, and visitors.
- 1.2.4 Provide six foot wide separated sidewalks along the Stoneridge Drive frontage, with internal sidewalks and/or pedestrian crosswalks to all buildings and to Stoneridge Drive.

## **1.3 Landscaping, Signage, Lighting, and Operation**

- 1.3.1 Provide landscaping that enhances the site's image as the northeast gateway to the City, with special emphasis at the El Charro Road/I-580 off-ramp and El Charro Road/Stoneridge Drive intersections. If permitted by Caltrans, landscape the freeway right-of-way adjacent to the site with ground cover and decorative shrubs which are drought tolerant and maintenance free California native species. Provide only perennial landscaping species in the freeway right of way to minimize long term maintenance/replanting needs. In the freeway right of way, provide a significant cluster of perennial shrubs at the intersection of the El Charro Road off ramp and El Charro Road.
- 1.3.2 Provide a landscape buffer, at least half of which will be a minimum of 25 feet in width and the other half a minimum of 20 feet or more in width, along the shared boundary with the Continuing Care Community to the west to screen views of auto mall uses. Figure III-3 conceptually illustrates the landscape buffer along the western site boundary.
- 1.3.3 Provide trees and landscaping in the private entrance drive median to soften the appearance of the site.
- 1.3.4 Provide a landscape buffer of trees between the Auto Mall site and Neighborhood Park to screen views of the Auto Mall site from the Neighborhood Park.



- 1.3.5 Provide landscaping, including green walls and/or trees, around each building to soften the appearance of the buildings.
- 1.3.6 Provide landscaping in the vehicle parking areas. Landscaping in these areas may be primarily decorative shrubs and ground cover.
- 1.3.7 Design and landscape areas along the I-580 freeway frontage so that they do not conflict with existing underground regional water and gas utilities and their respective easements. Coordinate the selection of plant materials with the adjacent Continuing Care Community development. Figure III-4 conceptually illustrates the Auto Mall I-580 frontage.
- 1.3.8 Utilize landscaped areas to provide filtering and treatment of storm water prior to it leaving the site.
- 1.3.9 Limit freeway oriented pylon signage to a single location along the freeway frontage, with a maximum height of 48 feet.
- 1.3.10 Permit one free standing dealership sign for each dealership building, with a maximum height of 15 feet.
- 1.3.11 Consider appropriate monument signs along the El Charro Road and/or Stoneridge Drive frontages as part of the PUD review process.
- 1.3.12 Limit parking area light standards to 25 feet in height, with any rooftop parking lighting limited to 10 feet.
- 1.3.13 Provide adequate light levels for security and retail needs, while minimizing light spillover onto adjacent land uses.
- 1.3.14 Prohibit the use of exterior loud speakers.

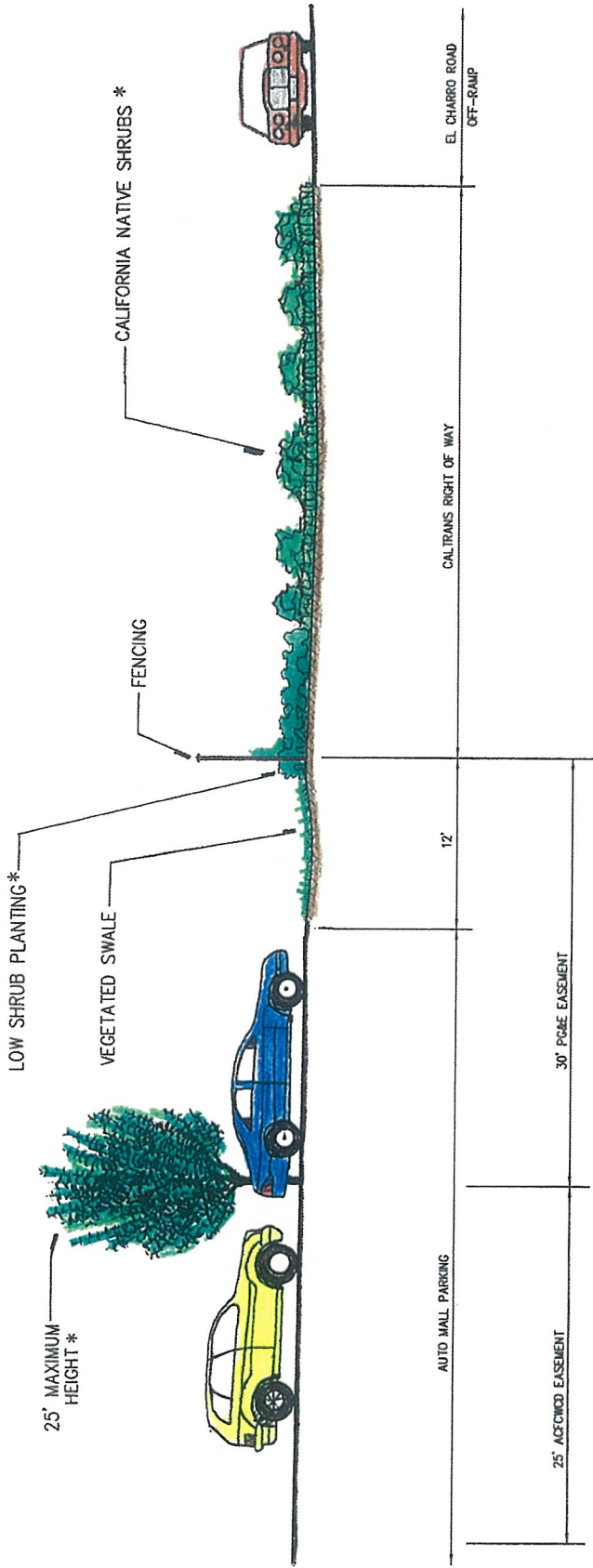


\* THE LANDSCAPE BUFFER ON THE CONTINUING CARE COMMUNITY SITE MAY BE USED AS A CONSTRUCTION ROUTE UNTIL ALL PHASES OF CONSTRUCTION ON THE SITE ARE COMPLETE, IF APPROVED BY THE CITY COUNCIL.

**Landscape Buffer Concept Separating Continuing Care Community and Auto Mall  
STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
CITY OF PLEASANTON, CALIFORNIA

**FIGURE  
III-3**





\* PLANT MATERIALS TO MATCH ADJACENT CONTINUING CARE COMMUNITY SITE

**Auto Mall/I-580 Frontage Landscape Concept**  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
 CITY OF PLEASANTON, CALIFORNIA

## **2. 11± Acre Retail/Commercial Site Design Standards**

### **2.1 Overall Site Design**

- 2.1.1 Encourage site planning and design that orients the retail/commercial development toward the emerging El Charro Road commercial corridor and enhances the El Charro Road/Stoneridge Drive intersection as the northeast gateway to the City of Pleasanton, while harmonizing with the adjacent Community Park site.
- 2.1.2 Encourage visually coordinated, appealing and distinctive building architecture.
- 2.1.3 Permit a maximum of 120,000 square feet of retail development, or a maximum of 200,000 square feet of office development on the Retail/Commercial site.
- 2.1.4 Limit building height to a maximum of 45 feet.
- 2.1.5 Design buildings so that they present visually pleasing facades towards Stoneridge Drive, El Charro Road, and the adjacent Community Park site.
- 2.1.6 Blend the design of the roof parapets into the building architecture.
- 2.1.7 Design loading, delivery, and trash areas to complement site architecture and to soften views of these facilities, to the extent feasible, from adjacent streets and the Community Park.
- 2.1.8 Include outdoor pedestrian amenities such as plazas, benches, tables, chairs, art, and potted plants in the site design.

### **2.2 Circulation**

- 2.2.1 Limit vehicular access to the site to Stoneridge Drive, with no vehicular access to and from El Charro Road, except for emergency vehicles as described in 2.2.2 below. Subject to review and approval by the parties to the Cooperation Agreement pursuant to Sections 3.3 and 7.5 of the Cooperation Agreement, upon completion of an effective final design for the intersection between Vulcan Materials' private El Charro Road and the public El Charro Road (former Hanson haul road), regular vehicular access to and from El Charro Road may be considered. The provisions of this 2.2.1 and 2.2.2 shall be imposed as conditions of approval upon the PUD and all other land use entitlements for the site.



- 2.2.2 Provide a single gated emergency vehicle access to El Charro Road, conditioned upon review and approval and a written license agreement from Vulcan Materials pursuant to Section 7.4 of the Cooperation Agreement. Sufficient private right of way within the site adjacent to the EVA shall be reserved so that it can potentially function as a secondary vehicular entry to the site, subject to the requirements of 2.2.1 above. In any event, the site shall be designed to provide adequate access and circulation without any such secondary vehicular entry.
- 2.2.3 Provide adequate on site parking for shoppers, employees, and visitors.
- 2.2.4 Provide six foot wide separated sidewalks along the Stoneridge Drive and El Charro Road frontages, with internal sidewalks and/or pedestrian crosswalks to all buildings, to Stoneridge Drive, El Charro Road, and to the Community Park.
- 2.2.5 Provide pedestrian and bicycle connection points, to the extent feasible, to trails and pathways within the adjacent Community Park.

### **2.3 Landscaping, Signage, and Lighting**

- 2.3.1 Provide landscaping that enhances the location at the northeast gateway to the City, with special emphasis at the El Charro Road/Stoneridge Drive intersection.
- 2.3.2 Provide landscaping along the El Charro Road and Stoneridge Drive frontages that enhances the pedestrian experience and visual appeal of the site.
- 2.3.3 Provide a landscape buffer along the shared southern and western boundary with the Community Park.
- 2.3.4 Utilize landscaped areas to provide filtering and treatment of storm water prior to it leaving the site.
- 2.3.5 Consider appropriate monument signs along the El Charro and/or Stoneridge Drive frontages and appropriate building signage as part of the PUD review process.
- 2.3.6 Limit parking area light standards to 25 feet in height.
- 2.3.7 Provide adequate light levels for security and retail needs, while minimizing light spillover onto adjacent properties.

### **3. 46± Acre Continuing Care Community Site Design Standards**

#### **3.1 Overall Site Design**

- 3.1.1 Encourage site planning and design that minimizes impacts on the adjacent California Somerset neighborhood, and minimizes the exposure of Continuing Care Community residents to I-580 noise.
- 3.1.2 Encourage visually coordinated, appealing, and distinctive building architecture.
- 3.1.3 Permit a maximum of 800 residential units, associated facilities, and an assisted living/skilled nursing facility ("Health Center"), with a total square footage not to exceed 1,200,000 square feet of building development on the Continuing Care Community site.
- 3.1.4 Limit building height to a maximum of 50 feet and four stories. Limit structures directly adjacent to existing California Somerset residences to one story, although portions of the Health Center may include a second story.
- 3.1.5 Site buildings adjacent to the I-580 frontage so that they do not conflict with existing underground utilities or future freeway widening projects.
- 3.1.6 Locate buildings so that they do not conflict with the existing underground AT&T fiber optic cable that traverses the site.
- 3.1.7 Site buildings so that they create useable and pleasant outdoor open space areas.
- 3.1.8 If permitted by Caltrans, remove the existing chain link fence by the I-580 freeway and replace with a low decorative open fence such as a low wrought iron fence. Prohibit the use of barbwire.

#### **3.2 Circulation**

- 3.2.1 Limit non emergency vehicular access to the site to Stoneridge Drive, including an entrance at the terminus of the public street adjacent to the Neighborhood Park and a separate entrance from Stoneridge Drive for the Health Center.
- 3.2.2 Provide a gated, emergency vehicle access at the terminus of Staples Ranch Drive along the western boundary of the site, and another gated emergency access along the shared boundary with the Auto Mall site to the east.



- 3.2.3 Provide adequate on site parking for residents, employees, and visitors.
- 3.2.4 Provide six foot wide separated sidewalks along the Stoneridge Drive frontage and a four foot wide sidewalk (monolithic or separated, at the at the option of the developer) on the west side of the public street east of the Continuing Care Community, as well as sidewalks for internal pedestrian paths to all buildings, and to the public street.

### **3.3 Landscaping, Signage, and Lighting**

- 3.3.1 Provide a landscaped berm along the I-580 frontage that reduces noise and visual exposure to the freeway. If permitted by Caltrans, landscape the freeway right of way adjacent to the site with ground cover and decorative shrubs which are drought tolerant and maintenance free California native species. Provide only perennial landscaping species in the freeway right of way to minimize long term maintenance/replanting needs. Coordinate plant materials with the adjacent Auto Mall site. Figure III-5 conceptually illustrates the berm along the I-580 frontage.
- 3.3.2 Provide landscaping such that the wall on top of the berm, berm retaining walls, and maintenance yard walls visible from the freeway are completely screened to deter graffiti tagging.
- 3.3.3 Provide landscaping and a wall or fence along the western property boundary. To the extent feasible, incorporate existing trees and other vegetation into an enhanced landscape plan. Provide approximately 19 feet of additional backyard space to Vermont Place residents whose homes back up to the site, so that the shared property line can be "squared".
- 3.3.4 Design and landscape areas along the I-580 freeway frontage so that they do not conflict with existing underground regional water and gas utilities and their respective easements.
- 3.3.5 Utilize landscaped areas to provide filtering and treatment of storm water prior to it leaving the site.
- 3.3.6 Provide adequate light levels for security needs, while minimizing light spillover onto adjacent land uses.
- 3.3.7 Consider appropriate wall signage along the I-580 frontage and monument signage along Stoneridge Drive as part of the PUD review process.

#### **4. 5± Acre Neighborhood Park Site Design Standards**

##### **4.1 Overall Site Design**

4.1.1 Incorporate a storm water flow control basin into the Neighborhood Park design to provide adequate storage for the entire Staples Ranch development to meet hydromodification requirements. Design the basin so that it can be used for passive, casual recreational uses during dry weather periods, to the extent feasible.

4.1.2 Provide other recreational facilities outside of the basin area, such as tennis courts, bocce ball, dog park facilities, or other uses as determined by the Pleasanton City Council.

##### **4.2 Circulation**

4.2.1 Limit vehicular access to the Neighborhood Park site from Stoneridge Drive, utilizing the public road to the Continuing Care Community site.

4.2.2 Provide adequate on site or adjacent on street parking for planned Neighborhood Park recreational activities.

4.2.3 Provide maintenance vehicle access points to the storm water basin.

4.2.4 Provide a separated sidewalk, a minimum of six feet in width, along the adjacent Stoneridge Drive frontage and along the frontage with the public road to the east, as well as internal pedestrian paths around the circumference of the Neighborhood Park.

##### **4.3 Landscaping and Lighting**

4.3.1 Landscape the Neighborhood Park so that views of the adjacent Auto Mall site are screened to the extent possible and so that it provides a visually pleasing entrance to the adjacent Continuing Care Community site.

4.3.2 Landscaping within the storm water flow control basin area should be selected and designed so that it will not interfere with or be damaged by storm water detention.

4.3.3 If the Neighborhood Park recreational facilities will be lighted at night, ensure that lighting spillover onto adjacent properties is minimized.



## **5. 17 Acre Community Park Site Design Standards**

### **5.1 Overall Site Design**

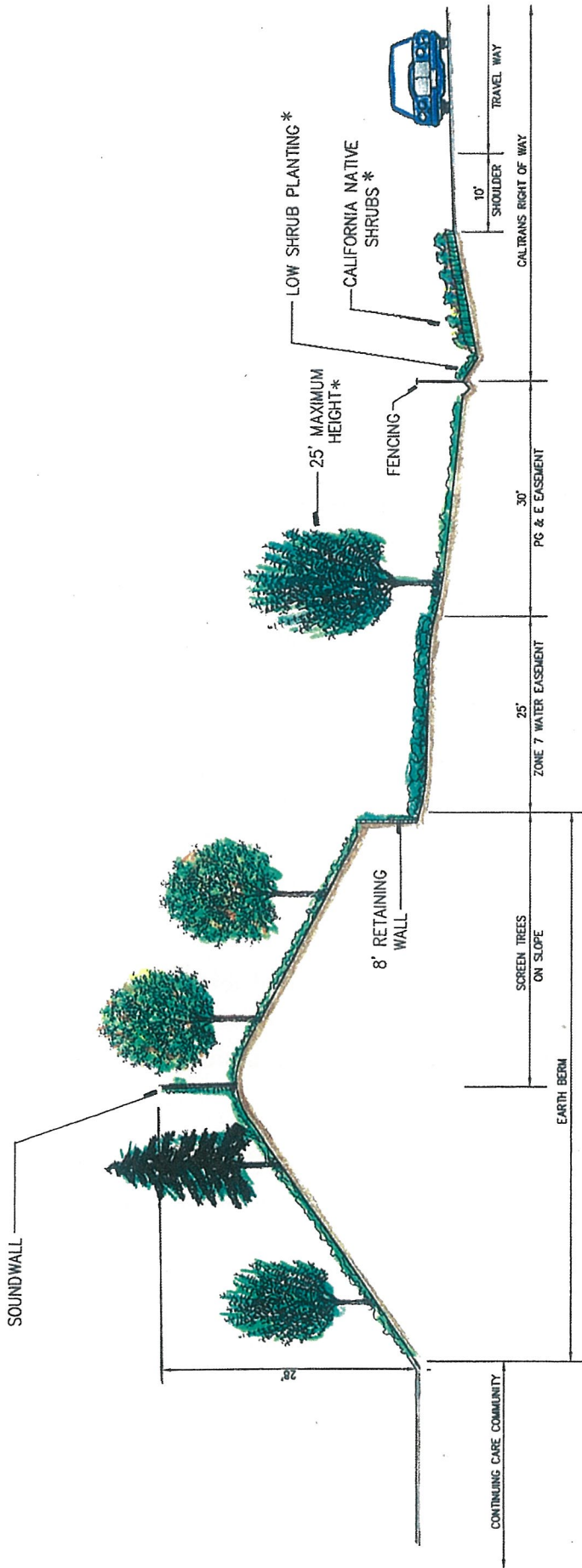
- 5.1.1 Provide for a variety of active and passive recreational uses and activities for the larger Pleasanton community, such as trails, picnic areas, an ice skating facility, ball fields, open space areas, and children's play areas, as determined by the Pleasanton City Council.
- 5.1.2 Design the Community Park to enhance the visual image of Staples Ranch as the northeast Pleasanton gateway.
- 5.1.3 Design an adequate section of the Community Park to take advantage of the adjacent Arroyo Mocho channel to the south, with its extensive natural area, riparian plantings, and potential for regional pedestrian and bicycle trail connections.
- 5.1.4 Design the Community Park so that it complements and integrates with uses, to the extent possible, within the adjacent Retail/Commercial site.

### **5.2 Circulation**

- 5.2.1 Limit vehicular access to the Community Park site to Stoneridge Drive, with no access directly from El Charro Road.
- 5.2.2 Provide adequate on site parking for planned Community Park recreational activities.
- 5.2.3 Locate and design Park uses, access, and parking areas so that they do not conflict with the extension of Stoneridge Drive.
- 5.2.4 Provide maintenance vehicle access from El Charro Road and Stoneridge Drive to the Zone 7 Arroyo Mocho maintenance road, if determined necessary by Zone 7.
- 5.2.5 Provide trail heads and pedestrian and bike access points to the potential Arroyo Mocho regional trail, if deemed appropriate by the City Council.
- 5.2.6 Provide separated sidewalks, a minimum of six feet in width, along the Stoneridge Drive frontage and internal pedestrian paths through the Community Park.

5.2.7 Work with Zone 7 to make the potential regional trail north of the Arroyo Mocho a multi use asphalt trail with a running path.





\* PLANT MATERIALS TO MATCH  
ADJACENT AUTO MALL

**Continuing Care Community/I-580 Frontage Landscape Concept  
STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH  
CITY OF PLEASANTON, CALIFORNIA**

### **5.3 Landscaping and Lighting**

- 5.3.1 Consider utilizing grass parking areas, if appropriate for the projected use.
- 5.3.2 Consider enhancing the Arroyo Mocho channel adjacent to the Park with additional riparian plantings, overlooks, and interpretive signage.
- 5.3.3 If Park recreational facilities will be lighted at night, ensure that lighting spillover onto adjacent properties is minimized.

### **H. Land Use Policies for Staples Ranch**

LU.1: Provide for a mix of residential, commercial, and recreational development on the Staples Ranch property, as specified on the Staples Ranch Land Use Map.

LU.2: Retain existing auto sales businesses within the City of Pleasanton by providing a site for an auto mall that will facilitate newer and larger facilities necessary to meet automobile franchise requirements.

LU.3: Provide a site for a continuing care community that will help Pleasanton's and the surrounding community's expanding need for elderly assisted living opportunities.

LU.4: Provide a convenient, flexible, and efficient location for additional commercial development that can take advantage of excellent freeway access and the developing El Charro Road commercial corridor.

LU.5: Provide a 17 acre community park site that may be used for a variety of active and/or passive recreational uses, offers multiple potential access points, and takes advantage of the adjacent Arroyo Mocho, which offers opportunities for regional trail connections and passive nature based recreation.

LU.6: Provide a 5± acre neighborhood park site that offers both recreational opportunities and an on site storm water flow control basin to meet State and local hydromodification requirements.

LU.7: Design the continuing care community development so that it minimizes potential impacts to existing neighborhoods by locating landscaping buffers, similar densities, and/or similar setbacks adjacent to existing neighborhoods.



LU.8: Require a landscaped buffer along the southern and western edges of the Auto Mall site to reduce potential incompatibilities with the adjacent Continuing Care Community.

LU.9: Reduce potential incompatibilities with nearby quarry operations by requiring, as a condition of approval, that all Staples Ranch development incorporate the disclosure statements and deed riders specified in the September 2007 Pre-Development and Cooperation Agreement between Vulcan Materials, Alameda County, Pleasanton, Livermore, and the ACSPA.

LU.10: Limit the potential for complaints regarding aircraft over flights by requiring that each Staples Ranch developer record a deed rider disclosing the proximity of the Livermore Airport and requiring the Continuing Care Community to provide airport disclosure notices to residents as well as a centralized telephone number to register complaints about aircraft noise. Require that all residential structures within the Continuing Care Community be designed to meet single event interior noise levels of 50 dBA in bedrooms and 55 dBA in other habitable rooms.

LU.11: Require detailed standards for land use densities, product type, roadway alignments, and dimensions, signage, and other public improvements at the Planned Unit Development (PUD) stage for individual Staples Ranch developments.

