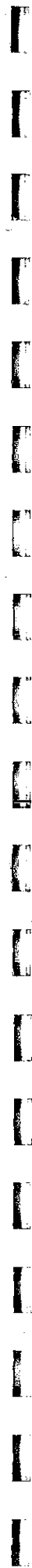




PLEASANTON

DOWNTOWN SPECIFIC PLAN

DRAFT ENVIRONMENTAL IMPACT REPORT
FEBRUARY 1, 2019 | SCH# 2001032014

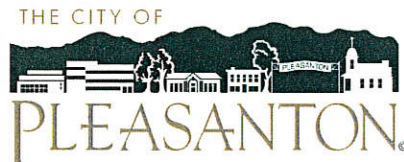


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PREPARED FOR



BY

DYETT & BHATIA
Urban and Regional Planners



Executive Summary

This Draft Environmental Impact Report (EIR) has been prepared on behalf of the City of Pleasanton in accordance with the California Environmental Quality Act (CEQA). The EIR analyzes potential environmental impacts of the adoption and implementation of the proposed Pleasanton Downtown Specific Plan (DSP) Update, referred to as the "Proposed Plan." This chapter outlines the purpose and overall approach to the preparation of the EIR. The City of Pleasanton is the lead agency responsible for ensuring that the Proposed Plan complies with CEQA. "Lead agency" is defined by Section 21067 of CEQA as "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment."

An EIR is intended to inform decision-makers and the general public of the potential significant environmental impacts of a proposed project. The EIR also considers the availability of mitigation measures to minimize significant impacts and evaluates reasonable alternatives to the Proposed Plan that may reduce or avoid one or more significant environmental effects. Based on the alternatives analysis, an environmentally superior alternative is identified.

This EIR is a program EIR that examines the potential effects resulting from implementing designated land uses and policies in the Proposed Plan. The impact assessment evaluates the Proposed Plan as a whole and identifies the broad, regional effects that may occur with its implementation. As a programmatic document, this EIR does not assess site-specific impacts. Any future development project made possible by the Proposed Plan will be subject to individual, site-specific environmental review, as required by State law. This EIR represents the best effort to evaluate the Proposed Plan given its planning horizon through the year 2040. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development.

Proposed Project

PROPOSED PLAN

Under California law, cities and counties may use the specific plan process to develop policies, programs, and regulations for implementing their general plans in site-specific areas. A specific plan frequently serves as the bridge between the general plan and site development plans in this regard. No rezoning, subdivision, use permit, development plan, or other entitlement for use, and no public improvement shall be authorized for construction within the specific plan area that is not in substantial conformance with the specific plan. The Proposed Plan is the City's guide for development in downtown Pleasanton, establishing policies and programs related to land use,

circulation, infrastructure, historic preservation, urban design, economic development, and the environment.

Planning Area

The planning area encompasses 319 acres and is approximately bounded by the Alameda County Fairgrounds to the west; the Arroyo del Valle and Union Pacific Railroad tracks to the north; a generally straight-line projection of Second and Third streets to the east; and Bernal Avenue to the south.

Background

Pleasanton's first DSP was adopted in 1989 and was comprehensively updated in 2002. The 1989 Pleasanton DSP and the 2002 update helped create an active commercial area along Main Street and aim to preserve historic residential neighborhoods. Based on feedback from the community and elected officials, the City initiated a comprehensive update to the DSP in 2016 in order to better respond to current market conditions, promote multi-modal mobility, and incorporate other planning efforts recently undertaken by the City. The Proposed Plan is the result of that update process. Though many of the policies in the 2002 DSP remain relevant and have been retained, the update will allow the City to address recent changes and opportunities within the planning area.

A key component of the Proposed Plan is consideration of alternative land uses for approximately 13-acres of City-owned properties in and around the existing civic center that are the current site of City offices, the Pleasanton Public Library, the Police Station, other municipal uses, and the City-owned 4-acre site adjacent to the ACE station. In late 2016, the City Council accepted the Pleasanton Civic Center/Library Master Plan, which envisions the civic center and library at a new location across Bernal Avenue to the southwest, on the City-owned Bernal Property at Bernal Community Park. Approval of the proposed relocation of the civic center and library is subject to a vote by the people of Pleasanton and is therefore not yet final. In the event that relocation of the civic center is approved, the Proposed Plan provides a vision and a conceptual land use plan for the redevelopment of the approximately 9-acre civic center property and an adjacent 4-acre vacant City-owned property, developed with input from the community.

The construction and operation of civic uses on the 318-acre, City-owned Bernal Property, including a cultural arts center, fire station, community center and environmental education center, was considered in the Bernal Property Phase II Specific Plan and Bernal Community Park Master Plan EIR (SCH# 2002052132), certified by the City in 2006. That EIR, including its environmental analysis and mitigation measures, is hereby incorporated by reference, consistent with CEQA Guidelines Section 15150. In compliance with CEQA Guidelines Section 15150, the Bernal Property Phase II Specific Plan and Bernal Community Park Master Plan EIR (Bernal Property Phase II EIR) is available to the public at the City of Pleasanton Community Development Department and online at <https://ptowndowntown.org>.

This EIR evaluates at a programmatic level the potential environmental impacts that could result from the construction and operation of civic uses comparable to those analyzed in the Bernal Property Phase II EIR, including the relocated civic center and library described above. Where

portions of the Bernal Property Phase II EIR are relevant to the analysis in this EIR, the incorporated parts of the referenced document are briefly summarized.

Objectives

The overarching goal of the Proposed Plan remains to improve the viability of downtown while preserving its small-town character and scale. However, in order to address changes and opportunities downtown, the following objectives have been established for the Proposed Plan:

- Provide a framework for new development and redevelopment in the downtown area, including underutilized commercial properties and significant opportunity sites, to provide for viable commercial and residential opportunities that serve residents and visitors and reinforce the beloved visual, historic, and civic character of downtown Pleasanton.
- Provide a vision for the redevelopment of the existing civic center site that will provide a dynamic mix of community gathering places, retail, entertainment, visitor, residential, and employment uses should the civic center and library relocation be approved by voters.
- Promote a balance of mixed-use development in the downtown area to meet the residential, employment, entertainment, and service needs of the community, and create a walkable, active downtown environment.
- Ensure a high-quality, well-designed public realm that prioritizes accessibility, attractive streetscaping, green spaces, plazas, and parks to improve pedestrian mobility and comfort and foster a sense of community and civic pride.
- Improve mobility for all modes, including cars, transit, bicycles, and pedestrians, by improving connections between downtown districts; improving connections from Main Street to side streets; improving connections to the ACE train station; improving transit, bicycle, and pedestrian infrastructure to enhance safety, increase usership, and reduce congestion; and providing complete streets.
- Foster a strong, stable, and diverse local economy built on the strong retail, restaurant, and office base of downtown Pleasanton.
- Preserve and enhance the natural and scenic resources of the Arroyo del Valle.

