East Pleasanton Specific Plan Infrastructure Summary

Development of the Specific Plan Area will require the construction and installation of new infrastructure and public improvements, and the extension of existing roadways and utility infrastructure. The City of Pleasanton has citywide infrastructure standards and requirements for roadways, water, sewer, storm drainage, parks, public facilities, and public safety. The East Pleasanton Specific Plan is designed to implement and conform to these citywide standards and requirements.

Construction of City of Pleasanton Master Plan Infrastructure and Specific Plan Improvements will be subject to adequate security requirements, such as bonds, letters of credit, or other forms of security, as deemed reasonably necessary by the City to ensure the satisfactory construction of infrastructure and performance of any associated obligations, including applicable warranty and maintenance obligations. To the extent that a property owner is required to pay for or construct improvements which benefit other properties, such property owner may be eligible for reimbursement under the City's applicable reimbursement programs and in accordance with applicable laws and regulations.

Following are rough engineering estimates that will be updated with more detail after approval of the preferred option. The estimates are summarized in Exhibits A through Exhibit D.

Road Infrastructure

The East Pleasanton Specific Plan includes three major roads Busch Road, Boulder Street and El Charro Road. These are considered master plan roads that will be the responsibility of the entire development.

The table below summarizes roadway requirements for each option. The final number of traffic signals is subject to a level of service analysis to be done later by the traffic consultant for the Specific Plan Area.

Option	El Charro Road	Busch Road	All other roads	New Signals	*Modified Signals
Option 1	4 lanes	2 lanes	2 lanes	6	3
Option 4	4 lanes	2 lanes	2 lanes	6	3
Option 5	4 lanes	2 lanes	2 lanes	7	3
Option 6	4 lanes	2 lanes	2 lanes	8	3

*Please note El Charro Road/Stanley Boulevard is considered a new signal due to the need to lower the grade of the intersection for all options.

This system of roadways will provide efficient movement of traffic within the Specific Plan Area. The complete street network will eventually be comprised of both Master Plan roadways as indicated and Specific Plan Area minor roadways designed by each major developer. The street network is designed and intended to minimize Vehicle Miles Traveled (VMT) and to meet the Level of Service requirements as recommended to provide a Sustainable approach for transportation planning. The number, type, location and design of local roadways, including intersection spacing, geometrics and other design elements described in this Specific Plan are conceptual. Any variations from figures must be consistent with the other applicable provisions of the Specific Plan and other applicable City standards and policies, including required level-of-service standards. The City may require additional design improvements and requirements, such as additional right-turn lanes, acceleration and deceleration lanes, and extended left-turn pockets, among other things. See Exhibits RD-01, RD-04, RD-05 and RD-06 for schematic layout of master plan roadways.

The roadway system for the Specific Plan Area has been designed to enable safe, attractive and convenient access and use by a variety of users including pedestrians, bicycles, vehicles, trucks and public transportation. Pedestrian improvements include sidewalks on both sides of all streets, easily accessible walking trails within the park and open space areas, and accessible pedestrian signals. Bicycle Paths have been included within the Specific Plan Area to encourage and allow for alternatives to motor vehicles and to connect with the City's existing bicycle path network. The roadway system will also facilitate use of public transportation facilities by providing bus pull-outs and shelters for shade and protection during winter weather. Exact location of these facilities is to be implemented through the development process along with coordination with LAVTA (Livermore Amador Transit Authority).

Water Supply

Drinking water supplies for the EPSP area are limited. To help meet the Plan Area water demands, need for potable water supplies is to be reduced by using recycled water to meet most of its irrigation demands. Only the low density residential land uses will use potable water for outside irrigation needs. The potable water demands for the Plan Area are being met through a recycled water potable water exchange program. The Plan Area will extend the City's existing recycled water distribution system to provide irrigation water to parts of the City that currently use potable water for irrigation. As the recycled water system is extended, the potable water that was being used for irrigation is freed up to meet the Plan Area potable water needs. See the separate WSA (Water Supply Assessment) for the East Pleasanton Specific Plan Area for details on the water supply analysis.

Potable Water Infrastructure

The potable water infrastructure needed to serve the Plan Area has three components: 1) the on-site facilities (within the Specific Plan area), 2) off-site facilities needed to extend services to the Specific Plan Area, and 3) the expansion of the recycled water system to exchange recycled water for potable water supplies for each phase of development.

The City's hydraulic models for the potable and non-potable water system will be used to size the pipelines needed on-site for both distribution systems. The size of the pipelines for the major streets is expected to be a maximum of 12" W. The models will also identify the necessary improvements needed off-site to ensure the City's service criteria for the development area are met. The water pipe system will connect to the new transmission lines constructed within El Charro Road east of Staples Ranch and to the existing waterline system within Ironwood Drive and Valley Avenue.

It is anticipated there will be minimal effects to the potable water system because the exchange program will result in no net change for annual potable water demands. As development proceeds within the Specific Plan area, the City will help identify the necessary expansion of the recycled water system to ensure water supplies for the proposed development.

All potable water and recycled water distribution system facilities will be located within street rights of way. See Exhibits W-01, W-04, W-05 and W-06 for schematic layout of potable water facilities for each option..

Recycled Water Infrastructure

As mentioned above, the City has a hydraulic model of the existing and assumed recycled water distribution system. The distribution system is ultimately anticipated to be fed from the City's wastewater facility. There is an agreement with the City of Livermore for services to the east side of the City, until the distribution system can be expanded from the west to the Specific Plan Area.

The hydraulic modeling efforts are anticipated to show that on-site irrigation demands will be initially served from recycled water from the City of Livermore's distribution system.

Off-site facilities will be identified with the modeling efforts and are anticipated to be limited to the extension of pipeline facilities to the Specific Plan Area from El Charro Road directly west of Staples Ranch and north of the Plan Area. The City of Pleasanton has turnouts from the City of Livermore and DSRSD that can be used to provide recycled water. Expansion of the Pleasanton recycled water system will occur as part of the water exchange program described above and described in more detail in the WSA. See Exhibits RW-01, RW-04, RW-05 and RW-06 for schematic layout of recycled water facilities for each option.

Storm Drain

The developable area that comprises the East Pleasanton Specific Plan Area totals approximately 406-acres. The Chain of Lakes is not included in this calculation. The Western Watershed #1 is approximately 92-acres and contains the Kiewit Property, Pleasanton Garbage Service facility and the Operations Service Center. This area is planned to drain through the existing underground system in Ironwood Drive. The remaining eastern watershed is 314-acres that will drain through new underground infrastructure into Cope Lake (the lake situated on the south easterly edge of the site). Eighty acres of this is open space and parks.

Anticipated flows for the two watersheds are approximated at 110 cubic feet per second (cfs) and 230 cfs, respectively. Watershed #1 will utilize existing 24" and 36" storm drain systems. Watershed #2 will employ storm drain pipes from the 12-18" size up to 48". See Exhibits SD-01, SD-04, SD-05 and SD-06 for schematic layout of recycled water facilities for each option.

All pipe systems will be designed per the design standards of the City of Pleasanton. Pipe sizes, manhole spacing, inlet locations, etc. will meet or exceed these standards.

Sanitary Sewer

The East Pleasanton Specific Plan will have its sanitary sewer needs met by the installation of 8" to 12" sewer lines that will accommodate the different proposed land uses throughout. The Specific Plan Area will have a network of underground mains that will convey most of the effluent from the Plan Area to a new sanitary sewer lift station, the approximate location is as delineated on Exhibits SS-01, SS-04, SS-05 and SS-06 for each option.. The exact location of the sewer pump station will be finalized after final option is chosen.

This lift station will provide pumping capacity up to 1.39 million gallons per day (mgd). It is anticipated that this station will pump the collected effluent through a 6"-8" force main that will be constructed from the pump station to El Charro Road. This force main will connect to a gravity system in El Charro Road and extend northerly along El Charro Road. The pipe system will extend to the west and connect to an existing 27" trunk line sized specifically to handle the flows from the project and flow west to the the Pleasanton Waste Water Treatment Plant. See Exhibits for schematic layout of sanitary facilities.

The updated Sanitary Sewer Master Plan by Carollo Engineers specifically provides details for the trunk line that serves the Plan Area. All pipe systems will be designed within the design standards of the City of Pleasanton. Pipe sizes, manhole spacing, etc. will meet or exceed these standards.

