INITIAL STUDY AND NEGATIVE DECLARATION FOR PLEASANTON MUNICIPAL CODE AMENDMENTS RELATED TO DOWNTOWN REVITALIZATION DISTRICT IN-LIEU PARKING FEES

DECEMBER 19, 2013

PREPARED BY:

THE CITY OF

PLEASANTON

Planning Division, 200 Old Bernal Avenue
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ATTACHMENT A – Parking Survey Results for Downtown Pleasanton

1. BACKGROUND

1. *Project title:*
   P13-2458, Downtown Revitalization District In-lieu Parking Fee

2. *Lead agency name and address:*
   City of Pleasanton
   Community Development Department
   200 Old Bernal Avenue, Pleasanton, CA 94566

3. *Contact person and phone number:*
   Natalie Amos, Associate Planner
   (925) 931-5613 / namos@ci.pleasanton.ca.us

4. *Project location:*
   Pleasanton Downtown Specific Plan Area, Downtown Revitalization District, those properties, generally, east of Peters Avenue, south of Del Valle Parkway/Vervais Drive, west of First Street, north of Old Bernal Avenue, and on Main Street.

5. *Project sponsor's name and address:*
   City of Pleasanton
   Community Development Department
   200 Old Bernal Avenue, Pleasanton, CA 94566

6. *General Plan Designation:*
   Various

7. *Zoning:*
   Various

8. *Description of project:*
   See Project Description section

9. *Surrounding land uses and setting:*
   See Project Description

10. *Other Public Agencies whose Approval is Required:*
    No approvals are needed from other public agencies

2. PROJECT DESCRIPTION

2.1 Introduction

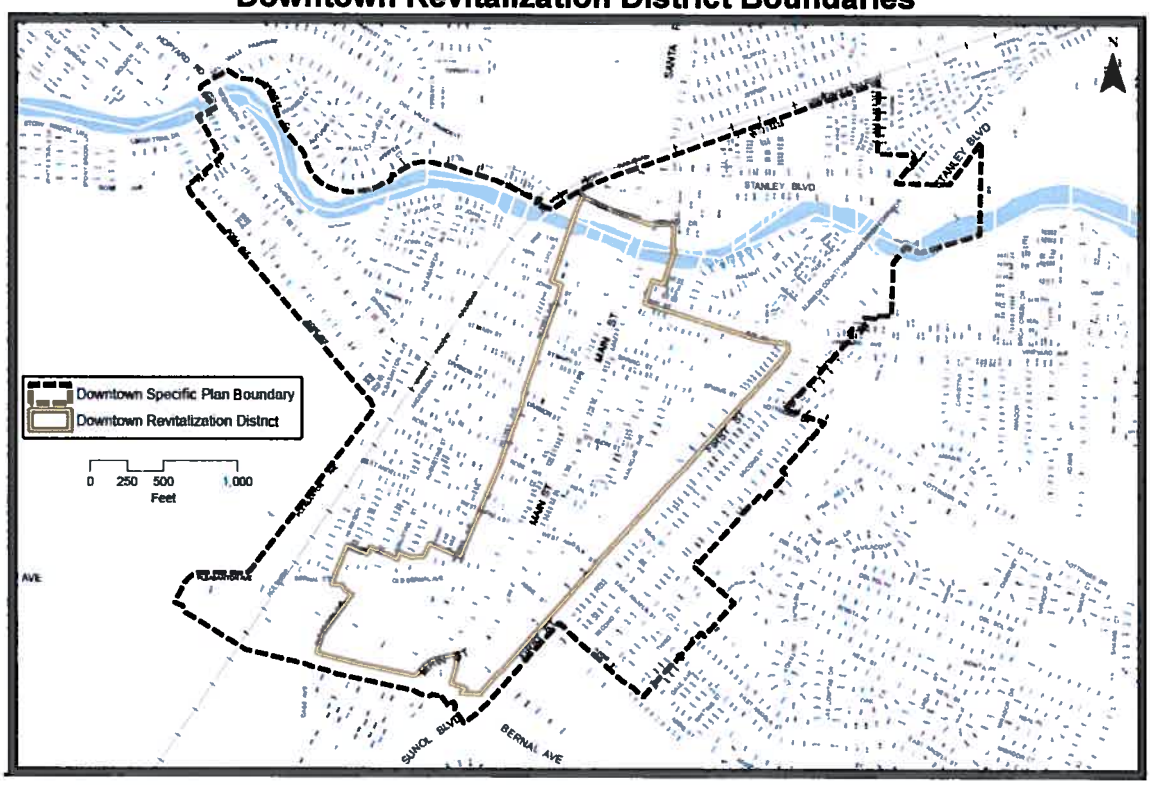
This Initial Study has been prepared under the direction of the City of Pleasanton Department of Community Development regarding amendments to the Pleasanton Municipal Code to allow the City to waive in-lieu parking fees in exchange for fulfilling other desired amenities, such as public mini-plazas or similar amenity, described and addressed in the Downtown Specific Plan for eligible commercially zoned properties that are within the Downtown Revitalization District (P13-2458).

2.2 Project Location

Downtown Pleasanton Revitalization District

Downtown Pleasanton is situated in the central portion of the City and is, generally, bounded by the Alameda County Fairgrounds to the west, the Arroyo del Vale to the north, properties by First, Second, and Third Streets to the east and Bernal Avenue to the south. The 308-acre Downtown Specific Plan Area contains approximately 935 parcels that range in size from 0.2 acres to 3 acres in size, with the exception of the Civic Center which is approximately 9-acres in size. Within the Downtown area, there is a mix of commercial and residential uses with the commercial uses primarily located in the Downtown Revitalization District, one of the zoning overlay districts of Downtown Pleasanton. Please refer to image 1 below for the boundaries of the Downtown Specific Plan Area and the Downtown Revitalization District.

Image 1: Downtown Specific Plan Area and Downtown Revitalization District Boundaries



2.3 General Plan

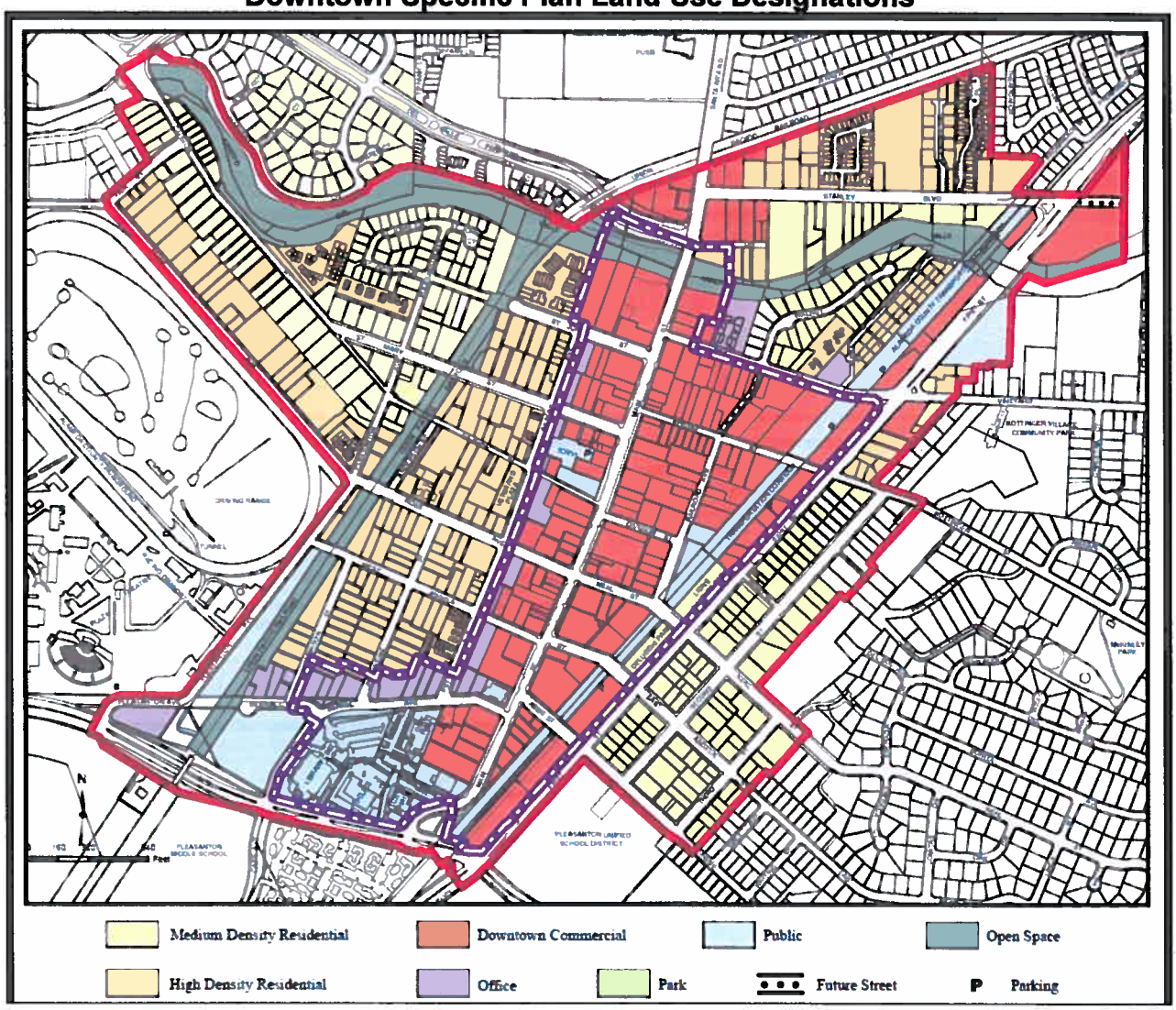
The General Plan land use designations vary for properties within the Downtown Specific Plan Area. Those properties within the Downtown Revitalization District primarily have General Plan land use designations of Retail/Highway/Service Commercial/Business and Professional Offices with the remaining parcels having a designation of Public and Institutional or Parks and Recreation. Those parcels that are adjacent to the Arroyo del Valle, located at the northern end of the Downtown Revitalization District, have an additional General Plan land use designation of Open Space – Public Health and Safety with Wildland Overlay. Please refer to image 2 below for the land use designations within the Downtown Revitalization District.

Image 2: Downtown Revitalization District General Plan Land Use Designations

2.4 Downtown Specific Plan

The land use designations vary for properties within the Downtown Specific Plan. Those properties within the Downtown Revitalization District primarily have Downtown Specific Plan land use designations of Downtown Commercial with the remaining parcels having a designation of Public, Park, and Office. Those parcels that are adjacent to the Arroyo del Valle, located at the northern end of the Downtown Revitalization District, have an additional Downtown Specific Plan land use designation of Open Space. Please refer to image 3 below for the land use designations within the Downtown Revitalization District.

Image 3: Downtown Revitalization District
Downtown Specific Plan Land Use Designations

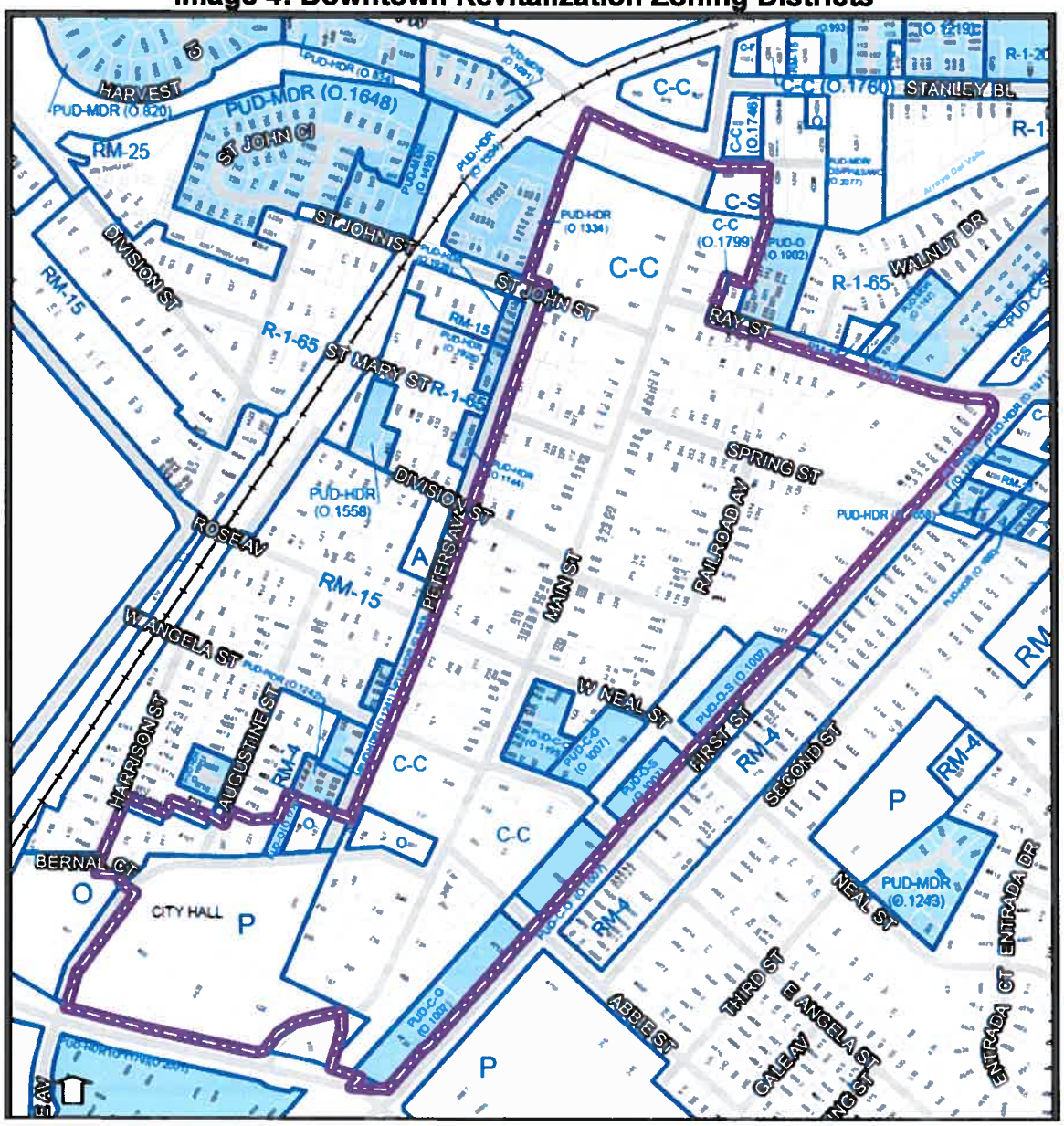


2.5 Zoning

The zoning designations vary for the properties within the Downtown Specific Plan. Those properties within the Downtown Revitalization District are primarily zoned Central-Commercial (C-C). The remaining properties in the District are zoned Office (O), Public (P), such as the City Hall campus located at the southwest portion of the District, Planned

Unit Development - Central-Commercial (PUD-C-C), Planned Unit Development – Commercial-Office (PUD-C-O), Planned Unit Development – Open-Space (PUD-O-S), or Service-Commercial (C-S). Please refer to image 4 below for the zoning designations within the Downtown Revitalization District.

Image 4: Downtown Revitalization Zoning Districts



2.6 Background

Over time, enhancements to downtown Pleasanton have come from two distinct areas. The City has maintained and enhanced public infrastructure such as streets, sidewalks, lighting, parking areas, etc. and also added community facilities like the Firehouse Arts Center. Upgrading of commercial properties has been done through private investment, like the recent renovations of the buildings located at 234 and 600 Main Street and 4713 First Street. Such private investment is desirable for downtown Pleasanton as it addresses

deferred maintenance on older structures and amenities desired by prospective tenants, thus encouraging new businesses to locate in the Downtown. As well, the addition of public amenities, such as those noted in the Downtown Specific Plan, serve as catalysts for maintaining an inviting Downtown experience for Pleasanton residents and an attraction for visitors.

2.7 Project Details

When an owner/developer of a parcel or parcels within the Downtown Revitalization District is required to provide off-street parking but is unable to provide all of the off-street parking required by the Pleasanton Municipal Code, they may apply to the City for an in-lieu parking agreement. Said agreement would then require the owner/developer to pay the in-lieu parking fee for each deficient parking stall that is required. Parking in-lieu fees are then held in a fund by the City until such time that the City can purchase land within the Downtown Specific Plan Area for public parking.

