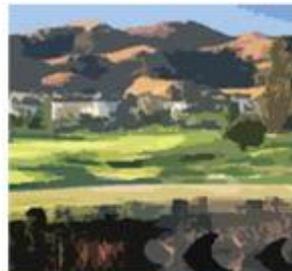


# EAST PLEASANTON SPECIFIC PLAN



## MARCH 7, 2013 TASK FORCE MEETING PRELIMINARY ALTERNATIVES REPORT

MARCH 1, 2013



# PRELIMINARY ALTERNATIVES REPORT

## BACKGROUND

The Task Force began work on the development of alternatives for the EPSP at its February 7, 2013 meeting. This effort consisted of reviewing a site structural elements plan, community components plan, and three alternative plan schemes. Each plan was based primarily on information provided in previous EPSP background reports, opportunities and constraints analysis, vision statement, and numerous comments from Task Force and community members.

Input on the various plans was provided at the February 7 meeting by the Task Force and public. Task Force members also had the opportunity to submit additional comments regarding the plans during the following week by way of a questionnaire.

Guided by input provided at the February 7 meeting and the subsequent questionnaire, staff and consultants evolved the three plan schemes into a more refined and detailed set of “alternative plans.” These alternatives were also expanded in scope to include potential land uses and land use intensities and densities.

The primary purpose of the upcoming March 7 Task Force meeting is to review the new alternative plans and receive input for further evolving them. In order to assist the Task Force with general information pertaining to the three new alternatives, staff and consultants have prepared the following report. Included is a preliminary land use analyses, City housing needs assessment, and traffic and biological comments. Also, provided in the upcoming meeting packet is a financial feasibility memorandum prepared by the City’s EPSP consulting economist who analyzed the financial feasibility of the three alternatives.

Following review and refinement of the alternatives by the Task Force, they will be forwarded to several City commissions and committees where additional input will be gathered.

Upon the receipt of input from the various commissions and committees, the Task Force can consider these comments and refine the three alternatives for submission to the City Council. Following approval by the Council to proceed, the alternatives will undergo the scrutiny of a much more technical analysis by staff and consultants. This analysis is planned to include:

- Traffic impact assessment
- Utilities and infrastructure analysis
- Road system preliminary engineering
- Fiscal impact analysis
- Financial feasibility analysis

- Environmental analysis

After this process is finished, the Task Force is scheduled to select and refine its “preferred alternative” for subsequent Council review and for analysis in the project environmental impact report.

## **OVERVIEW OF ALTERNATIVES**

As noted above, staff and consultants recently evolved three new alternative plans (Figures 1 - 3) from the three “schemes” presented at the February 7 Task Force meeting. The new alternatives include the primary “structure” and “community” components of the three schemes along with the addition of land uses and land use intensities and densities. The new land uses, intensities and densities were derived from the list of potential uses outlined in the Pleasanton General Plan for the EPSP area, City housing needs, economic and environmental feasibility, and an effort to balance infrastructure costs with development. Each of the three alternatives are presented below and provided with an initial planning evaluation.

All three alternatives were designed with a number of common elements or principles as presented in the February 7, 2013 structure and community diagrams. These include:

- Transition in residential densities from the adjacent lower density neighborhoods to the west, to higher density neighborhoods to the east
- Centralizing density around a community core – whether a park, village green, or retail area
- Limiting the location of residential development to the area west of El Charro Road
- Buffering residential uses from the rail and traffic noise along Stanley Boulevard
- Connecting the Iron Horse Trail from Valley Avenue through the EPSP area to Stanley Boulevard, near Shadow Cliffs
- Integrating green north-south connectors into the circulation system, connecting neighborhoods to parks
- Distributing parks throughout the residential areas
- Establishing a street hierarchy and discouraging cut-through traffic in neighborhoods.

A series of land use development images (photos) is also being assembled by City staff and consultants for the purpose of showing the kinds of potential land uses, intensities and densities that might be envisioned for the EPSP area. These images are intended to “bring life” to the alternative plans by showing what they might eventually look like, if developed. At the March 7 Task Force meeting, staff will be presenting and seeking input from the Task Force regarding the images so they too can evolve along with the actual alternative plans.

Two types of somewhat unique land uses are included in the three alternative plans. The first is identified as “campus office.” This refers to large-scale, single-tenant, administrative or medical technology office developments planned in a campus-like setting, as opposed to a series of

smaller independently owned and planned office buildings. The second unique use is referred to as “destination use.” This might include commercial or public facilities that are specifically suited for the lakefront site on which this designation is shown, for example a restaurant, retreat, conference facility, interpretive center, etc.

The School District has not requested that a school site be planned within the EPSP area, so the alternative plans do not reflect a school at this point.