EXHIBIT "A"
ENGINEERING ESTIMATE
SUMMARY FOR EAST PLEASANTON SPECIFIC PLAN

Option 1

Overall Major Infrastructure

El Charro/Stanley Blvd. Undercrossing		$	18,023,500.00
Boulder Road Improvements		$	1,684,894.67
Busch Road Improvements		$	2,871,430.21
Traffic Signals(Assumes 6 new and 3 modified)		$	2,375,000.00
Arroyo Mocho Bridges		$	3,726,000.00
El Charro Road Improvements		$	7,109,948.34
Gateways		$	300,000.00
Sewer Improvements		$	5,317,000.00
Recycled Water Lines		$	1,139,051.00
Water Improvements		$	1,621,261.00
Joint Trench Improvements		$	1,365,890.50
	Total	$	45,533,975.72
	15% Contingency	$	6,830,096.36
	20% Softcosts	$	9,106,795.14
		$	**61,470,867.23**

* Theses estimates exclude paying into recycled water exchange program to obtain required water supply.(4-6 mil)

EXHIBIT "B"
ENGINEERING ESTIMATE
SUMMARY FOR EAST PLEASANTON SPECIFIC PLAN

Option 4

Overall Major Infrastructure

El Charro/Stanley Blvd. Undercrossing		$	18,023,500.00
Boulder Road Improvements		$	1,902,813.65
Busch Road Improvements		$	3,110,954.31
Traffic Signals(assumes 6 new and and 3 modified)		$	2,250,000.00
Arroyo Mocho Bridges		$	3,726,000.00
El Charro Road Improvements		$	7,577,777.49
Gateways		$	300,000.00
Sewer Improvements		$	5,564,500.00
Recycled Water Lines		$	1,225,874.80
Water Improvements		$	1,745,164.00
Joint Trench Improvements		$	1,471,208.05
	Total	$	46,897,792.29
	15% Contingency	$	7,034,668.84
	20% Softcosts	$	9,379,558.46
		$	**63,312,019.60**

* Theses estimates exclude paying into recycled water exchange program to obtain required water supply.(4-6 mil)

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EXHIBIT "C"
ENGINEERING ESTIMATE
SUMMARY FOR EAST PLEASANTON SPECIFIC PLAN

Option 5

Overall Major Infrastructure

Description		Estimate
El Charro/Stanley Blvd. Undercrossing	$	18,023,500.00
Boulder Road Improvements	$	1,483,396.12
Busch Road Improvements	$	2,404,514.62
Traffic Signals(assumes 7 new and 3 modified)	$	2,625,000.00
Arroyo Mocho Bridges	$	3,726,000.00
El Charro Road Improvements	$	7,577,777.49
Gateways	$	300,000.00
Sewer Improvements	$	5,252,500.00
Recycled Water Lines	$	1,075,801.80
Water Improvements	$	1,530,774.00
Joint Trench Improvements	$	1,288,078.10
Total	$	45,287,342.13
15% Contingency	$	6,793,101.32
20% Softcosts	$	9,057,468.43
	$	**61,137,911.87**

* Theses estimates exclude paying into recycled water exchange program to obtain required water supply.(4-6 mil)

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EXHIBIT "D"
ENGINEERING ESTIMATE
SUMMARY FOR EAST PLEASANTON SPECIFIC PLAN

Option 6

Description		Estimate
Overall Major Infrastructure		
El Charro Road /Stanley Boulevard Undercrossing	$	18,023,500.00
Boulder Street Improvements	$	1,958,708.04
Busch Road Improvements	$	2,343,047.32
Traffic Signals(Assumes 8 new and 3 modified)	$	2,625,000.00
Arroyo Mocho Bridges	$	3,726,000.00
El Charro Road Improvements	$	7,536,923.99
Gateways	$	300,000.00
Sewer Improvements	$	5,356,000.00
Recycled Water Lines	$	1,225,874.80
Water Improvements	$	1,530,774.00
Joint Trench Improvements	$	1,364,403.85
Total	$	45,990,232.00
15% Contingency	$	6,898,534.80
20% Softcosts	$	9,198,046.40
	$	**62,086,813.20**

* Theses estimates exclude paying into recycled water exchange program to obtain required water supply.(4-6 mil)

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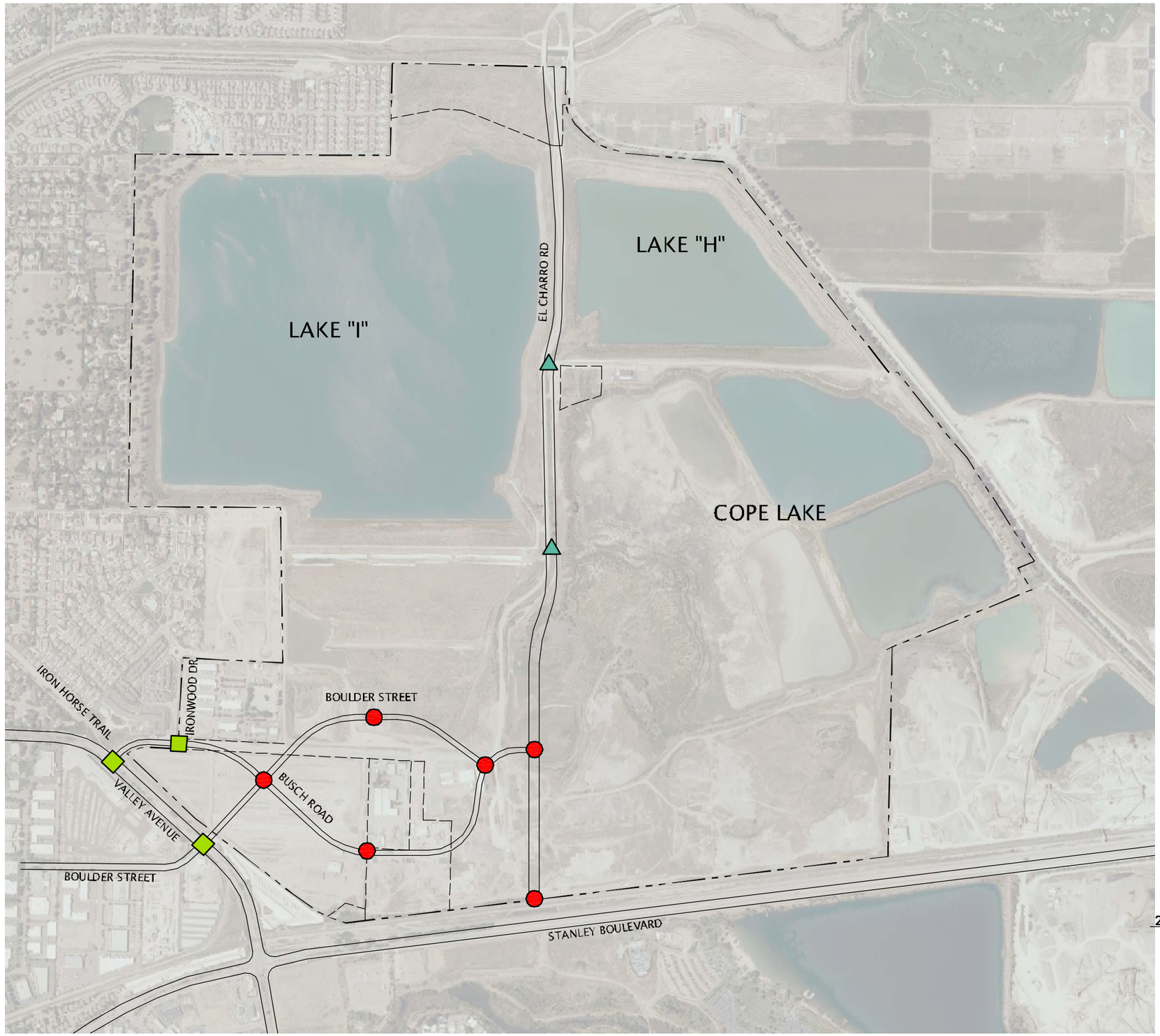

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Scale 1" = 1000 ft

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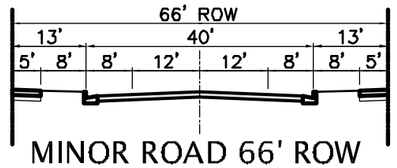
- MODIFIED SIGNAL
- PEDESTRIAN CROSSING



MINOR ROAD 66' ROW

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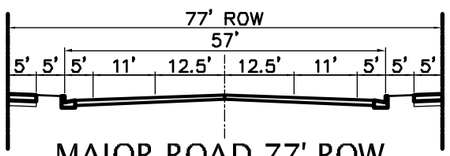

MAJOR ROAD 77' ROW

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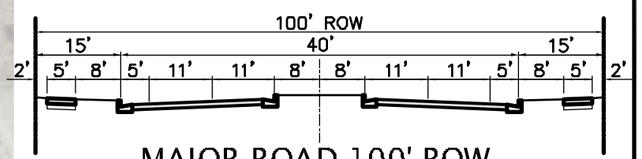

MAJOR ROAD 100' ROW

N.T.S.

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

ROADWAYS OPTION 1
EXHIBIT RD-01

CALIFORNIA

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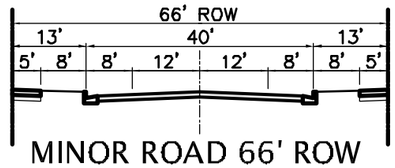
NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

ROADWAY LEGEND

- NEW SIGNAL
- MODIFIED SIGNAL
- PEDESTRIAN CROSSING



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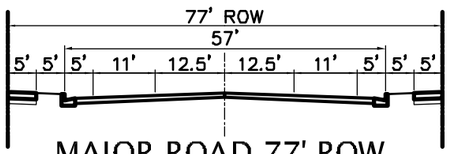

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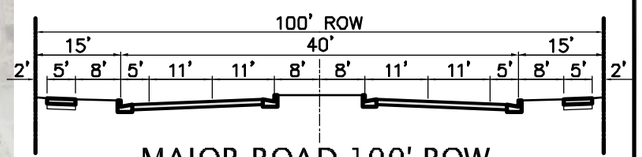

MAJOR ROAD 100' ROW

N.T.S.