Given an economic climate in which limited financial resources are expected to provide more return than ever before, the development of public-private partnerships has become a key component in maximizing the value of development projects. Staff has identified one such opportunity for partnership by providing the City discretion to waive in-lieu parking fees in exchange for desired public amenities, such as public mini-plazas or similar amenity, that meet the objectives identified in the Downtown Specific Plan.

Specifically, the following changes, shown in red, would be made to section 18.88 (Off-street parking facilities) of the Pleasanton Municipal Code:

Chapter 18.88 OFF-STREET PARKING FACILITIES

18.88.010 Purpose.

In order to alleviate progressively or to prevent traffic congestion and shortage of curb spaces, off-street parking facilities shall be provided incidental to new uses and major alterations and enlargements of existing uses. The number of parking spaces prescribed in this chapter or to be prescribed by the zoning administrator shall be in proportion to the need for such facilities created by the particular type of land use. Off-street parking areas are to be laid out in a manner that will ensure their usefulness, protect the public safety, and, where appropriate, insulate surrounding land uses from their impact.

18.88.020 Basic requirements.

A. Unless otherwise provided for by this chapter, at the time of initial occupancy, major alteration, or enlargement of sites, or of completion of construction of a structure or of a major alteration or enlargement of a structure, there shall be provided off-street parking facilities for automobiles in accordance with the schedule of off-street parking space requirements prescribed in Section 18.88.030 of this chapter. Except as modified in subsection D of this section, the terms "major alteration" or "enlargement" shall mean a change of use or an addition which would increase the number of parking spaces required by not

less than 10 percent of the total number required. The number of parking spaces provided for a major alteration or enlargement of a site or structure shall be in addition to the number existing prior to the alteration or enlargement, unless the preexisting number is greater than the number prescribed in Section 18.88.030 of this chapter, in which instance the number in excess of the prescribed minimum shall be counted in calculating the number provided to serve the major alteration or enlargement.

B. If, in the application of the requirements of this chapter, a fractional number is obtained, one parking space shall be provided for a fraction of one-half or more, and no parking space shall be required for a fraction of less than one-half.

C. For a use not specified in Section 18.88.030 of this chapter, the number of off-street parking spaces required shall be determined by the zoning administrator, based upon an analysis of other jurisdictions' experiences with that type of use or upon an analysis of similar uses specified in Section 18.88.030 of this chapter.

D. For property zoned C-C or O and located within the downtown revitalization district as shown in Chapter 18.74 of this title, the following requirements shall modify the basic requirements of subsection A of this section:

1. A change of use shall not constitute a "major alteration" or "enlargement" if the age of the building in which the use is located is greater than five years, according to city records.

2. When a certificate of appropriateness is approved for demolition of a commercial structure, or design review approval is given to a new commercial structure replacing one which was destroyed by fire, earthquake, act of God, the public enemy, or other calamity, the replacement structure shall receive a parking credit for the floor area of the original structure when one of the following is met, at the discretion of the approving body: (a) the approving body determines that the replacement structure would have the same architectural style as the original structure in terms of design, materials, massing, and detailing, or (b) the approving body determines that the replacement structure will be an architectural improvement compared to the existing structure and will preserve or enhance the overall character of the area. Additional floor area of the replacement structure which exceeds the floor area of the original structure shall be subject to the requirements of subsection A of this section, and parking shall be provided accordingly.

3. The following provisions shall apply to privately owned parking facilities held open to the public:

a. The city council may waive the provision of additional off-street parking facilities and/or in lieu parking fees for building expansions which would increase the number of required parking spaces by 10 percent or more and/or for proposed new building construction if the property owner allows the existing parking on the property to be open to the public. Such waivers shall only be available to parking lot owners who participate in any program which may be established by the city council with the objective of encouraging employee parking in public parking lots or other parking areas designated by the city for employee parking, or who otherwise devise an employee parking plan with such an objective which is approved by the city council. Other consideration for waiver will include access, circulation, the number of resulting parking spaces serving the building, the effect on adjacent parking lots, and whether or not an unreinforced masonry building upgrade is involved.

b. Uses for which a parking waiver under this section is not granted may provide parking at the reduced rate of one space for each 400 square feet of gross floor area, except for office uses on sites with frontage on Main Street, which shall meet the requirements of Section 18.88.030(F) of this chapter.

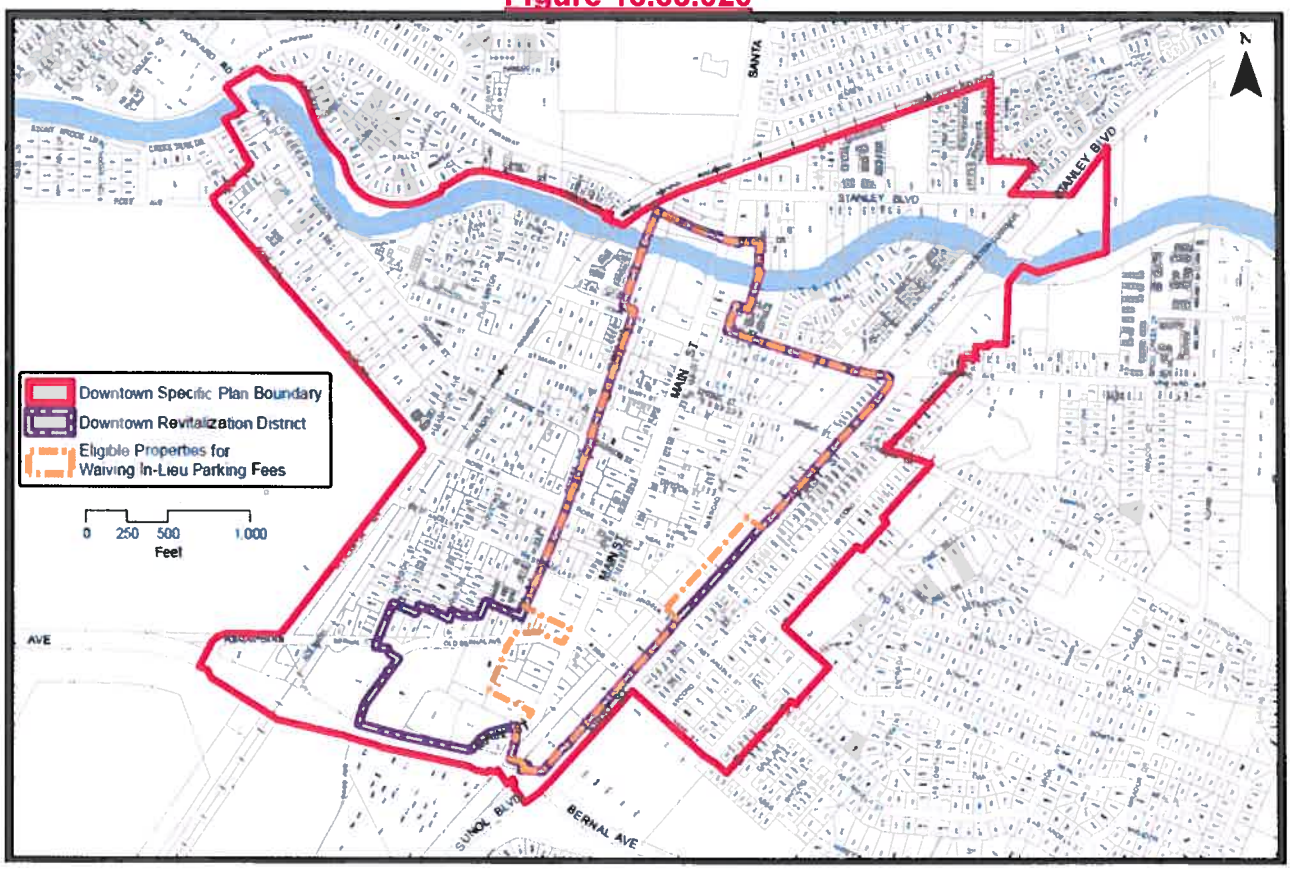
c. Under this subsection, new construction or building expansions shall not exceed a basic floor area ratio of 200 percent and shall not exceed two stories in height.

d. When any property owner receives such a parking waiver or parking reduction, if the property later reverts to private use, the owner would then become responsible to provide the required parking and/or in lieu fee in effect at the time of the reversion to private use, such that the parking rate of one space for each 300 square feet of gross building area is met.

E. Eligible parcels within the downtown revitalization district, as shown in figure 18.88.020, can provide an on-site amenity open to the general public subject to the approval of the City Council per section 18.88.120.B. in lieu of providing required off-street parking when in furtherance of the Downtown Specific Plan.

Refer to the next page for Figure 18.88.020

Figure 18.88.020



~~E~~F. For property with unreinforced masonry buildings, the following shall modify the basic requirements of subsections A and D of this section:

1. Unreinforced masonry buildings of primary or secondary significance which are located on property zoned C-C and within the downtown revitalization district boundaries as shown on the zoning maps on file with the city may be expanded up to a basic floor area ratio of 200 percent without providing any additional off-street parking facilities and/or in lieu parking fees if the building is reinforced to comply with the requirements of Chapter 20.52 of this code.

2. Property owners with building expansions exempt from the off-street parking requirement as stated in subsection (E)(1) of this section shall not significantly alter the existing façades of buildings of primary or secondary significance nor eliminate existing parking unless such elimination is necessary, as determined by the zoning administrator, to allow the retention of the façades of a building of primary or secondary significance. Building expansions shall not exceed two stories in height

18.88.120 In lieu parking agreement for the downtown revitalization district.

A. The owner of a parcel or parcels within the downtown revitalization district who is unable to provide all of the off-street parking required by this code may apply to the city for an in lieu parking agreement.

1. The procedures to be followed for payment of in-lieu parking fees through an in lieu parking agreement shall be as follows:

~~1.~~ a. New construction which provides at least 85 percent of its required parking on site and expansions to existing buildings which are less than or equal to 25 percent of the building's existing floor area may satisfy their parking deficits through in lieu parking agreements. Such agreements shall be approved ministerially by the community development director upon finding that the criteria of this section are met.

~~2.~~ b. New construction which provides less than 85 percent of its required parking on site and expansions to existing buildings which exceed 25 percent of the building's existing floor area may satisfy their deficit parking through in lieu parking agreements. Such agreements shall be subject to the approval of the city council. The request for such an agreement shall be in writing and shall be filed with the planning division. Subsequent to receipt of such a request, a hearing shall be scheduled for consideration of the matter by the city council. A public hearing shall be held on any such request with notice provided pursuant to Section 18.12.040 of this title. The in lieu parking agreement shall address the amount per deficient parking space to be paid by the owner, the duration of payment, and such other terms and conditions which are deemed appropriate. The city council may grant or deny the request.

~~B.~~ 2. Any sums received by the city pursuant to such a contract shall be deposited in a special fund and shall be used exclusively for acquiring, developing, and maintaining off-street parking facilities and located anywhere within the downtown revitalization district. The agreement shall be executed by the owner and the city manager, and all in lieu fees shall be paid prior to the issuance of a building permit.

~~C.~~ 3. The city shall determine a standard surface parking lot in lieu parking fee and a parking structure in lieu parking fee based on land and construction costs in the downtown revitalization district. Such fees shall be updated on a regular basis by the city and shall be made available to the public. On April 1st of any

year in which the fees have not been recalculated, the fees shall be adjusted by the rate of increase in the ENR construction cost index for the prior year.

~~D.~~ 4. Any development for which an in lieu parking agreement is approved where the number of in lieu spaces is less than or equal to 30 percent of its parking requirement shall pay the standard surface parking lot in lieu fee for each deficient parking space.

~~E.~~ 5. Any development for which an in lieu parking agreement is approved where the number of in lieu parking spaces exceeds 30 percent of its parking requirement shall pay the parking structure in lieu parking fee for each deficient parking space.

~~F.~~ 6. In lieu parking agreements for which the requested number of in lieu parking spaces exceeds 50 percent of the required parking shall not be approved unless the city council finds that there are special circumstances related to: (1) constraints due to the size, configuration, or features of the site; or (2) constraints related to building placement or design; and (3) the availability of off-street parking.

~~G.~~ 7. In the event that a use for which an in lieu parking agreement has been executed is changed or facilities are altered to meet the parking standards prescribed in this chapter before the city has committed or expended any of the money received pursuant to said agreement in the area benefited, the amount received shall be refunded to the owner. Otherwise, there shall be no refunds of in lieu fees. (Ord. 2000 § 1, 2009; Ord. 1898 § 1, 2003; prior code § 2-9.22)

B. The owner of an eligible parcel or parcels, as shown in Figure 18.88.020, who is unable to provide all of the off-street parking required by this code may apply to the city to provide a specific on-site amenity open to the general public which equals, exceeds or is less than the value of the in-lieu parking fee that would otherwise be required for parking that cannot be provided on-site. The procedure and criteria to be followed for consideration of an on-site amenity open to the general public instead of providing parking shall be as follows:

1. Requests for provision of an on-site amenity open to the general public in place of providing off-street parking shall be made in writing as part of a development or pre-development application and shall be filed with the Planning Division. Such requests shall include a conceptual design for the amenity. Subsequent to receipt of such a request, and prior to project approval, a hearing shall be scheduled for consideration of the matter by the City Council. A public hearing shall be held on any such request with notice provided pursuant to Section 18.12.040 of this title. The City Council shall consider whether or not the proposed amenity would meet the objectives of the Downtown Specific Plan and whether or not to enter into an agreement with the applicant to reduce parking

requirements in exchange for the development of an on-site amenity open to the general public on an eligible parcel, as show in Figure 18.88.020

2. The onsite amenity shall be open and accessible to the general public at all times, and no portion of the amenity shall be restricted to the exclusive use of on-site business customers only.

3. The on-site amenity should typically consist of a mini-plaza with seating, shade, landscaping, lighting, and other pedestrian facilities. Other forms of amenities may be considered by the City Council if consistent with the objectives of the Downtown Specific Plan.

4. The value of the on-site amenity shall be equal to, exceed or be less than, if approved by Council, the amount of in-lieu parking fees otherwise required by this Chapter, and as set forth in the Master Fee Schedule, for parking not otherwise provided on-site or off-site on private property. The value of the on-site amenity shall be based on opportunity costs. Opportunity costs shall be calculated by using a standard method approved by the Community Development Director. Documentation of the calculation shall be provided to the Planning Division.

5. In the event the proposed on-site amenity is determined to be of lesser value than the amount of in lieu parking fees otherwise required by this chapter, the developer shall enter into an in lieu parking agreement that pays the difference between the provided amenity and the required fees into the in-lieu parking fund.

6. The on-site amenity shall be installed prior to the issuance of a certificate of occupancy by the Chief Building Official.