#### IV. CIRCULATION

##### A. Existing Circulation

While several streets and roads terminate at the property boundary, the Staples Ranch property is currently without any circulation improvements. The property is adjacent to the I-580 freeway to the north, which currently has five traffic lanes in each direction. The northeast corner of the property is defined by the I-580/El Charro Road/Fallon Road interchange, and the eastern boundary is defined by El Charro Road, a two lane paved road heavily used by quarry truck traffic, which is privately owned by Vulcan Materials just south of the interchange, at Freisman Road. On the western side of the property, Staples Ranch Drive, a two lane residential street within the California Somerset neighborhood in Pleasanton, dead ends at the Staples Ranch property boundary. To the south of the Arroyo Mocho, the four lane Stoneridge Drive currently terminates at Trevor Parkway, although the City of Pleasanton owns the right of way between the current terminus and the southern bank of the Arroyo Mocho. There are no pedestrian facilities or transit facilities in close proximity to Staples Ranch, other than sidewalks at the termini of Staples Ranch Drive and Stoneridge Drive and a pedestrian trail along the Arroyo Mocho downstream of the property. A Zone 7 maintenance road along the north bank of the Arroyo Mocho, directly adjacent to Staples Ranch, has the potential to become a critical link in the regional trail system, but has not been opened to the public.

##### B. Planned Circulation Improvements

Caltrans has approved the City of Dublin's plans to improve the El Charro Road/Fallon Road interchange to a "par-clo" (partial clover) design with a four lane bridge over the freeway loop on ramps. Construction began in summer 2008, and is anticipated to be completed by summer 2009. The interchange improvements will result in signalized intersections at both the eastbound and westbound off ramps and an elimination of the existing free right turn onto southbound El Charro Road.

The I-580 freeway "mainline" in the vicinity of Staples Ranch is also anticipated to be widened in the near future, within the current right of way, to accommodate High Occupancy Vehicle (HOV) lanes within the existing median. Ultimately, BART is planned to be extended along the I-580 centerline, which would require shifting the outer traffic lanes approximately 32 feet south from their current location.



The Pre-Development and Cooperation Agreement between Pleasanton, Livermore, Alameda County, Vulcan Materials, and the Alameda County Surplus Property Authority, executed in September 2007, specifies what improvements need to be made to El Charro Road to make it available for public use while safely maintaining its current function as the only direct quarry truck haul route between the extensive quarry operations to the south of the Arroyo Las Positas and I-580. The Agreement calls for Livermore to reconstruct El Charro Road, prior to opening any development within the El Charro Specific Plan area, as a public six lane divided road, with turn lanes, between I-580 and the planned intersection of Jack London Boulevard and Stoneridge Drive. Figure IV-1 illustrates the planned cross section of El Charro Road north of Jack London Boulevard/Stoneridge Drive. This intersection is planned to be signalized, with three southbound left turn lanes and a southbound free right turn lane. The intersection has been sized to accommodate the General Plan buildouts of both Pleasanton and Livermore, assuming the full extension of Jack London Boulevard to Isabel Avenue, Stoneridge Drive to El Charro Road, and El Charro Road to Stanley Boulevard. South of this new intersection, El Charro Road will remain a private quarry haul road and will transition back to a two lane undivided road north of the Arroyo bridges. Figure IV-2 illustrates the planned cross section of El Charro Road south of Jack London Boulevard/Stoneridge Drive. The existing Freisman Road intersection near I-580 would be closed and Freisman Road realigned to a new intersection with Jack London Boulevard in Livermore.

The Cooperation Agreement permits the roadway to be constructed by Livermore in unincorporated Alameda County, and Livermore would be responsible for maintenance and liability until such time as Pleasanton annexes Staples Ranch and the El Charro Road roadway. Vulcan Materials, which currently owns the paved portion of the right of way, has an offer of dedication with Alameda County, which would be accepted following completion of construction of improvements.

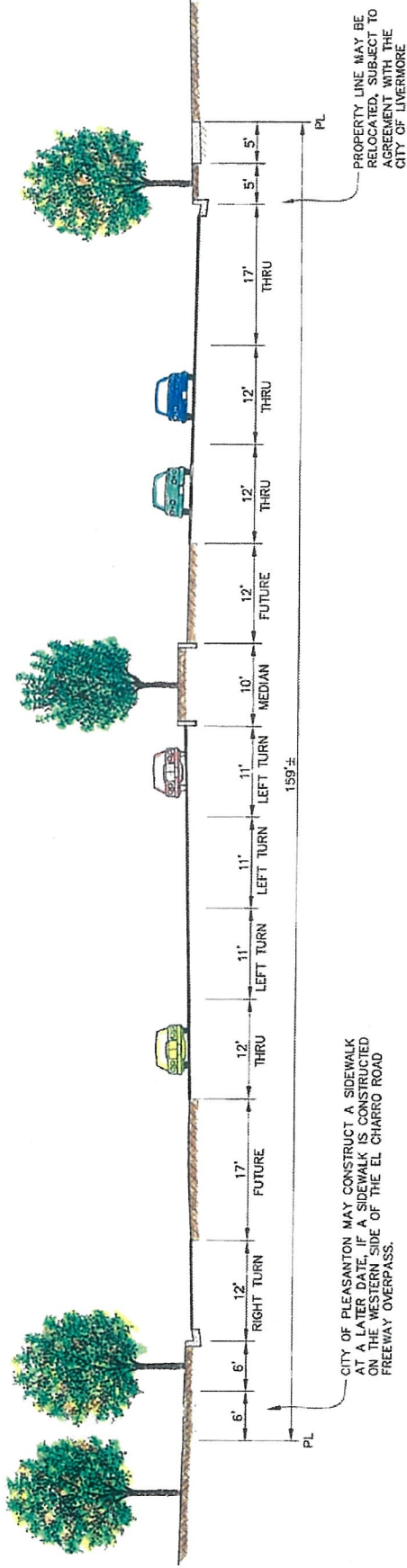
It's important to note that the El Charro Road improvements called for in the Cooperation Agreement have been designed to safely accommodate the existing heavy use of El Charro Road by quarry truck traffic while permitting anticipated public vehicular access as planned for in both Livermore and Pleasanton's General Plans. The agreed upon improvements are very different from the El Charro Road improvements envisioned in the 1989 Stoneridge Drive Specific Plan, which called for separated quarry truck tunnels in both directions under the proposed Jack London Boulevard/Stoneridge Drive/El Charro Road intersection. The tunnel plan has since been deemed infeasible, both from an engineering and a financial viewpoint, and Vulcan Materials, the major remaining

quarry operator that depends on El Charro Road, has, through the Cooperation Agreement, fully endorsed the new improvement plan, which minimizes the need for quarry trucks to change lanes between the Jack London Boulevard intersection and I-580.



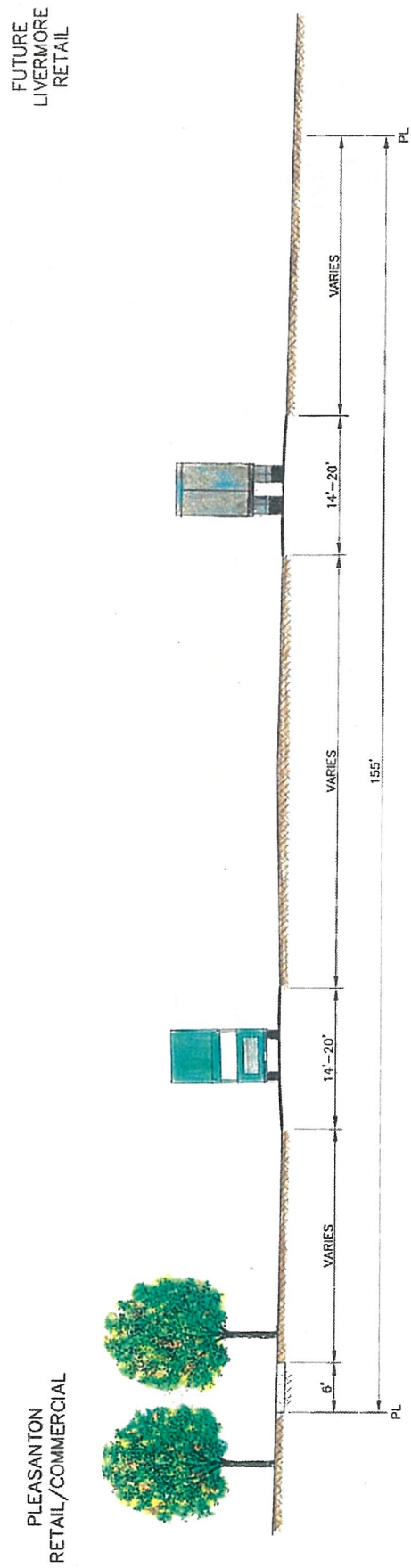
# EL CHARRO ROAD (NORTH)

PLEASANTON  
AUTO MALL



**El Charro Road Cross Section (North)**  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
 CITY OF PLEASANTON, CALIFORNIA

**EL CHARRO ROAD**  
(SOUTH)



**El Charro Road Cross Section (South)**  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
CITY OF PLEASANTON, CALIFORNIA



A concurrent Cost-Sharing Agreement between Livermore, Pleasanton, and the Alameda County Surplus Property Authority executed in September 2007 specifies that the El Charro Road improvements will be paid for by Livermore and the ACSPA, while Livermore and Pleasanton will contribute to the cost of the El Charro Road interchange improvements, including any change orders required to make the transition to the new, widened El Charro Road improvements. Both the Cost-Sharing and Cooperation Agreements contain provisions which permit the ACSPA to take over construction of the El Charro Road improvements if they haven't been constructed by Livermore prior to annexation by Pleasanton. However, it is currently anticipated that Livermore will begin construction of the El Charro Road improvements in 2009, prior to the completion of the annexation of Staples Ranch to Pleasanton.

Livermore's El Charro Specific Plan also includes the extension of a regional trail from Isabel Avenue to El Charro Road along the Arroyo Las Positas. This would be a potential future connection with trails in Pleasanton along the Arroyo Mocho.

**C. Staples Ranch Roadway Improvements**

ACSPA shall cause the construction of the Stoneridge Drive Extension Improvements as part of the Staples Ranch Project. The Stoneridge Drive Extension Improvements shall include a gate or barrier ("Stoneridge Drive barrier") to inhibit through traffic to and from El Charro Road if, at the time the Stoneridge Drive Extension Improvements are completed, Jack London Boulevard (in Livermore) as a two lane road with four lanes at its intersection with El Charro Road and with Isabel Drive ("the Jack London Boulevard Improvements") has not been completed and opened to through traffic. When the Jack London Boulevard Improvements have been completed and Jack London Boulevard is open to through traffic (or if the Jack London Boulevard Improvements have been completed and Jack London Boulevard is open to through traffic when the Stoneridge Drive Extension Improvements are completed), the City will open Stoneridge Drive immediately to through traffic but the bridges over the Arroyo Mocho shall be striped for one lane of travel in each direction. After Stoneridge Drive has been open to through traffic for two years, the City Council may at any time thereafter determine to stripe the bridges over the Arroyo Mocho for two lanes of travel in each direction. Prior to doing so, the City shall evaluate traffic data, solicit community input and schedule a public hearing for review and consideration of the matter. A conceptual plan showing the striping of the bridges such that there is one travel lane in each direction is shown in

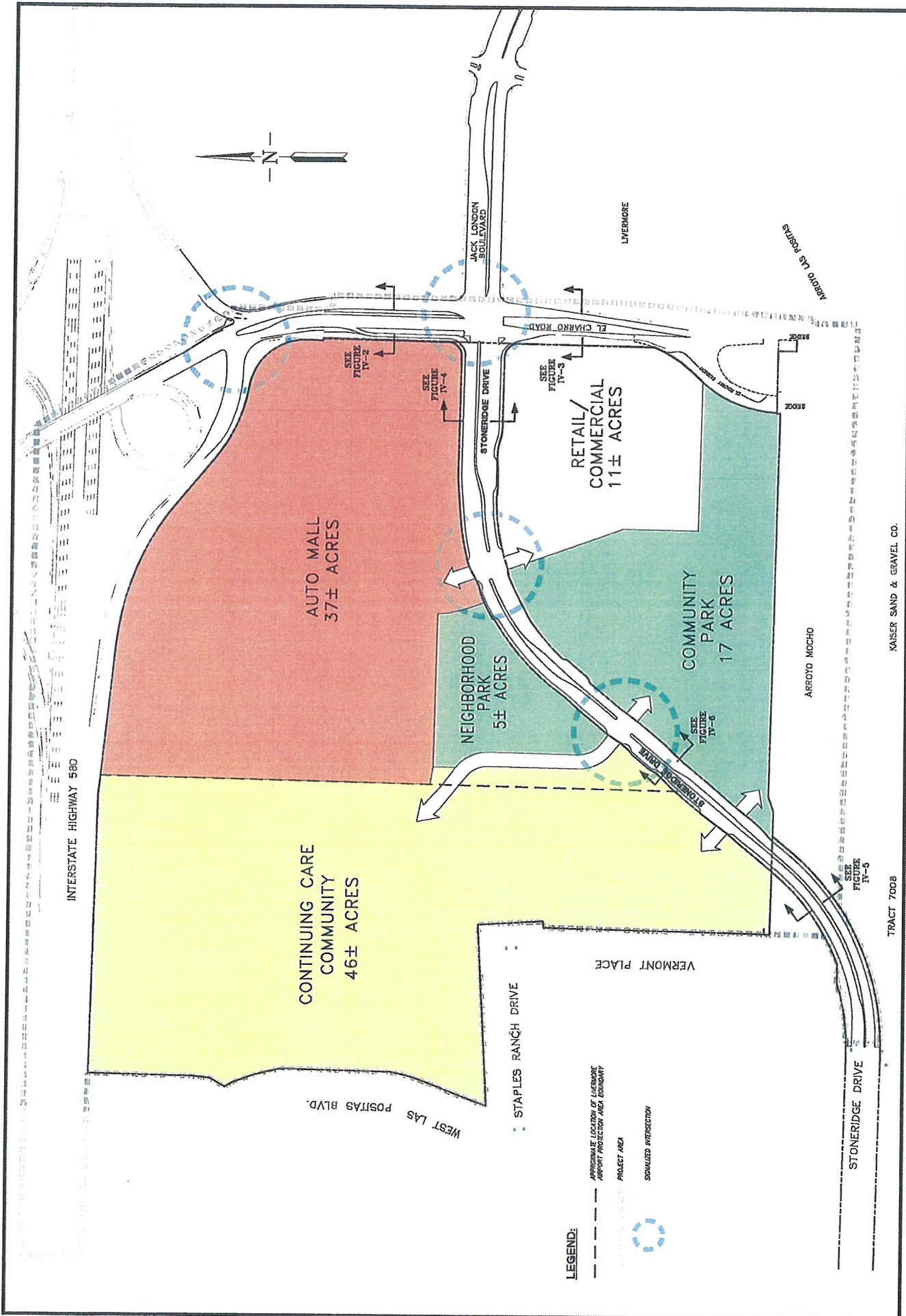
Figure IV-7. A conceptual plan showing the Stoneridge Drive gate and/or barrier to inhibit through traffic is shown in Figure IV-8. The location of the gate and/or barrier may, from time to time, move to accommodate site development and activities provided it continues to be installed inhibiting through traffic to and from El Charro Road via Stoneridge Drive. Access through the Stoneridge Drive barrier will be provided for public safety employees, Zone 7, Wheels (Livermore Amador Valley Transit Authority) and other public agencies, as determined by the City Council, to meet the public interest.

The ACSPA shall cause the construction of signalized intersections at the entrances to the Auto Mall and Retail/Commercial sites as well as the intersection formed by the entrance to the Community Park and the new public road serving the Neighborhood Park site and the Continuing Care Community. Two curving bridges, each designed to carry two lanes of Stoneridge Drive, will be constructed over the Arroyo Mocho channel.

Figure IV-3 illustrates Staples Ranch circulation with a full four lane extension of Stoneridge Drive to El Charro Road after the interim striping and Stoneridge Drive barrier have been removed. The Auto Mall site and Retail/Commercial site adjacent to El Charro Road, as well as the Community Park site and Continuing Care Community health center, will be accessed directly from Stoneridge Drive. Figures IV-4 and IV-6 are conceptual cross sections of Stoneridge Drive and Figure IV-5 is a conceptual cross section of the Arroyo Mocho bridges with a four lane extension of Stoneridge Drive to El Charro Road.

The City has adopted a Regional Policy Statement regarding transportation priorities and commitments in the Tri-Valley area (“Regional Policy Statement”) and the sequencing of the Stoneridge Drive improvements as set forth above is consistent with the Regional Policy Statement.



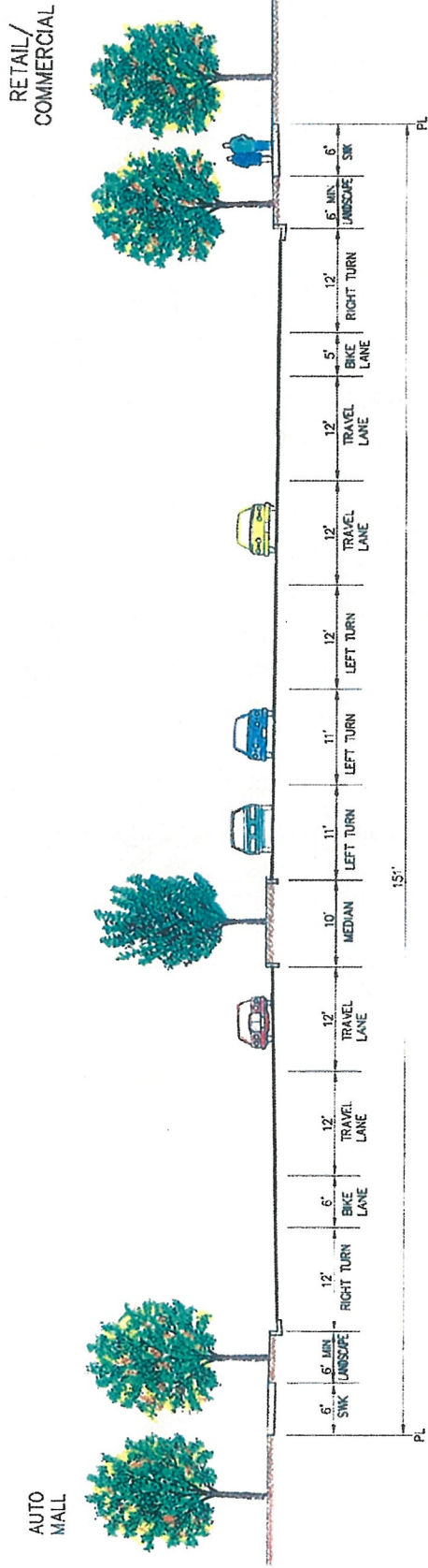


**Staples Ranch Circulation**  
**Staples Ranch Drive Specific Plan Amendment/Staples Ranch**  
 CITY OF PLEASANTON, CALIFORNIA

KANSER SAND & GRAVEL CO.

TRACT 700B

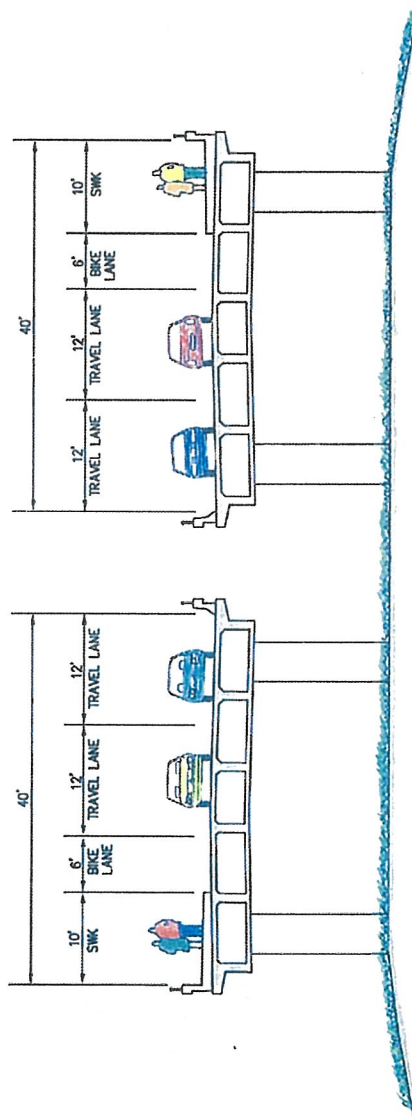
# STONERIDGE DRIVE



**Stoneridge Drive Cross Section (East)**  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
 CITY OF PLEASANTON, CALIFORNIA

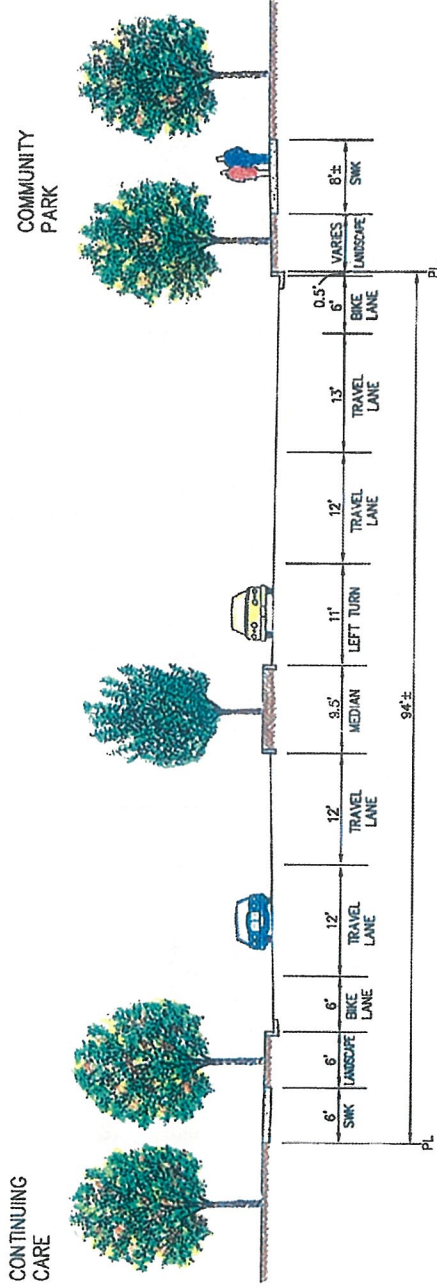


**STONERIDGE DRIVE BRIDGES**



**Stoneridge Drive Bridge Cross Section**  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
CITY OF PLEASANTON, CALIFORNIA

# STONERIDGE DRIVE



**Stoneridge Drive Cross Section (West)**  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
 CITY OF PLEASANTON, CALIFORNIA