Estimated Buildout of the Proposed Plan

Development of land uses shown on the proposed Land Use Diagram is referred to as buildout. The buildout population takes into consideration the number of housing units estimated in 2018, as well as new units projected in the planning area in 2040. The 2040 population projection assumes 2.83 persons per household and a 3.6 percent housing vacancy rate. The proposed buildout would result in a 23 percent increase in population downtown over 2018 conditions. Buildout of the planning area is summarized in Table ES-1.

Table ES-1: Buildout of Planning Area

	Existing (2018)	Net Increase	Projected (2040)
Housing Units	1,270	370	1,640
Households ¹	1,230	350	1,580
Population	3,500 ²	1,000	4,500 ³
Non-Residential Square Feet ⁴	977,400	260,700	1,238,100
Jobs ⁵	3,000	500	3,500

Notes:

1. Calculated by multiplying housing units by vacancy rate of 3.6% (California Department of Finance, 2017).
2. Estimate from the City of Pleasanton.
3. Based on assumption of 2.83 people per household (per Association of Bay Area Governments, 2013) and housing vacancy rate of 3.6% (California Department of Finance, 2017).
4. Non-residential square feet includes retail, office, public, and restaurant uses.
5. Based on assumption of 300 building square feet per office job, 510 square feet per retail job, 170 feet per restaurant job, and 750 feet per hotel job.
6. Numbers may not add due to rounding.

Sources: Dyett & Bhatia, 2018; City of Pleasanton, 2018; U.S. Census Bureau, 2016; California Department of Finance, 2017.

Alternatives to the Proposed Plan

The following alternatives are described and evaluated in this EIR and are summarized in Table ES-2: Alternatives Buildout Comparison.

RECONFIGURED SITE PLAN ALTERNATIVE

Under this alternative, the proposed site plan for the redevelopment of the existing civic center site would be modified to extend Peters Avenue to Bernal Avenue and to accommodate a new parking structure at St. Mary Street and Peters Avenue. This alternative allows decision-makers the opportunity to understand the relative impacts of alternate circulation options for the site. The objective of the Reconfigured Site Plan Alternative would be to improve connectivity through the proposed Town Square District and provide increased access to the arterial network by continuing the street grid for all travel modes.

The alternative would include a roadway extension at Peters Avenue from Old Bernal Avenue to Bernal Avenue with the resulting connection potentially being restricted to left-in, right-in/right-out (the extension would not connect to Main Street). Implementation of this extension would need

to ensure adequate distance between the proposed intersection of Peters Avenue and Bernal Avenue and the intersection of Main Street and Bernal Avenue. This may involve aligning the Peters Avenue extension to follow the same general alignment as Main Street, angling to the west at the approaches to Bernal Avenue, or realigning Main Street (such a realignment would also need to consider the proximity of the Main Street intersection to Sunol Boulevard).

Additionally, a new parking structure would be proposed at St. Mary Street and Peters Avenue,¹ which was studied as a potential structure location in the 2017 Downtown Pleasanton Parking Strategy and Implementation Plan. As described in the Parking Strategy and Implementation Plan, this structure would be three stories above ground with one subterranean level and provide 181 parking spaces, a net increase of 96 spaces. The alternative would include all of the policies, land use designations and changes, and streetscape and other facilities improvements of the Proposed Plan.

The alternative would still allow for the same amount of development projected for the Proposed Plan. For the purpose of this comparison, the alternative would assume the same development standards as the Proposed Plan and the same policy to retain the library building in its current location. Projected development and population at buildout would be assumed to be the same as the Proposed Plan, resulting in 1,640 housing units, 4,500 residents, and 3,500 jobs.

REDUCED DEVELOPMENT ALTERNATIVE

This alternative will help decision-makers assess the extent to which residential development in the proposed Town Square District would contribute to various environmental impacts, including traffic impacts. To do so, the alternative would revise the proposed Mixed Use – Downtown destination to disallow residential mixed use in the Town Square District, but would otherwise include all other land use designations and changes, policies, and streetscape and facility improvements of the Proposed Plan.

While the ultimate design and configuration of development in the Town Square District would not be determined until the time of development, it can be assumed that excluding residential development from the district would result in lower building heights. It is not expected that the second-story space assumed to be occupied by residential development under the Proposed Plan would be replaced by non-residential development, as the reduced amount of residential development in the planning area would not be enough to support more commercial uses.

Projected non-residential development under this alternative would be assumed to be the same as under the Proposed Plan, while residential development would be reduced by 124 units, for projected totals of 1,520 housing units, 4,100 residents, and 3,500 jobs.

¹ This parking structure was selected as it is relatively more feasible than the other sites studied in the Parking Strategy and Implementation Plan. Additionally, it should be noted that in the Pleasanton Chamber of Commerce's comments on the Notice of Preparation, the commenter requested that the EIR study an alternative that included this parking structure.

NO PROJECT ALTERNATIVE

The No Project analysis represents what would be reasonably expected to occur in the foreseeable future if the Proposed Plan were not approved and the Existing Specific Plan (as amended in 2014) was left unchanged and in effect. This alternative would maintain all current land use designations and definitions from the Existing Specific Plan as amended to date; there would be no new mixed-use land use designations and no new Active Ground Floor Use Overlay. Proposed new policies concerning topics such as mobility, design, historic preservation, public facilities, and economic vitality would not be implemented. Furthermore, there would be no concept proposed for the existing civic center site should voters approve relocation of the existing civic center. Projected development at buildout under this alternative would include 1,530 housing units, 4,200 residents, and 3,400 jobs.

Table ES-2: Alternatives Buildout Comparison

	Buildout (2040)				
	Existing (2018)	Proposed Plan	No Project	Reconfigured Site Plan	Reduced Development
Housing Units	1,270	1,640	1,530	1,640	1,520
Households ¹	1,230	1,580	1,470	1,580	1,460
Population	3,500 ²	4,500 ³	4,200 ³	4,500 ³	4,100 ³
Non-Residential Square Feet ⁴	977,400	1,238,100	1,099,800	1,238,100	1,238,100
Jobs ⁵	3,000	3,500	3,400	3,500	3,500

Notes:

1. Calculated by multiplying housing units by vacancy rate of 3.6% (California Department of Finance, 2017).
2. Estimate from the City of Pleasanton.
3. Based on assumption of 2.83 people per household (per Association of Bay Area Governments, 2013) and housing vacancy rate of 3.6% (California Department of Finance, 2017).
4. Non-residential square feet includes retail, office, public, and restaurant uses.
5. Based on assumption of 300 building square feet per office job, 510 square feet per retail job, 170 square feet per restaurant job, and 750 square feet per hotel job.
6. Numbers may not sum due to rounding.