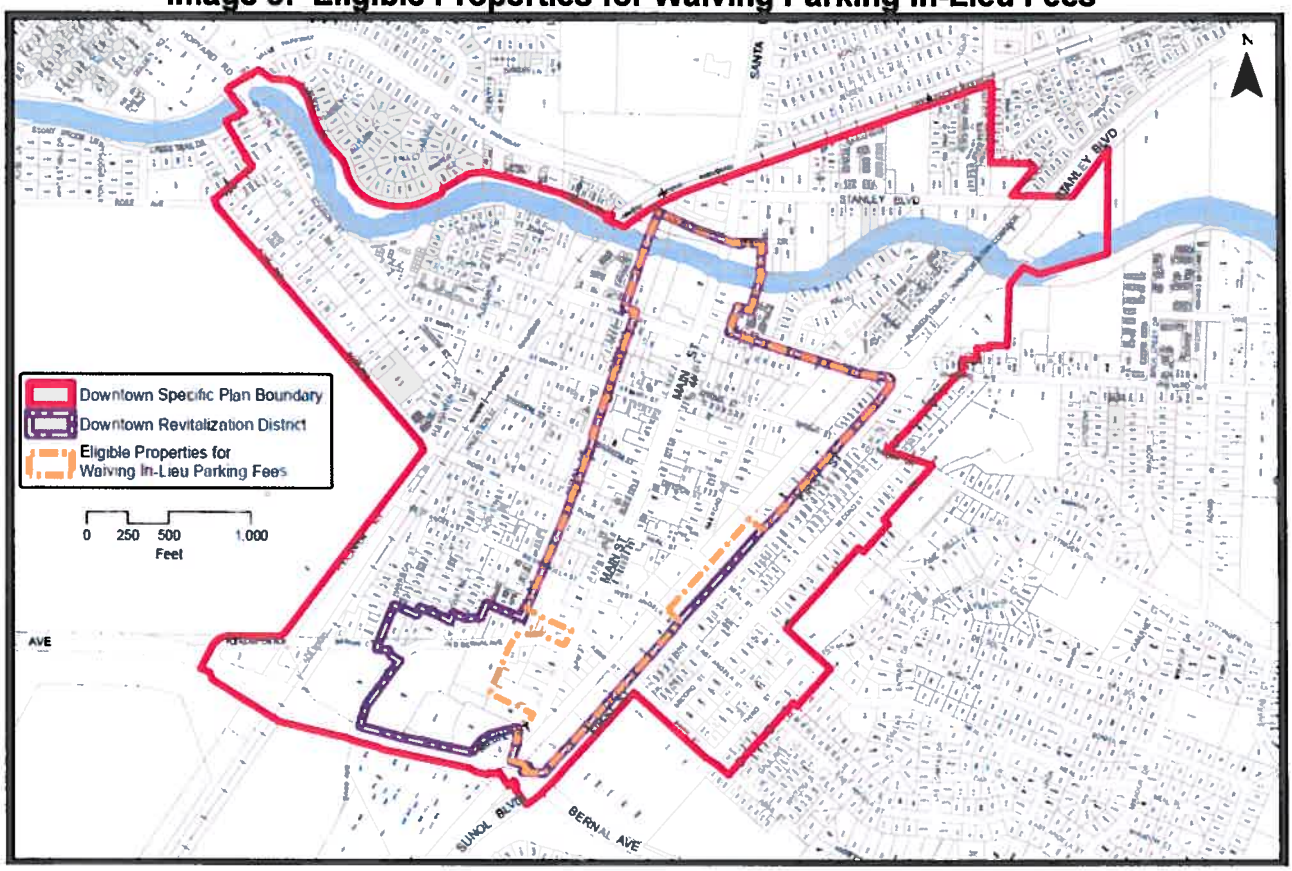
7. The on-site amenity does not create any legal public easement or public property interest, and the owner of the property remains responsible for all maintenance and repair of the on-site amenity.

8. The on-site amenity, its requirement to be available to the general public as provided in Section 18.88.120.B.2, and the parking waived by provision of the on-site amenity shall be memorialized in a restrictive covenant recorded against the property. Such restrictive covenant shall include remedies for the City in the event the owner of the property, or any successor, fails to comply with its requirements.

2.8 Eligible Properties and Downtown Parking

As proposed, the PMC amendment would assist in creating publicly accessible mini plazas, for example, for eligible properties with commercial zoning designations that are located within the boundary area noted in image 5 below.

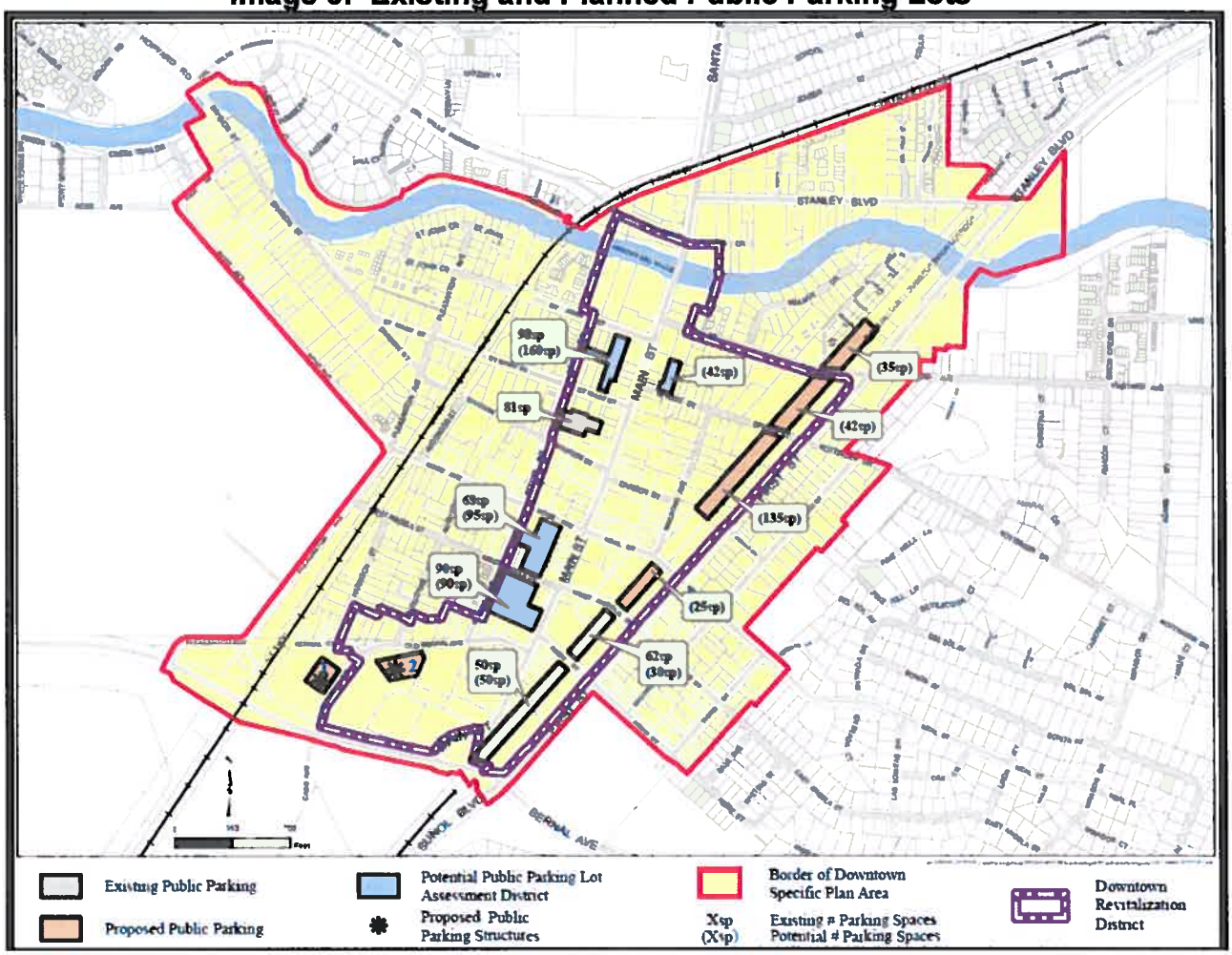
Image 5: Eligible Properties for Waiving Parking In-Lieu Fees



Parking in-lieu fees and public facility funds are available to initiate a public parking lot program for the Downtown. The Downtown Specific Plan identifies existing and planned public parking lot facilities within the Revitalization District (please refer to image 6 on page 16).

Refer to the next page for image 6

Image 6: Existing and Planned Public Parking Lots



The existing and proposed public parking lots do not address private parking within the Downtown. The PMC amendment to section 18.88 would give discretion to the City to waive in-lieu parking fees in exchange for a public amenity that fulfills other objectives as identified in the Downtown Specific Plan for the benefit of the downtown revitalization district.

The Downtown Revitalization District Parking In-lieu Fee is currently $17,727.78 per surface parking space. Should the City receive a request to waive the in-lieu fee, the contribution of a public amenity would be determined at the development review stage of a proposed project with the value of the public amenity to be provided being equal to or in excess of the amount of the in-lieu parking fee(s) to be waived. If the proposed public amenity is determined to be of lesser value than the amount of in-lieu parking fees otherwise required, the developer will be required to enter into an in-lieu parking agreement that pays the difference between the provided amenity and the required fees.

3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project and could result in at least one impact that is a "Potentially Significant Impact" unless mitigated as described in the checklist on the following pages.

- ☐ Aesthetics
- ☐ Biological Resources
- ☐ Agricultural Resources
- ☐ Greenhouse Gas Emissions
- ☐ Land Use/Planning
- ☐ Transportation/Traffic
- ☐ Population/Housing
- ☐ Cultural Resources
- ☐ Hazards and Hazardous Materials
- ☐ Mineral Resources
- ☐ Geology and Soils
- ☐ Public Services
- ☐ Utilities
- ☐ Hydrology and Water Quality
- ☐ Air Quality
- ☐ Noise
- ☐ Recreation
- ☐ Mandatory Findings of Significance

4. DETERMINATION

On the basis of this initial evaluation:

- [x] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- [ ] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- [ ] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

- [ ] I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- [ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Natalie Amos

Date 12/19/2013

5. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist.

For this project, the following designations are used:

Potentially Significant Impact: An impact that could be significant and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less Than Significant: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: Any impact that does not apply to the project

5.1 AESTHETICS

Environmental Setting

The Pleasanton Municipal Code (PMC) amendment to the Downtown Revitalization District Parking In-Lieu Fee addresses eligible commercial businesses/properties within the Downtown Specific Plan Area. The majority of the Downtown Revitalization District, which primarily consists of commercial uses, is surrounded by existing residential uses and properties with a residential land use designation in the Pleasanton General Plan. Please refer to images 2 through 4 on pages 5 through 7.

The PMC amendment will allow the City discretion to waive in-lieu parking fees that would apply to eligible projects that have commercial zoning designations and are located within the Downtown Revitalization District, please refer to image 5 on page 15, that cannot provide on-site parking in exchange for a public amenity that fulfills other objects indentified in the Downtown Specific Plan.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the purposed project would:

- Substantially alter or degrade the existing visual character or quality of the project site;
- Have a substantial effect on a scenic recourse; or

- Substantially increase light or glare in the project site or vicinity, which would adversely affect day or nighttime views.

Aesthetics *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

a.-d. No physical changes such as construction, demolition or lighting are proposed as part of this PMC amendment. At the time a development project is proposed that would require the payment of in-lieu parking fees, at the discretion of the City, in-lieu parking fees may be waived in exchange for an amenity that fulfills other objectives, such as a mini plaza. Should the City receive a request to waive the in-lieu fee, the contribution of a public amenity would be determined at the development review stage of a proposed project with the value of the public amenity to be provided being equal to or in excess of the amount of the in-lieu parking fee(s) to be waived. If the proposed public amenity is determined to be of lesser value than the amount of in-lieu parking fees otherwise required, the developer will be required to enter into an in-lieu parking agreement that pays the difference between the provided amenity and the required fees. Should a developer provide an amenity, as approved by the City, it will enhance the feel and character of the Downtown and would not adversely affect or damage a scenic vista, degrade the visual character or quality of the Downtown, or create a substantial light or glare that would adversely affect day or nighttime views in the Downtown. Furthermore, physical changes (i.e., construction and/or demolition) would be reviewed and approved by the City prior to commencement of any work to ensure that scenic vistas and the visual character and quality of the Downtown are maintained.

The PMC amendment is not anticipated to create any new or additional impacts which nave not already been studied in the Pleasanton General Plan or Downtown Specific Plan. Therefore, these would be **less than significant impact**.

5.2 BIOLOGICAL RESOURCES

Environmental Setting

The Downtown Specific Plan Area is located in an urbanized area and the Downtown Revitalization District is the primary commercial district Downtown. None of the land in the Downtown Specific Plan Area is located in a wetland.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Adversely affect, either directly or through habitat modification, any endangered, threatened or rare species, as listed in Title 14 of the California Code of Regulations (Sections 670.5) or in Title 50, Code of Regulations (Sections 17.11 or 17.12 or their habitats (including but not limited to plants, fish, insects, animals, and birds);
- Have a substantial adverse impact, either directly or through habitat modification, on any species identified as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations or by the CDFG or USFWS;
- Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG or USFWS;
- Adversely affect federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites; or,
- Conflict with any local or regional policies or ordinances designed to protect or enhance biological resources, such as a tree preservation policy or ordinance.

Biological Resources *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local,			X	

regional, or state habitat conservation plan?				

Discussion

a.-f. No physical changes, such as construction or tree removal, are proposed as part of this PMC amendment. The Pleasanton General Plan EIR required no mitigation/improvement measures for biological impacts and deemed all biological impacts without mitigation as being less than significant. The Pleasanton Housing Element and Climate Action Plan (CAP) EIRs do include several mitigations for construction and demolition related to biological impacts on potential development sites. These mitigations will be implemented as required for projects which involve construction or demolition. No construction or demolition is proposed as part of this amendment.

The PMC amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan, Housing Element, CAP and Downtown Specific Plan EIRs. Therefore, these would be **less than significant impact.**

5.3 AGRICULTURAL RESOURCES

Environmental Setting

The Downtown Specific Plan Area is located in an urbanized area and the Downtown Revitalization District is the primary commercial district Downtown. None of the land in the Downtown Specific Plan Area is zoned Agriculture. According to the Pleasanton General Plan, none of the land in the Downtown Specific Plan Area is Williamson Act Land (which restricts land to agriculture or open space uses) and the land area is designated as Developed/Urbanized/Urban and Built-Up land by the California Department of Conservation[1].

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses;
- Conflict with or result in the cancellation of a Williamson Act contract; or,
- Adversely affect agricultural production.

Agricultural and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether

impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Discussion

a-e. According to the Pleasanton General Plan, none of the land within the Downtown Specific Plan Area is Williamson Act Land (which restricts land to agriculture or open space uses) and the Downtown Specific Plan Area is considered

Developed/Urbanized/Urban and Built-Up land by the California Department of Conservation.

No physical changes such as construction or demolition are proposed as part of this PMC amendment. These types of amenities and land uses were addressed in the Pleasanton General Plan and in the Downtown Specific Plan EIRs. Furthermore, the Pleasanton General Plan required no mitigation/improvement measures for agricultural and forest resource impacts and deemed the impacts without mitigation as being less than significant.

The PMC amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific plan EIR. There is not existing farmland, agriculturally zoned parcels or Williamson Act contracts within the Downtown Area. There will not be a loss of forest land or conversation of forest land to non-forest use and there will not be any other changes in the existing environment that could result in conversation of farmland to non-agricultural use. Therefore, these would be of **no impact.**

5.4 GREENHOUSE GAS EMISSIONS

Environmental Setting

The Bay Area Air Quality Management District (BAAQMD) encourages local jurisdictions to adopt a qualified Greenhouse Gas (GHG) Reduction Strategy that is consistent with Assembly Bill (AB) 32 goals. AB 32 mandated local governments to adopt strategies to reduce GHG emissions. Consistent with the objectives of AB 32, the City of Pleasanton has adopted a Climate Action Plan (CAP) to outline strategies to reduce GHG emissions to reduce emissions to 1990 levels by the year 2020[2].

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Be inconsistent with a qualified GHG Reduction Strategy.

Greenhouse Gas Emissions *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?				X

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Discussion

a.-b. No physical changes, such as demolition, grading, trenching, or construction are proposed as part of the PMC amendment. Future development projects that required a physical change to a site and/or building would be required to demonstrate, if applicable, that GHG emissions would not have a significant effect on the environment. The proposed amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan, CAP[3] and Downtown Specific Plan EIRs. Therefore, these would be of **no impact.**

5.5 LAND USE AND PLANNING

Environmental Setting

The PMC amendment applies to the Downtown Revitalization District, as described in the Project Description section of this report.

City of Pleasanton General Plan

The City of Pleasanton General Plan establishes comprehensive long-term land use policies for the City of Pleasanton with policies and programs that provide direction for planned growth in the City of Pleasanton. The General Plan policy and program applicable to the PMC amendment include:

Land Use Element

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

Program 12.1: Implement the 2002 Downtown Specific Plan and necessary rezoning.

Pleasanton Downtown Specific Plan

The overall goal of the Downtown Specific Plan is to improve upon the commercial and residential viability of the Downtown while preserving the traditions of its small-town character and scale[4]. The policies and programs applicable to the PMC amendment include:

Land Use Element

Policy 3: Preserve the character of the Downtown while improving its retail and residential viability and preserving the traditions of its small-town character.

Community Character Element

Policy 2: Improve the visual appearance of the Downtown.

Program 2.1: Adopt a plan to improve the visual appearance of the major street entries to the Downtown with special landscaping, lighting, and signage.

Policy 4: Enhance the Downtown as a focus of community activity.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter an approved land use plan that would result in physical change to the environment.