FIGURE IV-7

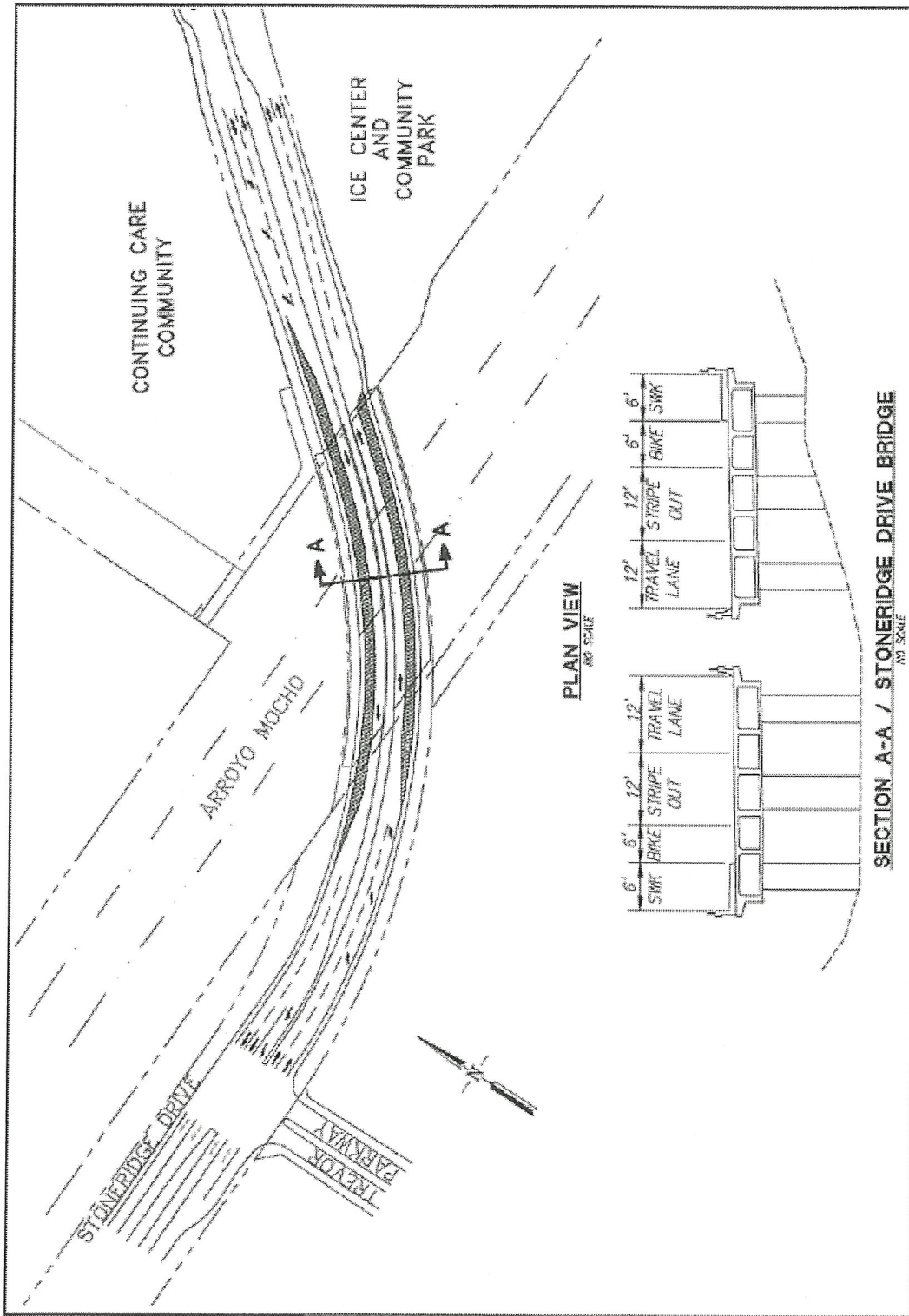
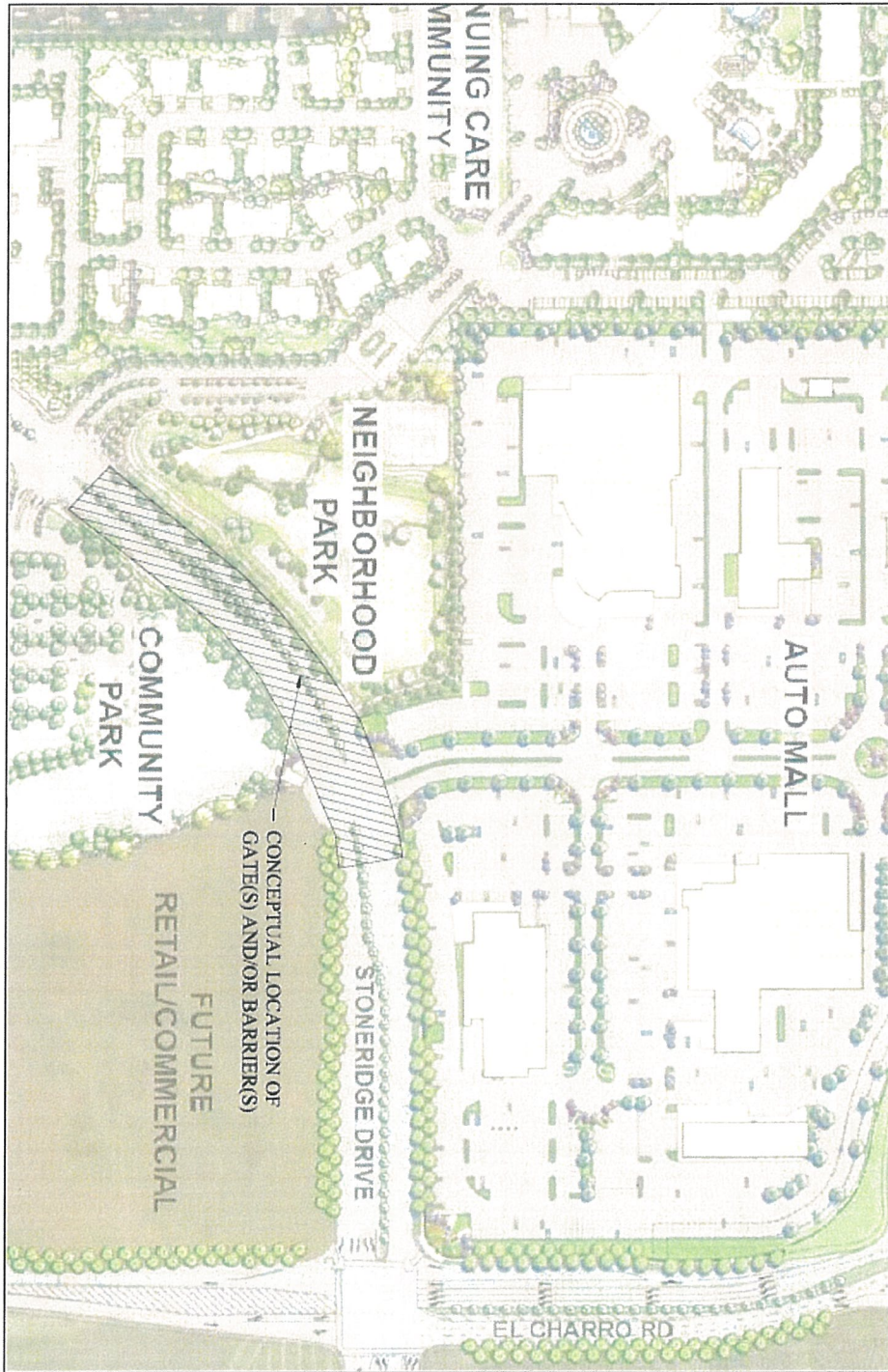


FIGURE IV-8





#### **D. Pedestrian and Bicycle Access**

A variety of pedestrian accessways are proposed. Six foot wide sidewalks, separated by street tree plantings from the roadway, would be provided on both sides of Stoneridge Drive and south of the Stoneridge Drive/Jack London Boulevard intersection on the west side of El Charro Road, along each development's frontage. The sidewalk widths within the Community and Neighborhood Parks could potentially be wider. As conceptually proposed, a 10 foot wide sidewalk would also be provided both of the two lane Stoneridge Drive bridges over the Arroyo Mocho. Crosswalks would also be provided on Stoneridge Drive and El Charro Road. To facilitate pedestrian access from existing neighborhoods along Stoneridge Drive, a pedestrian crossing light would be installed at the Trevor Parkway intersection. Stoneridge Drive would include bike lanes.

If supported, Pleasanton would work with Zone 7 to open up the existing all weather Zone 7 maintenance road along the north bank of the Arroyo Mocho as a public multi use path with connections to the Community Park site and the Stoneridge bridge sidewalk that would provide safe and convenient regional pedestrian access between Livermore and Pleasanton without having to cross major roads. The maintenance road already goes under both of the El Charro Road bridges, and Livermore's El Charro Specific Plan call for the construction of a multi use trail to connect the maintenance road to the rest of Livermore. As part of the Stoneridge Drive bridge improvements, the ACSPA would modify the existing "dip" in the north bank maintenance road so that it can similarly be used by both pedestrians and maintenance vehicles to cross under Stoneridge Drive. The City would work with Zone 7 to make the potential regional multi use trail asphalt with a running path.

#### **E. Public Transit**

Staples Ranch is not currently served by public transit, nor are there currently any bus stops within the Stoneridge Drive Specific Plan area. The Livermore Amador Valley Transit Authority ("Wheels") provides bus service in eastern Alameda County, serving Pleasanton, Dublin, and Livermore. The closest existing bus stops are located 1.5 miles from Staples Ranch, one to the west near I-580 and Santa Rita Road in Pleasanton and the other to the east near I-580 at Airway Boulevard in Livermore.

Although Wheels has not committed to providing bus service to or through the Staples Ranch property, once developed, bus stops are planned to be provided as part of the Stoneridge Drive roadway improvements.



**F. Public Street Landscaping**

The proposed Staples Ranch public street landscaping along Stoneridge Drive would continue the existing planting palette along Stoneridge Drive to the west, creating a strong visual element that would help tie together the various Staples Ranch land uses, strengthen the sense of entering a "gateway" to Pleasanton, while enhancing the pedestrian experience. A double row of London Plane trees would line the planned sidewalks, with one row located within the six foot planting strip separating the sidewalk from the adjacent street and another, off set, row on the adjacent development and park sites. Evergreen pear trees would be planted in the street medians, providing spring blossoms and fall color. Tree plantings in both the parkways and medians would be enhanced with clusters of decorative shrubs.

Landscaping along El Charro Road would also be coordinated, with a theme of large canopy street trees provided on both sides of the sidewalks adjacent to the Auto Mall and Retail/Commercial sites and within the landscaped median. Tree selection would be coordinated with the City of Livermore, so that a unifying effect could be created, further strengthening the "gateway" effect.

Figures IV-1, IV-2, IV-4, and IV-6 conceptually illustrate proposed public street landscaping along El Charro Road and Stoneridge Drive

As noted in the Land Use section, both the Auto Mall and Continuing Care Community sites would be encouraged to landscape undeveloped portions of the adjacent I-580 frontage within the Caltrans right of way with appropriate decorative shrubs and other low growing plantings, to the extent permitted by Caltrans. These plantings should be coordinated through the PUD process to help visually tie together the two sites, as viewed from the freeway. Similarly, landscaping adjacent to the freeway, within the two development sites, should be coordinated to the extent possible, taking into account the requirements of the existing utility easements along this frontage.

**G. Circulation Policies for Staples Ranch**

C.1: Work with Livermore, Vulcan Materials, and Alameda County to ensure that El Charro Road improvements are designed and constructed in accordance with the 2007 Pre-Development and Cooperation Agreement.

C.2: ACSPA shall cause the construction of the Stoneridge Drive Extension Improvements as part of the Staples Ranch Project. The Stoneridge Drive Extension



Improvements shall include a gate or barrier (Stoneridge Drive barrier) to inhibit through traffic to and from El Charro Road if, at the time the Stoneridge Drive Extension Improvements are completed, Jack London Boulevard (in Livermore) as a two lane road with four lanes at its intersection with El Charro Road and with Isabel Drive (“the Jack London Boulevard Improvements”) has not been completed and opened to through traffic. When the Jack London Boulevard Improvements have been completed and Jack London Boulevard is open to through traffic (or if the Jack London Boulevard Improvements have been completed and Jack London Boulevard is open to through traffic when the Stoneridge Drive Extension Improvements are completed), the City shall open Stoneridge Drive immediately to through traffic but the bridges over the Arroyo Mocho shall be striped for one lane of travel in each direction. After Stoneridge Drive has been open to through traffic for two years, the City Council may at any time thereafter determine to stripe the bridges over the Arroyo Mocho for two lanes of travel in each direction. Prior to doing so, the City shall evaluate traffic data, solicit community input and schedule a public hearing for review and consideration of the matter.

C.3: Limit full intersections on Stoneridge Drive on Staples Ranch to two, between Trevor Parkway and El Charro Road, as shown on the Staples Ranch Circulation Map.

C.4: Provide at least one gated emergency vehicle access point to each Staples Ranch development site, in addition to normal vehicle access points.

C.5: Provide bus stop pullouts on Stoneridge Drive.

C.6: Require six foot wide sidewalks and six foot wide landscape strips along Stoneridge Drive and El Charro Road, as shown in Figures IV-1, IV-2, IV-4 and IV-6. Sidewalks may be wider within the Community Park and Neighborhood Park. A separated sidewalk may be constructed along the western side of El Charro by the auto mall’s frontage, if in the future a sidewalk is constructed on the western side of the El Charro Road I-580 freeway overpass. Caltrans may require a monolithic sidewalk within its right of way.

C.7: Require public review if emergency access points are proposed to be eliminated.

C.8: Work with Zone 7 and local residents to create pedestrian and bicycle connections to the north side of the Arroyo Mocho.

C.9: Work with Zone 7 to make the potential regional trail an asphalt multi use trail with a running path.

C.10: Work with Zone 7 to consider a paved pedestrian and bicycle connection to a potential multi use asphalt trail with running path on the south side of the Arroyo Mocho, if deemed appropriate by the City Council.

C.11: Provide an access route through the southwest corner of the site for maintenance vehicles, pedestrians, and bicyclists to reach the Arroyo Mocho maintenance road.

C.12: Prior to the start of construction of the Stoneridge Drive bridges, the City will hold a public workshop in the Stoneridge Drive neighborhood detailing the mitigation and conditions required for the opening of Stoneridge Drive to through traffic to and from El Charro Road, and will provide participants with a timeline of when milestones will occur.

C.13: Access through the Stoneridge Drive barrier will be provided for public safety employees, Zone 7, Wheels (Livermore Amador Valley Transit Authority) and other public agencies, as determined by the City, to meet the public interest.

C.14: Prior to opening any portion of Stoneridge Drive between Trevor Parkway and El Charro Road, sound attenuating pavement shall be placed on Stoneridge Drive between Kamp Drive and El Charro Road.

C.15: Prior to permanent removal of the Stoneridge Drive barrier: (1) noise attenuating pavement shall be placed on Stoneridge Drive between Santa Rita Road and Kamp Drive; and (2) the City will install a soundwall, approximately 65' in length, parallel to Stoneridge Drive. The soundwall will be by the eastern property line of 3136 Carissa Court and north of Snowdrop Circle. City staff will meet with the property owners whose homes front Snowdrop Circle to determine if there is support for extending the recommended soundwall to Trevor Parkway.

C.16: Stoneridge Drive shall not be widened to become a 6 lane road with turn lanes. The EIR (including the SEIR) for the Stoneridge Drive Specific Plan Amendment/Staples Ranch does not contemplate a widening of Stoneridge Drive to 6 lanes with turn lanes.

C.17: The design/location of the Stoneridge Drive barrier is conceptual and may be adjusted prior to and/or after its installation if the design and location are consistent with circulation policies C.2 and C.13.



## V. PUBLIC SERVICES AND UTILITIES

### A. Existing Conditions

Because Staples Ranch is vacant land and largely in unincorporated Alameda County, there are currently no public services provided to the site. However, since Staples Ranch has been planned for significant urban development since the adoption of the 1989 Stoneridge Drive Specific Plan, City of Pleasanton public services and utilities have long been planned to accommodate the development of the property, and water, sewer, storm drainage, and electrical stub outs to serve the property are located in the existing termini of Staples Ranch Drive and Stoneridge Drive.

A number of underground regional utility facilities cross the Staples Ranch property. An AT&T fiber optic line within a 20 foot easement runs east to west across the central portion of the property. Along the I-580 freeway frontage are an 18" Pacific Gas and Electric (PG&E) natural gas pipeline within a 30 foot easement and Zone 7's 36" Cross-Valley water transmission pipeline within a 25 foot easement.

Zone 7 is also planning on constructing a new 36" water line within the El Charro Road right of way that will connect the Cross Valley water line with a new groundwater pumping facility approximately 2000 feet south of the Arroyo Mocho. The waterline is anticipated to be constructed in 2009.

The City of Pleasanton is the water retailer for all development within the City. City sewage is treated by the Dublin San Ramon Services District prior to disposal in San Francisco Bay via the Livermore Amador Valley Water Management Agency (LAVWMA) pipeline. Pleasanton's water supply is provided in part by Zone 7 and in part from its own underground pumping. PG&E provides electrical power and natural gas.

Because Staples Ranch was planned for development as part of the 1989 Stoneridge Drive Specific Plan, sewer, water, storm drainage, and electrical connections are located at (or near) the easterly terminus of Staples Ranch Road and the easterly terminus of Stoneridge Drive south of the Arroyo Mocho. These utilities have generally been designed to accommodate the significant amount of development anticipated for Staples Ranch under the 1989 Specific Plan. At the Stoneridge Drive terminus, there is a 12" water line, sanitary sewer, and storm drain, as well as a joint trench containing electrical, cable, and natural gas lines. At the Staples Ranch Drive terminus, there is a 12" sanitary



sewer line, 21" storm drain, and an 8" water line stubbed to the Staples Ranch property line. The water line increases in size to 12" at the intersection of Vermont Place and Staples Ranch Drive, approximately 120 feet from the Staples Ranch property.

In addition to underground electrical connections in Staples Ranch Drive and Stoneridge Drive, there is also an existing 12kV overhead pole line along El Charro Road. PG&E is currently considering rewiring this to a 21kV line as part of a project to connect the Vineyard Substation in Pleasanton to the Tassajara Substation in Dublin, and to serve the planned El Charro Specific Plan area in Livermore.

The Arroyo Mocho borders the Staples Ranch property to the south, within a channel that is approximately 250 feet wide, owned by Zone 7. In 2004, Zone 7, in coordination with the Alameda County Surplus Property Authority, completed the Arroyo Las Positas Realignment/Arroyo Mocho Widening flood control project. This project widened the Arroyo Mocho channel to its current size in order to contain the projected 100 year flood. This project also realigned the Arroyo Las Positas, which had formerly traversed the Staples Ranch property, so that it now utilizes a channel approximately 230 feet wide from a point approximately 1,200 feet east of El Charro Road (in Livermore), converging with the Arroyo Mocho at El Charro Road.

In anticipation of the development of Staples Ranch, a 72 inch storm drain outfall (as well as several smaller outfalls) were installed during the construction of the Arroyo Las Positas/Arroyo Mocho Realignment Project in 2003-2004 along the northerly bank of the Arroyo Mocho channel. The 72" outfall, located in the far southwestern corner of Staples Ranch, is currently served by a 36" line that picks up drainage along the westerly boundary of the Staples Ranch property.

While the 2004 Arroyo Mocho Realignment project created adequate capacity to carry the 100 year flood event in the channel adjacent to Staples Ranch, the arroyos upstream of the Staples Ranch site are currently under capacity and predicted to overtop and send flood waters over El Charro Road and through the northern portion of the Staples Ranch site. However, flood protection improvements are planned to be constructed by Livermore as part of the El Charro Specific Plan, and as outlined in the 2007 Cost-Sharing Agreement, which would remove Staples Ranch and much of the El Charro Specific Plan from the 100 year flood zone without impacting constrained stream channels downstream in Pleasanton. These improvements include a North Overbank Barrier and South Detention/Conveyance Facility along the Arroyo las Positas channel in Livermore. Livermore recently filed for a Conditional Letter of Map Revision (CLOMR)



and is anticipated to construct the improvements and then file a Letter of Map Revision with the Federal Emergency Management Agency (FEMA) that would remove these areas from the flood zone. If Livermore has not succeeded in executing the CLOMR and removing the Staples Ranch site from the flood zone, the ACSPA will construct the planned Livermore flood protection improvements or an alternative plan outside the El Charro Specific Plan Area.

**B. Proposed Community Services**

The City of Pleasanton Police Department would provide police services to Staples Ranch. Pleasanton divides the City into three geographical districts. Staples Ranch is located in District Two, and development of the property is not expected to cause an increase in staffing that cannot be accommodated within existing forces.

The Livermore-Pleasanton Fire Department serves the City of Pleasanton and would provide fire services to Staples Ranch development. Fire Station #3 at 3200 Santa Rita Road is the closest station to Staples Ranch, while Station #10 at 330 Airway Boulevard in Livermore is the second closest station. All of Staples Ranch will be within the Fire Department's five minute response time. The Building and Fire Departments also require built in fire protection systems in certain new developments, including automatic fire sprinklers, fire resistant construction, and early warning fire detection systems, in addition to access and setback requirements which facilitate firefighters' entry and provide fire separation.

The planned Staples Ranch Neighborhood and Community Parks would be operated by the City of Pleasanton Parks and Community Services Department. Solid waste collection and disposal services would be provided by Pleasanton Garbage Service. While Staples Ranch would be located within the Pleasanton Unified School District, because of the nature of the Continuing Care Community and commercial development, no additional students are anticipated to be generated by the Staples Ranch development.