Sources: Dyett & Bhatia, 2018; City of Pleasanton, 2018; U.S. Census Bureau, 2016; California Department of Finance, 2017.

Areas of Controversy

During the drafting of the Proposed Plan and this EIR, public agencies and members of the public were invited to provide feedback on the documents. Based on comments at public meetings on the Proposed Plan, at the EIR Scoping Meeting, and in responses to the Notice of Preparation (NOP), traffic was identified as a potential area of controversy. Many of the comments addressed traffic impacts, including regarding potential traffic resulting from proposed residential and commercial development throughout the planning area. Comments expressed concern that future development

under the Proposed Plan could exacerbate congestion problems within the planning area through growth of population and jobs.

Additionally, environmental impacts classified as significant and unavoidable have been identified in the resource topics of agricultural resources; air quality; hazards and hazardous materials; land use, population, and housing; noise; and transportation, and inasmuch as they may be controversial to the general public, agencies, or stakeholders, they are described briefly here.

AIR QUALITY

Development under the Proposed Plan would violate air quality standards, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria pollutants for which the region is in nonattainment under an applicable federal or State ambient air quality standard.

Buildout of the planning area under the Proposed Plan has the potential to result in air quality impacts from mobile, area, and energy sources. While emissions of nitrous oxide, carbon monoxide, and particulate matter under the Proposed Plan would not exceed Bay Area Air Quality Management District's (BAAQMD) project-level thresholds, operational sources under the Proposed Plan would result in a net increase in criteria pollutant emissions of reactive organic gas (ROG) that exceeds BAAQMD's project-level thresholds.

Policies in the Proposed Plan could reduce the severity of growth-oriented criteria pollutants; could reduce the severity of growth-oriented criteria pollutants by locating uses in proximity to transit, fostering bicycle and pedestrian infrastructure, and supporting sustainable land use patterns, including mixed-use design and increased density; and would support the goals of BAAQMD's 2017 Clean Air Plan, including all applicable control measures. Mitigation Measures AQ-1 and AQ-2 would require development project applicants to submit a technical assessment evaluating potential project construction and operation-related air quality impacts based on BAAQMD methodology and implement appropriate project-level mitigation measures as needed, ensuring that both the construction and operation-related impacts of the Proposed Plan on air quality would be reduced to a less-than-significant level.

However, even with mitigation measures and compliance with applicable policies and regulations, development under the Proposed Plan that would exceed BAAQMD's regional significance thresholds would contribute to the nonattainment designation of the San Francisco Bay Area Air Basin, which constitutes an air quality violation. The Air Basin is currently designated a nonattainment area for California ozone, particulate matter (PM_{2.5}), and PM₁₀, and a marginal nonattainment area for national O₃. Urbanized portions of the Air Basin, including downtown Pleasanton, are federally designated maintenance areas for CO. ROG emissions associated with buildout of the Proposed Plan would exceed BAAQMD's project-level significance threshold and would contribute to the nonattainment designations of the Air Basin. As ROG is a precursor of O₃ and PM_{2.5}, this increase could contribute to the nonattainment designation of the Air Basin for both pollutants. Implementation of the discussed mitigation measures, regulations, and policies would not reduce ROG emissions below BAAQMD thresholds. Additionally, individual projects may still generate emissions in excess of BAAQMD's project-level thresholds.

Accordingly, given that ROG emissions would increase under implementation of the Proposed Plan, even with mitigation, it is anticipated that this increase in ROG emissions, a precursor of O₃ and PM_{2.5}, would have a significant and unavoidable impact on the continued nonattainment status of the region for these air pollutants.

ENERGY, GREENHOUSE GASES, AND CLIMATE CHANGE

The operation of the land uses introduced by the Proposed Plan would generate direct and indirect greenhouse gas emissions. The Proposed Plan's net operational GHG emissions in 2040 would exceed the efficiency metric of 1.7 MT CO_{2e} per service population that would constitute "significant progress" towards the State's 2050 reduction target. As such, operational GHG emissions from full buildout of the Proposed Plan in 2040 could conflict with the GHG emissions reduction trajectory for 2050 under EO S-3-05. Overall, net emissions per net service population at buildout of the Proposed Plan would be reduced with compliance with the existing policies, regulations, and mitigation; however, the Proposed Plan's net operational GHG emissions in 2040 would still exceed the "substantial progress" efficiency metric and could conflict with the GHG emissions reduction trajectory for 2050 under EO S-3-05. Implementation of mitigation measures would substantially reduce GHG emissions associated with the Proposed Plan assuming compliance with the policies and regulations. However, these measures are not sufficient to reduce the MTCO_{2e} per service population efficiency metric to what would be considered "substantial progress" towards the 2050 GHG emissions target of 80 percent below 1990 levels as articulated in EO S-3-05.

As discussed above, the Proposed Plan's GHG emissions in 2040 would exceed the applicable "substantial progress" efficiency metric even with the implementation of relevant mitigation measures and policies. While emissions of MTCO_{2e} per service population would decrease in 2040 under the Proposed Plan, development under the Proposed Plan in 2040 would not be consistent with the statewide GHG emissions reduction trajectory for 2030 and 2050 under SB 32. Thus, the Proposed Plan's emissions would not be consistent with the goals in SB 32 and EO S-3-05 despite implementation of mitigation and therefore would not be consistent with the California Air Resources Board's (CARB) 2017 Climate Change Scoping Plan, creating an impact that would be significant and unavoidable.

TRAFFIC AND TRANSPORTATION

Alameda California Transportation Commission (CTC) oversees the Congestion Management Program (CMP) for Alameda County and has established a Level of Service (LOS) E standard for regional roadway facilities, but also strives to develop a network of complete streets that accommodate all travel modes.

Development potential under the Proposed Plan would contribute to the need for improvements to the regional transportation system. Although individual projects would be required to evaluate their effect on the CMP network and mitigate project specific impacts, development in the planning area and surrounding areas would cumulatively contribute to the need for regional transportation network improvements. Policies in the Proposed Plan aim to discourage single-occupant vehicle use and increase travel options to and within the planning area to reduce demand for vehicle travel on the regional roadway system. However, because the effectiveness of these policies to reduce

vehicle trips is uncertain, the impacts would be significant. The EIR proposes Mitigation Measure MM-TRA-9 to address this impact. However, as there are no assurances that improvements would be constructed, potential impacts could remain significant and unavoidable.