Land Use Planning *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			X	

Discussion

a.-c. No physical changes, such as demolition, grading, trenching, or construction are proposed as part of the PMC amendment. The proposed amendment will not physically divide an established community. The PMC amendment is an attempt to enhance Downtown and preserve the character of Downtown by giving the City discretion to allow developers/owners the opportunity to provide amenities in the Downtown. This is consistent with the applicable policies and programs of the Pleasanton General Plan and Downtown Specific Plan. Enhancing the Downtown as a focus of community activity (i.e.,

mini-plazas) and preserving the character of the Downtown was addressed in the Pleasanton General Plan and Downtown Specific Plan and the corresponding EIR's.

The Pleasanton General Plan required no mitigation/improvement measures for land use and planning impacts and deemed all land use and planning impacts without mitigation as being less than significant. The PMC amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific Plan EIRs. Therefore, these would be of **less than significant.**

5.6 TRANSPORTATION AND TRAFFIC

Environmental Setting

The Downtown Specific Plan Area is located in an urbanized area and the Downtown Revitalization District is the primary commercial district Downtown. No physical changes, such as demolition, grading or construction, are proposed as part of the PMC text amendment.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in reducing the Level of Service from "D" to "E" or worse, as applicable per the Pleasanton General Plan.

Transportation and Traffic *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?			X	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Discussion

a.-e.,g. Program 4.1 of the Pleasanton General Plan Circulation Element exempts intersections shown in the Downtown Specific Plan from the City wide LOS D standard. Program 4.1 also gives consideration to improvements to Downtown intersections when it is clear that such improvements are necessary and are consistent with the pedestrian-friendly environment as established in the Downtown Specific Plan. Emergency access is adequate Downtown and is not anticipated to be impacted as a result of the PMC amendment[5]. Pleasanton's downtown area is located outside of the General Referral Area and Height Referral Area of the Livermore Airport and, therefore is not likely to result in a change to air traffic patterns. Furthermore, no construction is proposed and the PMC amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific Plan EIRs. Therefore, these would be of **no-impact.**

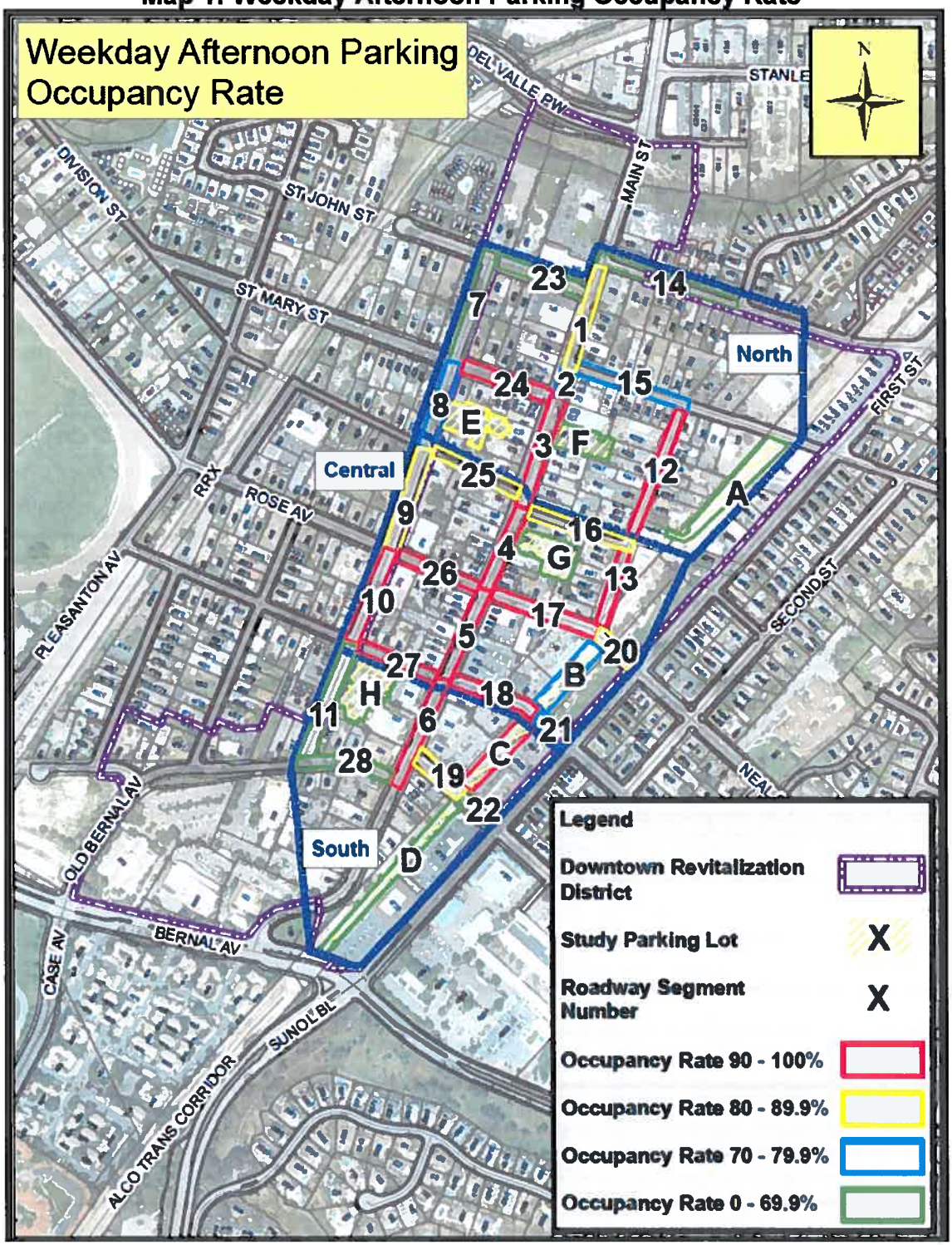
f. The PMC amendment would give the City discretion to waive in-lieu parking fees in exchange for a mini-plaza or similar amenities and/or objectives noted in the Downtown Specific Plan. The *Parking Survey Result for Downtown Pleasanton,* prepared by Hexagon Transportation Consultants, Inc. (Attachment A), showed that the overall parking demand peaked as follows:

- Weekday afternoon: 79% occupied
- Weekday evening: 70% occupied
- Saturday (Farmers Market): 65% occupied

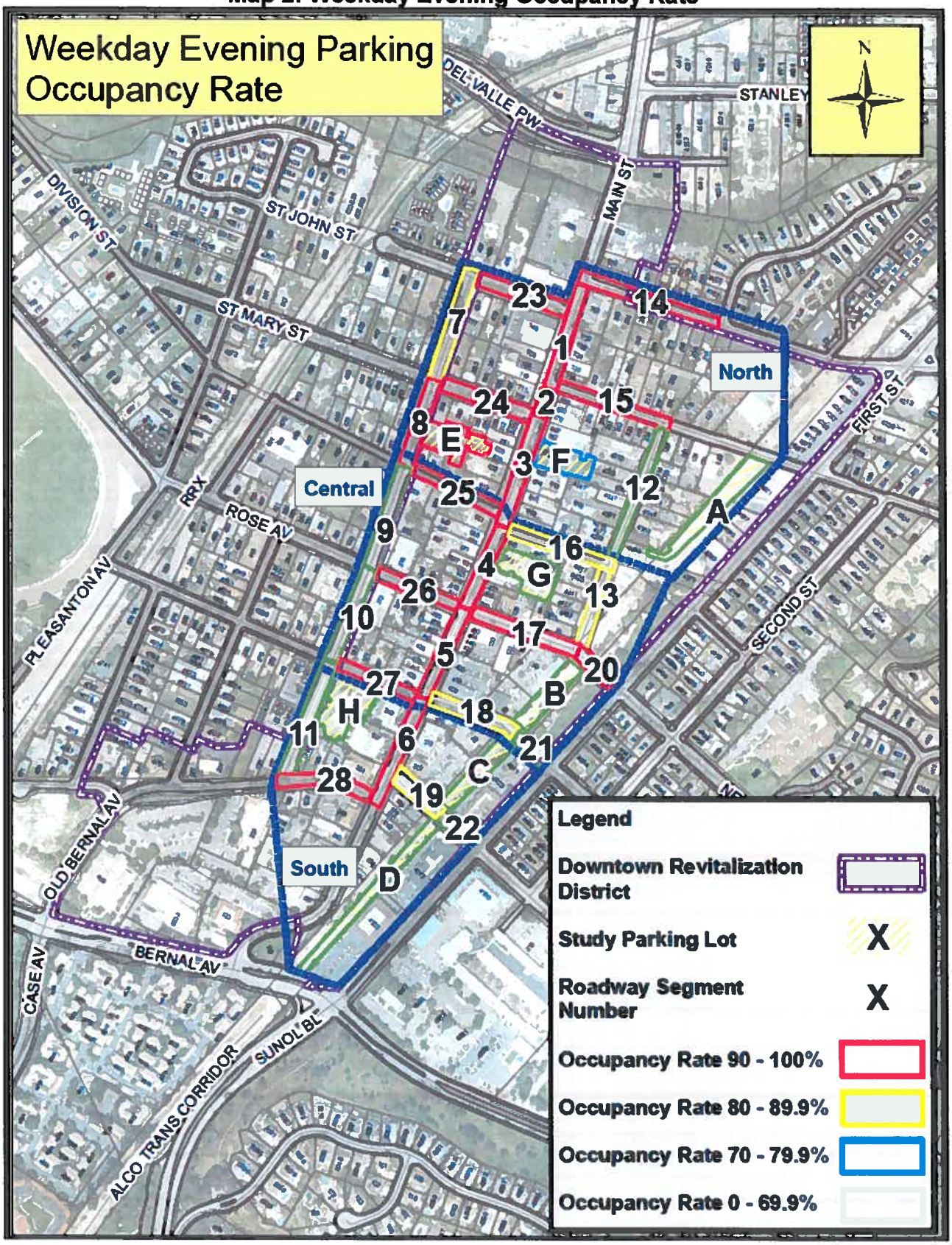
Based on the parking data collected by Hexagon, staff prepared three maps detailing the parking occupancy rate for the weekday afternoon (map 1), weekday evening (map 2)

and Saturday afternoon (map 3). The maps highlight the occupancy rate, by color code, for each street and parking lot. The maps show that Main Street and most of the cross streets along Main Street are occupied at 90% or more. Please note that the survey boundary area (dashed blue line) does not include all of the Downtown Revitalization District.

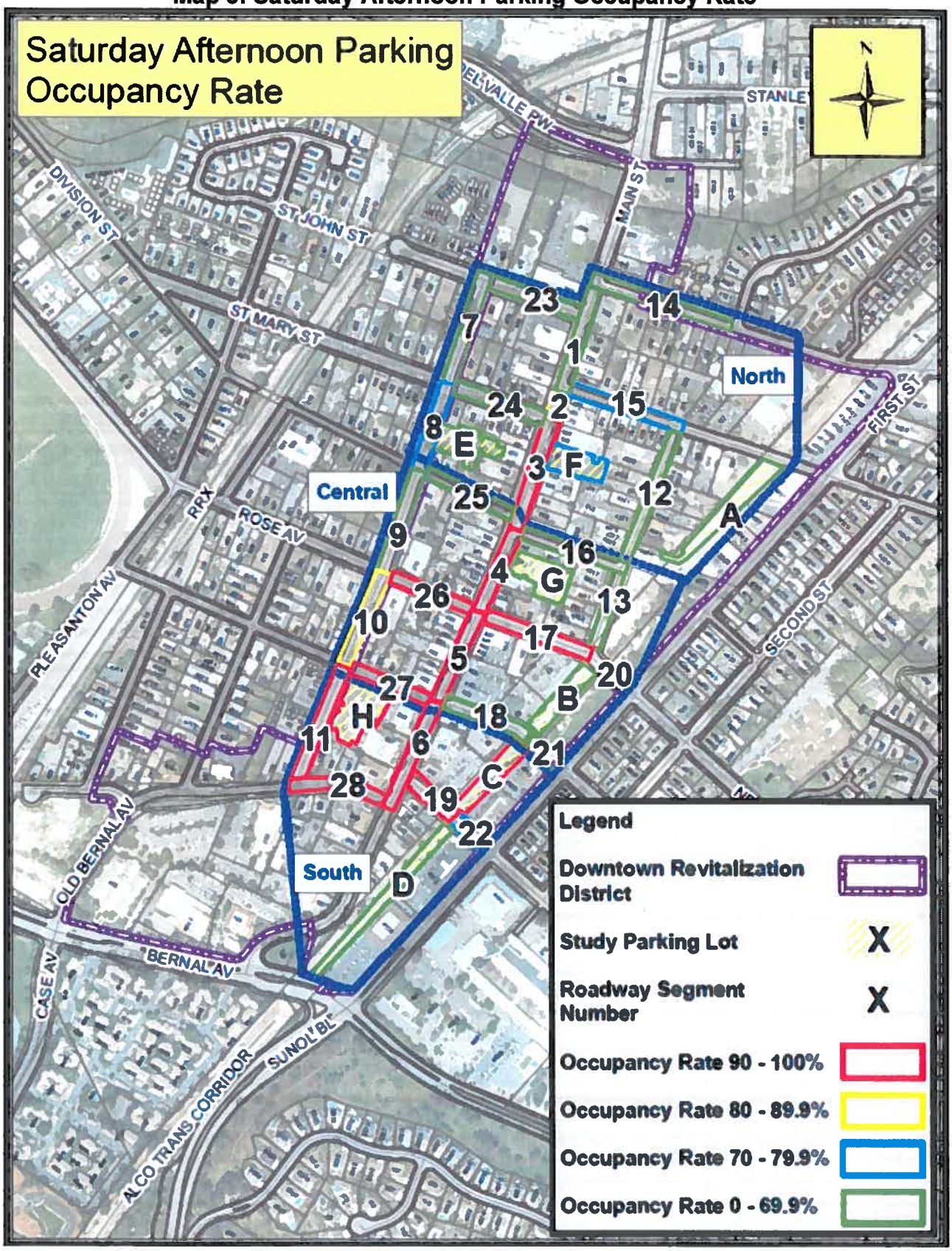
Map 1: Weekday Afternoon Parking Occupancy Rate



Map 2: Weekday Evening Occupancy Rate



Map 3: Saturday Afternoon Parking Occupancy Rate



The study prepared by Hexagon shows that, although close to fully occupied at the "center" of the Downtown area, not all of the parking spaces within the study area are occupied during peak times. Furthermore, the study area does not include all of the public parking available in the Downtown Revitalization District (i.e., City Hall and library parking lots and additional off-street parking on Old Bernal Avenue, the northern part of Main Street, and side streets). Therefore, surplus parking is provided for patrons utilizing downtown amenities and/or services. This would be of **less than significant impact.**

5.7 POPULATION AND HOUSING

Environmental Setting
The majority of the Downtown Revitalization District is surrounded by existing residential uses and properties with a residential land use designation in the Pleasanton General Plan. Please refer to image 2 on page 5. No physical changes, such as demolition, grading, trenching or construction, are proposed as part of the PMC amendment.

Standards of Significance
For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Induce substantial growth that is inconsistent with the approved land use plans in place; or,
- Displace affordable housing.

Population and Housing *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion

a.-c. No physical changes, such as demolition, grading or construction, are proposed as part of the PMC amendment. No housing units will be lost or created as part of the amendment and, therefore, no replacement housing is necessary. The amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan, Housing Element and Downtown Specific Plan EIRs. Therefore, these would be of **no impact.**

5.8 CULTURAL RESOURCES

Environmental Setting

Downtown and Citywide there are known areas and structures of historical and/or cultural significance. However, no physical changes, such as demolition, destruction, relocation or alteration of any resource or its immediate surroundings are proposed as part of the PMC amendment.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Cause a substantial adverse change in the significance of a historical or archeological resource as defined in the CEQA Guidelines Section 15064.5; or,
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Cultural Resources *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion
a.-d. No physical changes, such as demolition, destruction, relocation, alteration, of any resource or its immediate surroundings are proposed as part of the PMC amendment. The Downtown Specific Plan established locations for the creation of publicly accessible mini-plazas in the Downtown. Construction and/or demolition related impacts would be project specific and evaluated at the time of project submittal. Mitigations would be implemented as applicable for projects which involve construction or demolition within the Downtown Revitalization District. This PMC amendment would not create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific Plan, therefore, these would be **less than significant impact.**

5.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting
No physical changes, such as demolition, grading, trenching or construction are proposed as part of the PMC amendment. No changes related to hazardous material transport are proposed.