**C. Proposed Staples Ranch Utilities**

**Sewer:** Figure V-1 conceptually illustrates the proposed sewer line extension to serve Staples Ranch development. An appropriately sized sewer line extension from the existing line at the eastern end of Staples Ranch Drive would be extended approximately 150 feet into the Continuing Care Community site, where it would branch into two new sewer pipelines. The northerly line would serve most of the site as well as the large majority of the Auto Mall site. The southerly line would serve the southern portion of the



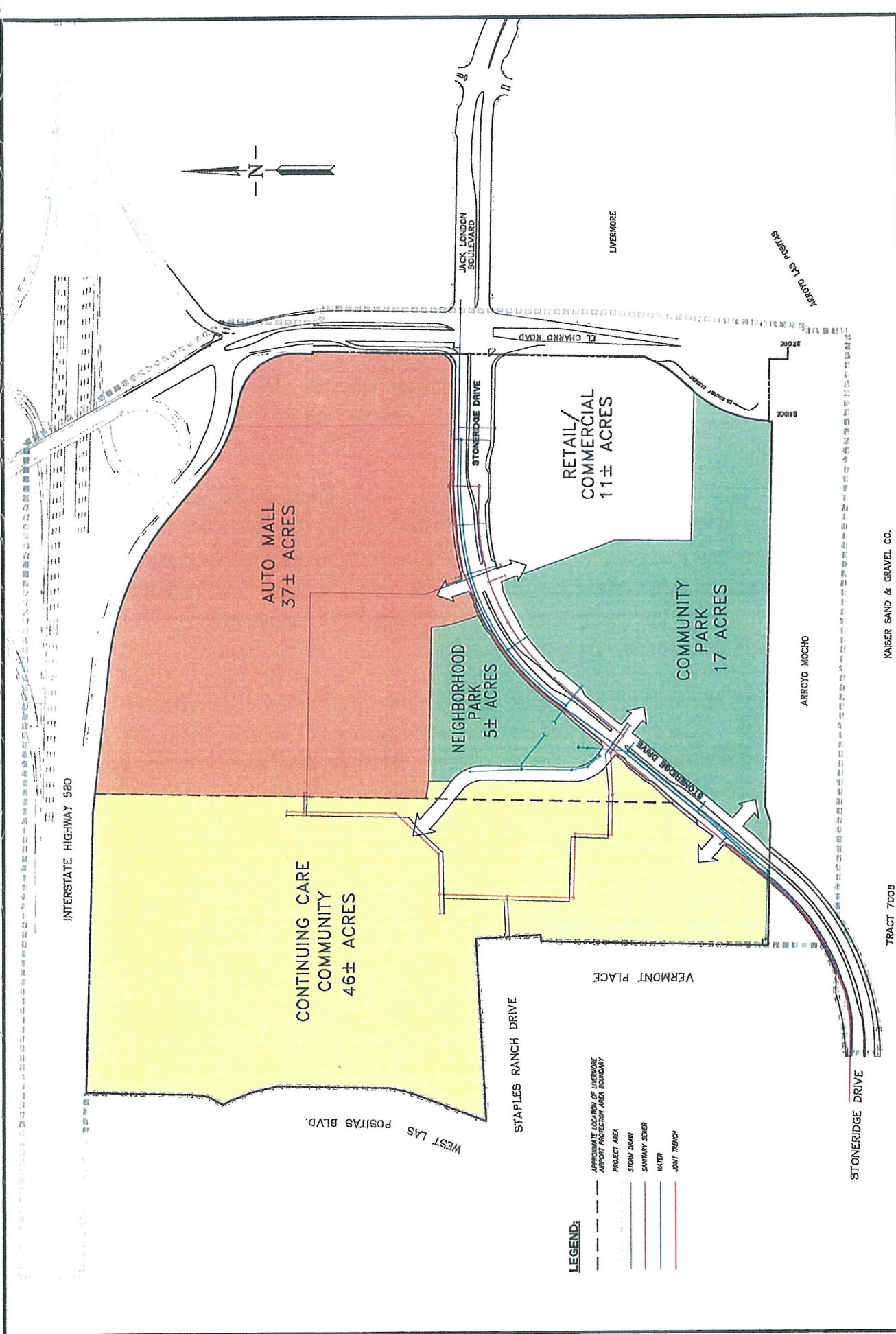
Continuing Care Community site, then Stoneridge Drive right of way east to pick up the southern portion of the Auto Mall site, the Retail/Commercial site, and the two Park sites.

**Water:** Figure V-1 also conceptually illustrates the proposed Staples Ranch water line extensions. Because water lines are required to be looped, the existing lines in both Staples Ranch Drive and Stoneridge Drive would need to be extended. The 12" water line located at the terminus of Stoneridge Drive would be extended with an appropriately sized water line across the Arroyo Mocho bridge, continuing along the Stoneridge Drive right of way all the way to El Charro Road, where it could be connected to Livermore's water system at the intersection with Jack London Boulevard in the event of an emergency. This water line will then either be looped southerly adjacent to El Charro Road or southerly through the proposed commercial/retail development on the south side of Stoneridge Drive and then back to the Stoneridge Drive intersection. Another public water line would be extended east from the terminus of Staples Ranch Drive, following the same branching alignments as the sewer line through the Continuing Care Community site, with the southerly branch linking up with the Stoneridge Drive water line at the main entrance road and the northerly branch continuing through the Auto Mall site as a public water line, linking up with the Stoneridge Drive water line at the intersection of Stoneridge Drive and the entrances to the Retail/Commercial site and Auto Mall site. In addition to the 150 feet of existing 8" water line at the end of Staples Ranch Drive between Vermont Place and the terminus with a 12" line, another appropriately sized water main will need to be installed so that all of Staples Ranch can be served with water pressure that meets the Livermore-Pleasanton Fire Department's standards for fire flow.

The portions of the public sewer and water lines that traverse the Continuing Care Community and Auto Mall sites would be required to be within public utility easements dedicated to Pleasanton, and generally within on site drive aisles or parking areas so that they can be easily accessed for maintenance.

**Energy and Communication:** Figure V-1 conceptually illustrates the proposed alignment for the extension of underground joint trench utilities, including PG&E electrical, and natural gas lines as well as telephone/data lines from the existing terminus of Stoneridge Drive across the Arroyo Mocho bridge, then along the Stoneridge Drive alignment to El Charro Road, where the electrical service can tie into service in El Charro Road and Livermore's El Charro Specific Plan area. If required by PG&E, an additional electrical service tie in could also be made into facilities in Staples Ranch Drive. Each development site and the two park sites would then feed off of the main trunk line in the Stoneridge Drive alignment.





**LEGEND:**

- APPROXIMATE LOCATION OF LIVERMORE AIRPORT PROTECTION AREA BOUNDARY
- PROJECT AREA
- STORM DRAIN
- SANITARY SEWER
- WATER
- JOINT TRENCH

**Staples Ranch Utilities**  
**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH**  
 CITY OF PLEASANTON, CALIFORNIA

**FIGURE V-1**

KAISER SAND & GRAVEL CO.

TRACT 7008

**Storm Water:** Figure V-1 conceptually illustrates the proposed public Staples Ranch storm water system. Each of the development sites and the park sites would be graded so that storm drainage will flow towards the Stoneridge Drive alignment. Each site will be required to meet the Alameda County Clean Water Program's C.3 requirements for storm water treatment, generally by filtering all storm water runoff through vegetated swales and other landscaped areas on site, prior to releasing it into the public storm drainage system in the road alignment. Treated storm water will then flow through 42" pipes within the alignment to the storm water flow control basin that will be integrated into the 5± acre Neighborhood Park site. There, the water will be metered out through a drainage weir system, so that it mimics the Staples Ranch pre-development storm water runoff hydrograph, into a 72" storm drain pipe that will continue west along Stoneridge Drive, connecting with the existing 72" outfall into the Arroyo Mocho located in the southwestern corner of Staples Ranch.

Because of the relatively flat topography and a low area in the northwestern portion of the Staples Ranch site, much of the site needs to be filled in order for sewer and storm water lines to flow in the correct direction. The mounds of excavation material stockpiled on the Staples Ranch site are sufficient for this purpose, as well as creating a landscaped berm along the I-580 frontage for the Continuing Care Community site. No substantial import or export of fill material is anticipated.

**Flood Control:** While the 2004 Arroyo Mocho Realignment project created adequate capacity to carry the 100 year flood event in the channel adjacent to Staples Ranch, the arroyos upstream of the Staples Ranch site are currently under capacity and predicted to overtop and send flood waters over El Charro Road and through the northern portion of the Staples Ranch site. However, flood protection improvements are planned to be constructed by Livermore as part of the El Charro Specific Plan, and as outlined in the 2007 Cost-Sharing Agreement, which would remove Staples Ranch and much of the El Charro Specific Plan from the 100 year flood zone without impacting constrained stream channels downstream in Pleasanton. These improvements include a North Overbank Barrier and South Detention/Conveyance Facility along the Arroyo las Positas channel in Livermore. Livermore recently filed for a Conditional Letter of Map Revision (CLOMR) and is anticipated to construct the improvements and then file a Letter of Map Revision with the Federal Emergency Management Agency (FEMA) that would remove these areas from the flood zone. If Livermore has not succeeded in executing the CLOMR and removing the Staples Ranch site from the flood zone prior to Staples Ranch development, the Cost-Sharing Agreement states that ACSPA will construct the planned Livermore flood protection improvements.



#### **D. Public Services and Utilities Policies for Staples Ranch**

PU.1: Extend adequately sized water, sewer, and joint trench utilities from Staples Ranch Drive and Stoneridge Drive to serve planned Staples Ranch development.

PU.2: Utilities to be owned and maintained by the City shall be located in public rights of way or public service easements, with sufficient access for maintenance.

PU.3: Provide City of Pleasanton public services to Staples Ranch development.

PU.4: Install all utilities underground, unless otherwise determined by the City Engineer. Underground all new and existing power lines on the public portion of El Charro Road.

PU.5: Loop public water lines so that each development site can be served from two directions. Size water lines to provide sufficient water to meet projected demand and fire flow requirements.

PU.6: Provide an emergency water line connection with planned City of Livermore water lines at El Charro Road.

PU.7: Provide a storm drainage system sufficient to serve Staples Ranch at full development. Utilize the existing Arroyo Mocho outfall for all Staples Ranch storm water drainage, following on site treatment and detention.

PU.8: Design the storm drainage system to meet Alameda County Clean Water Program requirements. Require on site treatment of all storm water generated by Staples Ranch development, prior to conveyance to a hydromodification storm water flow control basin incorporated into the Neighborhood Park site.

PU.9: Work with the City of Livermore/ACSPA to ensure that flood protection facilities planned for the El Charro Specific Plan area are in place, and that FEMA flood maps are modified to remove Staples Ranch from the 100 year flood zone, prior to occupancy of the Staples Ranch development.

## VI. ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

An Environmental Impact Report (EIR) and an Environmental Impact Report Supplement (SEIR), pursuant to the requirements of the California Environmental Quality Act (CEQA), have been prepared in close coordination with this Specific Plan Amendment to provide an analysis of the potential impacts of the Amendment and the subsequent development of the Staples Ranch property, and to recommend appropriate mitigation measures.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR/SEIR identify potential impacts and mitigation measures for the following areas of concern:

- Visual Quality
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Transportation
- Water Supply
- Utilities and Service Systems

The EIR/SEIR concludes that, if proposed mitigation measures are adopted, impacts resulting from the Specific Plan Amendment and subsequent development of Staples



Ranch could be reduced to a less than significant level, with the exception of the significant unavoidable impacts below:

- Visual resources as a result of conversion of Staples Ranch from undeveloped to developed land and the loss of rural character.
- Air quality as a result of emissions of ozone precursors and particulate matter above thresholds used by the Bay Area Air Quality Management District.
- Climate change as a result of the preferred project's contribution to this cumulatively considerable and unavoidable impact.
- Noise as a result of the noise significance threshold of the 2005-2025 Pleasanton General Plan.
- Traffic congestion as a result of increased vehicular trips from Staples Ranch development at intersections outside the jurisdiction of Pleasanton and at arterial roadway segments in the Tri-Valley.

The EIR also includes an analysis of alternatives to the Specific Plan Amendment, including No Project (no build), development of Staples Ranch under the 1989 Stoneridge Drive Specific Plan, development of an Ice Center as part of the Community Park site development, and a primarily open space option for the Community Park.

Prior to adoption of this Specific Plan Amendment, the City certified the EIR and SEIR and a revised Mitigation Monitoring and Reporting Plan. The revised Mitigation Monitoring and Reporting Plan is incorporated as an appendix to this Specific Plan Amendment.

## VII. IMPLEMENTATION

Following adoption of the Stoneridge Drive Specific Plan Amendment/Staples Ranch by the Pleasanton City Council and annexation of Staples Ranch and adjacent rights of way to the City, the City of Pleasanton will be the public agency responsible for its administration. The Specific Plan Amendment shall be implemented consistent with City policies and regulations with various other agencies involved with the permitting of the infrastructure. All projects approved as part of the Staples Ranch development, including Planned Unit Development plans, subdivision maps, grading permits, public works projects, and other discretionary actions, shall be consistent with the Specific Plan Amendment.

### A. Development Phasing

The ACSPA, as the current owner of the Staples Ranch property, has entered into Purchase and Sale contracts with developers for the Continuing Care Community site, the Auto Mall site, and the Retail/Commercial site, all of which are contingent upon City of Pleasanton approval of entitlements for the sites, as well as annexation of all of Staples Ranch to Pleasanton. It is anticipated that following completion of the entitlement process and closing of each of the contracts, each development will begin construction. However, market conditions may dictate a delay in construction or a delay in particular phases of construction. Improvements to the Community Park will be made by the City of Pleasanton, and are subject to the City's schedule for capital improvements. Because the storm water flow control basin within the Neighborhood Park will need to be operational concurrent with the completion of the first phase of development, its construction will be required as part of the first phase.

### B. Infrastructure Phasing

Because of the layout of Staples Ranch development and proposed infrastructure extensions, infrastructure improvements, with the exception of El Charro Road improvements, will need to be completed from west to east, regardless of the phasing of construction of the various development sites. The extension of Stoneridge Drive across the Arroyo Mocho will be required in the first phase, due to the need to provide a second emergency vehicle access route to Staples Ranch, as well as water line extensions. Similarly, sewer and water line extensions from the terminus of Staples Ranch Drive will be required in the first phase of development. As mentioned above, the Neighborhood



Park storm water flow control basin will also need to be constructed as part of any first phase of development.

As required by and subject to the September 2007 Pre-Development and Cooperation Agreement between Vulcan Materials, Livermore, Pleasanton, Alameda County, and the ACSPA, if the improvements to El Charro Road are not already completed by the City of Livermore for the El Charro Specific Plan development, Pleasanton would also need to cause them to be constructed by the ACSPA (under the Development Agreement with the City of Pleasanton) as part of any first phase of Staples Ranch development. Similarly, as required under the September 2007 Cost-Sharing Agreement between Livermore, Pleasanton, and the ACSPA, if the Livermore flood control improvements planned for the El Charro Specific Plan, are not already completed by the City of Livermore, Pleasanton would also need to cause them to be constructed by the ACSPA as part of any first phase of Staples Ranch development. Any such roadway and flood control improvements shall be constructed so as to comply with all applicable provisions of the Cooperation Agreement, including but not limited to Section 3.2 thereof.

In general, all public street and infrastructure improvements within and adjacent to Staples Ranch would need to be constructed as part of the first phase of development.

### **C. Financing of Public Improvements**

The 1989 Stoneridge Drive Specific Plan included a discussion on financing of public infrastructure improvements within the 293 acre Specific Plan Area to be paid for largely by Specific Plan property owners, including the Arroyo Mocho flood control improvements, dedication of right of way, and extension of Stoneridge Drive as a four lane arterial from Kamp Drive to El Charro Road, improvements to El Charro Road, improvements to the I-580/El Charro Road interchange, dedication of an elementary school site, and dedication and improvement of several neighborhood parks and the community park site. A number of these public improvements have been constructed as the Specific Plan has developed, including the Arroyo Mocho flood control improvements and relocation and the El Charro Road bridges, the four lane extension of Stoneridge Drive from Kamp Drive to Trevor Parkway, dedication of the Mohr Elementary School site, and dedication and improvements of all or portions of Neilson, Meadows, and Amaral Parks. In addition, the City of Pleasanton has collected development impact fees from Specific Plan developers for future Specific Plan Area infrastructure improvements.



Recognizing that the 1989 Stoneridge Drive Specific Plan financing plan had become dated, this Specific Plan Amendment for Staples Ranch modifies the financing requirements to recognize that the ACSPA is the sole remaining property owner/developer within the original Specific Plan Area and that some improvements once contemplated to be made by Specific Plan developers have either been made or will be made by others (e.g., El Charro Road/I-580 interchange, Arroyo Mocho widening, El Charro Road south of Jack London Boulevard, and community park improvements) and to limit the remaining major Specific Plan infrastructure requirements to be funded by the ACSPA to the following improvements:

1. Stoneridge Drive bridges across the Arroyo Mocho to serve the planned Staples Ranch development;
2. 17 acre community park land dedication;
3. Improvements to El Charro Road from the I-580 interchange through the Jack London Boulevard/Stoneridge Drive intersection and any improvements (such as striping) to El Charro Road east of the retail/commercial site which are needed for the project and are not constructed by Livermore;
4. Improvements to Stoneridge Drive from the existing easterly terminus at Trevor Parkway to El Charro Road;
5. Dedication of right of way for Stoneridge Drive, El Charro Road, and the I-580 interchange to accommodate General Plan contemplated designs.
6. Pending the cost of the improvements for items 1, 3, and 4 above, the ACSPA may provide a financial contribution to the City towards the partial improvement of the 17 acre Community Park in an amount negotiated between the City and the ACSPA.

In July 2007, the Pleasanton City Council directed staff to negotiate a Purchase and Sales Agreement with the ACSPA to purchase approximately 5 additional acres for the Neighborhood Park site, with partial funding for the park land and improvements to come from Staples Ranch developers to pay for the portion of the site that would include a storm water flow control basin.

In September 2007, Pleasanton and the ACSPA executed a three party Cost-Sharing Agreement with Livermore which specifies that the ACSPA will share the funding for El



Charro Road improvements north of the Stoneridge Drive/Jack London Boulevard intersection with Livermore, and that Livermore and Pleasanton will share the funding for a portion of El Charro Road/I-580 interchange improvements, including ramp improvements necessary to accommodate the El Charro Road improvements. In addition, the Cost-Sharing Agreement specifies that the ACSPA and Livermore will share in the improvement costs for flood control facilities in Livermore that will eliminate the potential for flooding on Staples Ranch and the development portions of Livermore's El Charro Specific Plan area.

**ACSPA Responsibilities:** The ACSPA shall fund the design and construction of the following public improvements for Staples Ranch:

1) Extension of Stoneridge Drive as a four lane divided road with turn lanes from the current terminus at Trevor Parkway, across the Arroyo Mocho channel, to El Charro Road. The extension will include a lighted pedestrian crosswalk at Trevor Parkway, street improvements west of the Arroyo Mocho bridges (including two double rows of street trees, landscaping, and separated sidewalks a minimum of six feet in width), median and right of way landscaping to ultimate back of curb location, street lighting, and all public utility extensions located within the road right of way, including stub outs to adjacent development and park sites. As part of the extension, the ACSPA will construct any work on Zone 7's property which is required by Zone 7 for maintenance vehicle access by the proposed bridge, and a trail connection between the Stoneridge Drive bridge pedestrian walkway and the potential regional trail along the north bank of the Arroyo Mocho, if acceptable to Zone 7. The ACSPA will construct the Stoneridge Drive barrier and any road improvements necessary to accommodate the barrier, and any costs associated with access for public safety employees, Zone 7, Wheels (Livermore Amador Valley Transit Authority) and other public agencies. The ACSPA will stripe the Stoneridge Drive bridges to accommodate two lanes, one in each direction, of through traffic.

2) Stoneridge Drive roadway improvements include all improvements up to the back of curb, median landscaping, street lighting, traffic signals, and all public utility extensions located within the road right of way, including stubouts to adjacent development and park sites.

3) All public utility extensions within and adjacent to Staples Ranch required for Staples Ranch development that are located within the right of way of Stoneridge Drive, El Charro Road, and Staples Ranch Drive, including water, sewer, storm drainage, and joint



trench improvements, and their required separate or public services easements as determined by the City Engineer. The ACSPA will also fund the design of the Neighborhood Park storm water flow control basin so that it will function as part of the overall storm water system, in compliance with Clean Water Program requirements.

4) A \$1.5 million payment to the City of Pleasanton, for any off site traffic improvements, including the funding for the repaving of Stoneridge Drive between Kamp Drive and Trevor Parkway with noise attenuating pavement, intersection improvements at Stoneridge Drive and Santa Rita Road, and new traffic signals at the intersections of Stoneridge Drive and Newton Way, Guzman Parkway and Trevor Parkway, required as a result of the extension of Stoneridge Drive to El Charro Road.

5) The soundwall closest to the south side of the Stoneridge Drive bridges (adjacent to Maria/Curry Street residences) and any other mitigation measures under the Mitigation Monitoring and Reporting Plan where the "Project Sponsor" is responsible for the funding.

The ACSPA will also fund half of the El Charro Road improvements and a portion of off site flood control improvements in Livermore, as described and stipulated in the Cost-Sharing Agreement. El Charro Road improvements include six lanes with turn lanes between I-580 and a signalized Jack London Boulevard/Stoneridge Drive intersection, and a transition back to a two lane private quarry road south of the intersection. The planned El Charro Road improvements discussed above are within the Stoneridge Drive Specific Plan area, and if not constructed by Livermore prior to Pleasanton's annexation of Staples Ranch, will be constructed in Pleasanton by the ACSPA (under the Development Agreement with the City of Pleasanton) as part of the Staples Ranch circulation improvements.

In addition, the ACSPA shall dedicate to the City of Pleasanton the 17 acre Community Park site, right of way for El Charro Road improvements from I-580 to the Arroyo Las Positas/Arroyo Mocho channel, right of way for the Stoneridge Drive alignment sufficient for a four lane roadway (with turn lanes) to El Charro Road, and any right of way necessary for the El Charro Road interchange ramp improvements.

**Staples Ranch Developer Responsibilities:** Each developer within Staples Ranch, including park site developer(s), shall be responsible for:

1) The construction of all back of curb improvements along Stoneridge Drive and El Charro Road, including landscaping, sidewalks, and bus shelters, if required by



Pleasanton. Street lighting and any public utilities within these rights of way shall be the responsibility of the ACSPA.

2) The design and construction of all on site utilities, including any public utility extensions and easements within a development site necessary for Staples Ranch development that also serves the development site.

3) All Pleasanton and other agency development fees that are typically required of development in Pleasanton, unless otherwise agreed to by the City. These fees include, but are not limited to: regional sewer, water, drainage, and transportation fees; City traffic, school, public facility, lower income housing and local sewer and water connection fees, as well as building permit and inspection fees. Staples Ranch development is not subject to in lieu park dedication fees.

4) A proportionate share of the storm water flow control basin of the Neighborhood Park site, based on the percentage of total Staples Ranch development impervious surface, including land acquisition, construction, and basin landscaping and improvements.

5) The developer of the Continuing Care Community site will be responsible for contributions to and construction of the Neighborhood Park, as determined by the City Council.

6) The developer of the Auto Mall site will be responsible for landscaping the Caltrans right of way area adjacent to the site which is not roadway. The property owner(s) of the Auto Mall site will be responsible for the maintenance of the landscaping and the City of Pleasanton will be responsible for enforcing maintenance.

7) The developer of the Continuing Care Community site will be responsible for landscaping the Caltrans right of way area adjacent to the site which is not roadway. The property owner(s) of the Continuing Care Community will be responsible for the maintenance of the landscaping and the City of Pleasanton will be responsible for enforcing the maintenance.