Environmentally Superior Alternative

IDENTIFICATION OF ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines require the identification of an environmentally superior Alternative among the alternatives analyzed in an EIR. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, then another environmentally superior alternative must be identified.

For the Proposed Project, Reconfigured Site Plan Alternative, and Reduced Development Alternative, three impacts were expected to be significant and unavoidable, three impacts were expected to be less than significant with mitigation, 55 impacts were expected to be less than significant, and ten found to be no impact. For the No Project Alternative, five impacts were expected to be significant and unavoidable, two impacts were expected to be less than significant with mitigation, 54 impacts were expected to be less than significant, and 11 found to be no impact. The No Project Alternative would have the most significant and unavoidable impacts and would not be the Environmentally Superior Alternative due to significant impacts on paleontological resources, air quality, and GHG emissions that would exceed impacts under the remaining alternatives.

The remaining alternatives each are found to have identical numbers of significant and unavoidable, less than significant, and no impact outcomes. However, compared to the Reconfigured Site Plan Alternative and Proposed Plan, the Reduced Development Alternative would:

- Address significant transportation impacts of the Proposed Plan related to LOS at intersections 1, 7, and 17, and reduce the severity of significant queue impacts at intersections 6, 11, 16, 17, and 21.
- Create the largest amount of new parkland;
- Result in the least VMT from residential transportation, and therefore the least amount of criteria air pollutant and GHG emissions;
- Expose the least number of sensitive receptors to noise, odorous compounds, and air pollutants created by transportation, construction, and train crossing;
- Expose the least number of residents to risk from flooding, wildfires, or rupture of earthquake faults due to reduced housing units and reduced upper-level housing units;
- Result in the lowest environmental impact from waste generation, water use, energy consumption, and stormwater;
- Result in the lowest impact on public facilities and utilities due to reduced population; and

- Be the most consistent with population and land use estimates used in the City's CAP and CARB's 2017 Scoping Plan.

Therefore, the Reduced Development Alternative is the environmentally superior alternative.

Impact Summary

Table ES-3: Summary of Significant Impacts and Proposed Policies that Reduce the Impact presents the summary of the significant impacts of the Proposed Plan identified in the EIR and the Proposed Plan policies that reduce these impacts. Detailed discussions of the impacts and proposed policies that would reduce impacts are in Chapter 3.

Impact	Proposed Policies that Reduce the Impact	Significance Level
<p>3.1 Aesthetics</p>		
<p>3.1-1 Implementation of the Proposed Project would not have a substantial adverse effect on a scenic vista.</p>	<p>Land Use and Design Element</p> <p>LD-P.2 Downtown Character and Height. In order to preserve the historic character of the Downtown, new or remodeled buildings, whether commercial or residential in nature, shall meet the maximum prescribed height prescribed for the district in which they are located. Buildings must be pedestrian in scale, as determined through the design review process. Commercial buildings should include design features such as first-story storefront windows, recessed entries, building details, and awnings. For all buildings, techniques such as dormer windows, stepping back upper floors, and modifying design features between building levels should be used to assist in maintaining an overall horizontal design character. Height standards should allow for and encourage varied roof forms, articulation across rooflines, and architectural features and projections such as cupolas, gables, and towers at corners.</p> <p>LD-P.5 Pedestrian-Friendly Design. Protect and enhance the pedestrian-friendly quality of the Downtown Commercial area by locating building facades at the sidewalk's edge to maintain a defined streetwall and ensuring that building entrances and display windows are frequent and oriented to the street. Incorporate outdoor spaces such as outdoor dining areas and plazas into building design along street fronts outside of the public right-of-way, and for dining, on upper floors as feasible.</p> <p>LD-P.6 Original Architectural Elements. Maintain the existing architectural character of downtown by encouraging that original facade materials and storefront elements, such as transom windows, are uncovered, rehabilitated, and maintained, where appropriate.</p> <p>LD-P.8 Materials. Maintain downtown's variety of stucco, brick, and wood facades with high quality materials in new construction appropriate to the architectural style of the building. Simulated materials may be used for resource conservation, if determined to have an authentic appearance.</p>	<p>Less than significant</p>

Impact	Proposed Policies that Reduce the Impact	Significance Level
	<p>LD-P.9 Diversity of Architectural Styles. Encourage a diversity of architectural styles in new construction that employ varied rooflines, upper facades, and storefronts.</p> <p>LD-P.13 Landscaping in Building Design. Encourage the use of landscaping in building design, such as flowering vines on trellises or arcades, ivy over blank side walls, and flower pots and window boxes.</p> <p>LD-P.29 Downtown Compatibility. Ensure that development within the Town Square District reflects one or more of the styles of traditional architecture found in the downtown as well as the high-quality design and construction standards of the Downtown Design Guidelines. The perceived size and scale of new buildings should be in keeping that of existing buildings located elsewhere within the downtown.</p> <p>LD-P.34 Parking Structure. Ensure that any new district-serving parking structure in the Town Square District provides an attractive design, with particular emphasis along street fronting facades. Consider allowing the garage to exceed 40 feet in height if the design includes pedestrian-scale and architectural features that fit in with the overall character of the district.</p> <p>LD-P.46 Residential Height Limits. In the interest of ensuring infill development is sensitive to the character and context of existing development, limit residential building heights to no more than 30 feet in all residential districts.</p> <p>LD-P.47 Residential Character. Preserve and enhance the character of downtown residential neighborhoods by avoiding inappropriately-scaled new construction, additions, and excessive lot coverage, and by encouraging architectural elements and details, such as porches, picket fences, flower boxes, and street-facing entrances and windows.</p> <p>LD-P.48 Additions and Second Units. Encourage additions and second units to be located in the rear of existing homes and designed to maintain the original character of the homes and the visual scale of the neighborhood.</p> <p>LD-P.50 Design Compatibility. Foster harmonious visual transitions between apartment buildings and single family homes with the</p>	