Standards of Significance
For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in exposing people to existing contaminated soil during construction activities;
- Result in exposing people to asbestos containing materials; or,
- Result in exposing people to contaminated groundwater if dewatering activities take place.

Hazards and Hazardous Materials *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and				X

accident conditions involving the release of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

Discussion

a.-h. The PMC amendment does not involve the transport, use or disposal of hazardous materials. The amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific Plan EIR's.

Pleasanton's downtown area is located outside of the General Referral Area and Height Referral Area of the Livermore Airport and, therefore is not likely to result in a safety hazard for future residents, workers or patrons of the Downtown. A handful of sites are adjacent to the Arroyo del Valle, and have General Plan land use designation of Open Space – Public Health and Safety, Wildland Overlay; however, the proposed PMC amendment would not alter or change those properties with that land use designation, nor would the amendment result in interference with an emergency plan or evacuation plan. Therefore, these would be categorized as **no impact.**

5.10 MINERAL RESOURCES

Environmental Setting

No physical changes, such as demolition, grading, trenching, or construction, are proposed as part of the PMC amendment.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the depletion of a mineral resource.

Mineral Resources *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion

a.-b. The PMC amendment is a text change and, therefore, would not affect mineral resources within the Downtown. Mining has not occurred in the Downtown, and implementation of the amendment would not affect the availability of any mineral resource. Therefore, these would be categorized as **no-impact.**

5.11 GEOLOGY AND SOILS

Environmental Setting

No physical changes, such as construction or demolition, are proposed as part of this project.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a project being built that will either introduce geologic, soils, or seismic hazard by allowing the construction of the project on such a site without protection against those hazards.

Geology and Soils *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral			X	

spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	

Discussion

a.-e. No physical changes, such as demolition, grading, trenching or construction, are proposed as part of the PMC amendment. Mitigations would be implemented as applicable for projects which involve construction or demolition within the Downtown Revitalization District. There proposed project would be required not to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific Plan, unless undergoing additional project specific environmental review, therefore, these would be **less than significant impact.**

5.12 PUBLIC SERVICES

Environmental Setting

No physical changes, such as demolition, grading or construction, are proposed as part of the PMC amendment. Furthermore, the City of Pleasanton has public services and infrastructure planned to meet existing and future growth as planned in the Pleasanton General Plan and Housing Element.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Create an increase in demand for police protection services which could substantially interfere with the ability of the Police Department to provide adequate response time to the project site;
- Create an increased demand for fire protection services that would substantially interfere with the ability of the Fire Department to provide adequate response time to the project site;
- Create an increased demand for schools that would exceed existing school capacity; or,
- Create an increased demand for parks and other public facilities that would exceed existing capacity.

Public Services *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Discussion

a. The PMC amendment would not result in development not previously planned or accounted for by school, park, police and fire service providers. The amendment would not result in new construction not previously planned or accounted for by the City and is not anticipated to significantly increase the number of Planning applications or development projects under review by the City of Pleasanton. The amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan, Housing Element or Downtown Specific Plan EIRs. Therefore, this would be of **less than significant impact.**

5.13 UTILITIES AND SERVICES SYSTEMS

Environmental Setting

No construction or demolition is proposed as part of the project. The Downtown Specific Plan established where amenities, improvements and/or enhancements would occur with these types of amenities, improvements and/or enhancements being addressed in the Pleasanton General Plan and Downtown Specific Plan EIRs.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the construction of new water facilities or expansion of existing facilities;
- Result in exceeding the wastewater treatment requirements of the Regional Water Quality Control Board;
- Result in or require the construction or expansion of existing wastewater treatment facilities; or,
- Be served by a landfill that has inadequate permitted capacity.

Utilities and Services Systems *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

Discussion

a.-g. No construction or demolition is proposed as part of the PMC amendment. The Pleasanton General Plan EIR required no mitigation/improvement measures for utility and service system impacts and deemed all utility and service system impacts without mitigation as being less than significant. The PMC amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific Plan EIRs. Therefore, these would be of **less than significant impact.**

5.14 HYDROLOGY AND WATER QUALITY

Environmental Setting

No physical changes are proposed as part of this PMC amendment. The Downtown Specific Plan amenities, such as mini-plazas and similar amenities, were addressed in the Downtown Specific Plan and its corresponding EIR.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in substantially degrading water quality or violate any water quality objectives set by the State Water Resources Control Board due to increased sediments or other contaminants generated by consumption and/or operation activities; or,
- Result in exposing people or property to the risk of injury and damage in the event of a 100-year flood.

Hydrology and Water Quality *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Discussion

a.-j. The PMC amendment does not involve development and/or site improvements; there is not physical environmental change proposed. The amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific Plan EIR's. Future development would be subject to review and approval by the City of Pleasanton to ensure that there will not be an effect on the environment, when applicable. Furthermore, the City of Pleasanton is not at risk from seiche, tsunami or mudflow. Therefore, these would be categorized as **no-impact.**

5.15 AIR QUALITY

Environmental Setting

The Bay Area Quality Management District (BAAQMD) monitors air quality and administers permitting authority over most stationary emission sources within nine-counties within the San Francisco Bay Area. The standards for levels of ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM10), particulate matter – fine (PM2.5), sulfates, lead, hydrogen sulfide, and vinyl chloride have been set by both the California State Environmental Protection Agency and the United States Environmental Protection Agency. As of the writing of this document, the BAAQMD reports that the Bay Area is in non-attainment in levels of ozone, particulate matter (PM10), particulate matter – fine (PM2.5), and are undetermined for hydrogen sulfide and visibility reducing particles with respect to California State standards. For federal standards, areas of non-attainment include ozone and particulate matter – fine (PM2.5) (during the 24-hour period) and are undetermined in areas of nitrogen dioxide (during a 1-hour period), particulate matter (PM10) (during a 24-hour period).

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in pollution emission levels above those established by Bay Area Air Quality Management District in either short term (construction related) or long term (traffic);
- Expose sensitive receptors to substantial pollutant concentrations; or,
- Create objectionable orders affecting a substantial number of people.

Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

Discussion

a.-e. No physical changes, such as construction or demolition, are proposed as part of this PMC amendment. The Downtown Specific Plan established locations for the creation of publicly accessible mini-plazas in the Downtown. The Pleasanton General Plan EIR required no mitigation/improvement measures for air quality impacts and deemed the impacts without mitigation as being less than significant for all air quality impacts with the exception of potential conflicts with an applicable air quality plan (see "a" in the "Air Quality" chart). This impact was deemed significantly unavoidable based on Pleasanton's previous housing cap and limitations to population. Pleasanton's Housing Element of the General Plan was adopted in 2012 and modified the Pleasanton General Plan land use map designations to accommodate high density housing. In the EIR for the Housing Element and Climate Action Plan (CAP), this impact ("a") without mitigation is deemed less than significant. Other air quality impacts are listed in the Housing Element and CAP EIR; however, they all pertain to potential construction related impacts, and are all deemed less than significant after mitigation. These mitigations will be implemented as required for projects which involve construction. No construction is proposed as part of this PMC amendment.

The proposed project is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Housing Element and CAP EIRs. Therefore, these would be of **less than significant impact.**

5.16 NOISE

Environmental Setting

No physical changes, such as demolition, grading, trenching or construction, are proposed as part of the PMC amendment.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in noise levels that exceed the General Plan significance standards; or,
- Result in noise levels that do not meet the City of Pleasanton Noise Ordinance.

Noise *The project would:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other			X	

agencies?				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

DISCUSSION

b.,c.,e., f. The PMC amendment is a text change. No physical changes, such as demolition, grading, trenching or construction, are proposed as part of the PMC amendment. The Downtown Specific Plan Area is not within the Airport Influence Area (otherwise known as the General Referral Area) of Alameda County's Airport Land Use Compatibility Plan (ALCUP). The proposed amendment would adhere to the Pleasanton General Plan noise standards and PMC Noise Ordinance and, therefore, these would be categorized as **no-impact.**

a.,d. Mini-plazas or similar amenities would expose and temporarily or periodically increase ambient noise levels when being used by the public. However, the public amenity approved by City Council would be required to adhere to the Pleasanton General Plan noise standards and PMC Noise Ordinance and, therefore, these would be of **less than significant impact.**

5.17 RECREATION

Environmental Setting

Parks and recreational facilities are located throughout the City of Pleasanton, including the Downtown Area. The Downtown Specific Plan addresses mini-plazas and similar amenities. The underlying zoning map establishes where these amenities and/or improvements may be located, which are not a part of this PMC amendment. No physical changes, such as demolition, grading or construction, are proposed as part of the PMC text amendment.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the failure to meet City standards for the provisions of parkland.

Recreation *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion

a.-b. No residential units are part of the PMC amendment and, therefore, the amendment will not result in the increased use of existing neighborhood or regional parks. The amendment does not include the construction, expansion or demolition of recreational facilities. The amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan and Downtown Specific Plan EIRs. Therefore, these would be of **no impact.**

5.18 MANDATORY FINDINGS OF SIGNIFICANCE

Mandatory Findings of Significance *Would the project:*	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion

a.-c. CEQA Guidelines Section 15183(j) states that where offsite or cumulative impacts were "adequately discussed" in a previously environmental review, a subsequent environmental review, such as this document, need not further analyze such effects. The amendment is not anticipated to create any new or additional impacts which have not already been studied in the Pleasanton General Plan, Housing Element, CAP and Downtown Specific Plan EIRs. Therefore, these would be of **less than significant.**

All of the potentially significant environmental impacts were fully analyzed in previous environmental documents noted above. There is no new information that would constitute substantial new information affecting any of the previous impact conclusions. All mitigation measures from the previously certified environmental documents remain applicable to the proposed PMC amendment. Therefore, pursuant to Public Resources Code Section 21083.3(a) – (d) and CEQA Guidelines Section 15183, the PMC amendment is exempted from further environmental review.

6 ENDNOTES

[1] City of Pleasanton, Pleasanton General Plan, Conservation and Open Space Element, Figure 7-6
[2] Bay Area Air Quality Standards and Attainment Status, BAAQMD Website: http://www.baaqmd.gov/
[3] Climate Action Plan, City of Pleasanton, adopted by City Council February 13, 2012
[4] City of Pleasanton, Downtown Specific Plan, March 5, 2002
[5] City of Pleasanton Police Department and Livermore-Pleasanton Fire Department

ATTACHMENT A

HEXAGON TRANSPORTATION CONSULTANTS, INC.

September 23, 2013

Ed Evangelista, P.E.
Senior Transportation Engineer
City of Pleasanton, Community Development/Traffic
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, CA 94566-0802

Subject: ***Parking Survey Results for Downtown Pleasanton***

Dear Mr. Evangelista:

Per your request, Hexagon has completed a survey of parking occupancy in downtown Pleasanton. The parking occupancy counts were conducted at the following dates and times:

- Thursday, September 12, 2013 at 12:30 PM and 7:00 PM
- Friday, September 13, 2013 at 12:30 PM and 7:00 PM
- Thursday, September 19, 2013 at 12:30 PM and 7:00 PM
- Friday, September 20, 2013 at 12:30 PM and 7:00 PM
- Saturday, September 21, 2013 at 12:00 PM

The dates and times were selected by City staff in consultation with Hexagon. Generally, the weekday midday counts reflect the lunch peak period and the weekday evenings reflect the dinner peak period. The Saturday midday period reflects activity from the downtown Farmers Market on West Angela Street as well as the beginning of the lunch peak period.

The parking counts were conducted on various street segments and parking lots in the downtown area. The locations of the counts are shown on Figure 1. Each street segment was designated with a number and each parking lot was designated with a letter. In areas where parking spaces are not striped, it was assumed that each parallel parking stall would require 20 feet of curb length and each 90 degree parking stall would require 9 feet of width. The parking supply and demand data are summarized by street segment and lot on Table 1 and Figure 2 for the midday study periods and Table 2 and Figure 3 for the evening study periods. The parking demand and supply by zone are summarized on Table 3.

The overall parking supply at the surveyed locations was 975 spaces. The data showed the overall weekday midday parking demand peaked on Friday, September 20 when 770 spaces were occupied (79% occupied). The overall weekday evening parking demand peaked on Friday, September 13 when 685 spaces were occupied (70% occupied). During the Farmers Market, the parking supply was reduced by 29 spaces because the Farmers Market occupied the parking stalls on West Angela Street. Thus, the total parking supply during the Farmers Market was 946 spaces. On Saturday, the parking demand was 615 vehicles (65% occupied).