SCALE 1"=1000'
DATE JULY, 2013
BY JDQ
JOB NO. A06672-26

ROADWAYS OPTION 4
EXHIBIT RD-04

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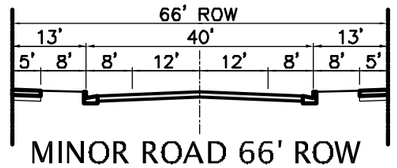
ROADWAY LEGEND

- NEW SIGNAL
- MODIFIED SIGNAL
- PEDESTRIAN CROSSING



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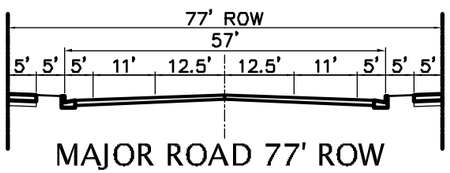

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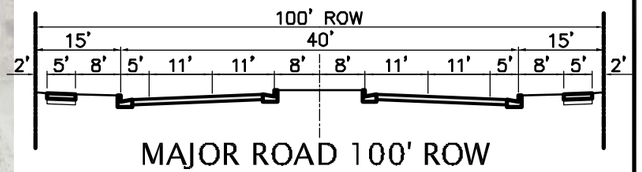

MAJOR ROAD 100' ROW

N.T.S.

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
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ROADWAYS OPTION 5
EXHIBIT RD-05

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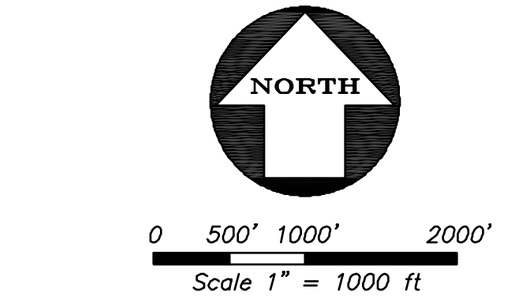

ROADWAY LEGEND

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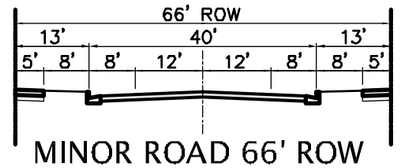
- MODIFIED SIGNAL
- PEDESTRIAN CROSSING



MINOR ROAD 66' ROW
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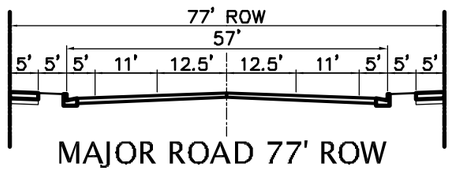

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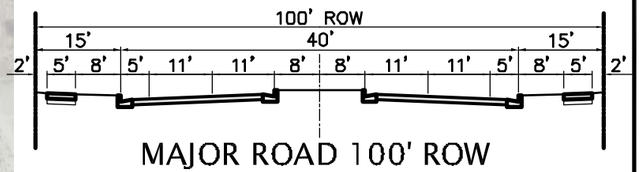

MAJOR ROAD 100' ROW
N.T.S.

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

ROADWAYS OPTION 6
EXHIBIT RD-06

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NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

WATER LEGEND

12"W — 12" WATER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

WATER OPTION 1
EXHIBIT W-01

CALIFORNIA

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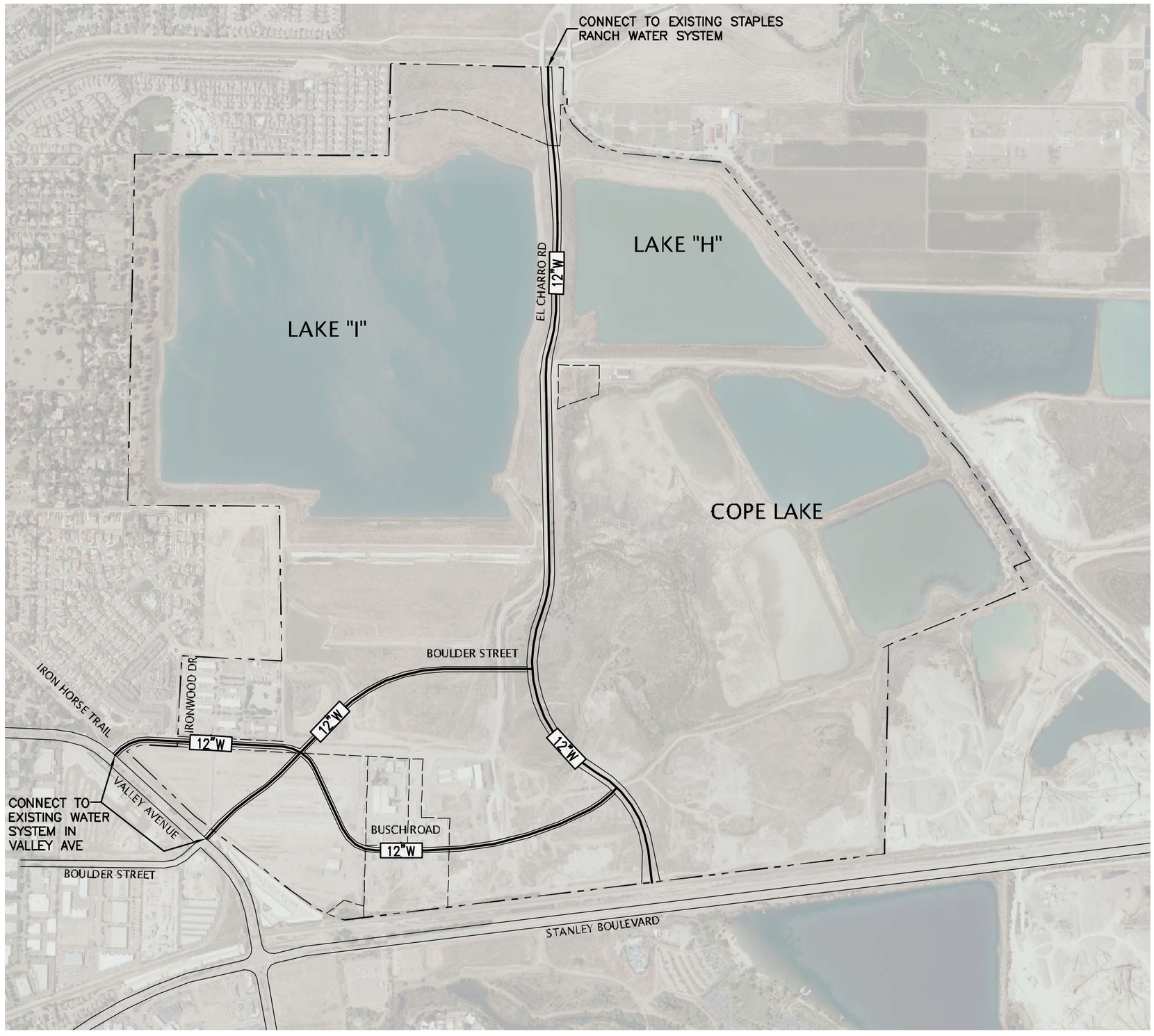

NORTH

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Scale 1" = 1000 ft

WATER LEGEND

12"W — 12" WATER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

WATER OPTION 4
EXHIBIT W-04

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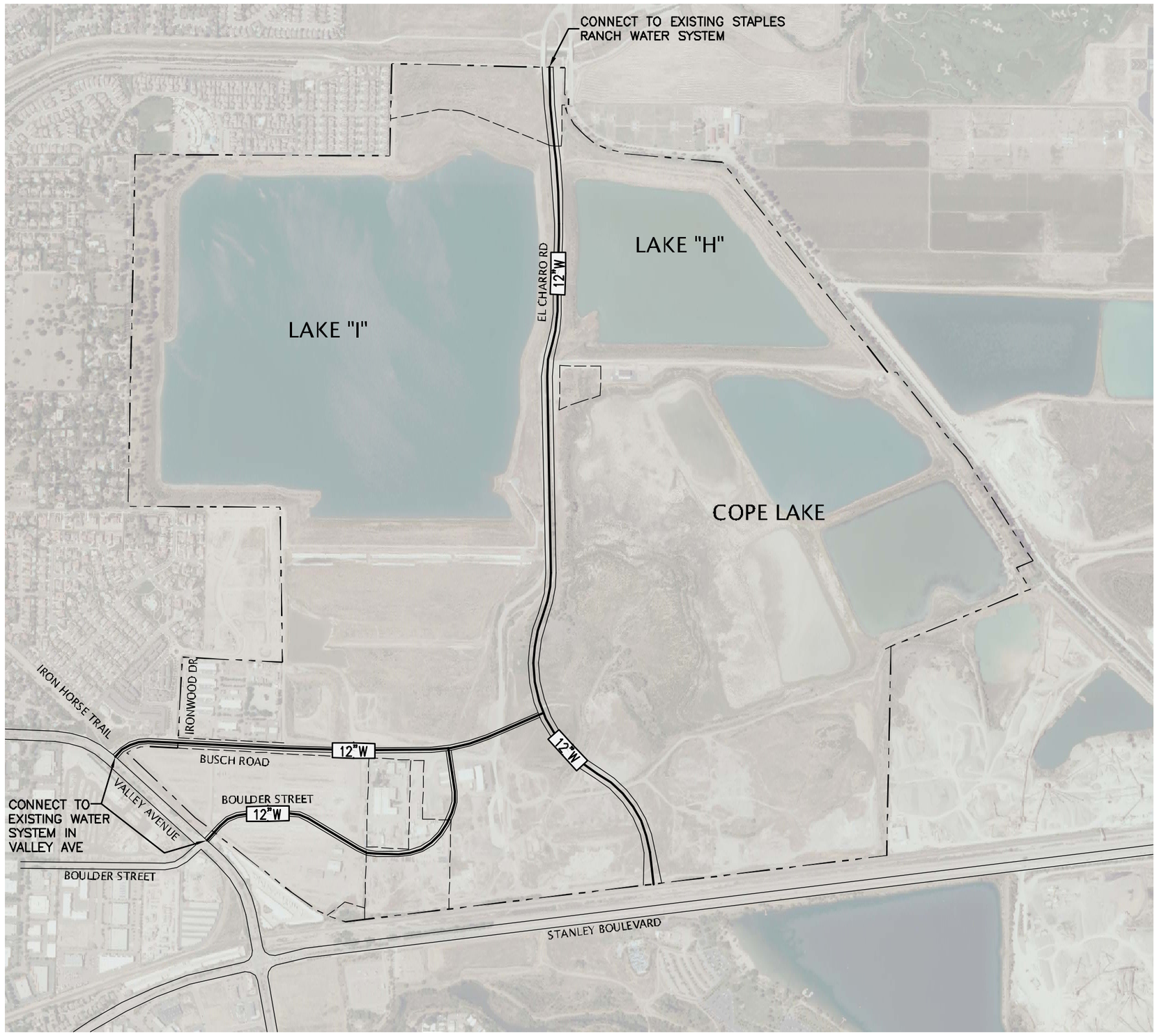