Impact	Proposed Policies that Reduce the Impact	Significance Level
	<p>stepping down of forms, spacing, and landscaping. Avoid placement of new buildings more than 15 feet taller than an existing adjacent primary structure as measured in accordance with the PMC.</p> <p>Transitional Streets. Maintain the mixed residential/commercial character of side streets at the edges of the commercial area to serve as a buffer to adjacent residential neighborhoods.</p> <p>Mini Plaza Design, Programming, and Maintenance. Create a system of mini plazas along Main Street and on other commercial streets where appropriate. Design, program and maintain these mini plazas based on the following criteria:</p> <ul style="list-style-type: none"> • Mini-plazas should be attractively designed and used for small public gatherings, such as musical, dance, or dramatic performances; art displays; and special events. • They should enhance and be compatible with the design elements found in adjacent structures and public streetscape improvements, whenever feasible. <p>LD-P.72 Visible Utility Equipment. Design and locate visible utility equipment such as utility boxes, manholes, and grates to maintain a cohesive streetscape design, permit regular spacing of plantings and lighting, and minimize streetscape clutter. Coordinate with appropriate agencies on the design of visible utility equipment located in the public realm (see "Public Art and Placemaking").</p> <p>LD-P.73 Street Tree and Sidewalk Consistency. Require planting of street trees and uninterrupted sidewalks in residential neighborhoods. Street trees should be planted with consistent spacing and use a consistent palette of species to establish a regular streetscape pattern.</p> <p>LD-P.74 Mature and Heritage Trees. Preserve mature and heritage trees.</p> <p>LD-P.77 Gateways. Improve major gateways into the Downtown as identified in Figure 4-1 to create a sense of arrival and to enhance the aesthetics along these roadways. Gateway design elements should include landscaping, public art, decorative paving, new decorative fencing, lighting, and downtown entrance signs that complement the</p>	

Table ES-3: Summary of Significant Impacts and Proposed Policies that Reduce the Impact		Significance Level
Impact	Proposed Policies that Reduce the Impact	
	<p>design of nearby architectural features and bridges. Coordinate with appropriate agencies and departments to develop a thematic design for downtown gateways.</p> <p>Historic Preservation Element</p> <p>HP-P.5 Non-Residential Design. Design new non-residential buildings to draw upon the primary exterior features of the downtown's traditional design character in terms of architectural style and materials, colors, details of construction, height, floor area, bulk, massing, and setbacks. These building elements should be consistent with those elements of buildings in the immediate neighborhood, and the design of new/replacement buildings should not represent a significant departure from the existing neighborhood character. Buildings should be designed to reflect, but not necessarily replicate, the architectural time period they represent.</p> <p>HP-P.6 Residential Design. New residential building design should draw upon the primary exterior features of the downtown's traditional design character in terms of materials, colors, details of construction, and setbacks and should utilize or be based on one of the following architectural styles found downtown dating from pre-1942: Gothic Revival, Italianate, Victorian (Queen Anne, Stick, and Folk), Bay Tradition, Craftsman, Prairie, Mission Revival, Spanish Colonial Revival, Mediterranean Revival, Minimal Traditional, Vernacular Forms, and FHA Minimum House.</p>	
3.1-2 Implementation of the Proposed Plan would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a State scenic highway.	No policies are required to reduce this impact below a level of significance.	No impact

Impact	Proposed Policies that Reduce the Impact	Significance Level
<p>3.1-3 Implementation of the Proposed Plan would not substantially degrade the existing visual character or quality of the Planning Area and its surroundings.</p>	<p>Policies LD-P.2, LD-P.5, LD-P.6, LD-P.8, LD-P.13, LD-P.55, LD-P.71-74, LD-P.77, LD-P.30, LD-P.47, LD-P.50, LD-P.73, LD-P.74, HP-P.5, HP-P.6, and MP-P.5, as listed under Impact 3.1-1 above, as well as policies:</p> <p>Land Use and Design Element</p> <p>LD-P.10 Design of Chain Businesses and Corporate Offices. Discourage use of generic or corporate architecture in chain businesses and corporate offices and instead require building design to be unique, fit with the aesthetic of existing buildings downtown and incorporate high quality design, materials and construction.</p> <p>LD-P.87 Pedestrian-Oriented Signage. Require signage within downtown to be pedestrian-scaled and oriented, and to include high quality materials and design detail.</p> <p>LD-P.88 Sign Lighting. Prohibit internally-illuminated signs such as cabinet signs, raceway signs, and digital and LED displays. Halo-illuminated, externally illuminated and neon signs are permitted.</p> <p>LD-P.89 Street Lighting. Provide pedestrian-oriented street lighting along all residential, commercial, and mixed-use streets. Ornamental double-head or "high-low" pedestrian- and roadway-oriented lighting is recommended to ensure proper illumination for vehicles, pedestrians, and cyclists.</p> <p>LD-P.90 Standard Lighting. Replace the existing street lights located on telephone poles and on metal light standards with more decorative street lights. This should take place concurrently with the undergrounding of electrical utility lines.</p> <p>Mobility and Parking Element</p> <p>MP-P.36 Parking Structures. Support the concept of parking structures in the Downtown as long as they are designed with great care to be consistent with the scale and character of the Downtown. Parking structures fronting on Main Street should</p>	<p>Less than significant</p>

Table ES-3: Summary of Significant Impacts and Proposed Policies that Reduce the Impact		Significance Level
Impact	Proposed Policies that Reduce the Impact	
	<p>incorporate retail storefronts along the entire street frontage on the ground floor, and those fronting side or parallel streets should incorporate commercial storefronts to the greatest extent possible.</p> <p>MP-P.46 Landscaping. Require landscaping of parking facilities (including surface lots and structures), with the objectives of screening vehicles from the public right-of-way, providing adequate shading, and allowing adequate area to be dedicated for stormwater treatment.</p>	
<p>3.1-4 Implementation of the Proposed Plan would create new sources of substantial light or glare that could adversely affect day- or night-time views in the area.</p>	<p>Policies LD-P.88, LD-P.89, LD-P.90 as listed under Impact 3.1-3 above, as well as policies:</p> <p>Land Use and Design Element</p> <p>LD-P.91 Building Lighting Design. Require new building lighting to be shielded and down-directed to minimize off-site glare; use appropriate decorative fixture styles that complement the building's architecture, and to be thoughtfully placed to accentuate building entries, signage and architectural elements, and maintain public safety.</p> <p>LD-P.92 Lighting for Outdoor Dining. Ensure that outdoor dining areas are adequately lit by pedestrian-scale fixtures that illuminate the dining area while minimizing off site glare.</p>	<p>Less than significant</p>