4377 First Street, Suite A • Pleasanton, California 94566
phone 925.225.1439 • fax 925.225.0688 • www.hextrans.com

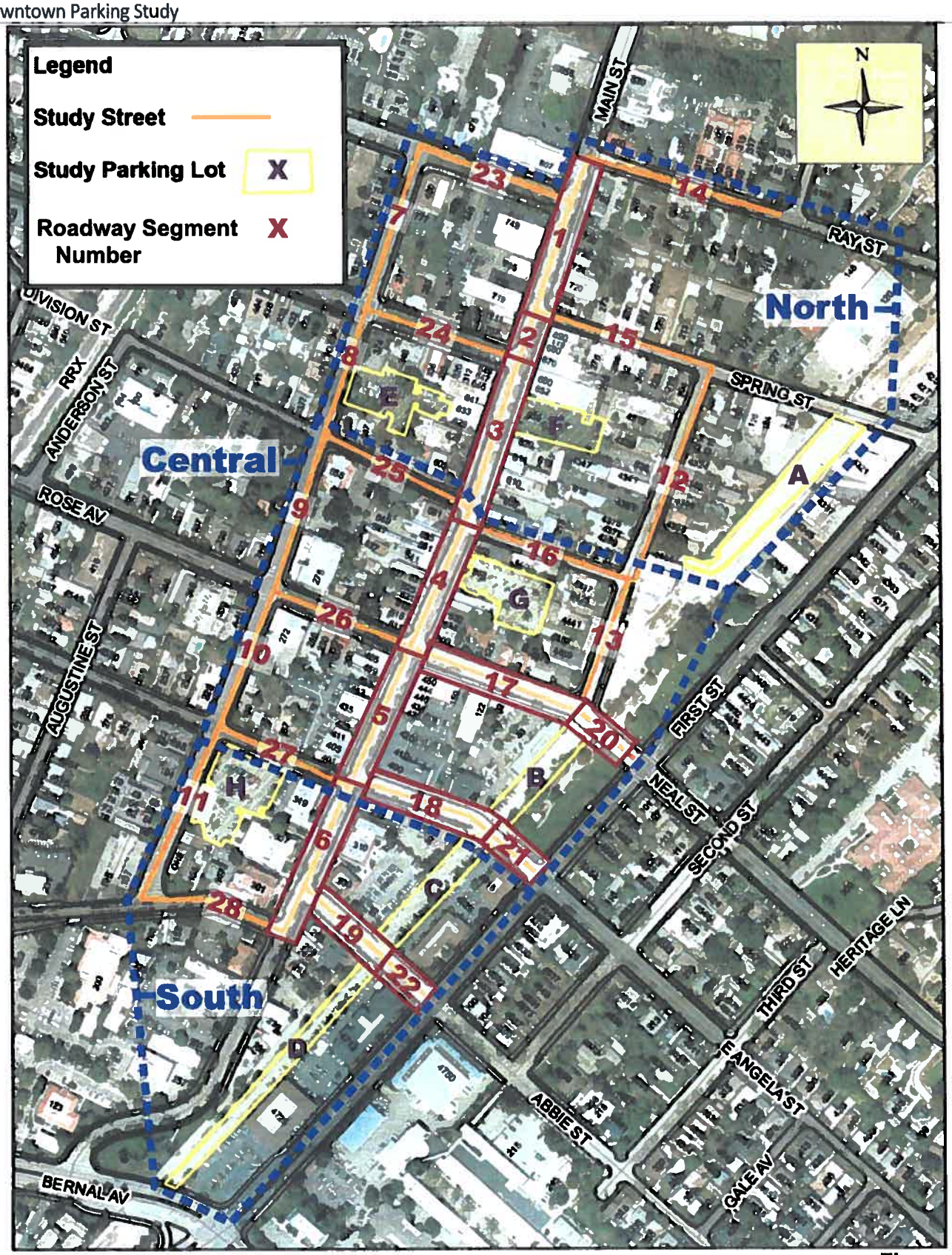


Figure 1
Parking Areas

NORTH
Not to Scale

Table 1

Pleasanton Downtown Parking Counts - Midday

			Parking Demand				
			12:30 PM				12:00 PM
Number	Segment/Lot	Parking Supply	Thur., Sept 12	Fri. Sept 13	Thur., Sept 19	Fri. Sept 20	Sat. Sept 21
1	Main St, Ray to Spring	18	17	14	11	18	8
2	Main St, Spring to St. Mary	7	6	5	6	5	6
3	Main St, St Mary to Division	21	20	21	18	20	21
4	Main St, Division to W Neal/Rose	20	20	20	19	20	20
5	Main St, W Neal/Rose to W Angela St.	24	23	24	22	23	22
6	Main St, W Angela to Old Bernal	23	22	23	20	22	23
7	Peters Av, St. John to St. Mary	19	11	10	7	17	6
8	Peters Av, St. Mary to Division	13	10	9	9	10	10
9	Peters Av, Division to Rose	18	18	15	11	14	9
10	Peters Av, Rose to W Angela St.	23	18	23	20	23	19
11	Peters Av, W Angela to Old Bernal	20	7	13	10	14	20
12	Railroad Av, Spring to Division	26	25	26	26	24	11
13	Railroad Av, Division to W Neal	19	19	19	17	19	9
14	Ray St, Walnut to Main	10	6	4	3	7	6
15	Spring St, Main to Railroad	12	11	8	6	11	9
16	Division St, Railroad to Main	12	12	11	7	11	8
17	Neal St, Main to Public Lot	20	18	19	20	20	20
18	W Angela St, Main to Public Lot	20	20	20	19	19	0
19	Abbie St, Main to Public Lot	14	13	11	10	11	14
20	Neal St, Public Lot to 1st	2	2	2	2	1	2
21	W Angela St, Public Lot to 1st	9	4	6	8	8	0
22	Abbie St, Public Lot to 1st	8	6	6	4	4	6
23	St. John, Main to Peters	21	12	14	6	15	14
24	St Mary, Main to Peters	24	24	23	21	22	6
25	Division St, Main to Peters	10	7	8	9	10	3
26	Rose Av, Main to Peters	15	14	15	14	15	15
27	W Angela St, Main to Peters	19	17	19	19	19	18
28	Old Bernal Av, Main to Peters	13	7	8	4	11	13
A	City Lot - Firehouse	91	32	26	42	42	5
B	City Lot - Neal to W Angela	33	27	20	23	23	23
C	City lot - W Angela to Abbie	60	58	58	50	57	58
D	City lot - Abbie to Bernal	54	40	38	23	32	24
E	City Lot - Peters	72	68	48	59	67	37
F	Private Lot - Deans Café	53	31	26	33	37	39
G	Private Lot - Round Table Pizza	75	52	41	45	51	35
H	Private Lot - B of A	77	42	57	49	48	76
	Totals	**975**	**739**	**710**	**672**	**770**	**615**

Table 2
Pleasanton Downtown Parking Counts - Evening

Number	Segment/Lot	Parking Supply	Parking Demand 7:00 PM			
			Thur., Sept 12	Fri, Sept 13	Thur., Sept 19	Fri, Sept 20
1	Main St, Ray to Spring	18	18	17	17	18
2	Main St, Spring to St. Mary	7	7	6	6	7
3	Main St, St Mary to Division	21	20	21	19	19
4	Main St, Division to W Neal/Rose	20	19	19	19	19
5	Main St, W Neal/Rose to W Angela St.	24	23	24	23	24
6	Main St, W Angela to Old Bernal	23	21	22	23	22
7	Peters Av, St. John to St. Mary	19	19	12	19	15
8	Peters Av, St. Mary to Division	13	13	13	13	12
9	Peters Av, Division to Rose	18	18	10	15	2
10	Peters Av, Rose to W Angela St.	23	7	17	11	7
11	Peters Av, W Angela to Old Bernal	20	8	12	10	14
12	Railroad Av, Spring to Division	26	19	19	22	8
13	Railroad Av, Division to W Neal	19	19	16	18	12
14	Ray St, Walnut to Main	10	9	9	9	9
15	Spring St, Main to Railroad	12	12	12	11	10
16	Division St, Railroad to Main	12	8	12	12	9
17	Neal St, Main to Public Lot	20	19	20	20	20
18	W Angela St, Main to Public Lot	20	18	18	14	18
19	Abbie St, Main to Public Lot	14	12	13	9	14
20	Neal St, Public Lot to 1st	2	2	2	2	2
21	W Angela St, Public Lot to 1st	9	8	2	1	2
22	Abbie St, Public Lot to 1st	8	1	2	3	4
23	St. John, Main to Peters	21	21	21	21	19
24	St Mary, Main to Peters	24	24	24	24	23
25	Division St, Main to Peters	10	10	9	10	10
26	Rose Av, Main to Peters	15	15	15	15	15
27	W Angela St, Main to Peters	19	16	18	18	18
28	Old Bernal Av, Main to Peters	13	12	12	13	12
A	City Lot - Firehouse	91	30	22	28	8
B	City Lot - Neal to W Angela	33	8	11	11	12
C	City lot - W Angela to Abbie	60	19	26	19	21
D	City lot - Abbie to Bernal	54	24	22	15	19
E	City Lot - Peters	72	71	70	69	69
F	Private Lot - Deans Café	53	31	49	36	39
G	Private Lot - Round Table Pizza	75	25	28	40	24
H	Private Lot - B of A	77	37	60	51	60
	Totals	**975**	**643**	**685**	**666**	**616**

Figure 2
Parking Count Summary Chart - Midday

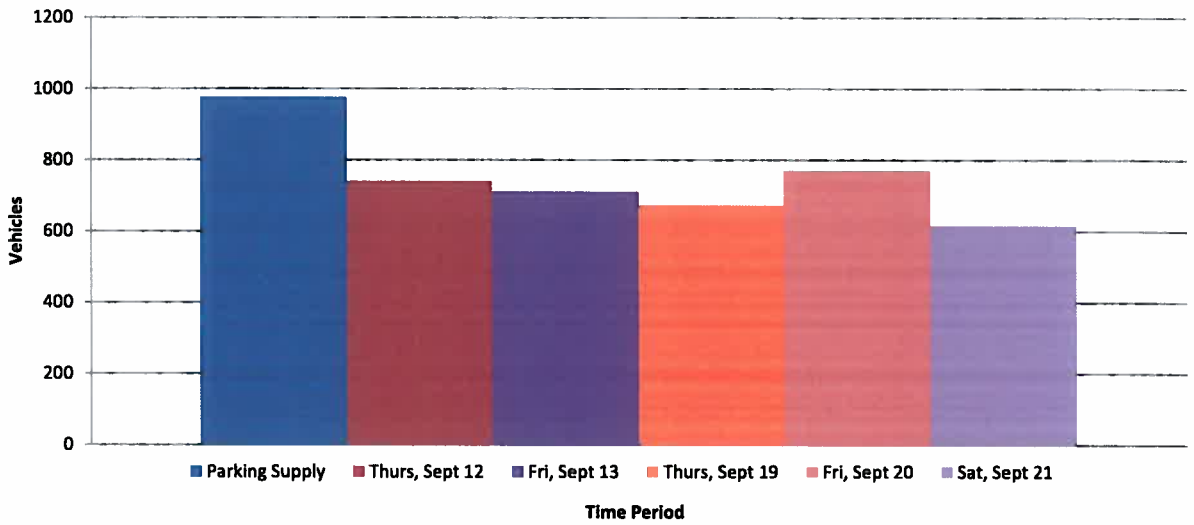


Figure 3
Parking Count Summary Chart - Evening

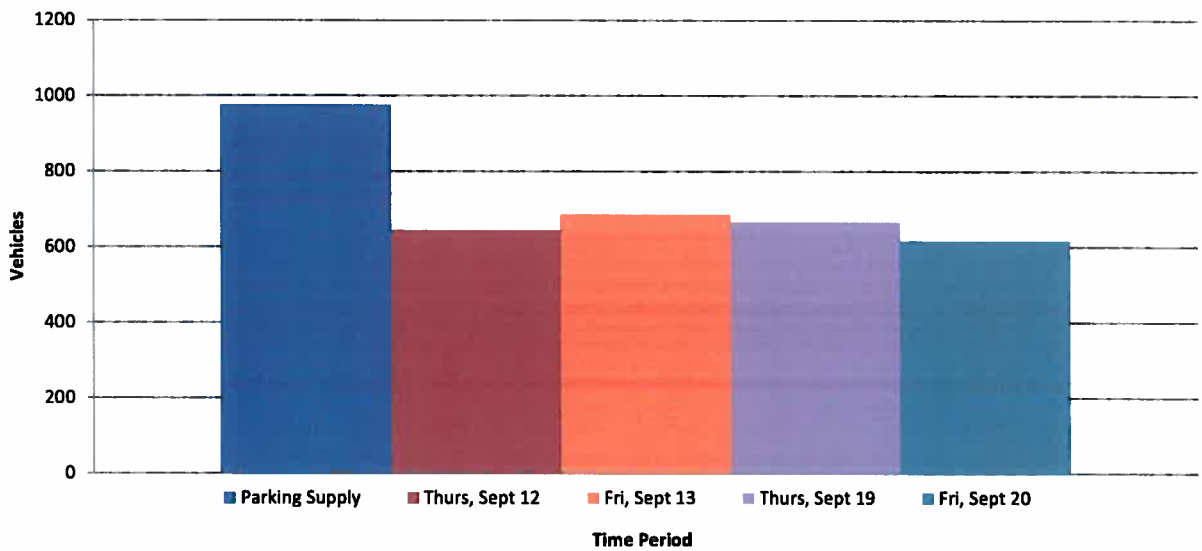


Table 3
Parking Demand by Zone

Highest Demand Day	Total	Zone		
		North	Central	South
Weekday 12:30 PM	770	295	276	199
Weekday 7:00 PM	685	295	221	169
Weekday Supply	**975**	**387**	**319**	**269**
Saturday 12:00 PM	615	178	203	234
Saturday Supply	**946**	**387**	**290**	**269**

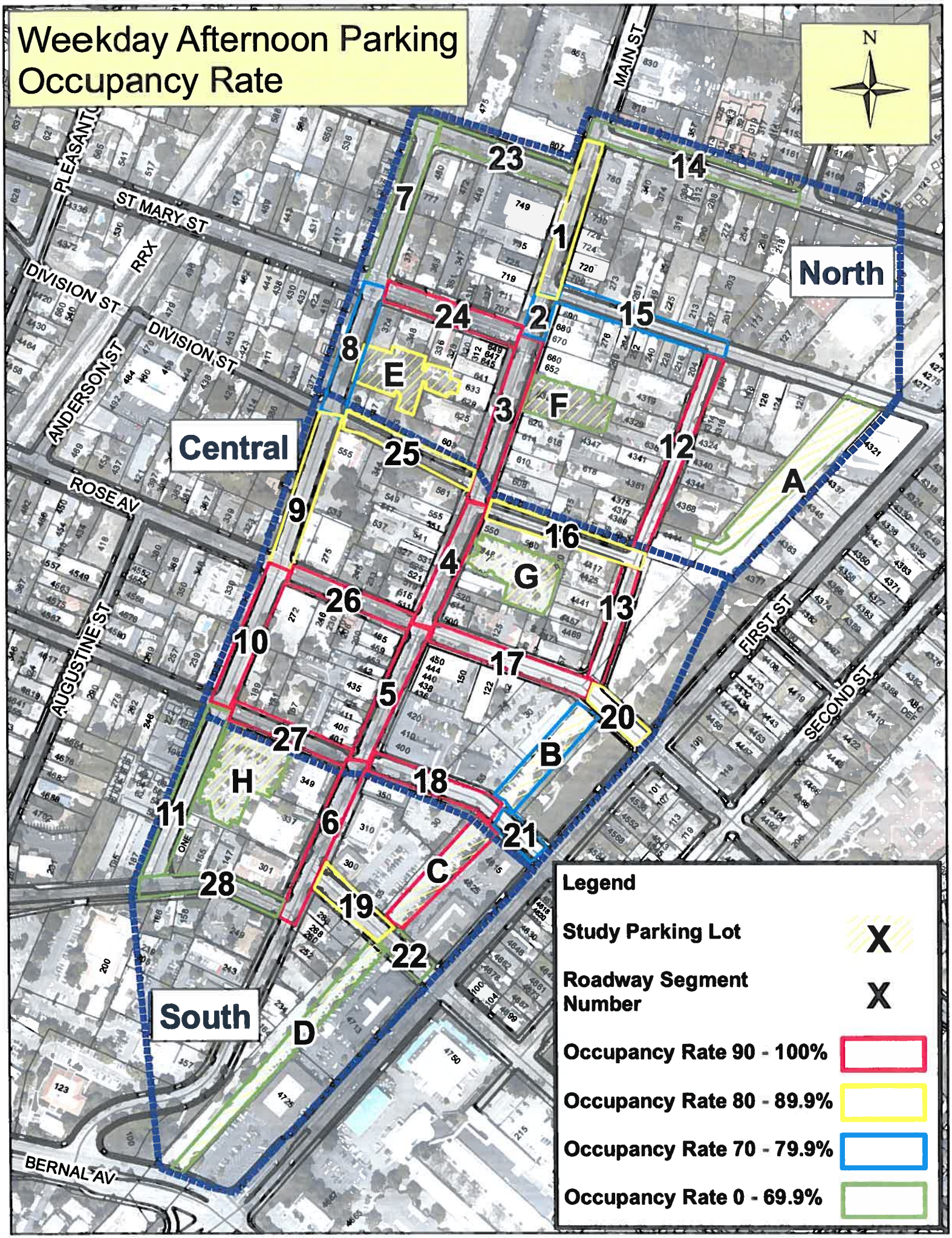
Thank you for the opportunity to conduct this analysis. If you have any questions, please do not hesitate to contact us.

Sincerely,

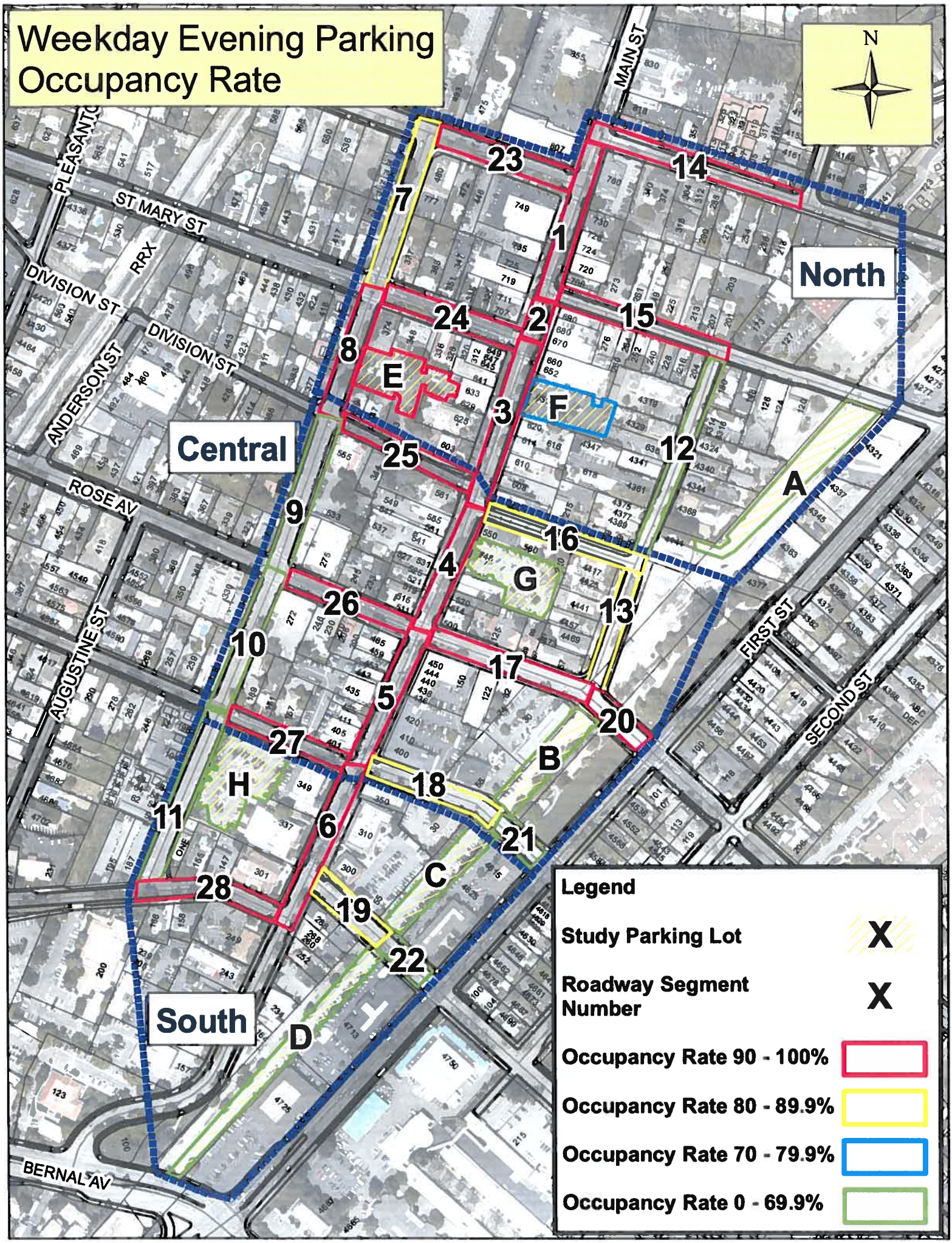
HEXAGON TRANSPORTATION CONSULTANTS, INC.