NORTH

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Scale 1" = 1000 ft

WATER LEGEND

12"W — 12" WATER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

WATER OPTION 5
EXHIBIT W-05

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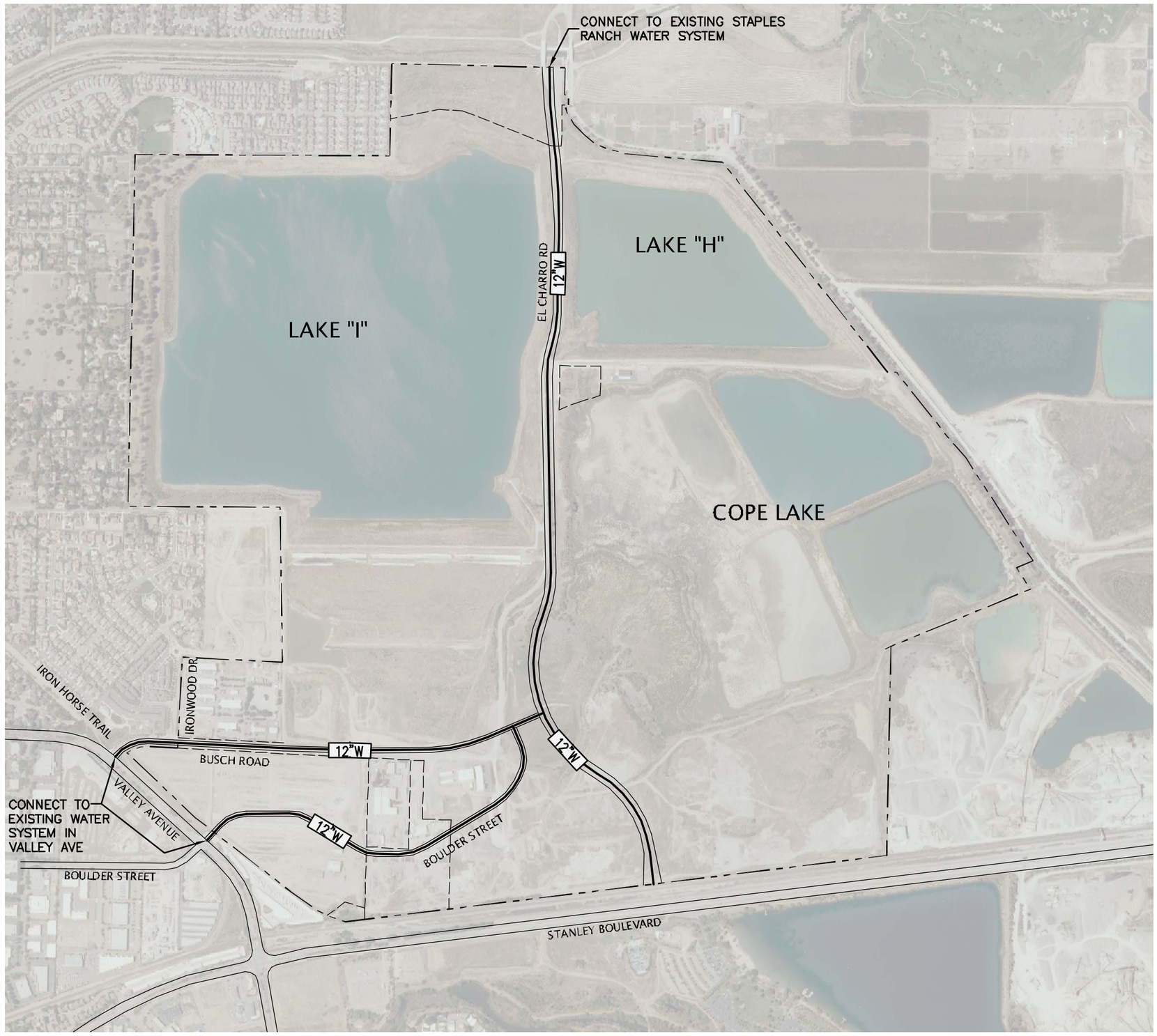

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Scale 1" = 1000 ft

WATER LEGEND

12"W — 12" WATER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

WATER OPTION 6
EXHIBIT W-06

CALIFORNIA

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NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

RECYCLED WATER LEGEND

12"RW — 12" RECYCLED WATER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

RECYCLED WATER OPTION 1
EXHIBIT RW-01

PLEASANTON CALIFORNIA

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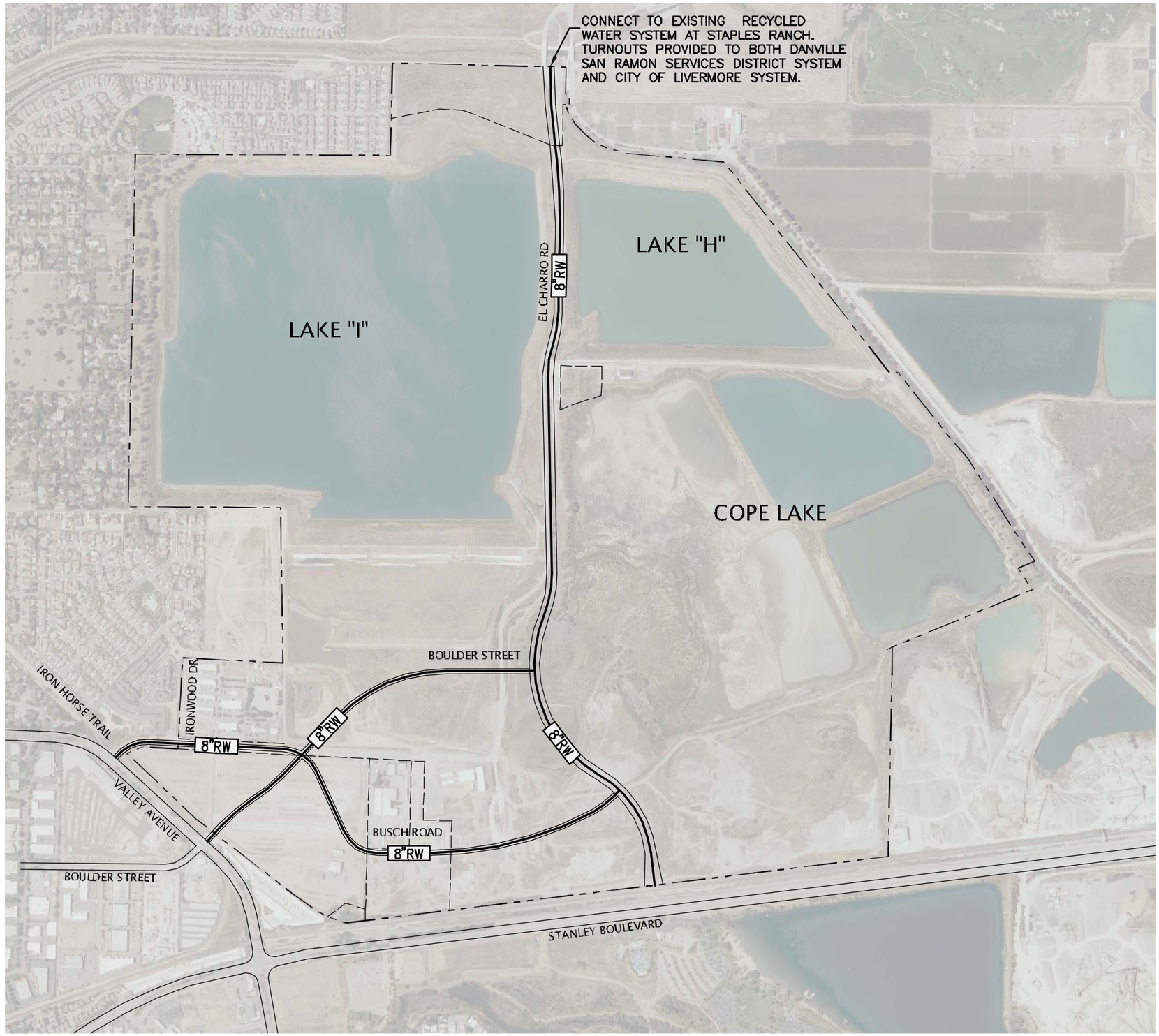