<p>3.2 Air Quality</p>	<p>3.2-1 Development under the Proposed Plan will not conflict with or obstruct the implementation of the applicable air quality plan.</p>	<p>Land Use and Design Element</p> <p>LD-P.5 Pedestrian-Friendly Design. Protect and enhance the pedestrian-friendly quality of the Downtown Commercial area by locating building facades at the sidewalk's edge to maintain a defined streetwall and ensuring that building entrances and display windows are frequent and oriented to the street. Incorporate outdoor spaces such as outdoor dining areas and plazas into building design along street fronts outside of the public right-of-way, and for dining, on upper floors as feasible.</p> <p>LD-P.14 Active Ground Floor Use Requirements for Multi-Tenant Buildings. For buildings that have multiple tenant spaces, apply the requirements of the Active Ground Floor Use Overlay to tenant spaces with frontage on Main Street, and certain streets within portions of the Mixed Use-Downtown District "designated active streets." Exceptions to this requirement may be granted in accordance with LD-P.16.</p> <p>LD-P.15 Active Ground Floor Use Requirements for Multi-Use Spaces. For tenant spaces accommodating multiple uses, a minimum of the first 25 percent of the depth of tenant space (measured perpendicular to the facade fronting a designated active street) must be occupied with an active use. Exceptions to this requirement may be granted, in accordance with LD-P.16.</p> <p>LD-P.30 Pedestrian Pathways. Establish pedestrian pathways throughout the district that provide direct and comfortable access between district parking, sidewalks, and the Town Square and to the rest of the downtown, the ACE station, and the Fairgrounds.</p> <p>LD-P.40 Affordability. Encourage the inclusion of affordable housing in all future multi-family residential projects beyond what is already required by the Pleasanton Municipal Code and State law, through measures such as financial assistance programs, expedited permit processing, fee waivers, assistance in</p>	<p>Less than significant</p>
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	<p>providing public improvements, reduced parking requirements, etc.</p> <p>Density. Encourage development at densities that generally exceed the General Plan range midpoints in order to enhance the opportunities for affordable housing, unique housing types, and economic growth in the downtown.</p> <p>Range of Housing Types. Promote a diverse range of housing types to accommodate a variety of household sizes, including smaller units that are "affordable by design."</p> <p>Referral Program. Develop a program of referring needy homeowners requiring housing rehabilitation in the downtown to local volunteer organizations that provide home repair services.</p>
<p>LD-P.41</p> <p>LD-P.42</p> <p>LD-P.45</p>	<p>Mobility and Parking Element</p>
<p>MP-P.5</p>	<p>Roadway Treatment. Add an enhanced paving treatment (such as colored and stamped asphalt pavement, or other approved option) to parking lanes along Main Street, to add character to the roadway, visually narrow the road to help calm traffic, and differentiate the travel way from the parking and pedestrian zone.</p>
<p>MP-P.6</p>	<p>Crosswalks. Enhance crosswalks utilizing a paving treatment (such as colored and stamped asphalt pavement, or other approved option) on Main Street to improve their visibility and the pedestrian experience.</p>
<p>MP-P.8</p>	<p>Pedestrian Zone. Maximize the sidewalk pedestrian zone, or the area allocated to pedestrian circulation. This includes reducing the allowable outdoor dining area as needed to maintain an adequate pedestrian zone, providing a visual delineation of the allowed outdoor dining area edge (such as through painting, sawcutting, or other surface treatment of the concrete surface), enforcing the outdoor dining area limits, and consolidating and moving street furniture as noted in MP-P.7.</p>
<p>MP-P.9</p>	<p>Protected Bicycle Lane. Install a two-way protected bicycle lane ('cycle track') along Peters Avenue to physically separate bicyclists and motorists and improve cyclist comfort.</p>

	<p>MP-P.11 Crosswalks. Enhance crosswalks with special pavement treatments to improve their visibility and the pedestrian experience and provide a visual connection to Main Street.</p> <p>MP-P.12 Narrow Residential Streets. Support the concept of visually or physically narrowing residential streets where desired by residents in order to slow traffic, enhance aesthetics, increase property values, and reinforce traditional neighborhood character. Reallocate the vehicular space to pedestrian and bicyclists where possible through the addition of bicycle facilities and/or wider sidewalks.</p> <p>MP-P.13 High-Visibility Crosswalks. Make pedestrian crossings on First Street signalized or pedestrian-activated.</p> <p>MP-P.16 Shared Use. Make Division Street between Main Street and Railroad Avenue a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. At times when the street is closed to vehicular traffic, limited vehicle access for emergency access, access to private properties where no alternative access is available, deliveries, maintenance and special events would be allowed.</p> <p>MP-P.18 Reallocate Roadway Space. Maximize traffic safety for all modes of travel by reallocating roadway space on all roadways from wide vehicular travel lanes to other bicycle and pedestrian uses. Maximum travel lane width to be twelve-foot. Remaining space should be dedicated to pedestrians through the provision of curb extensions, or to bicyclists through the provision of a protected two-way bicycle lane on Peters Avenue.</p> <p>MP-P.19 Additional Pedestrian Space. Maximize the pedestrian zone through the “relocation” of street trees from the sidewalk to the parking lane on Main Street. Using a phased approach, street trees would be relocated in the parking lane between parking stalls to maximize the pedestrian zone available on the sidewalk. Install street trees in the parking lane on Peters Avenue. Widen sidewalks to five-foot minimum widths and complete gaps in sidewalks where needed. Ensure that other Downtown streets and sidewalks are also designed</p>	
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	<p>to allow adequate space for street trees without hindering pedestrian flow.</p> <p>MP-P.20 Bicycle Parking. Provide bicycle parking near commercial activity areas and transit stops with high boardings to support a multi-modal commute pattern and allow for “last mile” connectivity between transit stops and residences; locate bicycle parking in close proximity to building entries and in locations with good public visibility.</p> <p>MP-P.21 Bicycle and Pedestrian Street Furnishings. Introduce bicycle and pedestrian furnishings to improve visibility of alternative mode types, especially at curb extension areas where there is opportunity for social activity and adequate space for seating, bike racks, and planters pots without encroaching into the pedestrian zone.</p> <p>MP-P.22 Transit Connections. Work with the Pleasanton Downtown Association (PDA) and LAVTA to promote and market public transportation options for the downtown area, including within the Town Square District, and linkages between the downtown and other transit systems such as BART and the ACE train.</p> <p>MP-P.25 ACE Station Amenities. Continue partnering with local transit agencies and employers to promote public transit commute options and encourage greater use by providing comfortable boarding and deboarding spaces for rail, bus, and shuttle transfer riders, such as shelters, seating, security lighting, and wayfinding signage.</p> <p>MP-P.26 Bicycle Facility and Trail Development. Promote bicycle facility and trail development to access the downtown, as described in the Pedestrian and Bicycle Master Plan and Pleasanton Trails Master Plan, including striping travel lanes to accommodate Class II bike lanes and Class III bike routes along with sharrows and wayfindings signs, development of the Transportation Corridor, and pavement improvements to the Arroyo del Valle Trail.</p> <p>MP-P.27 Transportation Corridor. Designate the Transportation Corridor for public uses, which would allow for installation of bicycle and pedestrian trails and parking as shown in the</p>
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<p>3.2-2 Development under the Proposed Plan would violate air quality standards, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria pollutants for which the region is in nonattainment under an applicable federal or State ambient air quality standard</p>	<p>MP-P.29 Master Plan for the Downtown Parks and Trails System and the Downtown Parking Strategy and Implementation Plan. Pedestrian and Bicycle Gateway. Designate Division Street as the pedestrian and bicycle gateway to the Firehouse Arts Center from Main Street and Peters Avenue as the pedestrian and bicycle gateway to the downtown core.</p> <p>MP-P.30 Downtown Neighborhood Connections. Provide pedestrian and bicycle facilities such as wider sidewalks, curb extensions, curb ramps, wayfinding signage and bike lanes that lead into the downtown area from the downtown neighborhoods to encourage residents to walk or bike to reach events and destinations downtown, including the ACE station.</p> <p>MP-P.32 Pedestrian Network. Develop a pedestrian-friendly network of passages that encourage alternate modes of transportation into and through public parks, buildings, and trails.</p> <p>MP-P.43 Bicycles. Wherever appropriate provide the necessary spaces and amenities for bicycle parking.</p>	
	<p>Policies LD-P.5, LD-P.30, LD-P.41, MP-P.8, MP-P.9, MP-P.16, MP-P.18, MP-P.21, MP-P.22, MP-P.25, MP-P.26, MP-P.29, MP-P.30, MP-P.32, MP-P.43 as listed under Impact 3.2-1 above.</p>	<p>Significant and unavoidable</p>