Brett Walinski P.E.
Vice President and Principal Associate

Weekday Afternoon Parking Occupancy Rate



Weekday Evening Parking Occupancy Rate



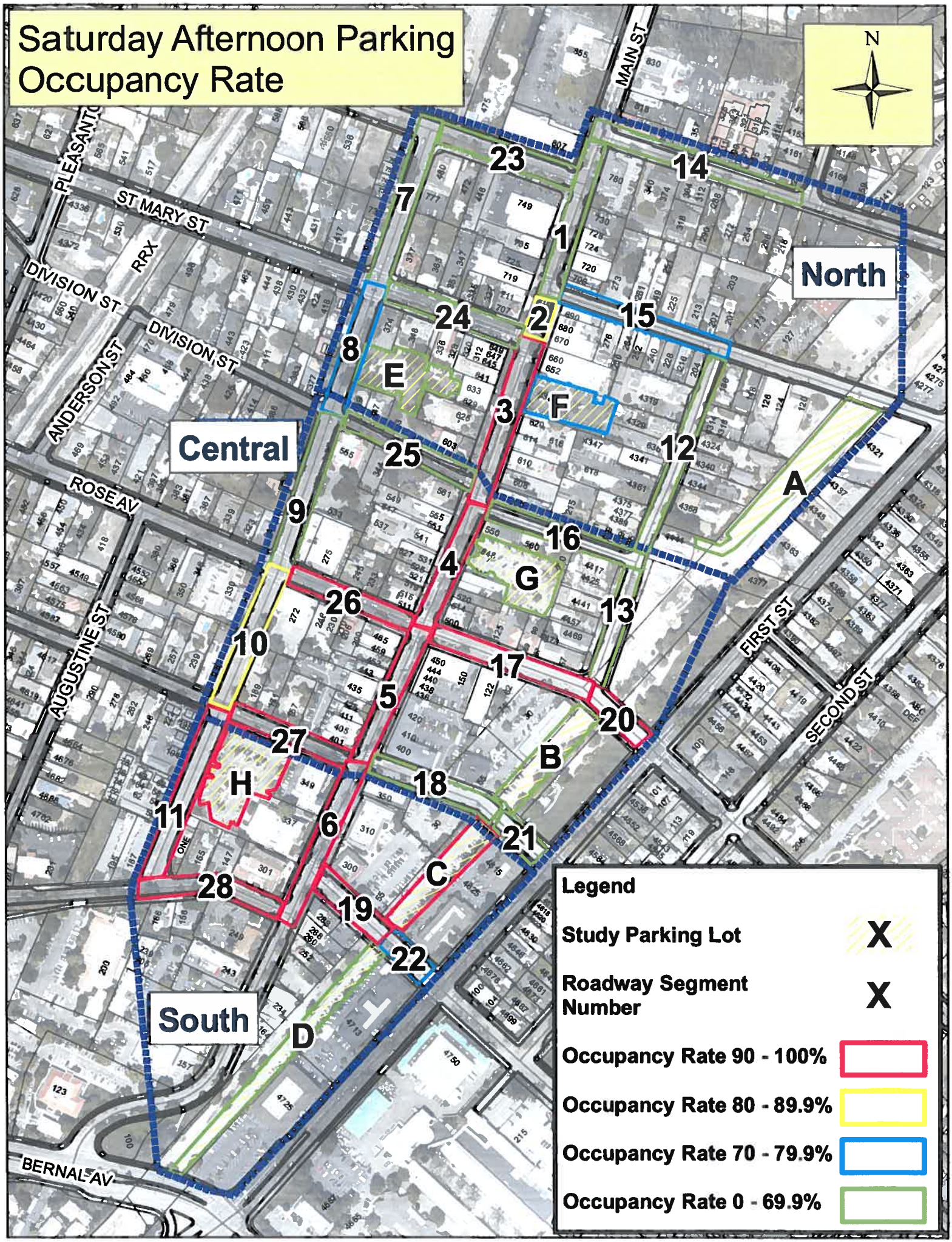

Saturday Afternoon Parking Occupancy Rate
N
North
Central
South
MAIN ST
PLEASANTON
ST MARY ST
RRX
DIVISION ST
DIVISION ST
ANDERSON ST
ROSE AV
AUGUSTINE ST
FIRST ST
SECOND ST
BERNAL AV
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
A
B
C
D
E
F
G
H
Legend
Study Parking Lot
Roadway Segment Number
Occupancy Rate 90 - 100%
Occupancy Rate 80 - 89.9%
Occupancy Rate 70 - 79.9%
Occupancy Rate 0 - 69.9%

Table 1

Pleasanton Downtown Parking Counts - Midday

			Parking Demand				
			12:30 PM				12:00 PM
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5	Main St, W Neal/Rose to W Angela St.	24	23	24	22	23	22
6	Main St, W Angela to Old Bernal	23	22	23	20	22	23
7	Peters Av, St. John to St. Mary	19	11	10	7	17	6
8	Peters Av, St. Mary to Division	13	10	9	9	10	10
9	Peters Av, Division to Rose	18	18	15	11	14	9
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11	Peters Av, W Angela to Old Bernal	20	7	13	10	14	20
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13	Railroad Av, Division to W Neal	19	19	19	17	19	9
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22	Abbie St, Public Lot to 1st	8	6	6	4	4	6
23	St. John, Main to Peters	21	12	14	6	15	14
24	St Mary, Main to Peters	24	24	23	21	22	6
25	Division St, Main to Peters	10	7	8	9	10	3
26	Rose Av, Main to Peters	15	14	15	14	15	15
27	W Angela St, Main to Peters	19	17	19	19	19	18
28	Old Bernal Av, Main to Peters	13	7	8	4	11	13
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C	City lot - W Angela to Abbie	60	58	58	50	57	58
D	City lot - Abbie to Bernal	54	40	38	23	32	24
E	City Lot - Peters	72	68	48	59	67	37
F	Private Lot - Deans Café	53	31	26	33	37	39
G	Private Lot - Round Table Pizza	75	52	41	45	51	35
H	Private Lot - B of A	77	42	57	49	48	76
	Totals	**975**	**739**	**710**	**672**	**770**	**615**

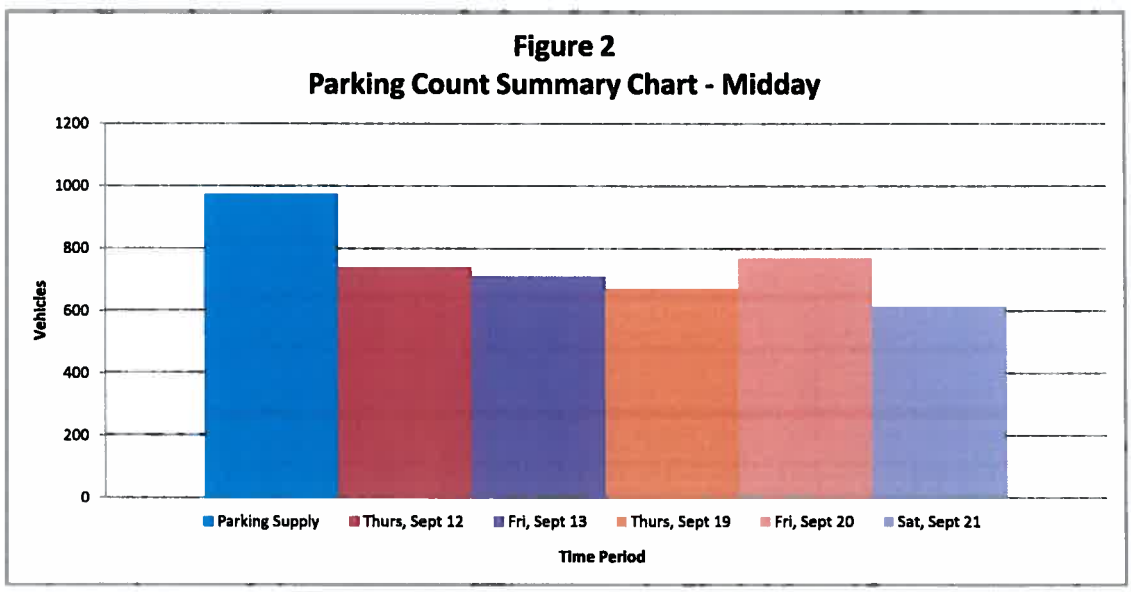

Table 2

Pleasanton Downtown Parking Counts - Evening

			Parking Demand 7:00 PM			
Number	Segment/Lot	Parking Supply	Thurs, Sept 12	Fri, Sept 13	Thurs, Sept 19	Fri, Sept 20
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3	Main St, St Mary to Division	21	20	21	19	19
4	Main St, Division to W Neal/Rose	20	19	19	19	19
5	Main St, W Neal/Rose to W Angela St.	24	23	24	23	24
6	Main St, W Angela to Old Bernal	23	21	22	23	22
7	Peters Av, St. John to St. Mary	19	19	12	19	15
8	Peters Av, St. Mary to Division	13	13	13	13	12
9	Peters Av, Division to Rose	18	18	10	15	2
10	Peters Av, Rose to W Angela St.	23	7	17	11	7
11	Peters Av, W Angela to Old Bernal	20	8	12	10	14
12	Railroad Av, Spring to Division	26	19	19	22	8
13	Railroad Av, Division to W Neal	19	19	16	18	12
14	Ray St, Walnut to Main	10	9	9	9	9
15	Spring St, Main to Railroad	12	12	12	11	10
16	Division St, Railroad to Main	12	8	12	12	9
17	Neal St, Main to Public Lot	20	19	20	20	20
18	W Angela St, Main to Public Lot	20	18	18	14	18
19	Abbie St, Main to Public Lot	14	12	13	9	14
20	Neal St, Public Lot to 1st	2	2	2	2	2
21	W Angela St, Public Lot to 1st	9	8	2	1	2
22	Abbie St, Public Lot to 1st	8	1	2	3	4
23	St. John, Main to Peters	21	21	21	21	19
24	St Mary, Main to Peters	24	24	24	24	23
25	Division St, Main to Peters	10	10	9	10	10
26	Rose Av, Main to Peters	15	15	15	15	15
27	W Angela St, Main to Peters	19	16	18	18	18
28	Old Bernal Av, Main to Peters	13	12	12	13	12
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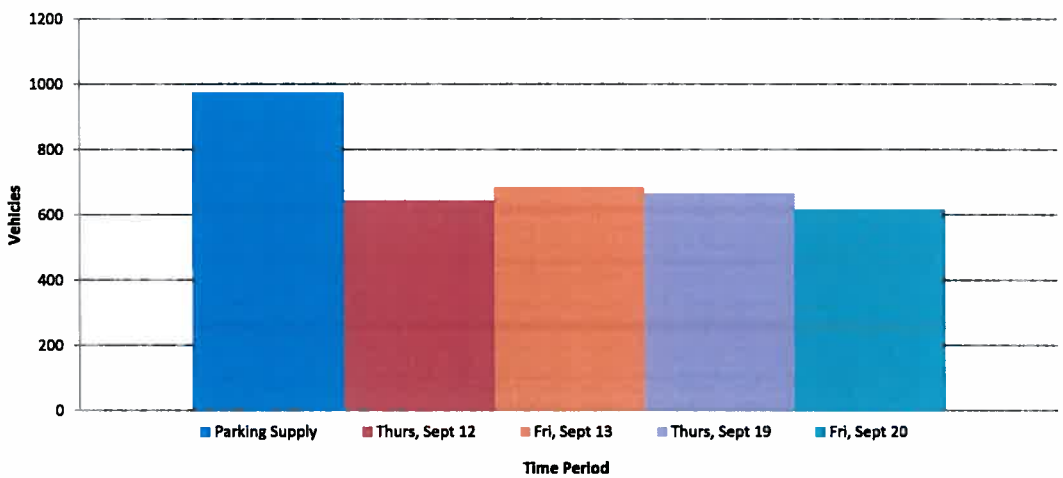
Figure 3

Parking Count Summary Chart - Evening



VLOOKUP(lookup_value, table_array, col_index_num, [range_lookup])

Summary By Area																	
KEY																	
North	1	14	23	7	24	15	2	8	e	3	f	12	a				
Central	25	9	4	16	g	13	26	17	20	b	21	18	5	27	10		
South	h	6	c	19	22	d	28	11									
Supply																	
North	18	10	21	19	24	12	7	13	72	21	53	26	91			387	
Central	10	18	20	12	75	19	15	20	2	33	9	20	24	19	23	319	
South	77	23	60	14	8	54	13	20								269	975
																975	
Fri, Sept 20 Demand 12:30																	
North	18	7	15	17	22	11	5	10	67	20	37	24	42			295	
Central	10	14	20	11	51	19	15	20	1	23	8	19	23	19	23	276	
South	48	22	57	11	4	32	11	14								199	770
																770	
Fri, Sept 13 Demand 7:00 PM																	
North	17	9	21	12	24	12	6	13	70	21	49	19	22			295	
Central	9	10	19	12	28	16	15	20	2	11	2	18	24	18	17	221	
South	60	22	26	13	2	22	12	12								169	685
																685	
Sat, Sept 21 Demand 12:30																	
North	8	6	14	6	6	9	6	10	37	21	39	11	5			178	
Central	3	9	20	8	35	9	15	20	2	23	1E-08	1E-07	22	18	19	203	
South	76	23	58	14	6	24	13	20								234	615
																615	

Table 3
Parking Demand by Zone

		Zone			
Highest Demand Day	Total	North	Central	South	
Weekday 12:30 PM	770	295	276	199	0.789744
Weekday 7:00 PM	685	295	221	169	0.702564
Weekday Supply	**975**	**387**	**319**	**269**	
Saturday 12:00 PM	615	178	203	234	
Saturday Supply	**946**	**387**	**290**	**269**	0.650106