NORTH

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Scale 1" = 1000 ft

RECYCLED WATER LEGEND

12"RW — 12" RECYCLED WATER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

RECYCLED WATER OPTION 4
EXHIBIT RW-04

PLEASANTON CALIFORNIA

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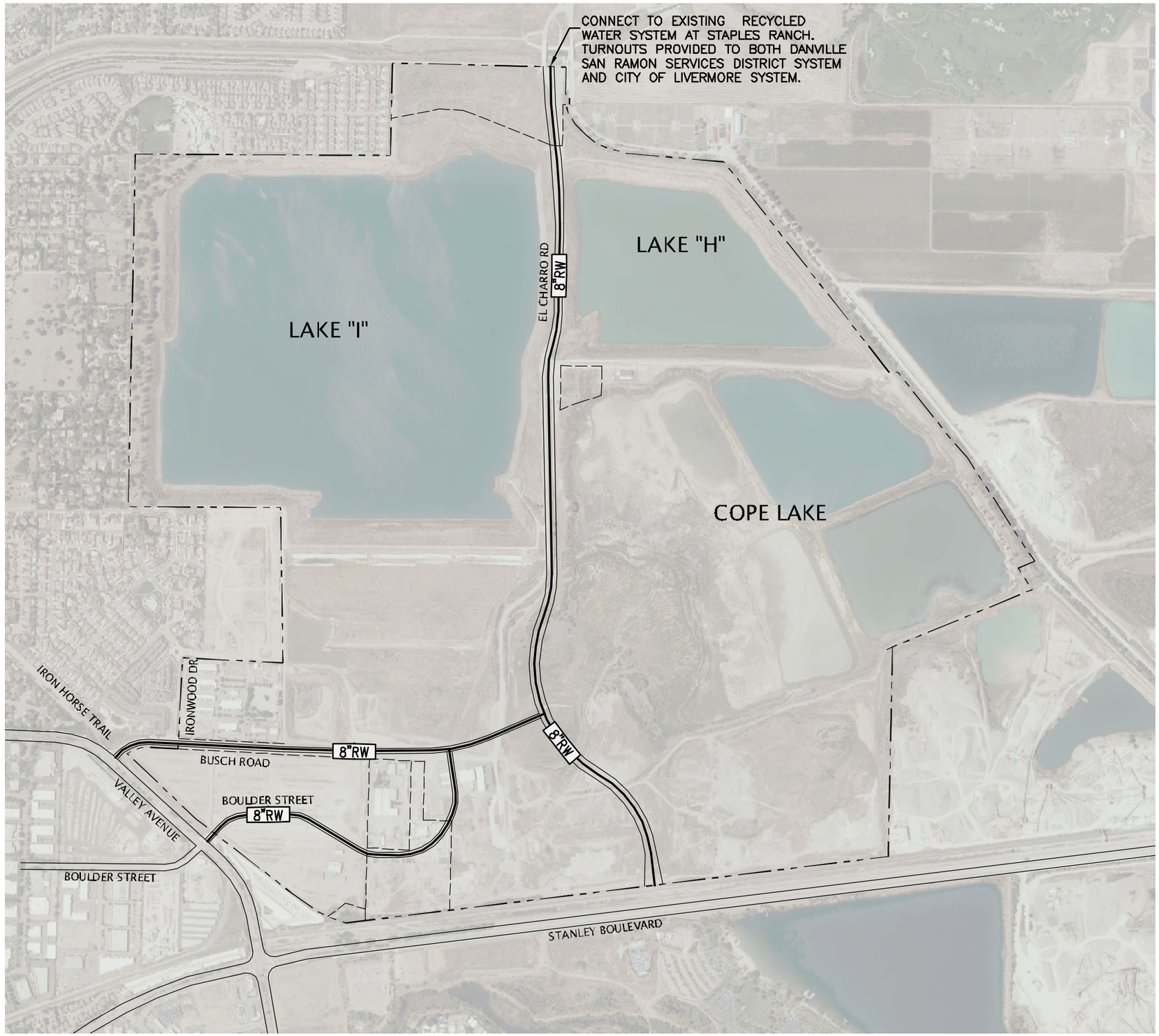

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

RECYCLED WATER LEGEND

12"RW — 12" RECYCLED WATER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

RECYCLED WATER OPTION 5
EXHIBIT RW-05

CALIFORNIA

PLEASANTON

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Livermore, California 94551 Fax (925) 245-8796

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

RECYCLED WATER LEGEND

12"RW — 12" RECYCLED WATER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

RECYCLED WATER OPTION 5
EXHIBIT RW-06

PLEASANTON CALIFORNIA

KIER & WRIGHT
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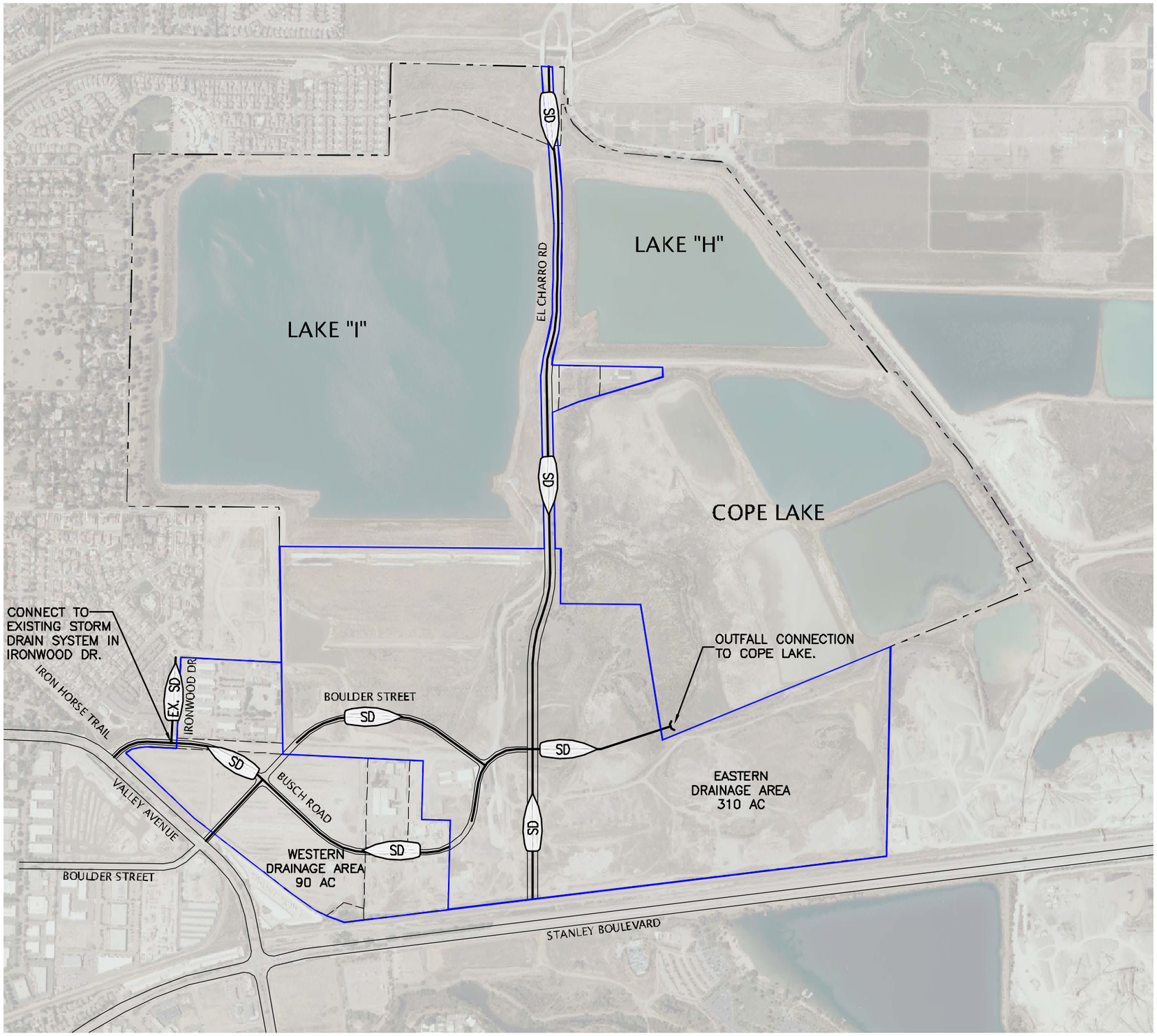

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

STORM DRAIN LEGEND

SD — STORM DRAIN MAIN

* ALL STORM DRAIN TO BE ASSUMED AVERAGE OF 24"SD.