<p>(including releasing emissions which exceed quantitative thresholds for ozone precursors).</p>		
<p>3.2-3 Development under the Proposed Plan would expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Policies LD-P.5, LD-P.30, MP-P.8, MP-P.9, MP-P.16, MP-P.18, MP-P.21, MP-P.22, MP-P.25, MP-P.26, MP-P.29, MP-P.30, MP-P.32, MP-P.43 as listed under Impact 3.2-1 above.</p>	<p>Less than significant with mitigation</p>
<p>3.2-4 Development under the Proposed Plan would not create objectionable odors affecting a substantial number of people.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.3 Biological Resources</p>		
<p>3.3-1 Implementation of the Proposed Plan could have a substantial adverse effect, either directly or through habitat modifications, on 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.</p>	<p>Land Use and Design Element</p> <p>LD-P.61 Design within the Arroyo del Valle. Enhance use of access to, and appreciation of the Arroyo del Valle through the following strategies:</p> <ul style="list-style-type: none"> • Construct boardwalks and multiple-use paths at the top of the bank along the Arroyo, where feasible. • Encourage provision of additional public access point and overlooks to the Arroyo. • Work with Zone 7 to maintain existing water levels in the Arroyo and to maintain the Arroyo in a clean condition. • Install signage directing people from Main Street to Arroyo trails. Install educational signage and plaques along Arroyo trails. <p>LD-P.62 Conservation of the Arroyo del Valle. Require developers of future projects involving land within and adjacent to the</p>	<p>Less than significant</p>

<p>3.3-2 Implementation of the Proposed Plan could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans,</p>	<p>Arroyo del Valle to implement the following measures to minimize potentially negative impacts to the Arroyo:</p> <ul style="list-style-type: none"> • Coordinate with the appropriate environmental regulatory agencies and secure all required construction and grading permits. • Conduct an assessment of existing conditions, including topography, waterline location, trees, and other major natural site features. • Identify the existing plant and wildlife communities and species. • Prepare detailed channel/habitat restoration and enhancement plans for project impact areas that retain or enhance existing channel hydraulic capacity. • Prepare wildlife and habitat monitoring programs to ensure the long-term success of channel/habitat restoration and enhancement plans. • The configuration of the tenant space is such that it would have a storefront frontage of less than 10 feet (as determined by the director of community development) on a designated active street. <p>LD-P.64 Streetscape as Part of Transportation Improvements. Streetscape improvements should be implemented concurrently and designed as an integral part of all transportation related improvements within the downtown. (Proposed improvements are described in Chapter 5, Mobility and Parking.)</p>	
	<p>Policies LD-P.62 as listed under Impact 3.3-1 above, as well as goal: LD-G.10 Encourage future land use development that enhances the Arroyo del Valle as a riparian habitat resource.</p>	<p>Less than significant</p>

<p>policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.</p> <p>3.3-3 Implementation of the Proposed Plan would not 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.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.3-4 Implementation of the Proposed Plan would not 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.</p>	<p>Policies LD-P.61 as listed under Impact 3.3-1 above, as well as the following policies.</p> <p>Land Use and Community Design Element</p> <p>LD-P.46 Residential Height Limits. In the interest of ensuring infill development is sensitive to the character and context of existing development, limit residential building heights to no more than 30 feet in all residential districts.</p> <p>LD-P.63 Best Management Practices. Require developers and business owners to operate projects to minimize impacts to the Arroyo.</p> <ul style="list-style-type: none"> Require the owners of new businesses that locate adjacent to the Arroyo to implement strategies to avoid trash and other waste from entering the Arroyo, including covering trash cans so that wildlife cannot 	<p>Less than significant</p>

<p>3.3-5 Implementation of the Proposed Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>access them; properly disposing of food waste; and prohibiting dumping.</p> <ul style="list-style-type: none"> Require new outdoor lighting to be subtle, low, and directed toward the building and away from the channel bed. <p>Policies LD-P.60, LD-P.61 as listed under Impact 3.2-1 above, as well as policies LD-P.65</p> <p>Main Street. Enhance the streetscape design of Main Street to include "Pleasanton green" metal benches, colored stamped asphalt in on-street parking zones, colored pavers at corners/bulb-outs, bus stop improvements where feasible, seating and shelter at bus stops where feasible, planters and flower baskets, as illustrated in figures 4-4b and 4-4c. When replacement of existing trees is required to provide a wider unobstructed pedestrian path on the sidewalk, shift street trees to new wells within the parking zone, in a manner that retains as many of the on-street parking spaces as possible.</p> <p>Peters Avenue. Enhance the streetscape design of Peters Avenue to include street trees within the on-street parking zones and pavers on the sidewalk to match the aesthetic of Main Street, as illustrated in figures 4-5b and 4-5c.</p> <p>LD-P.66</p> <p>LD-P.69</p> <p>Secondary Streets. Enhance the streetscapes of secondary streets, including Neal Street, Rose Avenue, West Angela Street, and St. Mary Street. Prioritize improving sections of these streets immediately adjacent to Main Street so that they serve as an extension of this corridor. While the details for these streetscape projects will be developed during a later stage, design enhancements should generally include, but are not limited to, the following:</p> <ul style="list-style-type: none"> Install new concrete sidewalks, curb, and gutter using the standard "downtown" sidewalk treatment of 24-inch uncolored concrete square pavers with a stacked bond pattern. 	<p>Less than significant</p>
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Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
 Executive Summary