8) The developer of the Continuing Care Community will assume responsibility for funding and constructing the public roadway adjacent to the Neighborhood Park, including approximately eight public parking spaces and a sidewalk along the western boundary of the road. Per the City of Pleasanton's discretion, the parking spaces may be placed in the Neighborhood Park or added to the on street parking. The property owner(s) of the Continuing Care Community will be responsible for the ongoing

maintenance of the roadway median and the back of curb landscaping and sidewalks on the western portion of the roadway. The Continuing Care Community developer will pay for two thirds of the property underlying the public road.

9) Any mitigation measure under the Mitigation Monitoring and Reporting Plan where the "Project Developer" is responsible for the funding.

**City of Pleasanton Responsibilities:** The City of Pleasanton shall be responsible for:

- 1) Coordinating the acquisition and improvement of the Neighborhood Park site, utilizing Staples Ranch development and other funds.
- 2) All improvements within the Community Park site.
- 3) Any future improvements to El Charro Road south of the Stoneridge Drive/Jack London Boulevard intersection when El Charro Road becomes a public road as anticipated in the Pleasanton General Plan.
- 4) If a connection is deemed appropriate by the City Council, construction and funding of a connection from Stoneridge Drive to a potential multi use trail on the southern side of the Arroyo Mocho.
- 5) Payment for the portion of the Neighborhood Park property outside of the storm water flow control basin, as well as one third of the property underlying the public road to the west of the Neighborhood Park.
- 6) With funding from the ACSPA, repave Stoneridge Drive between Kamp Drive and Trevor Parkway with noise attenuating pavement, make intersection improvements at Stoneridge Drive and Santa Rita Road, and install traffic lights at the intersection of Stoneridge Drive and Newton Way, Guzman Parkway and Trevor Parkway. Funding for these improvements shall be provided by the ACSPA to a maximum amount of \$1.5 million. Costs in excess of that amount will be the responsibility of the City of Pleasanton.
- 7) Repave Stoneridge Drive between Santa Rita Road and Kamp Drive with noise attenuating pavement. Funding for this improvement will come from Stoneridge Drive Specific Plan Fees, Traffic Development Fees and/or roadway improvement funds.
- 8) Construct a soundwall, approximately 65' in length, parallel to Stoneridge Drive. The soundwall will be located by the eastern property line of 3136 Carissa Court and north of



Snowdrop Circle. Funding for this improvement will come from Stoneridge Drive Specific Plan Fees, Traffic Development Fees, and/or roadway improvement funds. If the City of Pleasanton determines a longer soundwall should be constructed, the City of Pleasanton shall be responsible for this improvement with funding from Stoneridge Drive Specific Plan Fees, Traffic Development Fees, and/or roadway improvement funds.

9) Remove the Stoneridge Drive barrier and any striping improvements to accommodate through traffic on Stoneridge Drive. Funding for these improvements will come from Stoneridge Drive Specific Plan Fees and/or roadway improvement funds.

9) Any mitigation measure under the Mitigation Monitoring and Reporting Plan where the "City of Pleasanton" is responsible for the funding.

**D. Planned Unit Development Zoning Compliance**

Specific Plan implementation requires the adoption of City Planned Unit Development (PUD) zoning for all Staples Ranch development. PUD zoning is necessary in order to ensure that the goals, policies, and programs of the General Plan and Specific Plan are effectively implemented while accommodating innovation and special considerations for site specific opportunities and constraints.

Following City Council approval of the Stoneridge Drive Specific Plan Amendment, the unincorporated portion of Staples Ranch will be "prezoned" to the following PUD Districts, which will also be used for annexation processing purposes. Once the site is annexed, Staples Ranch will have the following zoning designations:

- Auto Mall Site: PUD-C (Commercial)
- Retail/Commercial Site: PUD-C (Commercial)
- Continuing Care Community Site: PUD-C (Commercial), for the parcel with the Health Center  
PUD-HDR/C (High Density Residential/Commercial), for the remainder of the site
- Community Park Site: PUD-P (Park)
- Neighborhood Park Site: PUD-P (Park)

It is anticipated that the Continuing Care Community site will be subdivided into multiple parcels. The parcel with the Health Center is proposed to be rezoned PUD-C, and the remainder of the site is proposed to be rezoned PUD-HDR/C, indicating the mixed commercial and residential nature of the development. However, through the review process, the City Council may determine that the entire site should be rezoned PUD-C or PUD-HDR or a similar combination depending on how the City Council ultimately determines the site should be designated.

A 1.5 acre parcel, located directly adjacent to the existing residences along Vermont Place in Pleasanton, is within the existing city limits of Pleasanton and is zoned PUD-Medium Density Residential (PUD-MDR). The Continuing Care Community will provide approximately 19 feet of additional backyard space to Vermont Place residents whose homes back up to the site, so that the shared property line can be "squared". This additional backyard space will continue to be zoned PUD-MDR. The remainder of the 1.5 acre parcel will be rezoned PUD-C or PUD-HDR/C or a similar combination depending on how the City Council ultimately determines the Continuing Care Community site should be designated.

**E. Specific Plan Amendment**

During the City of Pleasanton's review and approval of specific Staples Ranch development applications, minor deviations from the Stoneridge Drive Specific Plan Amendment/Staples Ranch may be allowed without requiring further amendment, provided the development project is consistent with the stated intent of the Specific Plan Amendment and the City's General Plan.

Any and all Specific Plan amendments shall be processed in accordance with City Ordinances, and presented in public hearings prior to City Council action on the proposal. Generally, the Specific Plan amendment process is similar to that for amending the City's General Plan. All Specific Plan amendments must be consistent with the City's General Plan and are subject to CEQA, and thus must be reviewed for potential environmental effects. If it is determined that additional environmental impacts will occur, beyond those identified in the Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR, additional environmental documentation may be required.



**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/  
STAPLES RANCH  
APPENDIX**

**EXHIBIT F**

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>ii,iii,iv</sup>	Timing	Date Completed/ Signature
<p><b>Aesthetics and Visual Quality</b></p> <p><i>VQ-3.1 Prepare Lighting Plan.</i> All exterior lighting shall be directed downward and shielded to avoid shining on neighboring properties. Each developer shall submit a conceptual and final lighting plan, and include drawings and/or manufacturer's specification sheets showing the size and types of light fixtures proposed for the exterior areas, including exterior building lighting and parking lot lighting. The City will refer the conceptual lighting plan, including conceptual light fixtures and their locations, to the Alameda County ALUC, and to the FAA if requested by the FAA, prior to Planned Unit Development approval of the Community Development Director prior to the issuance of a building permit.</p> <p>Energy efficient lamp technologies shall be incorporated wherever possible. Mercury vapor shall be avoided. Incandescent light shall be avoided unless they are integrated with a control mechanism that limits their operation time. The use of such lighting shall help minimize impacts on reduced visibility of the night sky.</p>	<p>Referral of conceptual plans; review and approve construction Lighting Plan; field inspections.</p>	<p>Referral of conceptual plans to Alameda County Airport Land Use Commission (ALUC), and, if requested by the Federal Aviation Administration (FAA), referral to FAA: City of Pleasanton Planning Division.</p>	<p>Referral of conceptual plans to Alameda County ALUC and, if requested by FAA, referral to FAA: Planned Unit Development (PUD) approval.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>VQ-3.2 Design Lighting System of the Auto Mall to Minimize Light and Glare Impacts.</i> The project developer for the auto mall shall design lighting systems to provide appropriate light illumination for the proposed</p>	<p>Referral of final plans; review and approve construction Lighting Plan; field inspections.</p>	<p>Approval of final plans: City of Pleasanton Planning Division.</p>	<p>Review and approval of conceptual plans: City of Pleasanton City Council.</p> <p>Approval of final plans: Prior to the issuance of a building permit.</p> <p>Field inspections: Prior to occupancy.</p>	<p>Signature _____</p>



**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>ii,iii,iv</sup>	Timing	Date Completed/ Signature
<p>auto mall and protect surrounding uses from spillover light and glare by incorporating the following guidelines and specifications.</p> <p>a. Prior to the issuance of a building permit, a lighting plan for the auto mall that includes specifications for pylon signs, monument signs and exterior lighting shall be submitted for review and approval by the Community Development Director. The plan shall include a photometric diagram, prepared by a certified lighting professional, showing predicted maintained lighting levels produced by the proposed lighting fixture facilities that achieve the following during hours of operation at the auto mall:</p> <p>i. The first row of light standards shall not exceed a foot-candle level of 50.0 by the northern boundary and 35.0 by the eastern and southern boundaries as measured at ground level. The foot-candle level for the remainder of the auto mall shall not exceed 10.0 foot-candles as measured at ground level, except:</p> <ul style="list-style-type: none"> <li>• In designated display areas near each dealership where merchandise is presented to customers, the foot-candle level may be up to, but not exceed, 30.0 at ground level; and</li> <li>• At the senior continuing care community, foot-candle spill over from the auto mall shall not exceed 1.0 foot-candle at ground level.</li> </ul> <p>ii. Lighting fixtures for automobile sales and services shall not exceed 25 feet in height, for ground-mounted poles, and up to 10 feet in height for roof top parking.</p>	<p>glare in construction plans and specifications; field inspections.</p>	<p>Division. Implementation: Project Developer for the auto mall.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>building permit.   Field inspections: Prior to occupancy.</p>	<p>Title _____ Date _____</p>



**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>iii. Lighting fixtures for parking and security purposes within the auto mall that are adjacent to the senior continuing care community shall not exceed 14 feet in height to reduce spill light directly on to the residences at the community.</p> <p>The location of the designated display areas shall be submitted for review and approval with the PUD development plan.</p> <p>During non-operational evening hours at the auto mall, all exterior parking lot lighting levels shall be designed such that they do not exceed 10 foot-candles.</p>				
<p><i>VQ-3.3 Commercial Lighting Operations.</i> At the auto mall and the retail center site, and in all buildings without residents at the senior continuing care community, all interior lighting shall be turned off during non-operational evening hours, with the exception of lighting needed for security reasons.</p>	<p>Verify that all buildings turn off interior lighting during non-operational hours; field inspections.</p>	<p>Implementation: Project Developers.</p> <p>Field inspections: City of Pleasanton Community Development Department.</p>	<p>Implementation: On-going during operation.</p> <p>Field inspections: Immediately if receive complaint of non-compliance or have reason to believe implementation is not occurring.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>VQ-3.4 Lighting Plan and Specifications for the Community and Neighborhood Parks.</i> The project developers for the subject parks shall submit a lighting plan for all proposed athletic facilities. The plan shall be reviewed and approved by the Community Development Director, and shall be prepared by a certified lighting professional. It shall include a photometric diagram showing the predicted maintained lighting levels in foot-candles, produced by the proposed lighting fixtures. The lighting plan shall be designed to minimize light and glare to area residents and motorists. Athletic fields and tennis court lighting systems shall protect</p>	<p>Verify inclusion of lighting plan and specification for parks in construction plans and specifications; field inspections.</p>	<p>Approval of final plans: City of Pleasanton Planning Division.</p> <p>Implementation: Project Developer for the athletic facilities.</p> <p>Field inspections: City of Pleasanton</p>	<p>Approval of final plans: Prior to construction of any lighted facilities.</p> <p>Field inspections: Prior to</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>i,ii,iii,iv</sup>	Timing	Date Completed/ Signature
<p>surrounding uses from spillover light and glare by incorporating the following guidelines and specifications into the construction documents:</p> <ul style="list-style-type: none"> <li>• No more than 1.0 foot-candles of spillover light from recreation facilities shall be allowed to fall onto existing residential properties or onto the senior continuing care community property.</li> <li>• Lighting components shall be selected and located as necessary to complement the particular type of recreation facility that is being lit, and shall satisfy the required illumination level for the particular type of sport.</li> <li>• Proposed athletic fields, tennis courts, or other recreation facilities located within the Staples Ranch community park or neighborhood park site shall employ lighting fixtures that have been designed and demonstrated to reduce spillover light, whether by virtue of their optics, the arrangement of “baffles” and/or their mounting heights above the field or court surface.</li> <li>• Emphasis shall be placed on selecting lighting fixtures that roughly approximate a natural color rendition, such as Metal Halide (as opposed to High-pressure Sodium). Where practical, low wattage fluorescent or incandescent bulbs may also be installed in associated service buildings, or for security or pathway lighting.</li> <li>• During evening hours, park recreational activity lighting shall be turned off when not necessary for recreational purposes.</li> </ul>		Building and Safety Division.	occupancy.	

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>i,j,k,l,m,n</sup>	Timing	Date Completed/ Signature
<p><b>Air Quality</b></p> <p><i>AQ-2.1 Implement construction dust measures.</i> The proposed project shall be required to implement the following mitigation measures during all construction phases to reduce impacts associated with construction dust to the extent feasible, as determined by the City Engineer. These measures shall be incorporated into the construction documents describing procedures and specifications for contractors to follow.</p> <ul style="list-style-type: none"> <li>• Water all active construction areas at least twice daily.</li> <li>• Cover all trucks hauling soil, sand, and other loose materials to or from the Project Area or require all trucks to maintain at least two feet of freeboard.</li> <li>• Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.</li> <li>• Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.</li> <li>• Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>• Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>• Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</li> <li>• Limit traffic speeds on unpaved roads to 15 mph.</li> <li>• Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>• Replant vegetation in disturbed areas as quickly as possible.</li> <li>• Suspend excavation and grading activities to the extent</li> </ul>	<p>Verify inclusion of dust control measures in construction plans and specifications; field inspections.</p>	<p>Verification of inclusion of control measures: City of Pleasanton Building and Safety Division and/or Engineering Division.</p> <p>Implementation: Each Project Developer for its PUD site and related construction activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or the Development Agreement; Project Sponsor for the bridge<sup>v</sup> and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and/or the Development Agreement.</p> <p>Field inspections: City of Pleasanton Building and Safety</p>	<p>Verification of inclusion of control measures: Prior to issuance of a grading or construction permit.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>i,ii,iii,iv</sup>	Timing	Date Completed/ Signature
<p>feasible when instantaneous wind gusts exceed 25 mph.</p> <ul style="list-style-type: none"> <li>Limit, to the extent feasible, the number of areas adjacent to residences subject to excavation, grading and other construction activity at any one time.</li> </ul>		Division.		
<p><i>AQ-3.1 Develop and implement plan to reduce operational air emissions.</i></p> <p>Prior to PUD approval, the project developers shall be required to demonstrate to the City of Pleasanton that both mobile and stationary measures have been included to reduce operational emissions resulting from development on the Project Area to the maximum extent practicable.</p> <p>a. A transportation system management program shall be prepared to reduce to the extent feasible mobile source emissions from the proposed uses. Mobile source emission reducing measures could include but are not limited to providing shuttle services to and from the auto mall and commercial development, utilizing less polluting shuttles at the senior continuing care community, and/or using less polluting loaner cars at the proposed auto mall.</p> <p>b. A plan for reducing stationary sources shall be prepared for approval by City staff. The plan shall include measures such as but not limited to incorporating energy-saving appliances for heating and air conditioning units and energy efficient lighting. The plan shall include measures (to the extent feasible) that exceed the requirements of the City's Green Building Ordinance.</p>	<p>Verify inclusion of measures to reduce operational air emissions in construction plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.</p> <p>Implementation: Project Developers.</p> <p>Field inspections: City of Pleasanton Planning Division.</p>	<p>Verification: Prior to PUD approval.</p> <p>Field inspections: Immediately if receive complaint of non-compliance or have reason to believe implementation is not occurring.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>AQ-5.1 Conduct a health risk assessment for proposed residential units within 500 feet of the closest ultimate travel lane adjacent to the Staples Ranch site assumed under Caltrans' ultimate freeway expansion plans for I-580.</i> If Caltrans' widening plans have not been adopted by the time the</p>	<p>Verify that a health risk assessment was conducted for residential units within 500 feet of I-580; verify</p>	<p>Verification: City of Pleasanton Planning Division.</p> <p>Implementation:</p>	<p>Verification: Prior to PUD approval.</p>	<p>Signature _____</p> <p>Title _____</p>



**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>health risk assessment is conducted, conduct a health risk assessment for residential units within 500 feet of the closest ultimate travel lane adjacent to the Staples Ranch site assuming the closest edge of the closest travel lane would shift south 32 feet by the Staples Ranch site. Prior to the approval of final site design for the senior continuing care community, a health risk assessment (HRA) shall be prepared by a qualified air quality consultant that shall demonstrate that proposed residential uses within 500 feet of I-580 on the Staples Ranch site would not be significantly exposed to diesel particulate matter. Typically the minimum level of significance provided by the BAAQMD for stationary sources is a cancer risk of 10 in a million. However, risks from mobile sources are often acceptable at higher levels, and therefore the significance thresholds would be established by the HRA in consultation with the City. The HRA shall take into consideration the ultimate widening of I-580, and will assume that the closest travel lane by the Staples Ranch site will shift south by 32 feet, if Caltrans has not adopted its plans by the time the health risk assessment is conducted. If residents are proposed for areas where exposure could exceed the established threshold, then the HRA shall make recommendations for reducing exposure to on-site residents.</p> <p>Recommendations could include increasing the distance between residents and the freeway, modification to the location and height of intakes to the ventilation system, and/or the addition of HEPA or other air filtration systems as approved by the Director of Community Development.</p>	<p>inclusion of any recommended measures, such as filtration systems; field inspections.</p>	<p>Project Developer for the senior continuing care community.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Field inspections: Prior to occupancy.</p>	<p>Date</p>
<p><b>Biological Resources</b></p>				
<p><i>BIO-2.1 Conduct preconstruction surveys for CRLF. To avoid and minimize impact to the CRLF, prior to bridge construction or activities within the Arroyo Mocho channel or its riparian vegetation, a qualified wildlife biologist with the required USFWS permits shall be retained by</i></p>	<p>Verify that a preconstruction survey for California red legged frog (CRLF) was conducted;</p>	<p>Contracting of qualified biologist for survey; notification to USFWS and City of Pleasanton</p>	<p>Survey construction area: No more than 48 hours prior to bridge</p>	<p>Signature  Title</p>



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<b>Mitigation Measures/Improvement Measures</b>	<b>Monitoring Action</b>	<b>Responsibility<sup>iii,iii,iv</sup></b>	<b>Timing</b>	<b>Date Completed/ Signature</b>
<p>the Project Sponsor to conduct pre-construction clearance surveys in the construction area for the CRLF no more than 48 hours before construction activities begin. If no CRLF are determined to be in the impact area, then no further mitigation would be necessary. If CRLF are encountered during any construction activities within suitable habitat, construction shall cease and the USFWS shall be notified immediately. Before construction activities can restart, the CRLF shall be removed by a USFWS/CDFG-approved biologist and relocated to nearby suitable aquatic habitat.</p>	<p>notification of US Fish and Wildlife Service (USFWS) if CRLF found; removal of CRLF by a qualified biologist if CRLF found; field inspections.</p>	<p>Engineering Division if CRLF found; contracting of qualified biologist for removal of CRLF if CRLF found; ceasing construction if CRLF found during construction: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnotes #5 and #6 apply.<sup>vi</sup></p>	<p>construction or activities within the Arroyo Mocho channel, or its riparian vegetation.  Notification to USFWS and City of Pleasanton Engineering Division if CRLF found during construction: Immediately.  Ceasing construction if CRLF found during construction: Immediately.  Review of qualifications of biologist and survey: Prior to construction.  Field inspections: On-going during construction.</p>	<p>Date</p>
<p><i>BIO-2.2 Implement ground disturbance restrictions associated with construction near the Arroyo Mocho. To minimize disturbance to</i></p>	<p>Verify implementation of ground disturbance</p>	<p>Implementation; Project Sponsor for</p>	<p>On-going during construction.</p>	<p>Signature</p>



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<p>dispersing or foraging CRLF, all construction activities within 100 feet of Arroyo Mocho aquatic habitats, including construction of the Stoneridge Drive bridge, shall be conducted during the dry season, between May 1 and October 15, or before the onset of the rainy season, whichever occurs first unless exclusion fencing is utilized. Construction that commences in the dry season may continue into the rainy season if exclusion fencing is placed between the construction site and Arroyo Mocho to keep the frog from entering the construction area.</p>	<p>restrictions during construction; field inspections.</p>	<p>the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the Development Agreement.  Endnotes #5 and #6 apply.  Field inspections: City of Pleasanton Engineering Division.</p>		<p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>
<p><i>BIO-2.3 Conduct construction monitoring for CRLF.</i> If preconstruction surveys identify CRLF in the Arroyo Mocho channel within the Project Area, the Project Sponsor shall retain a qualified biologist to monitor for the presence of CRLF in the active construction area within Arroyo Mocho channel. If individual CRLF could be directly affected by project construction, then these activities shall cease and the USFWS shall be notified immediately. Formal consultation may then be required by the USFWS, and mitigation measures will be developed through the consultation process to reduce impacts to the species. The Project Sponsor shall implement mitigation measures that are recommended by the USFWS through the consultation process to reduce impacts to this species.</p>	<p>If monitoring is required, verify monitoring for the presence of CRLF during construction; cease construction and notify USFWS if monitor finds that CRLF could be directly affected by project construction; notification of and consultation with USFWS, if required by USFWS, if required by USFWS, if CRLF monitor finds that CRLF could be directly affected by project construction; implementation of mitigation measures</p>	<p>Contracting of qualified biologist for monitoring; ceasing construction and notifying USFWS and City of Pleasanton Engineering Division if CRLF monitor finds that CRLF could be directly affected by project construction; consultation with USFWS, if required by USFWS, if required by USFWS, if CRLF monitor finds that CRLF could be directly affected by project construction; implement mitigation measures recommended by</p>	<p>Contracting of qualified biologist for monitoring and reviewing biologist's qualifications: Prior to construction activities.  Ceasing construction and notify USFWS and City of Pleasanton Engineering Division if CRLF monitor finds that CRLF could be directly affected by project</p>	<p>_____</p> <p>Signature</p> <p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>



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	recommended by USFWS if CRLF monitor finds that CRLF could be directly affected by project construction; field inspections.	USFWS if CRLF monitor finds that CRLF could be directly affected by project construction; for potential pedestrian/bike bridge, City of Pleasanton.  Endnotes #5 and #6 apply.  Review of qualifications of biologist: City of Pleasanton Engineering Division.	construction: Immediately.  Implement mitigation measures recommended by USFWS if CRLF monitor finds that CRLF could be directly affected by project construction: As recommended by USFWS.	
<i>BIO-2.4 Conduct WEAP training.</i> The Project Sponsor shall conduct Worker Environmental Awareness Program (WEAP) training for construction crews (primarily crew and construction foreman) before construction activities within the arroyo begin. The WEAP shall include a brief review of the special status species and other sensitive resources that could occur in the construction area (including their life history and habitat requirements and the portions of the Project Area where they may be found) and their legal status and protection.	Verify that WEAP training of construction crews was conducted.	Field inspections: City of Pleasanton Engineering Division.  Verification: The City of Pleasanton Engineering Division.  Endnotes #5 and #6 apply.  Implementation: Project Sponsor.	Field inspections: On-going during construction.  Prior to construction activities within the arroyo.	Signature _____ Title _____ Date _____
<i>S-BIO-1.1 Preserve off-site San Joaquin spearscale habitat.</i> Prior to issuance of the first grading permit for all or a portion of the Staples	Verify that off-site habitat has been permanently preserved.	Purchase of credits from Springtown Preserve or	Purchase credits or record conservation	Signature _____ _____