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

STORM DRAIN OPTION 1
EXHIBIT SD-01

PLEASANTON CALIFORNIA

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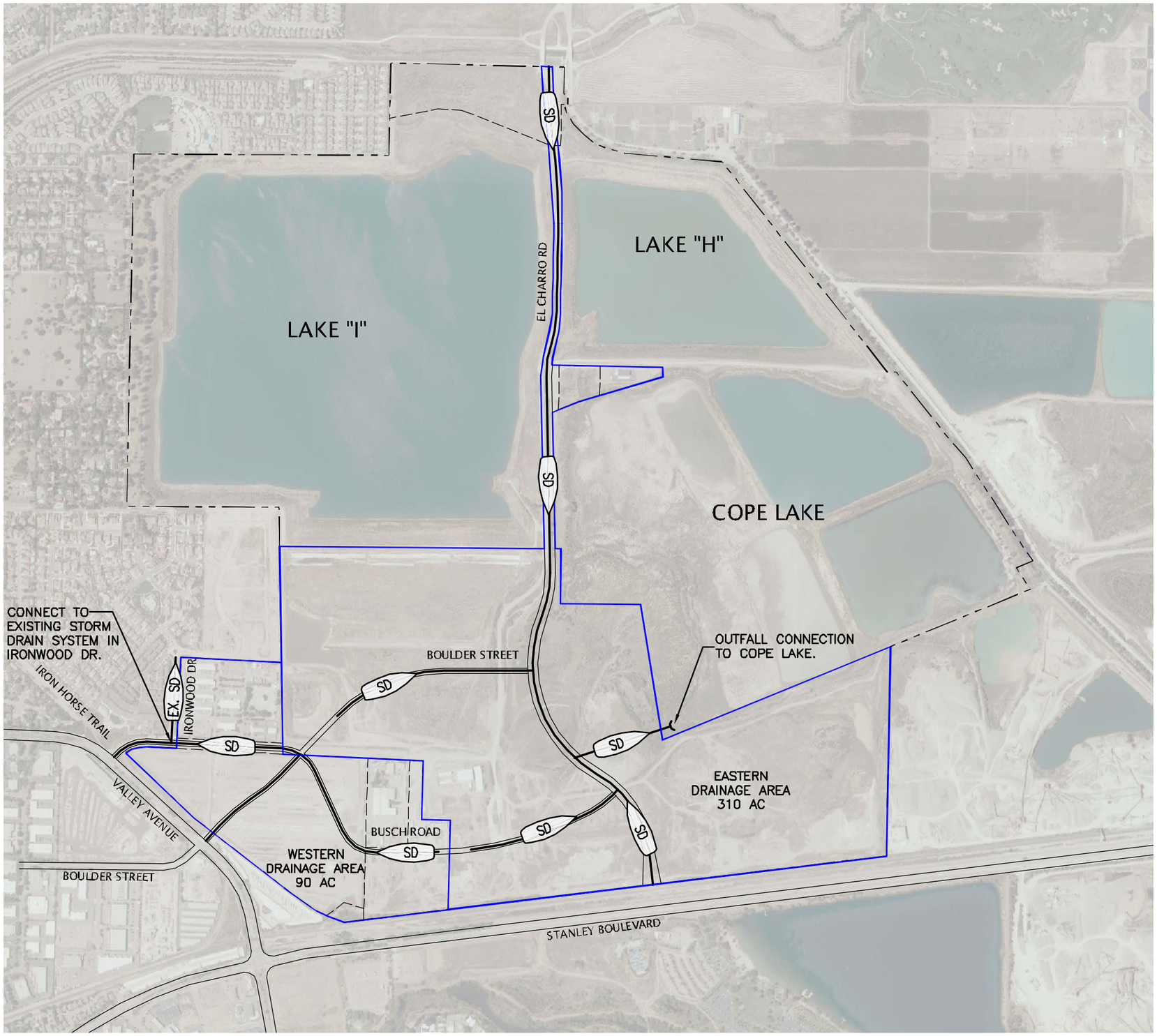

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

STORM DRAIN LEGEND

SD — STORM DRAIN MAIN

* ALL STORM DRAIN TO BE ASSUMED AVERAGE OF 24"SD.

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

STORM DRAIN OPTION 4
EXHIBIT SD-04

PLEASANTON CALIFORNIA

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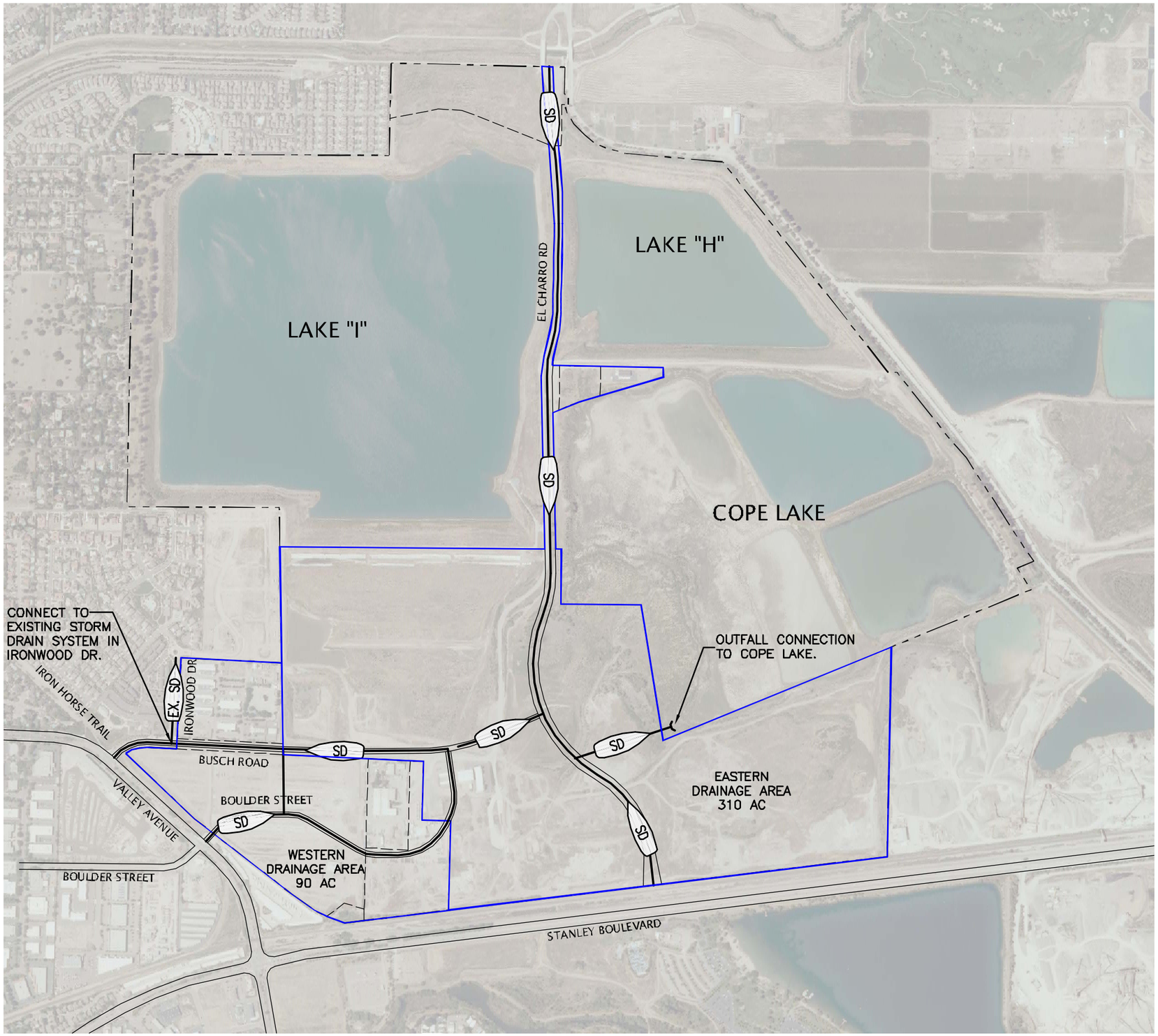

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

STORM DRAIN LEGEND

SD — STORM DRAIN MAIN

* ALL STORM DRAIN TO BE ASSUMED AVERAGE OF 24"SD.