1	Main St, Ray to Spring	18	17	14	11	18	8
2	Main St, Spring to St. Mary	7	6	5	6	5	6
3	Main St, St Mary to Division	21	20	21	18	20	21
4	Main St, Division to W Neal/Rose	20	20	20	19	20	20
5	Main St, W Neal/Rose to W Angela St.	24	23	24	22	23	22
6	Main St, W Angela to Old Bernal	23	22	23	20	22	23
7	Peters Av, St. John to St. Mary	19	11	10	7	17	6
8	Peters Av, St. Mary to Division	13	10	9	9	10	10
9	Peters Av, Division to Rose	18	18	15	11	14	9
10	Peters Av, Rose to W Angela St.	23	18	23	20	23	19
11	Peters Av, W Angela to Old Bernal	20	7	13	10	14	20
12	Railroad Av, Spring to Division	26	25	28	26	24	11
13	Railroad Av, Division to W Neal	19	19	19	17	19	9
14	Ray St, Walnut to Main	10	6	4	3	7	6
15	Spring St, Main to Railroad	12	11	8	6	11	9
16	Division St, Railroad to Main	12	12	11	7	11	8
17	Neal St, Main to Public Lot	20	18	18	20	20	20
18	W Angela St, Main to Public Lot	20	20	20	19	19	0
19	Abbie St, Main to Public Lot	14	13	11	10	11	14
20	Neal St, Public Lot to 1st	2	2	2	2	1	2
21	W Angela St, Public Lot to 1st	9	4	6	8	8	0
22	Abbie St, Public Lot to 1st	8	6	6	4	4	6
23	St John, Main to Peters	21	12	14	6	15	14
24	St Mary, Main to Peters	24	24	23	21	22	6
25	Division St, Main to Peters	10	7	8	9	10	3
26	Rose Av, Main to Peters	15	14	15	14	15	15
27	W Angela St, Main to Peters	19	17	19	18	19	18
28	Old Bernal Av, Main to Peters	13	7	8	4	11	13
A	City Lot - Firehouse	91	32	26	42	42	5
B	City Lot - Neal to W Angela	33	27	20	23	23	23
C	City lot - W Angela to Abbie	60	58	58	50	57	58
D	City lot - Abbie to Bernal	54	40	38	23	32	24
E	City Lot - Peters	72	68	48	59	67	97
F	Private Lot - Deere Café	53	31	26	33	37	39
G	Private Lot - Round Table Pizza	75	57	41	45	51	35
H	Private Lot - B of A	77	42	37	43	48	76

Occupancy Rate

1	Main St, Ray to Spring	94.44%	77.78%	61.11%	100.00%	44.44%
2	Main St, Spring to St. Mary	85.71%	71.43%	85.71%	71.43%	85.71%
3	Main St, St Mary to Division	95.24%	100.00%	85.71%	95.24%	100.00%
4	Main St, Division to W Neal/Rose	100.00%	100.00%	95.00%	100.00%	100.00%
5	Main St, W Neal/Rose to W Angela St.	95.83%	100.00%	91.67%	95.83%	91.67%
6	Main St, W Angela to Old Bernal	95.65%	100.00%	86.96%	86.96%	100.00%
7	Peters Av, St. John to St. Mary	57.89%	52.63%	36.84%	89.47%	31.58%
8	Peters Av, St. Mary to Division	76.92%	69.23%	69.23%	76.92%	76.92%
9	Peters Av, Division to Rose	100.00%	83.33%	61.11%	77.78%	50.00%
10	Peters Av, Rose to W Angela St.	78.26%	100.00%	86.96%	100.00%	82.61%
11	Peters Av, W Angela to Old Bernal	35.00%	65.00%	50.00%	70.00%	100.00%
12	Railroad Av, Spring to Division	96.15%	100.00%	100.00%	92.31%	42.31%
13	Railroad Av, Division to W Neal	100.00%	100.00%	89.47%	100.00%	47.37%
14	Ray St, Walnut to Main	80.00%	40.00%	30.00%	70.00%	60.00%
15	Spring St, Main to Railroad	91.67%	66.67%	50.00%	91.67%	75.00%
16	Division St, Railroad to Main	100.00%	91.67%	58.33%	91.67%	66.67%
17	Neal St, Main to Public Lot	90.00%	95.00%	100.00%	100.00%	100.00%
18	W Angela St, Main to Public Lot	100.00%	100.00%	95.00%	95.00%	0.00%
19	Abbie St, Main to Public Lot	92.86%	76.57%	71.43%	78.57%	100.00%
20	Neal St, Public Lot to 1st	100.00%	100.00%	100.00%	50.00%	100.00%
21	W Angela St, Public Lot to 1st	44.44%	66.67%	88.89%	88.89%	0.00%
22	Abbie St, Public Lot to 1st	75.00%	75.00%	50.00%	50.00%	75.00%
23	St. John, Main to Peters	57.14%	66.67%	28.57%	71.43%	66.67%
24	St Mary, Main to Peters	100.00%	95.83%	87.50%	91.67%	25.00%
25	Division St, Main to Peters	70.00%	80.00%	90.00%	100.00%	30.00%
26	Rose Av, Main to Peters	93.33%	100.00%	93.33%	100.00%	100.00%
27	W Angela St, Main to Peters	89.47%	100.00%	100.00%	100.00%	94.74%
28	Old Bernal Av, Main to Peters	53.85%	61.54%	30.77%	84.62%	100.00%
A	City Lot - Firehouse	35.16%	28.57%	46.15%	46.15%	5.49%
B	City Lot - Neal to W Angela	81.82%	60.61%	69.70%	69.70%	69.70%
C	City lot - W Angela to Abbie	84.67%	96.67%	83.33%	95.00%	96.67%
D	City lot - Abbie to Bernal	74.07%	70.37%	42.59%	59.26%	44.44%
E	City Lot - Peters	94.44%	66.67%	81.94%	93.06%	51.39%
F	Private Lot - Deere Café	58.49%	49.06%	62.26%	69.81%	73.58%
G	Private Lot - Round Table Pizza	88.33%	54.67%	60.00%	68.00%	46.67%
H	Private Lot - B of A	54.55%	74.03%	63.64%	62.34%	98.70%

					Average	Std
North						
1	94.44%	77.78%	61.11%	100.00%	83.33%	44.44%
2	85.71%	71.43%	85.71%	71.43%	78.57%	85.71%
3	95.24%	100.00%	85.71%	95.24%	94.05%	100.00%
7	57.89%	52.63%	36.84%	89.47%	59.21%	31.58%
8	76.92%	69.23%	69.23%	76.92%	73.08%	76.92%
12	96.15%	100.00%	100.00%	92.31%	97.12%	42.31%
14	80.00%	40.00%	30.00%	70.00%	50.00%	60.00%
15	91.67%	66.67%	50.00%	91.67%	75.00%	75.00%
19	57.14%	66.67%	28.57%	71.43%	55.95%	66.67%
24	100.00%	95.83%	87.50%	91.67%	93.75%	25.00%
A	35.16%	28.57%	46.15%	46.15%	39.01%	5.49%
E	94.44%	66.67%	81.94%	93.06%	84.03%	51.39%
F	58.49%	49.06%	62.26%	69.81%	59.91%	73.58%
Central						
4	100.00%	100.00%	95.00%	100.00%	98.75%	100.00%
5	95.83%	100.00%	91.67%	95.83%	95.83%	91.67%
9	100.00%	83.33%	61.11%	77.78%	80.56%	50.00%
10	78.26%	100.00%	86.96%	100.00%	91.30%	82.61%
13	100.00%	100.00%	89.47%	100.00%	97.37%	47.37%
16	100.00%	91.67%	58.33%	91.67%	85.42%	66.67%
17	90.00%	95.00%	100.00%	100.00%	96.25%	100.00%
18	100.00%	100.00%	95.00%	95.00%	97.50%	0.00%
20	100.00%	100.00%	100.00%	50.00%	87.50%	100.00%
21	44.44%	66.67%	88.89%	88.89%	72.22%	0.00%
25	70.00%	80.00%	90.00%	100.00%	85.00%	30.00%
26	93.33%	100.00%	93.33%	100.00%	96.67%	100.00%
27	89.47%	100.00%	100.00%	100.00%	97.37%	94.74%
B	81.82%	60.61%	69.70%	69.70%	70.45%	69.70%
G	88.33%	54.67%	60.00%	68.00%	63.00%	46.67%
South						
6	95.65%	100.00%	86.96%	95.65%	94.57%	100.00%
11	35.00%	65.00%	50.00%	70.00%	55.00%	100.00%
18	92.86%	78.57%	71.43%	78.57%	80.36%	100.00%
22	75.00%	75.00%	50.00%	50.00%	62.50%	75.00%
28	53.85%	61.54%	30.77%	84.62%	57.69%	100.00%
C	84.67%	96.67%	83.33%	95.00%	92.92%	96.67%
D	74.07%	70.37%	42.59%	59.26%	61.57%	44.44%
H	54.55%	74.03%	63.64%	62.34%	63.84%	98.70%

Number	Segment/Lot	Monday Sep 10	Thursday Sept 12	Tuesday Sept 18	Thursday Sept 19	Friday Sept 20
1	Main St, Ray to Spring	18	18	17	17	18
2	Main St, Spring to St. Mary	7	7	6	6	7
3	Main St, St Mary to Division	21	20	21	19	19
4	Main St, Division to W Neal/Rose	20	19	19	19	19
5	Main St, W Neal/Rose to W Angela St.	24	23	24	23	24
6	Main St, W Angela to Old Bernal	23	21	22	23	22
7	Peters Av, St. John to St. Mary	19	19	12	19	15
8	Peters Av, St. Mary to Division	13	13	13	13	12
9	Peters Av, Division to Rose	18	18	10	15	2
10	Peters Av, Rose to W Angela St.	23	7	17	11	7
11	Peters Av, W Angela to Old Bernal	20	8	12	10	14
12	Railroad Av, Spring to Division	26	19	19	22	8
13	Railroad Av, Division to W Neal	19	19	16	18	12
14	Ray St, Walnut to Main	10	9	9	9	9
15	Spring St, Main to Railroad	12	12	12	11	10
16	Division St, Railroad to Main	12	8	12	12	9
17	Neal St, Main to Public Lot	20	19	20	20	20
18	W Angela St, Main to Public Lot	20	18	18	14	18
19	Abbie St, Main to Public Lot	14	12	13	9	14
20	Neal St, Public Lot to 1st	2	2	2	2	2
21	W Angela St, Public Lot to 1st	9	8	2	1	2
22	Abbie St, Public Lot to 1st	8	1	2	3	4
23	St. John, Main to Peters	21	21	21	21	19
24	St Mary, Main to Peters	24	24	24	24	23
25	Division St, Main to Peters	10	10	9	10	10
26	Rose Av, Main to Peters	15	15	15	15	15
27	W Angela St, Main to Peters	19	16	18	18	18
28	Old Bernal Av, Main to Peters	13	12	12	13	12
A	City Lot - Firehouse	91	30	22	28	8
B	City Lot - Neal to W Angela	33	8	11	11	12
C	City lot - W Angela to Abbie	60	19	26	19	21
D	City lot - Abbie to Bernal	54	24	22	15	19
E	City Lot - Peters	72	71	70	69	69
F	Private Lot - Deans Café	53	31	49	36	39
G	Private Lot - Round Table Pizza	75	25	28	40	24
H	Private Lot - B of A	77	37	60	51	60

Occupancy Rate

Number	Segment/Lot	Monday Sep 10	Thursday Sept 12	Tuesday Sept 18	Thursday Sept 19	Friday Sept 20
1	Main St, Ray to Spring	100.00%	94.44%	94.44%	100.00%	
2	Main St, Spring to St. Mary	100.00%	85.71%	85.71%	100.00%	
3	Main St, St Mary to Division	95.24%	100.00%	90.48%	90.48%	
4	Main St, Division to W Neal/Rose	95.00%	95.00%	95.00%	95.00%	
5	Main St, W Neal/Rose to W Angela St.	95.83%	100.00%	95.83%	100.00%	
6	Main St, W Angela to Old Bernal	91.30%	95.65%	100.00%	95.65%	
7	Peters Av, St. John to St. Mary	100.00%	63.16%	100.00%	78.95%	
8	Peters Av, St. Mary to Division	100.00%	100.00%	100.00%	92.31%	
9	Peters Av, Division to Rose	100.00%	55.56%	83.33%	11.11%	
10	Peters Av, Rose to W Angela St.	30.43%	73.91%	47.83%	30.43%	
11	Peters Av, W Angela to Old Bernal	40.00%	60.00%	50.00%	70.00%	
12	Railroad Av, Spring to Division	73.08%	73.08%	84.62%	30.77%	
13	Railroad Av, Division to W Neal	100.00%	84.21%	94.74%	63.16%	
14	Ray St, Walnut to Main	90.00%	90.00%	90.00%	90.00%	
15	Spring St, Main to Railroad	100.00%	100.00%	91.67%	83.33%	
16	Division St, Railroad to Main	66.67%	100.00%	100.00%	75.00%	
17	Neal St, Main to Public Lot	95.00%	100.00%	100.00%	100.00%	
18	W Angela St, Main to Public Lot	90.00%	90.00%	70.00%	90.00%	
19	Abbie St, Main to Public Lot	85.71%	92.86%	64.29%	100.00%	
20	Neal St, Public Lot to 1st	100.00%	100.00%	100.00%	100.00%	
21	W Angela St, Public Lot to 1st	88.89%	22.22%	11.11%	22.22%	
22	Abbie St, Public Lot to 1st	12.50%	25.00%	37.50%	50.00%	
23	St. John, Main to Peters	100.00%	100.00%	100.00%	90.48%	
24	St Mary, Main to Peters	100.00%	100.00%	100.00%	95.83%	
25	Division St, Main to Peters	100.00%	90.00%	100.00%	100.00%	
26	Rose Av, Main to Peters	100.00%	100.00%	100.00%	100.00%	
27	W Angela St, Main to Peters	84.21%	94.74%	94.74%	94.74%	
28	Old Bernal Av, Main to Peters	92.31%	92.31%	100.00%	92.31%	
A	City Lot - Firehouse	32.97%	24.18%	30.77%	8.79%	
B	City Lot - Neal to W Angela	24.24%	33.33%	33.33%	36.36%	
C	City lot - W Angela to Abbie	31.67%	43.33%	31.67%	35.00%	
D	City lot - Abbie to Bernal	44.44%	40.74%	27.78%	35.19%	
E	City Lot - Peters	94.61%	97.22%	95.83%	95.83%	
F	Private Lot - Deans Café	58.49%	92.45%	67.92%	73.58%	
G	Private Lot - Round Table Pizza	33.33%	37.33%	53.33%	32.00%	
H	Private Lot - B of A	48.05%	77.92%	66.23%	77.92%	

						Average
North						
1	100.00%	94.44%	94.44%	100.00%		97.22%
2	100.00%	85.71%	85.71%	100.00%		92.86%
3	95.24%	100.00%	90.48%	90.48%		94.05%
7	100.00%	63.16%	100.00%	78.95%		85.53%
8	100.00%	100.00%	100.00%	92.31%		98.08%
12	73.08%	73.08%	84.62%	30.77%		65.38%
14	90.00%	90.00%	90.00%	90.00%		90.00%
15	100.00%	100.00%	91.67%	83.33%		93.75%
23	100.00%	100.00%	100.00%	90.48%		97.62%
24	100.00%	100.00%	100.00%	95.83%		98.96%
A	32.97%	24.18%	30.77%	8.79%		24.18%
E	94.61%	97.22%	95.83%	95.83%		96.88%
F	58.49%	92.45%	67.92%	73.58%		73.11%
Central						
4	95.00%	95.00%	95.00%	95.00%		95.00%
5	95.83%	100.00%	95.83%	100.00%		97.92%
9	100.00%	55.56%	83.33%	11.11%		62.50%
10	30.43%	73.91%	47.83%	30.43%		45.65%
13	100.00%	84.21%	94.74%	63.16%		85.53%
16	66.67%	100.00%	100.00%	75.00%		85.42%
17	95.00%	100.00%	100.00%	100.00%		98.75%
18	90.00%	90.00%	70.00%	90.00%		85.00%
20	100.00%	100.00%	100.00%	100.00%		100.00%
21	88.89%	22.22%	11.11%	22.22%		36.11%
25	100.00%	90.00%	100.00%	100.00%		97.50%
26	100.00%	100.00%	100.00%	100.00%		100.00%
27	84.21%	94.74%	94.74%	94.74%		92.11%
B	24.24%	33.33%	33.33%	36.36%		31.82%
G	33.33%	37.33%	53.33%	32.00%		39.00%
South						
6	91.30%	95.65%	100.00%	95.65%		95.65%
11	40.00%	60.00%	50.00%	70.00%		55.00%
19	85.71%	92.86%	64.29%	100.00%		85.71%
22	12.50%	25.00%	37.50%	50.00%		31.25%
28	92.31%	92.31%	100.00%	92.31%		94.23%
C	31.67%	43.33%	31.67%	35.00%		35.42%
D	44.44%	40.74%	27.78%	35.19%		37.04%
H	48.05%	77.92%	66.23%	77.92%		67.53%