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<p>Ranch Site or the Stoneridge Drive Bridge, the Alameda County Surplus Property Authority (ACSPA) shall permanently preserve a minimum of 1.77 acres of San Joaquin spearscale habitat in Alameda County by either purchasing 1.77 acres worth of credits from the Springtown Natural Community Preserve in the City of Livermore or by permanently protecting 1.77 acres of other spearscale habitat in Alameda County through the use of a conservation easement or other similar method.</p>		<p>preservation of other habitat through a conservation easement: ACSPA</p> <p>Review of credits or conservation easements: City of Pleasanton Engineering Division.</p>	<p>easement: Prior to issuance of first grading permit.</p> <p>Field inspections: Prior to commencement of grading.</p>	<p>Title _____</p> <p>Date _____</p>
<p><i>BIO-4.1 Conduct Preconstruction Surveys for Western Pond Turtle.</i> A preconstruction survey for western pond turtle shall be conducted by a qualified biologist three days prior to the onset of bridge construction or activities in the arroyo. The survey area shall be within the arroyo channel and shall encompass all areas within at least 100 feet of the proposed area to be affected. If any western pond turtles are encountered during any project activities, construction shall cease until the turtle leaves the area or is removed by a qualified biologist and relocated to nearby suitable aquatic habitats. If no western pond turtles are found, then no further mitigation would be necessary.</p>	<p>Verify that a preconstruction survey for western pond turtle was conducted; removal of western pond turtle by a qualified biologist if western pond turtle found; field inspections.</p>	<p>Contracting of qualified biologist for survey; notification to City of Pleasanton Engineering Division if western pond turtle found; contracting of qualified biologist for removal of western pond turtle if western pond turtle found; ceasing construction if western pond turtle found during construction: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnotes #5 and #6 apply.</p>	<p>Survey construction area: Within 3 days prior to bridge construction or activities within the Arroyo Mocho channel, or its riparian vegetation.</p> <p>Notification to City of Pleasanton Engineering Division if western pond turtle found during construction: Immediately.</p> <p>Ceasing construction if western pond turtle found during construction:</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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		<p>Review of qualifications of biologist and review of survey: City of Pleasanton Engineering Division.</p> <p>Field inspections if western pond turtle found: City of Pleasanton Engineering Division.</p>	<p>Immediately.</p> <p>Review of qualifications of biologist and survey: Prior to construction.</p> <p>Field inspections: On-going during construction.</p>	
<p><i>BIO-4.2 Provide Exclusion Fencing for Western Pond Turtle.</i> If western pond turtles are determined to be present in the Arroyo Mocho, exclusion fencing shall be erected around active construction zones near the Arroyo Mocho to prevent turtles from entering the site.</p>	<p>Verify that if western pond turtles are present exclusion fencing is erected; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division.</p> <p>Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnotes #5 and #6 apply.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to construction activities if western pond turtles are present.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>BIO-5.1 Conduct nesting bird surveys.</i> Prior to the beginning of tree removal or mass grading, between February 15 and August 15, including grading for major infrastructure improvements, an avian nesting survey shall be conducted of all habitat within 350 feet of any grading or</p>	<p>If nesting bird survey required, review qualifications of biologist; review report</p>	<p>Contracting of qualified biologist: Each Project Developer for its PUD</p>	<p>For activities between February 15 and August 15: prior to the</p>	<p>Signature _____</p> <p>Title _____</p>

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<p>earthmoving activity. The survey shall be conducted by a qualified biologist, as determined by the City, and occur no more than 21 days prior to disturbance. If no active nests are found, no further action is required.</p> <p>If active nests for special-status avian species or raptor nests are found within the construction footprint, construction activities shall be delayed within a minimum 500-foot buffer zone surrounding active raptor nests and a minimum 250-foot buffer zone surrounding nests of other special-status avian species until the young have fledged. This buffer zone shall not extend beyond the Staples Ranch site. The appropriate buffer can be modified by the City in consultation with qualified biologists and the CDFG. No action other than avoidance shall be taken without CDFG consultation. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist, as determined by the City.</p> <p>The buffer zone shall be delineated by highly visible temporary construction fencing, and no intensive disturbance (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the established buffer zone of an active nest.</p>	<p>of survey by biologist; field inspections.</p>	<p>site and related construction activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or the Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the Development Agreement.</p> <p>Endnotes #5 and #6 apply.</p> <p>Review of qualifications of biologist: City of Pleasanton Community Development Department.</p> <p>Review of report of survey by biologist: City of Pleasanton Community Development Department.</p>	<p>beginning of tree removal or mass grading, including grading for major infrastructure improvements.</p>	<p>_____</p> <p>Date</p>



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		Field inspections: City of Pleasanton Building and Safety Division or Engineering Division.		
<p><i>BIO-6.1 Obtain Streambed Alteration Agreement.</i> The Project Sponsor or project developer shall obtain a Section 1600 Streambed Alteration Agreement from the CDFG prior to any construction activities that may result in any disturbance to stream corridors, including riparian vegetation. Specific mitigation measures shall be developed during consultation with the CDFG, but may include measures such as diverting stream flow around the construction site, using bridges instead of culverts, erosion control and bank stabilization measures, and restoring stream corridor habitat damaged from project construction.</p>	<p>Verify that a Section 1600 Streambed Alteration Agreement was obtained from the CDFG.</p>	<p>Verification: City of Pleasanton Community Development Department. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnotes #5 and #6 apply.</p>	<p>Prior to any construction activities that may result in any disturbance to stream corridors, including riparian vegetation.</p>	<p>_____ Signature  _____ Title  _____ Date</p>
<p><i>BIO-6.2 Erect exclusion fencing around spearscale mitigation area.</i> Prior to construction along the banks of the Arroyo Mocho, the project developer shall ensure that construction crews erect an exclusion fence around the spearscale mitigation area on the north bank of the arroyo to reduce the potential of impacts to the species. The fence shall be orange plastic construction fencing, four feet in height, placed around the plant areas that are going to be protected during construction of the bridge.</p>	<p>Verify that exclusion fencing is erected around spearscale mitigation area; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnotes #5 and #6 apply.  Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to construction along the banks of the Arroyo Mocho.</p>	<p>_____ Signature  _____ Title  _____ Date</p>



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<p><i>BIO-6.3 Replace removed vegetation.</i> Prior to any construction in or adjacent to the Arroyo Mocho or its riparian vegetation, the project developer shall hire a qualified biologist to survey all of the existing vegetation within the Arroyo Mocho which may be impacted by construction. Vegetation within the Arroyo Mocho that is removed for the construction of the proposed bridge shall be replaced with similar vegetation at a 1:1 ratio once construction activities are complete. Planting shall be done under the supervision of a qualified botanist or biologist. This measure may be implemented through a Streambed Alteration Agreement or other regulatory mechanism to the satisfaction of the City and/or CDFG. The revegetation plan shall include the following:</p> <ol style="list-style-type: none"> <li>The details and procedures required to prepare the restoration site for planting (i.e., grading, soil preparations, soil stocking, etc.).</li> <li>The methods and procedures for the installation of the plant materials.</li> <li>Guidelines for the maintenance of the mitigation site during the establishment phase of the plantings. The maintenance program shall contain guidelines for the control of nonnative plant species and the replacement of plant species that have failed to recolonize.</li> <li>The revegetation plan shall provide for monitoring to evaluate the growth of the developing habitat and/or vegetation. Specific goals for the restored habitat shall be defined by quantitative and qualitative characteristics of similar habitats and plants (e.g., density, cover, species composition, structural development).</li> </ol>	<p>Verify that removed vegetation is replaced at a 1:1 ratio and a revegetation plan by a qualified biologist is completed; field inspections.</p>	<p>Contracting of qualified biologist: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnotes #5 and #6 apply.</p> <p>Review of qualifications of biologist: City of Pleasanton Engineering Division.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to any construction in or adjacent to the Arroyo Mocho or its riparian vegetation.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>



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<p>e. Contingency plans and appropriate remedial measures shall also be outlined in the revegetation plan should the plantings fail to meet designated success criteria and planting goals.</p>				
<p><i>BIO-7.1 Provide compensation for impacts to jurisdictional waters. If the Corps or SFRWQCB requires mitigation for impacts to waters of the U.S. or state associated with construction of the Stoneridge Drive bridge, then the Project Sponsor shall compensate for the loss of the affected area to ensure no net loss of habitat function and values occurs. Compensation shall be provided at a minimum of 1:1 ratio; however, the actual ratio shall be determined after consultation with the Corps, CDFG, and/or SFRWQCB during the permitting process.</i></p>	<p>Verify that the US Army Corps of Engineers (Corps), California Department of Fish and Game (CDFG), and/or San Francisco Regional Water Quality Control Board (SFRWQCB) are consulted and affected habitat is compensated at a ratio determined during the consultation; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnotes #5 and #6 apply. Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to construction activities.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>BIO-8.1 Minimize lighting spillover. All outdoor lighting shall be equipped with devices that will direct lighting away from the Arroyo Mocho and outdoor lighting within 200 feet of the centerline of the arroyo shall be of the minimum wattage required for the particular use and shall be shielded and directed away from the corridor to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive habitat.</i></p>	<p>Verify that all outdoor lighting is directed away from the Arroyo Mocho; field inspections.</p>	<p>Verification: City of Pleasanton Community Development Department. Implementation: Each Project Developer for its PUD site within 200 feet of Arroyo centerline; Project Sponsor for the bridge and all other construction activities to be</p>	<p>Verification: Prior to the issuance of a building permit.</p>	<p>Signature _____ Title _____ Date _____</p>

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		<p>constructed by it within 200 feet of the Arroyo centerline per the Stoneridge Drive Specific Plan Amendment and the Development Agreement.</p> <p>Endnotes #5 and #6 apply.</p> <p>Field inspections: City of Pleasanton Engineering Division or the Building and Safety Division.</p>	<p>Field inspections: During construction.</p>	
<p><i>BIO-8.2 Incorporate wildlife habitat into landscaping plans for community and neighborhood park. Landscape plans for the community and neighborhood parks shall consider wildlife by providing cover, food, and water for wildlife where appropriate.</i></p>	<p>Verify inclusion of wildlife habitat features in landscape plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.</p> <p>Implementation: Project Developer for the Community and Neighborhood Parks.</p> <p>Endnote #6 applies.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Verification: Prior to the issuance of a building permit.</p> <p>Field inspections: During construction.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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<p><i>BIO-9.1 Conduct tree appraisal.</i> Prior to Planned Unit Development approval, each project developer shall submit a tree report to the City, using a City-approved arborist. The tree report shall include an appraisal of the condition and replacement value of all trees affected by the development which are required to be removed as a result of the development, in accordance with the current edition of the “Guide for Plant Appraisal” under the auspices of the International Society of Arboriculture.</p>	<p>Verify that a tree report was conducted using a City-approved arborist.</p>	<p>Verification: City of Pleasanton Planning Division.  Contracting of City-approved arborist: Project Developers.</p>	<p>Prior to Planned Unit Development approval.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>BIO-9.2 Provide tree replacement.</i> Prior to Planned Unit Development approval, each project developer shall submit to the City a proposed tree preservation plan, prepared in accordance with the City’s Tree Preservation Ordinance, indicating how the loss of affected heritage trees will be mitigated. Mitigation measures may include providing additional trees on site, above and beyond what would normally be required by the City; paying the value of the trees proposed to be removed into the City’s Urban Forestry Fund; or some combination of both.</p>	<p>Verify that tree preservation plan was prepared and appropriate mitigation is implemented; field inspections.</p>	<p>Verification of submittal: City of Pleasanton Planning.  Implementation: Project Developers.  Field inspections: City of Pleasanton Planning Division and Building and Safety Division.</p>	<p>Verification of submittal: Prior to Planned Unit Development approval.  Implementation: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>

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<p><b>Hazards and Hazardous Materials</b></p> <p><i>HZ-2.1 Prevent disruption of on-site utilities.</i> The project developer(s) shall implement the following measures:</p> <p>a. Prior to initiation of any on-site construction activities, the project developer shall contact the Underground Service Alert (USA) whose purpose is to receive planned excavation reports from public and private excavators and to transmit those planned excavation reports to all participating members of USA who may have underground facilities at the location of excavation. The USA will contact local utilities and inform them that construction is about to begin in their service area. This notice allows local utilities to mark the areas where their underground facilities are located near the construction site so that they may be avoided during project construction.</p> <p>b. Prior to construction activities within 50 feet of the PG&amp;E gas line, the project contractor shall identify and demarcate</p>	<p>Verify that the Underground Service Alert is contacted; PG&amp;E gas lines are identified and demarcated; an emergency response plan for disturbance of underground utilities is prepared; field inspections.</p>	<p>Verification: City of Pleasanton Building and Safety Division.  Implementation: Project Developers.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Prior to construction activities.</p>	<p>Signature _____ Title _____ Date _____</p>



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<p>the location of the natural gas pipeline using highly visible markers that will remain in place throughout project construction in the vicinity of the pipeline and ensure that all construction workers are aware of the location of the line. The location of the pipeline shall be noted on the site and construction plans. Further, the project contractor shall take all appropriate measures necessary to ensure that the line is not disturbed.</p> <p>c. The project developers shall develop an emergency response plan prior to construction that will include response measures in the event that there is disturbance of any underground utilities. The plan will be subject to review and approval by the City.</p>				

**Hydrology and Water Quality**

<p><i>HY-1.1 Implement Water Quality Management Plan with Targeted Pollutant Removal Rates.</i> In accordance with the applicable provisions of the Municipal Regional Permit (MRP)- NPDES Permit, implementation of and compliance with the stormwater quality BMPs are required. However, to ensure that implemented BMPs are effective for reducing potential pollutant loads to a sufficient level of protection, each project developer shall prepare and implement a site-specific Water Quality Management Plan (WQMP) with BMPs targeted to reduce post-construction pollutants listed in Table 3.5-5.</p> <p>This WQMP shall identify specific stormwater BMPs for reducing potential pollutants in stormwater runoff. BMPs shall be selected to target pollutants listed in Table 3.5-5; selection criteria and documentation shall</p>	<p>Verify that a site-specific Water Quality Management Plan is prepared and implemented; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division.  Implementation: Project Developers.  Field inspections: Engineering Division.</p>	<p>Prior to construction activities.  Monitoring: On-going.</p>	<p>Signature _____ Title _____ Date _____</p>
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<p>be incorporated into the WQMP. A qualified engineer shall prepare and submit, concurrently with the submittal of off-site or on-site improvement plans, (whichever comes first), the WQMP for review and approval by the City Engineer. The WQMP must be approved by a qualified engineer of the City's Engineering Division prior to the beginning of construction activities.</p> <p>The WQMP shall include the following BMPs along with selected BMPs to target pollutant removal:</p> <ul style="list-style-type: none"> <li>• Waste and materials storage and management BMPs (design and construction of outdoor materials storage areas and trash and waste storage areas, if any, to reduce pollutant introduction).</li> <li>• Spill prevention and control BMPs.</li> <li>• Slope protection BMPs.</li> <li>• Water efficient irrigation practices.</li> <li>• Permanent erosion and sediment controls (e.g., hydroseeding, mulching, surface covers).</li> </ul> <p>Projects within the Project Area will be required to comply with the applicable provisions C3.c of MRP, including Low Impact Development (LID) source control, site design, and stormwater treatment if applicable.</p> <p>The WQMP shall not include infiltration BMPs unless they comply with design guidelines and requirements specified in TC-1: Infiltration Basins in the CASQA Stormwater Quality BMPs Handbook for New Development and Significant Redevelopment (2003) and/or are specifically approved by the City Engineer and shall meet MRP - NPDES Permit minimum requirements including adequate maintenance and that the vertical distance from the base of any infiltration device to the</p>				



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<p>seasonal high groundwater mark shall be at least 10 feet.</p> <p>Each individual developer shall be responsible for implementation and maintenance of BMPs. A BMP Monitoring and Maintenance Plan shall be incorporated as part of the WQMP and shall include, at a minimum, annual inspection and maintenance of all structural BMPs on the property, a report of non-structural BMP inspection and compliance, and reporting requirements. The Monitoring and Maintenance Plan must be approved by the City of Pleasanton City Engineer prior to the beginning of occupancy. The Monitoring and Maintenance Plan can be administered through lease agreements assigning responsibility to the occupants, through the creation of a Community Services Authority (CSA) or by other means as approved by the City. If property titles are transferred, the new owner shall be responsible for their respective portion of the plan.</p>				
<p><i>HY-1.2 Implement an Integrated Pest Management Plan and Pesticide Management Program.</i> An Integrated Pest Management Plan shall be prepared by each project developer and for the City parks on the Staples Ranch site, and implemented to minimize the risk of pollutants associated with landscape establishment and maintenance practices in surface water runoff and infiltration to groundwater. All Integrated Pest Management Plan guidelines shall comply with California Department of Pesticide Regulation and Alameda County Agricultural Commissioner rules and regulations in regards to pesticide storage, use, transportation, reporting, and safety. The plan shall encourage minimization and efficiency of chemical and fertilizer use. Because the receiving water have been listed as impaired by diazinon, diazinon use shall be prohibited.</p> <p>Each property owner shall be responsible for implementation of the Integrated Pest Management Plan. The plan must be approved by the City Engineer prior to the beginning of occupancy.</p>	<p>Verify that an integrated Pest Management Plan is prepared and implemented; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Project Developers and Property Owners.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Verification: Prior to occupancy permit.</p> <p>Field inspections: On-going as required by Pest Management Plan.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>



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<p><i>HY-3.1 Maintain the detention basin.</i> The City shall be responsible for assuring the operation and maintenance of the on-site detention basin and performance goals. Performance goals will include regular system inspections, maintenance when necessary, technical training of staff, and funding mechanisms to support continued effective operation and maintenance of the detention basin.</p>	<p>Assure the operation and maintenance of the onsite detention basin and performance goals.</p>	<p>Monitoring: City of Pleasanton Engineering Division. Implementation: City of Pleasanton.</p>	<p>On-going.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>HY-4.1 Obtain FEMA flood hazard areas updates prior to construction.</i> Prior to beginning any construction activities, a Conditional Letter of Map Revision shall be obtained from FEMA for the Livermore Flood Protection Improvements. This letter would not revise an effective National Flood Insurance Program map; but it would indicate whether the project, if built as proposed, would or would not be removed from the Special Flood Hazard Area defined by FEMA if it is later submitted as a request for a Letter of Map Revision. Livermore Flood Protection Improvements shall incorporate FEMA recommended design changes issued with the Conditional Letter of Map Revision.</p>	<p>Verify that a Conditional Letter of Map Revision is obtained from FEMA.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor.</p>	<p>Prior to construction activities.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>HY-4.2 Implement Livermore Flood Protection Improvements.</i> Prior to issuing the certificate(s) of occupancy, the Livermore Flood Protection Improvements shall be implemented as part of the El Charro Specific Plan. This program would include construction of regional stormwater detention/retention facilities east of El Charro Road as specified in the El Charro Specific Plan and construction of the north overbank channel to redirect spills from the Arroyo las Positas that spill over El Charro Road onto the northern portion of the Staples Ranch development site during a flood event. The Livermore Flood Protection Improvements shall be designed to protect the Staples Ranch site from the 100-year plus levee failure flood event from the Arroyo Mocho east of El Charro Road and the Arroyo las Positas. Facilities shall be designed in accordance with flow</p>	<p>Verify that Livermore flood protection improvements are completed; an application for a Letter of Map Revision to reflect both the new facility and improvements to the Arroyo Mocho is submitted to FEMA.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: City of Livermore or Project Sponsor.</p>	<p>Prior to issuing the certificate(s) of occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>



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<p>detention requirements outlined in the Conditional Letter of Map Revision.</p> <p>Once the Livermore Flood Protection Improvements are implemented, an application for a Letter of Map Revision to reflect both the new facility and improvements to the Arroyo Mocho shall be submitted to FEMA.</p>				
<p><b>Land Use and Agricultural Resources</b></p>				
<p><i>LU-4.1 Provide additional amenities.</i> If a development project is deemed to be a commercial use and will exceed an FAR of 0.35, the project developer shall provide additional amenities, such as enhancements to a neighborhood or community park, or enhancement of trails in the Project Area. Proposed amenities shall be agreed upon by the City and the project developer prior to the Planned Unit Development approval of any commercial developments that would exceed 35 percent FAR.</p>	<p>Verify that agreed upon additional amenities are provided; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division. Implementation: Project Developers.</p> <p>Field inspections: City of Pleasanton Building and Safety Division or Planning Division.</p>	<p>Verification: Prior to the Planned Unit Development approval of any commercial developments that would exceed 35 percent FAR.</p> <p>Field inspection: Prior to issuing the certificate(s) of occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>LU-5.1 Require senior continuing care community airport disclosures, deed riders, and noise complaint procedures.</i> The senior continuing care community will a) disclose to all potential residents the proximity of the Livermore Airport and the potential for noise and other nuisances from aircraft operations; b) establish procedures, including a phone number, so that the on-site manager for the senior continuing care community will be the initial contact to handle all airport noise complaints from residents; and c) agree to a deed rider on the conveyance to it of any property within the Staples Ranch site that provides:</p>	<p>Verify that the senior continuing care community provides disclosures, and deed riders, and establishes airport noise complaint procedures.</p>	<p>Verification: City of Pleasanton Planning Division and City Attorney's Office. Implementation: The operators of the senior continuing care community.</p>	<p>Prior to residents occupying units in the senior continuing care community.</p>	<p>Signature _____ Title _____ Date _____</p>



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<p>Grantee hereunder acknowledges and agrees that the subject property is located in the vicinity of an active and operating general aviation airport, outside the City of Livermore's designated Airport Protection Area and 65 CNEL impact area. Grantee accepts possible and normal consequences including noise, light, and vibration arising out of the proper operation of aircraft for current and future operations consistent with the 1975 Livermore Airport Master Plan and Grantee hereby acknowledges and agrees that no claim of nuisance shall lie based on the foregoing. Grantee shall not be deprived of any right it might have against any individual or private operator for negligent or unlawful operation of aircraft. Grantee hereby covenants to include this same paragraph, in its entirety, in any subsequent deed by Grantee of all or any portion of the subject property. Grantee further covenants to include this same paragraph within any lease for all or any portion of the subject property.</p> <p>Property owners shall include deed riders/disclosures about the Livermore Municipal Airport consistent with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353.</p>				
<p><i>LU-5.2 Require a deed rider or avigation easement on other development projects.</i> All other property owners with development projects located on the Staples Ranch site will be required to either record the Deed Rider language in LU-5.1 or Livermore's standard Avigation Easement, a copy of which is attached to the 2007 Cost-Sharing Agreement between Livermore, Pleasanton, and the Alameda County Surplus Property Authority.</p> <p>Property owners shall include deed riders/disclosures about the Livermore Municipal Airport consistent with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353.</p>	<p>Verify that all property owners record language required in LU-5.1.</p>	<p>Verification: City of Pleasanton Planning and City Attorney's Office.  Implementation: Project Developers.</p>	<p>Prior to occupation of PUD site.</p>	<p>_____ Signature _____ Title _____ Date</p>