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

STORM DRAIN OPTION 5
EXHIBIT SD-05

PLEASANTON CALIFORNIA

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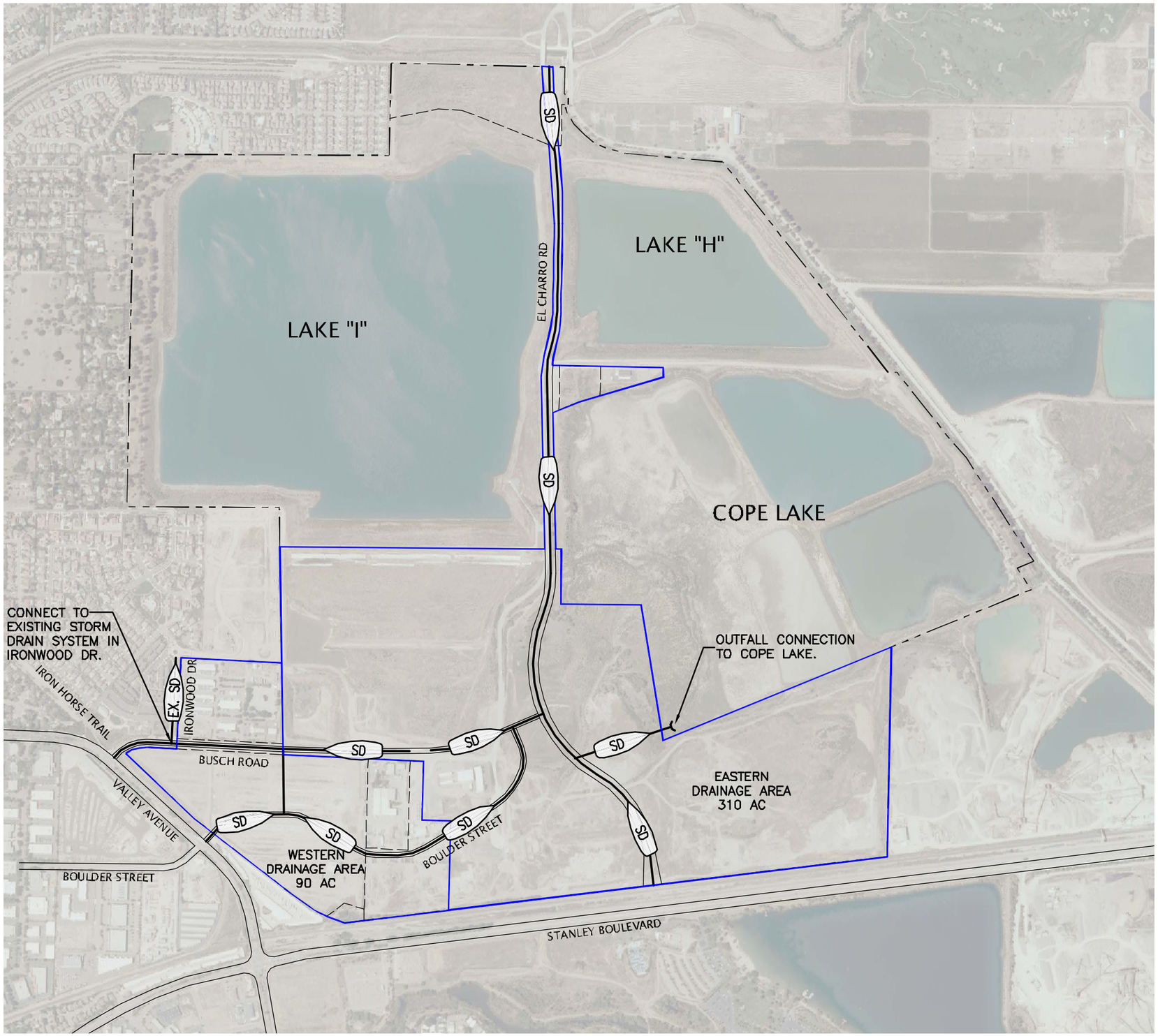

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

STORM DRAIN LEGEND

SD — STORM DRAIN MAIN

* ALL STORM DRAIN TO BE ASSUMED AVERAGE OF 24"SD.

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

STORM DRAIN OPTION 6
EXHIBIT SD-06

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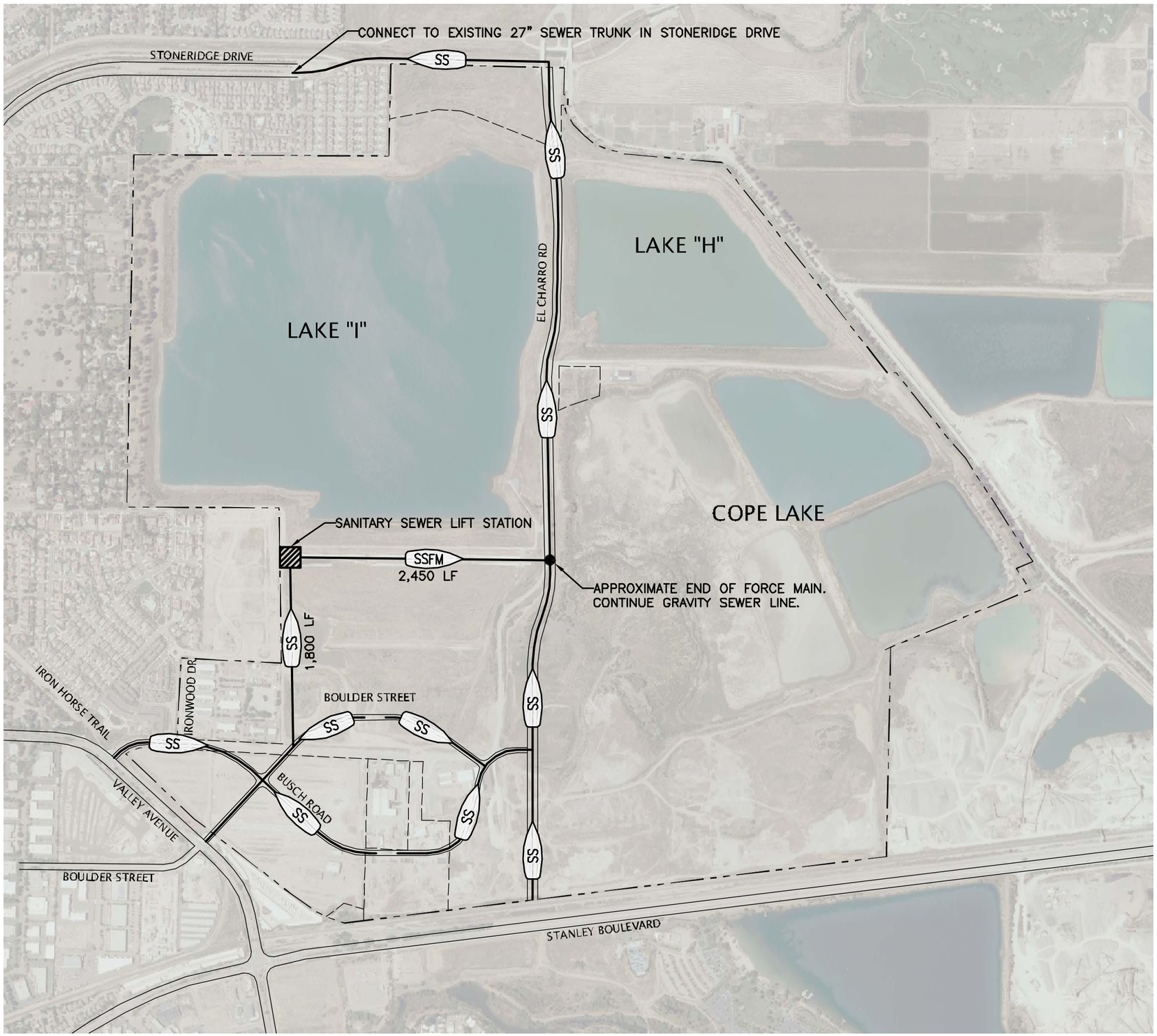

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

SANITARY SEWER LEGEND

SS — SANITARY SEWER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

SANITARY SEWER OPTION 1
EXHIBIT SS-01

PLEASANTON CALIFORNIA

KIER & WRIGHT
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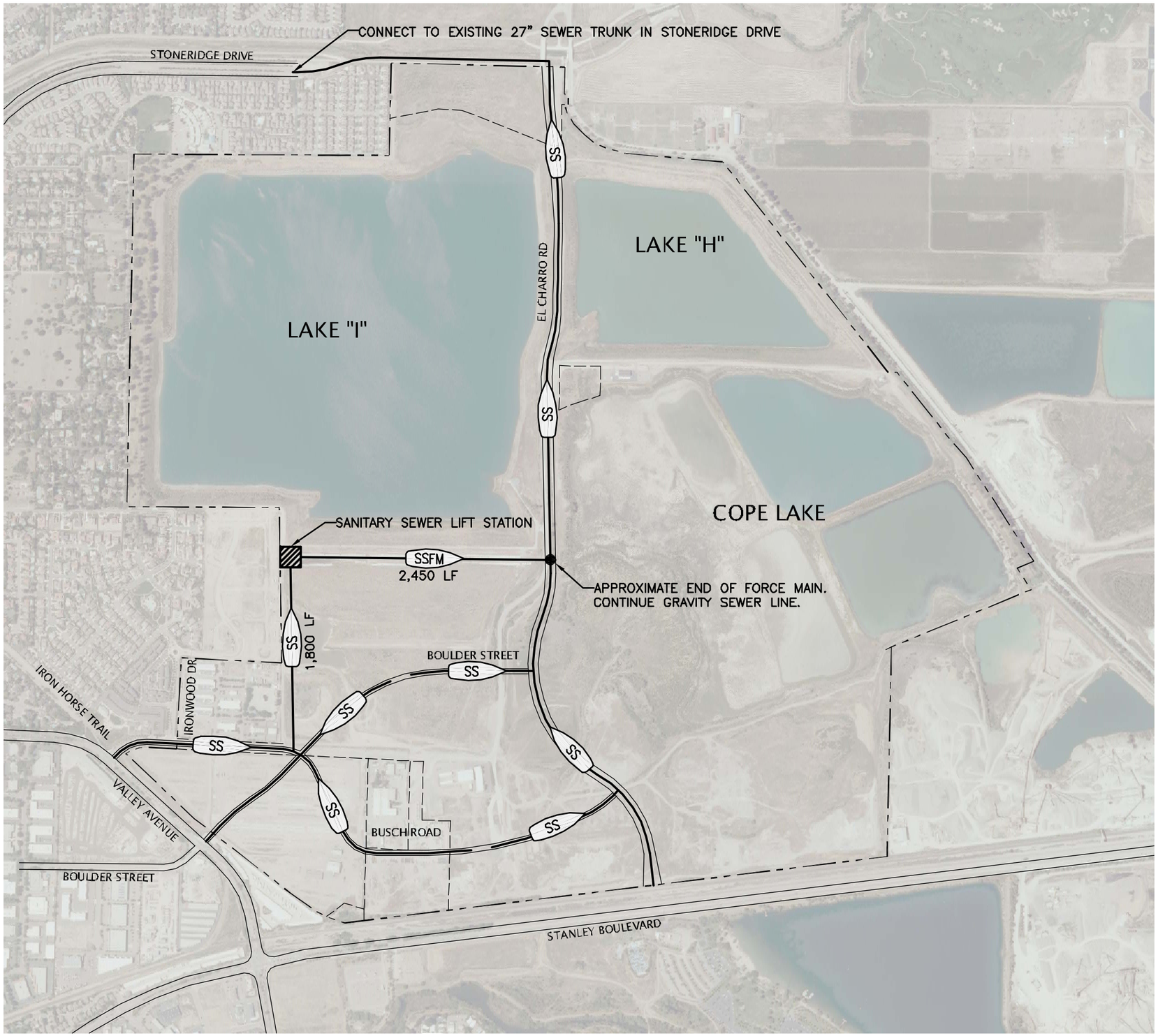