**ALTERNATIVE DESCRIPTIONS**

**Alternative 1** – This alternative (Figure 1) provides the lowest residential density and unit count (1,200 dwelling units), along with a balance of industrial acreage, and significant parkland. The highest residential densities are located in the easterly portion of the EPSP area near El Charro Road, where the community center is comprised of a village green, parks and neighborhood serving retail

Both the OSC and transfer station are relocated to the far southeastern portion of the EPSP area. The greatest amount of community park acreage of all the alternatives is preserved in Alternative 1 east of El Charro Road. In addition, it is hoped that some of the Zone 7 land east of this park area can also be used for passive recreation use (i.e., trails and vistas) in all of the alternatives. The area below Lake I (within the Airport Protection Area) is also preserved for park purposes.

El Charro Road extends to Stanley Boulevard. Busch Road is designed as a two-lane street and aligned to disburse traffic by providing three connections to El Charro Road. In addition, Boulder Street is designed to relieve traffic on Busch Road through its alignment with the street system to the north of Busch Road. Small local loop streets are designed to distribute and disburse traffic.

**Table 1  
Alternative 1 Developable Land Acreage**

SF-R 5d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Retail	Campus Office	Ind./ Flex	Dest. Use	Pub. Park	Open Space	OSC	Transfer Station
51	16	15	18	2	20	118	3	50	25	25	15

**Table 2  
Alternative 1 Housing Units and Non-Residential Development Square Footage**

SF-R 5d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing	Retail	Campus Office	Ind/ Flex
171	171	332	528	1,200	30,000	305,000	1,607,000

**Housing Needs** - Alternative 1 would accommodate approximately 1,200 housing units, of which about 71 percent are higher density units (23 units per acre or more). This number of units would accommodate about 65 percent of the remaining need of the 2014-2022 Regional Housing Needs Assessment and would also accommodate a small portion of the 2022-2030 RHNA. This alternative accommodates fewer housing units than Alternatives 2 and 3, which would mean that additional acres in other parts of Pleasanton would have to be rezoned to accommodate a significant number of units in future RHNA cycles.

**Traffic** – This alternative generates less daily and peak hour traffic than was assumed in the transportation analysis for the Housing Element EIR. Therefore, it is not expected to result in new off-site regional impacts that have not already been identified through previous City planning processes.

**Biology** –The consulting biologist has indicated that this alternative generally respects all sensitive biological areas that have previously been identified for the EPSP area.

**Alternative 2** - Alternative 2 (Figure 2) provides the mid-residential density and unit count (1,758 dwelling units) of the three alternatives, along with a balance of industrial acreage, and significant parkland. The highest residential densities are more centrally located, with the north-south greenway and parks as the community’s central focus. Residential development is introduced along the railroad tracks in the southern portion of the EPSP area.

Both the OSC and transfer station are relocated to the far southeastern portion of the area. The amount of community park acreage located east of El Charro Road is substantial but less than in Alternative 1. The area below Lake I (within the Airport Protection Area) is preserved for park purposes.

El Charro Road extends to Stanley Boulevard. Busch Road is designed as a two-lane street and aligned to receive much of the traffic from El Charro Road. Boulder Street is designed to relieve some traffic on Busch Road through its extension to significant development areas, as is the large loop road through the residential areas to the north and east.

**Table 3  
Alternative 2 Developable Land Acreage**

SF-R 5d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Retail	Campus Office	Ind./ Flex	Dest. Use	Pub. Park	Open Space	OSC	Transfer Station
64	23	21	26	2	20	118	3	40	24	25	15

**Table 4**  
**Alternative 2 Housing Units and Non-Residential Development Square Footage**

SF-R 5d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing	Retail	Campus Office	Ind/ Flex
250	250	487	772	1,758	30,000	305,000	1,607,000

Housing Needs - Alternative 2 would accommodate approximately 1,760 housing units, including 1,259 higher density units and 500 single family and small lot or townhouse units. The housing sites in this alternative represent about 60 percent of the anticipated housing need for the 2014-2022 and 2022-2030 RHNA. Compared to Alternative 1, this alternative would accommodate about 560 more units, and thus fewer additional sites in other parts of the City would need to be found to accommodate the City’s RHNA.

Traffic - This alternative generates less daily and peak hour traffic than was assumed in the transportation analysis for the Housing Element EIR. Therefore, it is not expected to result in new off-site regional impacts that have not already been identified through previous City planning processes.

Biology - The consulting biologist has indicated that a portion of the easternmost area of “industrial” land (east of the El Charro Road/Busch Road intersection) is situated within a riparian shrub area, but there is “ample” land within the EPSP area to replant as mitigation for any impacts, if desired.

**Alternative 3** – This alternative (Figure 3) is generally intended to provide the most valuable type and amount of development with the least costly infrastructure on the least amount of developed land. It provides the greatest residential density and unit count (2,000 dwelling units) of the three alternatives, and includes the most campus office development. In this alternative, the community center and its surrounding densities are located in the geographic center of the plan area. This alternative features the introduction of 93 acres of agricultural land on the quarried area east of El Charro Road.

Both the OSC and the transfer station remain at their current locations, thus continuing to present land use compatibility issues for surrounding property (i.e., truck traffic, noise, transfer station odors and aesthetics, etc.). The amount of community park acreage located east of El Charro Road is substantial but less than in Alternative 1. The area below Lake I (within the Airport Protection Area) is planned for campus office.