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<p><b>Noise</b></p> <p><i>NO-1.1 Provide exterior-to-interior noise reduction features for residential, retail, and commercial structures to meet City interior noise level standards. Prior to the City's issuing building permits, the senior continuing care community, auto mall, and commercial developers shall submit to the City noise analyses prepared by a qualified acoustical consultant that demonstrate that all structures will meet City interior noise level standards. Commercial and office uses will need to meet the City standard of 45 dBA peak hour Leq that would allow the conduct of normal business activities inside these facilities. All proposed structures where people will reside will need to be below the City's interior noise level standard of 45 dBA Ldn. Noise reduction features may include, but are not limited to, building siting, upgraded insulation, sound-rated windows and doors, sound-rated exterior wall assemblies, and acoustical caulking.</i></p>	<p>Verify inclusion of exterior-to-interior noise reduction features to meet City standards in construction plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division and Building and Safety Division.  Implementation: Project Developers.  Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Prior to issuance of a Building Permit.    Field inspections: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>NO-1.2 Provide exterior-to-interior noise reduction features to meet single-event noise level standards (L<sub>max</sub>). Prior to the City's issuing building permits, the developer of the senior continuing care community shall submit to the City a noise analysis prepared by a qualified acoustical consultant that demonstrates that all structures where people will sleep and the health care facility can meet the City standard for single-event noise levels, i.e., the maximum sound levels (L<sub>max</sub>) would be below 50 dBA in all rooms where people will sleep and 55 dBA in all other habitable rooms. Noise reduction features may include, but are not limited to, building siting, upgraded insulation, sound-rated windows and doors, sound-rated exterior wall assemblies, and acoustical caulking.</i></p>	<p>Verify inclusion of exterior-to-interior noise reduction features to meet single event noise level standards in construction plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division and Building and Safety Division.  Implementation: Project Developer for the senior continuing care community.  Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to issuance of a Building Permit.    Field inspections: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>



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<p><i>NO-1.3 Provide exterior noise reduction features by I-580 to meet the City's exterior noise level standards at the villas and outdoor recreation areas. Prior to approval of PUD plans, the developer of the senior continuing care community shall submit a noise analysis prepared by a qualified acoustical consultant to the City that demonstrates, to the extent feasible, that all proposed outdoor recreation areas will meet the City's standard of 60 Ldn. Noise reduction features may include "wrapping" the proposed soundwall by the western and eastern property lines, and an increase in the I-580 soundwall height to compensate for the decrease in berm height by the western boundary.</i></p>	<p>Verify inclusion of exterior noise reduction features by I-580 to meet City standard in construction plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton City Council. Implementation: Project Developer for the senior continuing care community. Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval.  Field inspections: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>NO-1.4 In the community park, limit areas within the 65 CNEL contour to open space and trails. The use of trails shall be limited within the 65 CNEL contour. To limit exposure to noise levels above 65 CNEL in the community park closest to El Charro Road, active park uses such as sports fields and play grounds shall be located outside the 65 CNEL contour. Trails shall be located outside the 65 CNEL contour, except when they connect to the regional trail, or to a proposed or anticipated sidewalk/trail on the adjacent retail center site.</i></p>	<p>Verify that areas within the 65 CNEL are limited to open space and trails; field inspection.</p>	<p>Verification: City of Pleasanton Planning Division. Implementation: City of Pleasanton. Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to approval of construction plans for the Community Park.  Field inspections: Prior to certification of completion.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>NO-1.5 Limit noise levels from auto mall car wash stations to 60 dBA at the senior continuing care community facility. At the auto mall, all car washes shall be located and designed such that noise from the car washes, including the vacuuming areas, shall not exceed 60 dBA at any habitable structure. The project developer shall submit a noise study to the Community Development Director verifying that the carwashes adhere to this requirement, prior to the issuance of a building permit.</i></p>	<p>Verify that noise levels from auto mall car wash station do not exceed 60 dBA at the senior continuing care community facility; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division. Implementation: Project Developer for the auto mall. Field inspections during construction:</p>	<p>Prior to issuance of a Building Permit.  Field inspections: Prior to</p>	<p>Signature _____ Title _____ Date _____</p>



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<p><i>NO-2.1 Reduce potential pile driving vibration effects on nearby structures below the structural damage threshold. To mitigate potential pile-driving vibration impacts, a site-specific engineering assessment shall be completed under the supervision of a qualified vibration consultant to assure that there would be no potential for structural damage to nearby existing buildings, based on a vibration damage threshold for a peak particle velocity (PPV) of 0.20 inches per second. This plan shall be submitted for review and approval by the City Engineer prior to final approval of the bridge plans to ensure that maximum feasible vibration reduction is achieved. These reduction measures could include pile driving techniques that have a lower potential for vibration impacts such as vibratory pile driving, pre-drilled pile holes, etc. as recommended by the consultant. The effectiveness of the vibration control measures shall be verified by vibration monitoring measurements during bridge pile-driving activities.</i></p>	<p>Verify that a site-specific engineering assessment is completed and reviewed by the City Engineer; pile driving is supervised by a qualified vibration consultant; field inspections.</p>	<p>City of Pleasanton Building and Safety Division.</p> <p>Verification: City of Pleasanton Engineering Division.</p> <p>Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnote #5 applies.</p> <p>Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>occupancy.</p> <p>Prior to pile driving activities.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>NO-2.2 Provide early notices. Prior to final approval of the Stoneridge Drive bridge plans, a list of measures to respond to and track complaints pertaining to bridge construction vibration shall be submitted to the City for review and approval. These measures shall include but not limited to:</i></p> <ul style="list-style-type: none"> <li>• A procedure for notifying the City of Pleasanton;</li> <li>• A plan for posting signs on-site pertaining to permitted construction days and hours, and complaint procedures, and who to notify in the event of a problem;</li> <li>• A listing of telephone numbers (during regular construction hours and off-hours);</li> <li>• The designation of an on-site construction complaint manager for the bridge project;</li> </ul>	<p>Verify that early notice procedures are conducted.</p>	<p>City of Pleasanton Engineering Division.</p> <p>Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnote #5 applies.</p>	<p>Prior to final approval of the Stoneridge Drive bridge plans.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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<ul style="list-style-type: none"> <li>Notification of neighbors within 300 feet of the bridge project construction area at least 30 days in advance of any pile-driving activities about the estimated duration of the activity; and a preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, and posted signs, etc.) are completed.</li> </ul>				
<p><i>NO-3.1 Require project developers to implement construction best management practices to reduce construction noise, including:</i></p> <ol style="list-style-type: none"> <li>Locate stationary construction equipment as far from adjacent occupied buildings as possible.</li> <li>Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including residences, and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.</li> <li>All site improvements and construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. In addition, no construction shall be allowed on State and federal holidays. If complaints are received regarding the Saturday construction hours, the Community Development Director may modify or revoke the Saturday construction hours. The Community Development Director may allow earlier "start-times" for specific construction activities (e.g., concrete foundation/floor pouring), if it can be demonstrated to the</li> </ol>	<p>Verify that construction best management practices to reduce construction noise are implemented; field inspections.</p>	<p>Verification: City of Pleasanton Building and Safety Division and Engineering Division.  Implementation: Project Developers.  Field inspections: City of Pleasanton Building and Safety Division and Engineering Division.</p>	<p>On-going during construction.</p>	<p>_____ Signature  _____ Title  _____ Date</p>



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<p>satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents.</p> <p>d. All construction equipment must meet DMV noise standards and shall be equipped with muffling devices.</p> <p>e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.</p>				
<p><i>NO-4.1 Provide noise attenuating pavement to new portions of Stoneridge Drive.</i> The project sponsor shall be required to provide noise attenuation on the new portions of Stoneridge Drive. Noise attenuation shall be achieved with the implementation of open grade asphalt, which provides approximately a 3 dBA decrease in traffic noise level, in order to reduce the project's contribution to traffic noise in this area and to comply with the City's 60 dBA CNEL noise standard for residential land uses.</p>	<p>Verify that noise attenuating pavement is used for the new portions of Stoneridge Drive; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor. Endnote #5 applies. Field inspections: City of Pleasanton Engineering Division.</p>	<p>During construction of Stoneridge Drive.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>S-NO-1.1 Repave Stoneridge Drive between Kamp Drive and Trevor Parkway with noise-attenuating pavement and replace sound wall nearest the Stoneridge Drive bridge</i> Prior to the completion of the Stoneridge Drive extension to El Charro Road, Stoneridge Drive between Kamp Drive and Trevor Parkway shall be repaved with noise-attenuating pavement and the sound wall closest to the south side of the Stoneridge</p>	<p>Verify that Stoneridge Drive between Kamp Drive and Trevor is repaved with noise-attenuating pavement and that the sound wall adjacent to the two homes on Maria/Curry closest to</p>	<p>Payment of funds for the repaving: Project Sponsor to the maximum amount (\$1.5 million) as set forth in the Specific Plan Amendment; any amount above that, the</p>	<p>Prior to completion of Stoneridge Drive extension to El Charro Road.</p>	<p>Signature _____ Title _____ Date _____</p>



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<p>Drive bridge (adjacent to the Maria/Curry Street residences) shall be replaced with a wall approximately one foot higher or, if the residents do not want their wall replaced, by constructing a new, higher wall on City right of way in front of the existing wall.</p>	<p>the bridge is replaced with a wall one foot higher than the existing wall.</p>	<p>City of Pleasanton. Implementation: Project Sponsor for the construction of the sound wall; the City of Pleasanton for the repaving. Field inspections: City of Pleasanton Engineering Division.</p>		
<p><b>Population and Housing</b></p>				
<p><i>PH-1.1 Deleted per FEIR. The Development Agreement for the Project will establish the phasing requirements for the senior continuing care community. See FEIR, pages 4-21, 4-22.</i></p>				
<p><b>Transportation</b></p>				
<p><i>TR-1.1 Deleted –Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.</i></p> <p><i>TR-1.2 Improve Hopyard Road at Owens Drive (#10). To reduce project-related PM impacts to this intersection, the following lane configurations and modifications are recommended:</i></p> <ul style="list-style-type: none"> <li>• Northbound leg – 2 left-turn lanes, 3 through-lanes, and 1 right-turn lane</li> <li>• Southbound leg – 3 left-turn lanes, 3 through-lanes, and 1 free right-turn lane</li> <li>• Eastbound leg – 2 left-turn lanes, 2 through-lanes, 1 right-turn lane</li> <li>• Westbound leg – 2 left-turn lanes, 2 through-lanes, 1 free</li> </ul>	<p>Verify payment of traffic development fee.</p>	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.  Collection: City of Pleasanton Building and Safety or Engineering Division.</p>	<p>Prior to issuance of building permits.</p>	<p>Signature _____ Title _____ Date _____</p>



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<p>right-turn lane</p> <ul style="list-style-type: none"> <li>Remove eastbound and westbound signalized splits</li> <li>Narrow lanes to reduce the total distance pedestrians are required to cross to 80 feet</li> </ul> <p>This mitigation would improve the PM operations from LOS F to LOS D.</p> <p>These improvements are included as projects in the City's Traffic Development Fee. The project developers shall pay the traffic fees to address this mitigation.</p>		<p>Implementation: City of Pleasanton, Engineering Division.</p>		
<p><i>TR-1.3 Improve Hopyard Road at Stoneridge Drive (#11).</i> To reduce project-related PM impacts to this intersection, the proposed mitigation is signal retiming with a cycle length of 100 seconds in the PM and a required eastbound free right turn. Implementing this mitigation would improve PM operations from LOS F to LOS D.</p> <p>The eastbound free right turn lane is a project in the City's Traffic Development Fee. The project developers will pay the traffic development fee as mitigation.</p> <p>The City of Pleasanton shall be responsible for implementing the improvement and the signal retiming.</p>	<p>Verify payment of traffic development fee and that intersection improvements have been implemented.</p>	<p>Funding: Project developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton, Building and Safety Division.</p> <p>Implementation and verification: City of Pleasanton Engineering Division.</p>	<p>Prior to issuance of building permits (as to the payment of traffic development fees); as determined by the City of Pleasanton as to construction of the improvements and signal retiming.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>TR 1.3(a) and S-TR-2.1. Improve Santa Rita Road at Stoneridge Drive (#32).</i> To reduce project related AM and PM impacts at this intersection, the following lane configurations and modifications are recommended:</p> <ul style="list-style-type: none"> <li>Restripe one of the Stoneridge Drive right turn lanes to an eastbound through lane only.</li> <li>Restripe one of the Stoneridge Drive eastbound right turn</li> </ul>	<p>Verify that payment has been made to the City as set forth in the Specific Plan Amendment.</p> <p>Verify construction of intersection</p>	<p>Funding: Project Sponsor, to the maximum amount (\$1.5 million) as set forth in the Specific Plan Amendment; any amount above that, the City of Pleasanton.</p>	<p>Payment: at time of the first final map.</p> <p>Construction of improvements: as determined by the</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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<p>lanes to a free right turn lane.</p> <ul style="list-style-type: none"> <li>Construct a northbound Santa Rita Road lane to provide a separate right turn lane to Stoneridge Drive (east).</li> </ul> <p>This mitigation will be the financial responsibility of the Project Sponsor to the maximum set forth in the Specific Plan Amendment.</p> <p>In addition, the City of Pleasanton will change the cycle length to 130 seconds in the AM and to 120 seconds in the PM.</p> <p>These mitigations will improve the AM and PM operations from a LOS F to a LOS D.</p> <p>Also, although not a significant impact requiring mitigation, safety improvements consisting of new traffic signals shall be required at the intersections of Stoneridge Drive and Newton Way, Guzman Parkway and Trevor Parkway. The Project Sponsor shall have the financial responsibility for these improvements as set forth in the Specific Plan Amendment.</p>	<p>improvements.</p>	<p>Collection: City of Pleasanton.</p> <p>Implementation: construction of improvements/cycle timing: City of Pleasanton.</p>	<p>City of Pleasanton.</p>	
<p><i>TR-1.4 Improve Santa Rita Road at Valley Avenue (#34).</i> To reduce project-related PM impacts to this intersection, construct the second Valley Avenue westbound left turn lane and either 1) widen the northbound approach to provide a separate right-turn lane, or 2) construct a third Santa Rita southbound left turn lane.</p> <p>These improvements are included as projects in the City's Traffic Development Fee. The project developers shall pay the traffic fees to address this mitigation.</p> <p>The City of Pleasanton shall change cycle length to 130 seconds in the</p>	<p>Verify payment of traffic development fees and implementation of improvements.</p>	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton, Building and Safety Division.</p> <p>Implementation:</p>	<p>Payment of fee prior to issuance of building permits.</p> <p>Changing cycle length and constructing other improvements: As determined by the City of Pleasanton.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>iii,iii,iv</sup>	Timing	Date Completed/ Signature
<p>PM. This mitigation would improve PM operations from LOS E to LOS D.</p>		City of Pleasanton.		
<p><i>TR-1.5 Deleted –Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.</i></p>				
<p><i>TR-2.1 Improve Fallon Road at Dublin Boulevard (#56). To reduce project-related AM and PM impacts to this intersection, the following lane configurations and modifications are recommended.</i></p> <ul style="list-style-type: none"> <li>• Widen the northbound approach to provide a third left-turn lane and a second through lane.</li> <li>• Widen the eastbound approach to provide a second right-turn lane.</li> </ul> <p>This mitigation would improve the AM operations from LOS E to LOS C and the PM operations from LOS F to LOS D.</p>	<p>Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions with the goal to ensure contribution of fair-share mitigation costs if other jurisdictions are also willing to reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.</p> <p>Intersection improvements: City of Dublin.</p>	<p>Confer with local agencies concerning fair share mitigation costs: Prior to recordation of a final map.</p> <p>Intersection improvements: As determined by the City of Dublin.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p>If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>This intersection is located in City of Dublin. See Mitigation Measure TR-2.3 below concerning an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.</p> <p><i>TR-2.2 Improve Murrieta / East Jack London (#EC 13). To reduce project-related AM and PM impacts to this intersection, the following lane configurations and modifications are recommended.</i></p> <ul style="list-style-type: none"> <li>• Adding a second eastbound right-turn lane to provide dual right-turn lanes.</li> <li>• Restriping bike lanes and removing the existing median and</li> </ul>	<p>Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation measures within each</p>	<p>Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: Prior to recordation of a final map.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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<p>improving the signal operations.</p> <p>This mitigation would improve the AM operations from LOS E to LOS D. PM operations would remain at LOS D, but with a smaller delay (from 48 to 42).</p> <p>If the City of Livermore chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>This intersection is located in City of Livermore. See Mitigation Measure TR-2.3 below concerning an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.</p>	<p>other's jurisdictions; ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate, as stipulated per the mitigation measure.</p>	<p>Intersection improvements: City of Livermore.</p>	<p>Intersection improvements: As determined by the City of Livermore.</p>	
<p><i>TR-2.3 Seek an Interagency Cooperative Agreement.</i> The City of Pleasanton will confer with the City of Livermore, the City of Dublin and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions. More specifically, the City of Pleasanton will seek to enter into one or more binding agreements with each of these other local agencies in order to facilitate a fair and equitable sub-regional approach to traffic mitigation, to the mutual benefit of all of the affected jurisdictions. Depending on the willingness of these other local agencies to enter into such agreements, the ultimate result may be a single multi-jurisdictional agreement or one or more agreements between Pleasanton and one or more of the other agencies. The strategy will address fair-share mitigation for projects approved by one jurisdiction that contribute cumulatively considerable traffic to intersections and roadway segments in neighboring jurisdiction(s) with cumulatively substandard LOS.</p> <p>The applicable standard for LOS will be that established by each local agency for its current jurisdictional area and its sphere of influence. If</p>	<p>Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions; ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: Prior to recordation of a final map.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>i,ii,iii,iv</sup>	Timing	Date Completed/ Signature
<p>spheres of influence overlap or jurisdiction over an intersection is split between two local agencies, the standard to be achieved by mitigation, where feasible, will be determined by mutual agreement of the jurisdictions involved.</p> <p>The City of Pleasanton is willing to ensure that projects it approves contribute fair share mitigation cost for improvements in other jurisdictions but only if the other jurisdictions are also willing to reciprocate for projects within their jurisdictions that contribute considerably to traffic occurring within the City of Pleasanton. The strategy also may allocate mitigation responsibility to each jurisdiction for improvements within its jurisdiction on the understanding that each jurisdiction will be addressing the cumulative contributions from projects in neighboring jurisdictions.</p> <p>If a mutually agreeable strategy cannot be reached with the City of Livermore, City of Dublin and Alameda County, or any one of them, then the City of Pleasanton will not require the contribution of mitigations for contributions to impacts in any other jurisdiction unwilling to agree to reciprocity within the City of Pleasanton. This is because, under such circumstances, the City could not be assured that projects it approves are being assessed for mitigation only in proportion to their impact and because the City may need to require reallocation of the mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects that may be approved by other jurisdictions. In the event that a mutually agreed upon strategy is not reached, then mitigation of the project's contribution to the impacted intersection or roadway segment would be infeasible, and the impact would be considered significant and unavoidable.</p>				



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<p>Assuming a cooperative agreement, the Staples Ranch owners/developers will pay their share of costs of improvements in question in proportion to the benefits received. The fair-share costs will be contributed to the local agency that has entered into an agreement with the City of Pleasanton when the local agency is ready to implement the improvements at issue, provided the aforementioned strategy has been mutually agreed upon by the City of Pleasanton and such other local agency prior to final approval of Staples Ranch development.</p>				
<p><i>TR-5.1 Maintain adequate I-580 frontage setbacks.</i> As part of the Planned Unit Development (PUD) review and approval process, the City of Pleasanton shall ensure that development plans for the proposed senior continuing care community and auto mall do not conflict with potential future I-580 corridor acquisition and improvements by requiring that all buildings be located outside the anticipated Caltrans widening area. If Caltrans' widening plans have not been adopted by the time of PUD approval, the City will assume that the closest travel lane (including the off ramp) by CLC and Hendrick Automotive Group will shift south 32 feet.</p>	<p>Verify the inclusion of adequate I-580 frontage setbacks in development plans for the senior continuing care community and auto mall; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developers for the auto mall and senior continuing care community.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval.  Implementation: During construction.  Field inspections: During construction.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>TR-7.1 Provide adequate Emergency Vehicle Access.</i> Each development shall include a minimum of two points of emergency vehicle access consistent with the City of Pleasanton's Circulation Element (Policy 5, Program 5.2). The location and the design of the emergency vehicle access shall be subject to the review and approval of the City of Pleasanton.</p>	<p>Verify inclusion of a minimum of two points of emergency access for each development in development plan; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developers.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval.  Implementation: During construction.  Field inspections: During construction.</p>	<p>Signature _____ Title _____ Date _____</p>



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>i,ii,iii,iv</sup>	Timing	Date Completed/ Signature
<p>TR-9.1 Provide acceptable bicycle and pedestrian access. As part of the PUD process, each individual project developer shall work with the City to develop acceptable on-site pedestrian and bicycle facilities, including access to planned sidewalks and bike lanes on Stoneridge Drive. The Project Sponsor shall work with the City to develop appropriate pedestrian and bicycle access to the future regional trail along the Arroyo Mocho as well as bicycle access on Stoneridge Drive.</p>	<p>Verify inclusion of acceptable bicycle and pedestrian access in development plan; field inspections.</p>	<p>Verification: City of Pleasanton Community Development Department.</p> <p>Implementation: Each Project Developer for its PUD site and related construction activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or the Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the Development Agreement.</p>	<p>Verification: Prior to Planned Unit Development approval for each PUD development; prior to tentative map approval for Project Sponsor's areas of responsibility.</p> <p>Implementation: During construction.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>i,ii,iii,iv</sup>	Timing	Date Completed/ Signature
<p><i>TR-9.2 Provide adequate bus and paratransit access.</i> The following measures shall be provided:</p> <ul style="list-style-type: none"> <li>a. The City shall encourage LA VTA to provide regular bus service to the Project Area as soon as possible.</li> <li>b. The Project Sponsor shall provide bus turnouts on Stoneridge Drive near the access road to the senior continuing care community and the neighborhood park, and near the auto mall/retail intersection, if required by the City prior to the first occupancy of any of the uses.</li> <li>c. The senior continuing care community developer shall work with the City of Pleasanton to develop a shuttle system for the residents that will minimize any potential impacts on existing paratransit services.</li> </ul>	<p>Verify inclusion of adequate bus and paratransit access in development plan; field inspections.</p>	<p>Endnote #6 applies.</p> <p>Field inspections: City of Pleasanton Building and Safety Division and Engineering Division.</p> <p>Verification: a. - b., City of Pleasanton Engineering Division. c. City of Pleasanton Engineering Division, Parks and Community Services Department, and Planning Division. Implementation: Each Project Developer for its PUD site and related construction activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or the Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan</p>	<p>Field inspections: During construction.</p> <p>a. - b.: Prior to occupancy. c. Prior to Planned Unit Development approval.</p>	<p>Signature</p> <p>Title</p> <p>Date</p>



