



ITEM V: GETTING STARTED ON PLAN OPTIONS: ALTERNATIVE COMMUNITY STRUCTURES

BACKGROUND

Over the past months, the Task Force has reviewed a series of background information reports identifying the opportunities and constraints for the development and conservation of the East Pleasanton Specific Plan Area. Some of the opportunities and constraints are physical. For example, the lakes provide the opportunity for enjoyment of views and passive recreation around their perimeters, and the noise and vibrations of the railroad at the southern boundary of the site create a constraint to locating some uses adjacent to the tracks. The location of the existing Iron Horse Trail creates the opportunity to extend and expand the regional trail network. Other opportunities and constraints are regulatory, such as the Airport Protection Area, which prohibits residential development in certain parts of the Plan Area, or the General Plan's designation of a community park to be located within the Plan Area. At this stage of the planning process, we begin to explore what these opportunities and constraints may imply about the physical organization and structure of future development in the Plan Area.

Structural elements comprise the basic building blocks are generally considered when exploring the physical layout of any site. By analyzing the opportunities and constraints, one can begin to consider assumptions about potential future development patterns. For example, because El Charro Road is the only roadway access into the planning area from the north, it makes sense that it could be a primary part of the circulation system. Almost all of the area where construction of buildings may be possible is in the southern portion of the Plan Area, so we may assume that a well connected roadway and circulation system should be considered in that area. At this stage of the planning process the locations, sizes and character of the elements are not fixed, but the elements to consider can be identified.

Once we have considered the opportunities and constraints, and identified major structural elements, we can begin to look at the relationships and character that may be implied. Community components are a kit-of-parts of these potential relationships, hierarchies and character that may be organized in a variety of ways on the site. For example, the plan area's roadway network should have a hierarchy. The community components illustrate potential types of roadways, relative sizes, and roadway character. These roadway types may be arranged in different combinations and alignments, for a range of potential development patterns.

Finally, respecting the site constraints, accounting for the structural elements that must be incorporated, and working with the community components, we can begin to explore possible options for laying out the Planning Area. Please note that this discussion does not include identifying the location or intensity of individual land uses. That will be the next step.

DIAGRAMS

The attached diagrams focus on possible ideas for Community Structure (the physical organization of the community) and suggest several potential concepts for the future East Pleasanton Specific Plan Area.

1. Opportunities and Constraints:

The first diagram identifies important factors that may impact the physical forms that future development and conservation may take.

2. Structural Elements:

Given the opportunities and constraints, this diagram illustrates the major elements that are the basis for community structure, including the extent of the developable areas, potential circulation patterns and connections, open space and lake areas, and potential drainage patterns through the site.

3. Potential Community Components:

These components, overlaid on the structural elements, begin to define the potential character of the East Pleasanton Specific Plan Area. Components may include a roadway hierarchy, such as:

- Rural Road with Tree Masses and Views: Northern El Charro Road should be compatible with the lake setting and open space through which it passes. Informal planting can frame views to these scenic areas.
- Community Spine: Southern El Charro Road would be the major north-south connector to the EPSP community, and its visual character will help identify the community as a unique part of Pleasanton.
- Boulevard: Busch Road is a major east-west connection, passing through the heart of the EPSP community. Boulevard treatment could create a gracious tree canopy, with landscaped medians and strong identity.
- Axial Spine / Bike / Pedestrian: The primary internal north-south circulation should comfortably accommodate all modes of transportation, with generous landscaping and tree canopy, and could be anchored by focal elements such as architecture or views to open space.
- Community Street: These streets, also designed as "Complete Streets," would be local serving, discouraging cut-through traffic.
- Drainage with Paseos: The natural drainage flow within the EPSP area can create "greenways" – incorporating creeks, swales, and biofiltration areas along the system of non-motorized trails.

Other components also provide visual and organizational structure, such as:

- Focal Gateway: Special treatment at major community entries.
- Social Visual Center: Easily identifiable as a gathering place, this could be a community center, a neighborhood shopping area, a park, or other element.
- Focal Element: A memorable visual element, whether architectural, landscape or viewpoint.
- Districts: Sub-areas within the community, which may be residential neighborhoods or other land uses.

4. Potential Alternative Community Structures (Schemes 1 – 3):

These three schemes are preliminary illustrations of a range of potential community structures, for consideration and discussion by the Task Force.

- Scheme 1 is based on a street grid pattern for maximum connectivity, with El Charro Road aligning with the entry to Shadow Cliffs Park.
- Scheme 2 incorporates the loop and cul-de-sac road pattern typical of development in the area, with El Charro Road aligning with the entry to Shadow Cliffs Park.
- Scheme 3 uses a more westerly alignment of El Charro Road, with the connection to Stanley Blvd. as a potential later phase of development.

LEGEND

OPPORTUNITIES & CONSTRAINTS

- El Charro Alt A
- El Charro Alt B
- Open Space
- Sensitive Plant Community (Riparian Scrub)
- Geotech Areas of Concern
- Airport Protection Area
- Property Ownership Lines



LEGEND

STRUCTURAL ELEMENTS

-  Circulation Grid Blocks
-  Drainage with Paseos
-  Linear Park
-  Trails
-  Potential Development Area
-  Open Space
-  Property Ownership Lines



LEGEND

COMMUNITY COMPONENTS

- Rural Road with Tree Masses & Views
- Community Spine
- Boulevard
- Axial Spine/Bike/Pedestrian
- Community Street
- Drainage with Paseos
- Linear Park
- Special Intersection Treatment
- Trails
- Parks
- Potential Development Area
- Districts
- Open Space
- Social Visual Center
- Focal Element
- Landscape Buffer
- Focal Gateways
- Property Ownership Lines



LEGEND

SCHEME 1

- Rural Road with Tree Masses & Views
- Community Spine
- Boulevard
- Axial Spine/Bike/Pedestrian
- Community Street
- Drainage with Paseos
- Linear Park
- Trails
- Parks
- Potential Development Area
- Districts
- Open Space
- Retail/Mixed Use
- Social Visual Center
- Landscape Buffer
- Property Ownership Lines



LEGEND

SCHEME 2

- Rural Road with Tree Masses & Views
- Community Spine
- Boulevard
- Axial Spine/
Bike/Pedestrian
- Community Street
- Drainage with Paseos
/or Community Street
- Linear Park
- Trails
- Parks
- Potential
Development Area
- Districts
- Open Space
- Retail/Mixed Use
- Landscape Buffer
- Town Green
- Propert
Ownership Lines



LEGEND

SCHEME 3

-  Rural Road with Tree Masses & Views
-  Boulevard
-  Axial Spine/Bike/Pedestrian
-  Community Street
-  Drainage with Paseos
-  Linear Park
-  Trails
-  Parks
-  Potential Development Area
-  Districts
-  Open Space
-  Social Visual Center
-  Landscape Buffer
-  Property Ownership Lines
-  Potential Future Alignment
-  Agriculture