El Charro Road does not extend to Stanley Boulevard, however right-of-way for a potential future extension would be preserved. Busch Road is designed as a four-lane parkway and aligned to receive all the traffic from El Charro Road. Boulder Street does not extend into the

EPSP area, although plans could easily be revised to accommodate this connection. Primary circulation into the residential areas is provided by way of a loop street.

**Table 5  
Alternative 3 Developable Land Acreage**

SF-R 5d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Retail	Campus Office	Ind./ Flex	Dest. Use	Pub. Park	Open Space	OSC	Transfer Station	AG
26	16	24	29	2	55	27	3	27	24	17	10	93

**Table 6  
Alternative 3 Housing Units and Non-Residential Development Square Footage**

SF-R 5d/a	SF-R 11d/a	MF-R 23d/a	MF-R 30d/a	Total Housing	Retail	Campus Office	Ind/ Flex
284	284	554	878	2,000	30,000	839,000	365,000

Housing Needs - Alternative 3 would accommodate about 2,000 housing units, more than both Alternative 1 and Alternative 2. Approximately 1,400 units would be higher density, and approximately 570 would be single family and small lot or townhouse units. The acreage that would be rezoned under Alternative 3 would accommodate approximately 65 percent of the remaining need for the 2014-2022 RHNA and approximately 72 percent of the housing need as estimated for the 2022-2030 RHNA. This would mean that fewer acres would need to be rezoned in other parts of the City in order to accommodate the City’s RHNA.

Traffic - This alternative generates less daily and peak hour traffic than was assumed in the transportation analysis for the Housing Element EIR. Therefore, it is not expected to result in new off-site regional impacts that have not already been identified through previous City planning processes. Not connecting El Charro Road to Stanley Boulevard as assumed by this alternative however, would somewhat worsen intersection conditions along Valley Avenue and Santa Rita Road beyond that which has previously been projected.

Biology – The consulting biologist has indicated that a portion of the easternmost area of “campus office” land (east of the El Charro Road/Busch Road bend) is situated within a riparian shrub area, but there is “ample” land within the EPSP area to replant as mitigation for any impacts, if desired.

Agriculture - Soil for viticulture or other specialty crops would probably need to be imported, as the present reclaimed soils would not likely support crops. In addition, the ground surface will be settling over time, thus impacting drainage as well as potential irrigation lines.

## COMPARATIVE LAND USE INVENTORY

The comparative inventory of land uses, intensities and densities specific to each of the three alternatives is presented in the following tables:

**Table 7  
Developable Land Acreage**

Alt.	SF-R 5d/a	SF-R 11d/a	MF-R 18d/a	MF-R 23d/a	MF-R 30d/a	Retail	Campus Office	Ind./ Flex	Dest. Use	Pub. Park	Open Space	OSC	Transfer Station	AG
1	51	16	0	15	18	2	20	118	3	50	25	25	15	0
2	64	23	0	21	26	2	20	118	3	40	24	25	15	0
3	0	26	14	24	29	2	55	27	3	27	24	17	10	93

**Table 8  
Housing Units and Non-Residential Development Square Footage**

Alt.	SF-R 5d/a	SF-R 11d/a	MF-R 18d/a	MF-R 23d/a	MF-R	Total Housing	Retail	Campus Office	Ind/ Flex
1	171	171	0	332	528	1,200	30,000	305,000	1,607,000
2	250	250	0	487	772	1,758	30,000	305,000	1,607,000
3	0	284	284	554	878	2,000	30,000	839,000	365,000

*\* Alternative 3 contains too little residential acreage to permit the SF-R (5d/a) designation given the acreages allotted for the higher density categories and the total number of units (2,000) studied in this alternative. As a result, the SF-R (5d/a) designation has been replaced with the MF-R (18d/a) designation.*

Figure 1



- |   |  |
|---|--|
|  Open Space      |  Residential 5 DU/AC  |
|  Park            |  Residential 11 DU/AC |
|  Campus Office   |  Residential 23 DU/AC |
|  Destination Use |  Residential 30 DU/AC |
|  Retail          |  Industrial           |

**EPSP ALTERNATIVE I**  
March 1, 2013

Figure 2



- Open Space
- Park
- Campus Office
- Destination Use
- Retail
- Residential 5 DU/AC
- Residential 11 DU/AC
- Residential 23 DU/AC
- Residential 30 DU/AC
- Industrial

**EPSP ALTERNATIVE 2**  
March 1, 2013

Figure 3



- |                 |                      |
|-----------------|----------------------|
| Open Space      | Residential 11 DU/AC |
| Park            | Residential 18 DU/AC |
| Campus Office   | Residential 23 DU/AC |
| Destination Use | Residential 30 DU/AC |
| Retail          | Industrial           |
|                 | Agriculture          |

**EPSP ALTERNATIVE 3**  
March 1, 2013