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		Amendment and the Development Agreement.  Endnote #6 applies.  Field inspections: City of Pleasanton Engineering Division.	Field inspections: During construction.	
<p><i>TR-12.1 Develop Construction Access Plan.</i> Prior to the issuance of final improvement plans or grading permits, each developer within the project and the Project Sponsor shall develop and provide a construction access plan to be reviewed and approved by the City's Engineering Department. This plan will include, at a minimum, the following construction traffic management strategies for each phase of development:</p> <ul style="list-style-type: none"> <li>• Using El Charro Road for construction-related access for all phases of development, to the maximum extent feasible.</li> <li>• A set of comprehensive traffic control measures, including the scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs and flag persons if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. In addition, the information will include a construction staging plan for any public right-of-way used of each phase of the proposed project.</li> <li>• Provisions of parking management and spaces for all construction workers for each phase of construction.</li> <li>• Notification procedures for adjacent property owners</li> </ul>	Verify that each developer submitted a construction access plan; field inspection.	Verification: City of Pleasanton Engineering Division.  Implementation: Each Project Developer for its PUD site and related construction activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or the Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive	Prior to issuance of final improvement plans or grading permit.  Implementation: During construction.	Signature  Title  Date

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<p>regarding when major deliveries, detours, and lane closures will occur.</p> <ul style="list-style-type: none"> <li>The location of construction staging areas for materials, equipment and vehicles.</li> <li>The identification of haul routes for the movement of construction vehicles that would minimize impacts on vehicular traffic, circulation, and safety; and a provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul tracks can be identified and corrected by the project developers.</li> <li>A process for responding to, and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager.</li> </ul>		<p>Specific Plan Amendment and the Development Agreement.</p> <p>Endnote #6 applies.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Field inspections: During construction.</p>	
<p><i>S-TR-2.1 Improve Santa Rita Road at Stoneridge Drive (#32). S-TR-2.1 has been incorporated into TR-1.3(a).</i></p>				
<p><i>S-TR-4.1 Payment of Regional Tri-Valley Transportation Development Fees.</i> Payment of TVTC fees to fund improvements to State Route 84, and HOV lanes on I-580 and I-680. Improvements to parallel corridors will provide alternative routes and additional capacity to reduce local traffic impacts.</p>	<p>Verify payment of TVTC fees.</p>	<p>Payment of TVTC fee: Project developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Verification of payment: City of Pleasanton.</p>	<p>Prior to issuance of building permits.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
<b>Water Supply</b>				
<p><i>WS-1.1 Verify water supply prior to tentative map approval.</i> The conditions of approval for any tentative subdivision map shall include a</p>	<p>Verify water supply verification is</p>	<p>Verification: City of Pleasanton Planning</p>	<p>Prior to a tentative map approval.</p>	<p>_____ Signature</p>



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<p>condition requiring that sufficient water supply shall be available for the project. The water supply verification must include documentation of historical water deliveries for the previous 20 years, as well as a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources of the region.</p>	<p>completed.</p>	<p>Division. Implementation: Project Sponsor and Project Developers.</p>		<p>Title _____ Date _____</p>
<p><b>4.0 Other CEQA Considerations Cumulative Impacts</b></p>				
<p><i>TR-1C Improve Hopyard Road at Owens Drive (#10).</i> Mitigation Measures TR-1C has been incorporated into Mitigation Measure TR-1.3 as mitigation for the approved project. Mitigation Measure TR-1.3 will therefore also reduce cumulative impacts to a less than significant level.</p>				
<p><i>TR-2C Improve Hopyard Road at Stoneridge Drive (#11).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, the following lane configurations and modifications are recommended:</p> <ul style="list-style-type: none"> <li>• Eastbound leg – Provide free right turn lane</li> <li>• Change cycle length to 120 seconds</li> </ul> <p>This mitigation would improve the cumulative PM operations from LOS F to LOS D.</p> <p>This project is included in the City of Pleasanton Traffic Development Fee and payment of fees by project developers would mitigate this impact.</p>	<p>Verification of fee payment.</p>	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton Building and Safety Division or Engineering Division.</p> <p>Implementation: City of Pleasanton, Engineering Division.</p>	<p>Prior to issuance of building permits. Construction of improvements: As determined by the City of Pleasanton.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>TR-3C Improve Santa Rita Road at I-580 Eastbound off-ramp/Pimlico Road (#26).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, widen the southbound leg to provide a second</p>	<p>Verification of fee payment if revised traffic development fee has been adopted;</p>	<p>Payment of fee: (if revised development fee has been adopted): Project Developers</p>	<p>Prior to issuance of building permits if revised traffic</p>	<p>Signature _____ Title _____</p>



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<p>left-turn lane and change the cycle length.</p> <p>This mitigation would improve the cumulative PM operations from LOS E to LOS D.</p> <p>This project is not currently included in the City of Pleasanton Development Fee. The City of Pleasanton Traffic Fee is currently being updated and this project will be included in the new traffic fee. It is anticipated that the fee update will be completed prior to the payment of fees by the Project Developers; the payment of the revised traffic fee will mitigate this impact. If the fee update is not so completed, the City will undertake these improvements.</p>	<p>otherwise, verify improvements have been constructed.</p>	<p>and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton Building and Safety Division or Engineering Division.</p> <p>Implementation: if revised traffic development fee has not been adopted, City of Pleasanton, Engineering Division.</p>	<p>development fee has been adopted.</p> <p>Construction of improvements (if revised traffic development fee has not been adopted): As determined by the City of Pleasanton.</p>	<p>_____</p> <p>Date</p>
<p><i>TR-4C Improve West Las Positas at Stoneridge Drive (#30).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, the following lane configurations and modifications are recommended:</p> <ul style="list-style-type: none"> <li>• Widen the southbound approach to provide a second left-turn lane</li> <li>• Restripe the eastbound approach to provide an exclusive right-turn lane; and removing one left-turn lane</li> <li>• Change the cycle length to 120 seconds in the PM</li> </ul> <p>This mitigation would improve the cumulative PM operations from LOS E to LOS D.</p> <p>This project is not currently included in the City of Pleasanton Development Fee. The City of Pleasanton Traffic Development Fee is</p>	<p>Verification of fee payment if revised traffic development fee has been adopted; otherwise, verify improvements have been constructed.</p>	<p>Payment of fee: (if revised traffic development fee has been adopted): Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: Building and Safety Division or Engineering Division.</p> <p>Implementation: (if revised traffic development fee has</p>	<p>Prior to issuance of building permits if revised traffic development fee has been adopted.</p> <p>Construction of improvements (if traffic development fee has not been adopted): As determined by the City of Pleasanton.</p>	<p>_____</p> <p>Signature</p> <p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>



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<p>currently being updated and this project will be included in the new traffic fee. It is anticipated that the fee update will be completed prior to the payment of fees by the Project Developers; the payment of the revised traffic fee will mitigate this impact. If the fee update is not so completed, the City will undertake these improvements.</p>		<p>not been adopted), As determined by the City of Pleasanton.</p>		
<p><i>TR-5C Improve Santa Rita Road at Valley Avenue (#34).</i> Mitigation measure TR-5C has been incorporated into mitigation measure TR-1.4 to reflect full extension of Stoneridge Drive as part of the approved project. Mitigation Measure TR-1.4 will therefore also reduce cumulative impacts to a less than significant level.</p>				
<p><i>TR-6C Improve El Charro at I-580 EB Off (#51).</i> To reduce cumulative contribution to AM impacts to this intersection, the following lane configurations and modifications are recommended:</p> <ul style="list-style-type: none"> <li>• Restripe one Eastbound Left Turn Lane to shared Eastbound Left/Right Turn Lane</li> </ul> <p>This mitigation would improve the cumulative AM operations from LOS E to LOS C.</p> <p>This project is not included in the Phase 1 Interchange Improvement to be constructed by the City of Dublin. This improvement has been identified in the City of Livermore's El Charro Specific Plan EIR. As provided in the Cost Sharing Agreement dated September 4, 2007 between the Cities of Pleasanton and Livermore and the Surplus Property Authority of Alameda County, if the City of Livermore has not constructed the modification to the Caltrans I-580/Fallon Road Interchange Modification (Project #04-257604) that is identified in this EIR, the City of Pleasanton will be responsible to construct the modification.</p>	<p>Verify intersection improvements are implemented.</p>	<p>City of Livermore or City of Pleasanton, per the 2007 Cost-Sharing agreement.</p> <p>Verification: City of Pleasanton Engineering Division.</p>	<p>Prior to issuing the certificate(s) of occupancy.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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<p><i>TR-7C Deleted per FEIR, at page 4-23. Intersection improvements will be constructed as part of the Project.</i></p>				
<p><i>TR-8C Improve Fallon Road at Dublin Boulevard (#56). To reduce the project's contribution to cumulative PM impacts to this intersection, provide a free single eastbound right-turn lane. This mitigation would improve the cumulative PM operations from LOS E to LOS D.</i></p> <p>If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>This intersection is located in the City of Dublin. See Mitigation Measure TR-11C about an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.</p>	<p>Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions with the goal to ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as provided in the mitigation measure: City of Pleasanton Engineering Division.</p> <p>Intersection improvements: City of Dublin.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p> <p>Intersection improvements: As determined by the City of Dublin.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>TR-9C Improve Tassajara Road at Central Parkway (#60). To reduce the project's contribution to cumulative PM impacts to this intersection, widen the eastbound lane to provide a separate right-turn lane. This mitigation would improve the cumulative PM operations from LOS E to LOS D.</i></p> <p>If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>This intersection is located in the City of Dublin. See Mitigation Measure TR-11C about an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.</p>	<p>Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions with a goal to ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton Engineering Division.</p> <p>Intersection improvements: City of Dublin.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p> <p>Intersection improvements: As determined by the City of Dublin.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>TR-10C Deleted—Per FEIR. As stated on page 3-69 of the FEIR, the City</i></p>				



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>iii,iii,iv</sup>	Timing	Date Completed/ Signature
<p><i>of Dublin has determined that mitigation for this significant and unavoidable impact is infeasible.</i></p>				
<p><i>TR-11C Seek an Interagency Cooperative Agreement.</i> The City of Pleasanton will confer with the City of Livermore, the City of Dublin and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions. More specifically, the City of Pleasanton shall seek to enter into one or more binding agreements with each of these other local agencies in order to facilitate a fair and equitable sub-regional approach to traffic mitigation, to the mutual benefit of all of the affected jurisdictions. Depending on the willingness of these other local agencies to enter into such agreements, the ultimate result may be a single multijurisdictional agreement or one or more agreements between Pleasanton and one or more of the other agencies. The strategy will address fair-share mitigation for projects approved by one jurisdiction that contribute cumulatively considerable traffic to intersections and roadway segments in neighboring jurisdiction(s) with cumulatively substandard LOS.</p> <p>The applicable standard for LOS will be that established by each local agency for its current jurisdictional area and its sphere of influence. If spheres of influence overlap or jurisdiction over an intersection is split between two local agencies, the standard to be achieved by mitigation, where feasible, will be determined by mutual agreement of the jurisdictions involved.</p> <p>The City of Pleasanton is willing to ensure that projects it approves contribute fair share mitigation cost for improvements in other jurisdictions but only if the other jurisdictions are also willing to reciprocate for projects within their jurisdictions that contribute considerably to traffic occurring within the City of Pleasanton. The</p>	<p>Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions with the goal to ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>



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<p>strategy also may allocate mitigation responsibility to each jurisdiction for improvements within its jurisdiction on the understanding that each jurisdiction will be addressing the cumulative contributions from projects in neighboring jurisdictions.</p> <p>If a mutually agreeable strategy cannot be reached with the City of Livermore, City of Dublin and Alameda County, or any one of them, then the City of Pleasanton will not require the contribution of mitigations for contributions to impacts in any other jurisdiction unwilling to agree to reciprocity within the City of Pleasanton. This is because, under such circumstances, the City could not be assured that projects it approves are being assessed for mitigation only in proportion to their impact and because the City may need to require reallocation of the mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects that may be approved by other jurisdictions. In the event that a mutually agreed upon strategy is not reached, then mitigation of the Project's contribution to the impacted intersection or roadway segment would be infeasible, and the impact would be considered significant and unavoidable.</p> <p>Based on this cooperative agreement, the Staples Ranch Specific Plan area owners/developers will pay their share of costs of improvements in question in proportion to the benefits received. The fair-share costs will be contributed to the local agency that has entered into an agreement with the City of Pleasanton when the local agency is ready to implement the improvements at issue, provided the aforementioned strategy has been mutually agreed upon by the City of Pleasanton and such other local agency.</p>				

**4.0 Other CEQA Considerations Effects Found Not to be Significant**



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<p><i>CR-1 Each project developer and the Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric archaeology. The archaeological consultant shall determine if planned development could potentially impact important archaeological resources and shall then design an appropriate archaeological monitoring program. Upon completing the archaeological monitoring program, the archaeological consultant shall submit a written report of findings first and directly to the Director of the Department of Planning and Community Development. At a minimum, the archaeological monitoring program shall include the following:</i></p> <ul style="list-style-type: none"> <li>• An archaeological monitor shall be on site during native soils disturbing activities.</li> <li>• The archaeological consultant shall advise all project contractors to be on the alert for evidence of expected resources, of how to identify the evidence of the expected resources, and of the appropriate protocol in the event of discovering an archaeological resource.</li> <li>• The archaeological monitor shall be present on the Staples Ranch site until the Director of the Planning and Community Development Department, in consultation with the archaeological consultant, determines that project construction activities could have no effects on significant archaeological resources.</li> <li>• The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.</li> <li>• If an intact archaeological deposit were to be encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The City shall empower the archaeological</li> </ul>	<p>Verify retention of a qualified archaeologist; in the event of a discovery, submittal of recommended actions and appropriate reports by said archaeologist; contacting the County Coroner and California State Native American Heritage Commission, if required; verifying mechanical subsurface trenching, if required.</p>	<p>Contracting of qualified archaeological consultant; implementation of all mitigations recommended by qualified archeological consultant; subsurface mechanical trenching, if required; contacting County Coroner if human remains found; notifying California State Native American Heritage Commission if Native American remains found; filing report with appropriate state office if remains found; Each Project Developer for its PUD site and related construction activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or applicable project Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per</p>	<p>Verify retention and review qualifications of archaeologist: Prior to construction activity.  Monitoring and reporting: During construction and post construction if and as recommended by archaeological monitoring program.  Contacting County Coroner if human remains found: Immediately.  If County Coroner determines Native American remains found, contacting California State Native American Heritage Commission: Immediately.</p>	<p>Signature _____ Title _____ Date _____</p>



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<p>monitor to temporarily redirect demolition/excavation/construction crews and heavy equipment until the resource is evaluated. The archaeological consultant shall immediately notify the Director of the Planning and Community Development Department of the encountered resources.</p> <ul style="list-style-type: none"> <li>Should archaeological resources be encountered during construction, the Project Developer/Sponsor shall consult with City and tribal representatives to determine the appropriate disposition of findings. Mitigation measures shall include one of the three alternatives below:</li> </ul>		<p>the Stoneridge Drive Specific Plan Amendment and applicable project Development Agreements.</p> <p>Endnote #5 applies.</p> <p>Review of qualifications of archaeological consultant: City of Pleasanton Planning Division.</p>		
<ol style="list-style-type: none"> <li><b>In-Situ Preservation:</b> The project developer/sponsor shall preserve artifacts and resources as found and shall apply suitable open space, capping, or monumentation to the site. The project developer/sponsor shall alter development plans to accommodate this alternative, as necessary.</li> <li><b>Excavation/Recovery:</b> The archaeological consultant shall excavate the site, evaluate the site for historical references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources.</li> <li><b>Excavation/Removal:</b> The archaeological consultant shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.</li> </ol>		<p>Review of report(s) from archaeological consultant: City of Pleasanton Planning Division.</p> <p>Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division.</p>	<p>Verification of filing report with appropriate state agencies, if required: Prior to occupancy.</p>	



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<p>If the City requires data recovery, the archaeological consultant shall first prepare an Archaeological Data Recovery Plan that s/he shall submit to the Director of the Planning and Community Development Department for review and approval.</p> <p>If development plans call for trenching within 200 feet of the Arroyo Mocho, a program of subsurface mechanical trenching along the impacted route shall precede project trenching in an attempt to locate additional archaeological sites and/or the original meander of the Mocho, where such sites would most likely be. If additional sites were to be found, the project developer/sponsor shall adhere to the above mitigation measures.</p>				
<p>If human remains are discovered, the project developer/sponsor shall contact the County Coroner immediately. If the coroner determines that the human remains are Native American remains, the Project Developer/Sponsor shall notify the California State Native American Heritage Commission.</p>				
<p>The archaeological consultant shall prepare a Final Archaeological Resources Report, meeting City and state standards, evaluating the historical importance of the archaeological resource and describing the archaeological and historical research methods employed in the testing, monitoring, and data recovery programs. The Director of the Planning and Community Development Department shall review and approve this document. The project developer/sponsor shall file the report with appropriate state offices.</p>	<p>Verify that a master geotechnical report for the entire Staples Ranch site is submitted; verify</p>	<p>Verification of geotechnical report submittals and qualifications of</p>	<p>Report submittals and verification of geotechnical engineer's</p>	<p>Signature _____ Title _____</p>



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<p>the City of Pleasanton Engineer prior to Tentative Map approval. The content of the report shall be subject to the review and approval of the City Engineer and shall address general items for the site such as removing expansive soil, general secondary earthquake impacts, stockpiling native soils as fill. Each project developer shall submit detailed geotechnical engineering studies specific to its development project for the review and approval of the City of Pleasanton Engineer for review prior to the issuance of a building permit for its development project.</p> <p>All buildings shall be set back a minimum of 20 feet from the top of the arroyo bank, in case there is a seismically induced bank failure.</p>	<p>that each project developer submits a detailed geotechnical report; verify all buildings set back a minimum of 20 feet from top of arroyo bank; field inspections.</p>	<p>geotechnical engineer: City of Pleasanton Engineering Division. Submittal of master geotechnical report: Project Sponsor or designee approved by the City of Pleasanton. Submittal of detailed geotechnical reports: Project Developers. Endnote #5 applies. Field inspections: City of Pleasanton Building and Safety Division and Engineering Division. Verify building setback: City of Pleasanton Planning Division.</p>	<p>qualification: Prior to Tentative Map approval.</p> <p>Field inspections: On-going during construction.</p> <p>Verify building setback: Prior to issuance of a building permit.</p>	<p>Date</p>
<p><i>UT-1 Irrigation plans shall incorporate low-flow irrigation head and/or drip irrigation with electric controllers set to water after 7:00 p.m. and before 10:00 a.m., and proper soil preparation for landscaped areas that includes a minimum of two inches of mulch and two inches of organic soil amendment, as recommended by a qualified landscape architect.</i></p>	<p>Verify irrigation plans include low-flow irrigation techniques and proper soil preparation for landscaped areas; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division. Implementation: Each Project Developer for its PUD site and related construction activities</p>	<p>Verification: Prior to issuance of a Building Permit. Implementation: During construction.</p>	<p>Signature</p> <p>Title</p> <p>Date</p>



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		to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or the Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the Development Agreement.	Field inspections: Prior to issuance of final building permit.	

**ENDNOTES**

i If it is determined through field inspections and/or monitoring that a site is not in compliance with a mitigation/improvement measure, the responsible party for implementation of the mitigation/improvement measure is the responsible party to bring the mitigation/improvement measure into compliance. The City of Pleasanton may require the responsible party to conduct a peer review report by a consultant chosen by the City of Pleasanton to determine compliance and to recommend measures to correct noncompliance. All peer review costs shall be borne by the party responsible for the implementation of the mitigation/improvement measure.

- ii As parcels are sold (following the recodation of a final map), new property owner(s) will be responsible for all of the their parcel's "Project Developer" responsibilities, including but not limited to: implementing mitigations, monitoring, reporting, bringing mitigation/improvement measures in nonconformance into conformance, and reimbursing the City of Pleasanton for costs borne by the City of Pleasanton to review monitoring reports and conduct other monitoring activities related to their parcel(s).
- iii Prior to the issuance of a building permit for a Project Developer's PUD site, a Mitigation Monitoring fund (or other funding mechanism acceptable to the City of Pleasanton) shall be established by the City of Pleasanton. The applicable Project Developer shall deposit funding into the Mitigation Monitoring fund (or other funding mechanism acceptable to the City of Pleasanton) to cover estimated City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's mitigation-related responsibilities. The initial deposit amount shall be determined by the City of Pleasanton. In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future costs borne by the City of Pleasanton, the property owner of the project development site will be responsible for the City of Pleasanton's costs to review monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's PUD site.
- iv Prior to the recording of the final map for the Staples Ranch site, a Mitigation Monitoring fund (or other funding mechanism acceptable to the City of Pleasanton) shall be established by the City of Pleasanton. The Project Sponsor shall deposit funding into the Mitigation Monitoring fund to cover estimated City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Sponsor's mitigation-related responsibilities. The amount of the initial deposit shall be determined by the City of Pleasanton. In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future expenses, the Project Sponsor will be responsible for paying for the City of Pleasanton's costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Sponsor's construction-related responsibilities.
- v The Project Sponsor will be responsible for the construction of a four-lane Stoneridge Drive that will connect the extension of Stoneridge Drive from its eastern terminus to El Charro Road, including a second two-lane Arroyo Mocho bridge (with bike lanes and sidewalks) and all mitigation measures related to that connection.
- vi The City of Pleasanton shall be responsible for the biological-related notification, consultation, mitigation, and monitoring required for construction to occur at the Community Park site as required by any of the environmental permitting agencies (USFWS, CDFG, US Army Corps of Engineers, and SFRWQCB), unless prior to the transfer of the Community Park site to the City of Pleasanton an agreement regarding responsibility, acceptable to both the City of Pleasanton and the Project Sponsor, is reached.