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

SANITARY SEWER LEGEND

SS — SANITARY SEWER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

SANITARY SEWER OPTION 4
EXHIBIT SS-04

PLEASANTON CALIFORNIA

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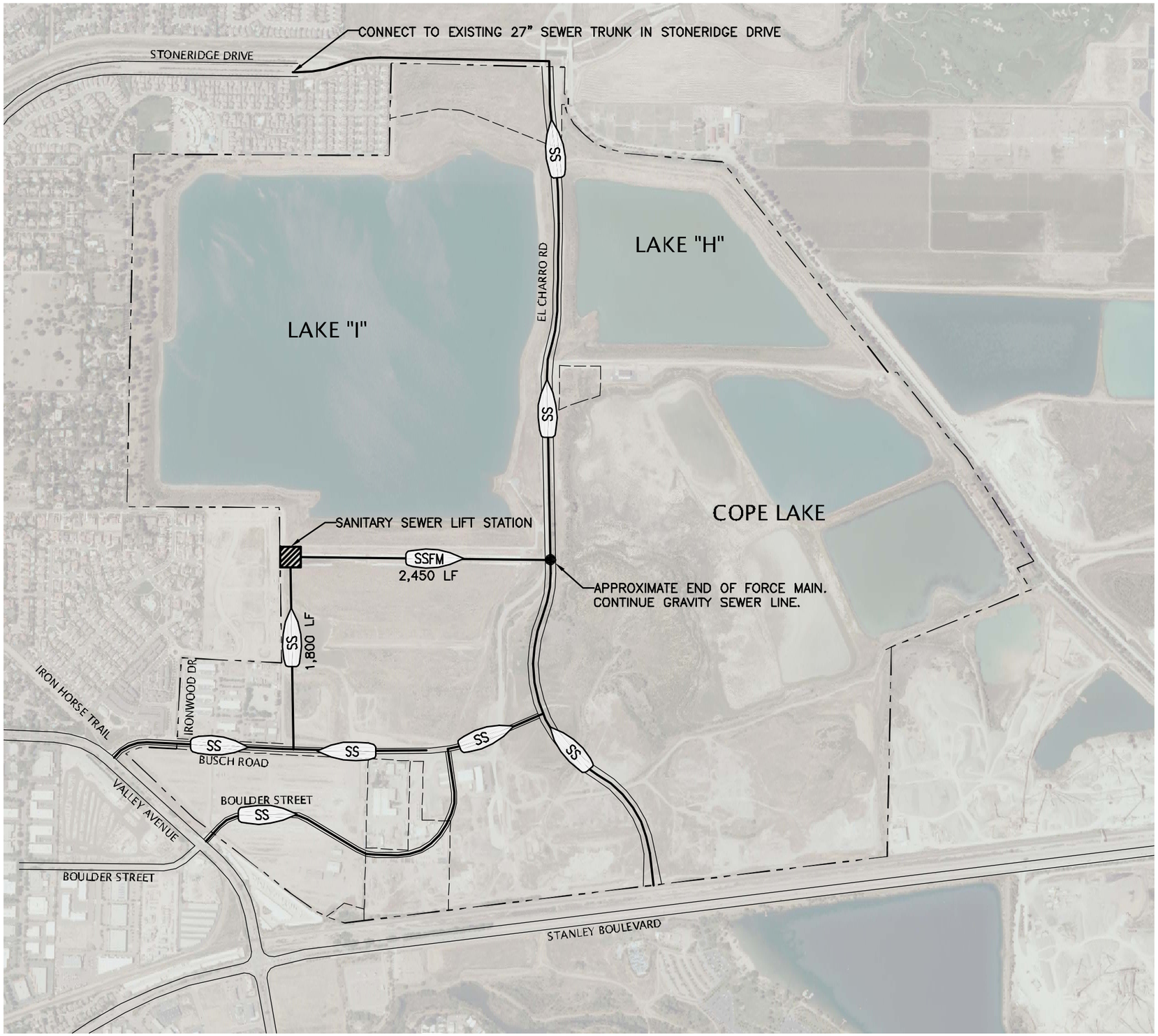

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

SANITARY SEWER LEGEND

SS — SANITARY SEWER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

SANITARY SEWER OPTION 5
EXHIBIT SS-5

PLEASANTON CALIFORNIA

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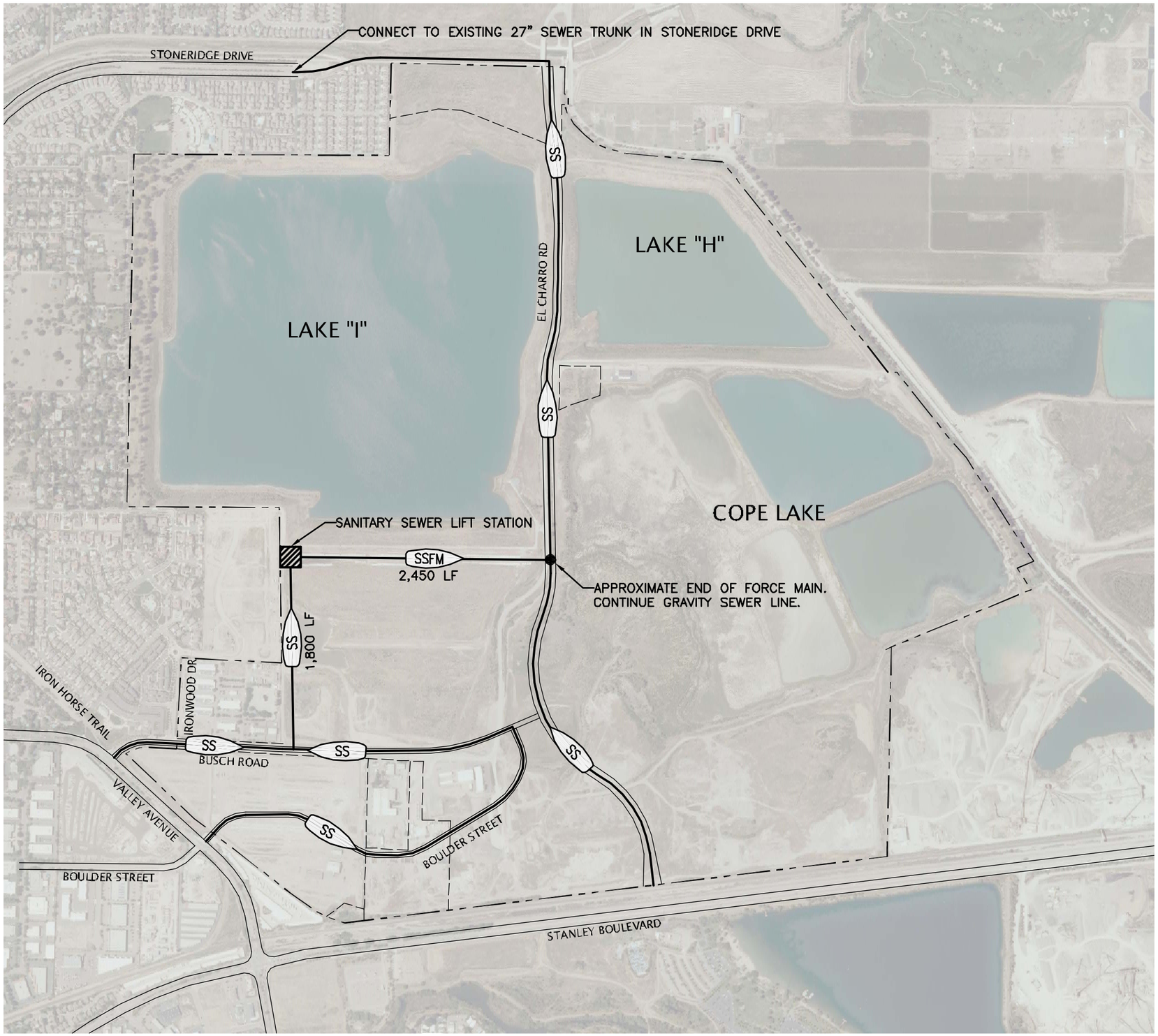

NORTH

0 500' 1000' 2000'

Scale 1" = 1000 ft

SANITARY SEWER LEGEND

SS — SANITARY SEWER MAIN

SCALE	1"=1000'
DATE	JULY, 2013
BY	JDQ
JOB NO.	A06672-26

SANITARY SEWER OPTION 6
EXHIBIT SS-06

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