	<ul style="list-style-type: none"> • Pave bare planter strips with concrete to widen new sidewalks and/or install new tree wells. • Remove and replace street trees that are in poor condition, and add new trees and grate in places that do not have street trees. • Provide planters and benches where appropriate, including bus stops where feasible, plazas, parks, and in places where there is no seating. Use planter and bench designs which complement or match those on Main Street. • Construct appropriately-sized bulb-outs at the corner of Neal Street and Railroad Avenue, and at other applicable side street intersections, in order to accommodate street furniture and decrease walking distances across streets. • Provide enhanced treatments for crosswalks, such as special paving, flashing beacons, lighted crosswalks. • Add crosswalks at the intersection of Neal Street and Railroad Avenue to increase pedestrian safety. <p>LD-P.73 Street Tree and Sidewalk Consistency. Require planting of street trees and uninterrupted sidewalks in residential neighborhoods. Street trees should be planted with consistent spacing and use a consistent palette of species to establish a regular streetscape pattern.</p> <p>LD-P.74 Mature and Heritage Trees. Preserve mature and heritage trees.</p> <p>LD-P.75 Tree Survey. Conduct a street tree survey of the existing species and condition of trees in residential neighborhoods and determine which trees are doing well and are preferred by residents. Use this as the basis of a street tree master plan which specifies new tree species, tree spacing and location, and criteria for tree removal. Include tree monitoring and maintenance as part of the plan.</p>	
<p>3.3-6 Implementation of the Proposed Plan would</p>	<p>Policy LD-P.62 as listed under Impact 3.3-1 above.</p>	<p>No impact</p>

<p>not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.</p>		
<p>3.4 Cultural, Historic, and Tribal Resources</p>		
<p>3.4-1 Implementation of the Proposed Plan could cause a substantial adverse change in the significance of a historical resource, as defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired (Guidelines Section 15064.5).</p>	<p>Land Use and Design Element LD-P.2 Downtown Character and Height. In order to preserve the historic character of the Downtown, new or remodeled buildings, whether commercial or residential in nature, shall meet the maximum prescribed height prescribed for the district in which they are located. Buildings must be pedestrian in scale, as determined through the design review process. Commercial buildings should include design features such as first-story storefront windows, recessed entries, building details, and awnings. For all buildings, techniques such as dormer windows, stepping back upper floors, and modifying design features between building levels should be used to assist in maintaining an overall horizontal design character. Height standards should allow for and encourage varied roof forms, articulation across rooflines, and architectural features and projections such as cupolas, gables, and towers at corners. Original Architectural Elements. Maintain the existing architectural character of downtown by encouraging that original facade materials and storefront elements, such as transom windows, are uncovered, rehabilitated, and maintained, where appropriate.</p> <p>LD-P.6 Historic Preservation Element HP-P.2 Residential Demolition. Prohibit the demolition of any residential building in a residential zoning district found to be a</p>	<p>Less than significant</p>

	<p>historic resource unless such building is determined by the Chief Building Official to be unsafe or dangerous, and if no other reasonable means of rehabilitation or relocation can be achieved. Implement a 45-day public notification period for buildings proposed to be demolished which do not pose an immediate safety hazard in order to assess alternatives and give the public an opportunity to make proposals for rehabilitation or relocation. For the purposes of this policy, "Demolition" of a residential building for purposes of historic preservation shall be defined as the removal of the front façade or the most visible façade from the street, or changes to the roof and roof line, but excluding the replacement of windows and doors, where such replacement is determined by the City to appropriately maintain the building's historic character. The front or most visible façade shall be considered the forwardmost ten feet of the structure and roof/roofline. If the portion(s) of a building that is (are) required to remain as described above are later determined by the Director of Community Development to be unusable (e.g., due to dry rot, termite damage, etc.), then said portion(s) may be removed and reconstructed provided the new exterior construction matches the look of the original in material, composition, design, color, texture, shape, and dimensions. Changes to the front façade or roofline as described above that are determined to be consistent with the Secretary of the Interior's Standards for Rehabilitation shall not be considered a demolition.</p> <p>HP-P.3 Other Demolition. Prohibit the demolition of any non-residential building or a residential building in a commercial or office zoning district found to be historically significant based on the California Register criteria unless such building is determined by the Chief Building Official to be unsafe or dangerous, and if no other reasonable means of rehabilitation or relocation can be achieved. Implement a 45-day public notification period for buildings proposed to be demolished which do not pose an immediate safety hazard in order to</p>	
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Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
Executive Summary

	<p>HP-P.4 assess alternatives and give the public an opportunity to make proposals for rehabilitation or relocation. Relocation. Permit historic homes to be relocated within the downtown where: (1) the new neighborhood contains older homes; (2) the replacement home is consistent with the design quality of the relocated home; and (3) the replacement home is compatible with the neighborhood's architectural styles and scale.</p> <p>HP-P.9 Infill on Historic Properties. Future residential development (i.e., when additional dwelling units are being proposed on a property that has existing homes) should generally provide for the preservation and rehabilitation of existing on-site street frontage homes built before 1942 or which otherwise substantially contribute to the "small town" character of the neighborhood in terms of architecture and scale. Exceptions may be permitted to: (1) relocate such homes to other appropriate downtown locations for permanent preservation and rehabilitation; or (2) demolish and replace such homes which are specifically found by the City to lack historic and/or architectural significance.</p>	
<p>3.4-2 Implementation of the Proposed Plan could cause an adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.4-3 Implementation of the Proposed Plan would not directly or indirectly destroy a unique paleontological resource or site or</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>

Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
 Executive Summary

<p>unique geologic feature.</p>		
<p>3.4-4 Development allowed by the Proposed Plan would have the potential to disturb human remains, including those interred outside of formal cemeteries.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.4-5 Implementation of the Proposed Plan could cause an adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</p> <p>(a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>

<p>in Public Resources Code Section 5020.1(k), or</p> <p>(b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>		
<p>3.5 Energy, Greenhouse Gases, and Climate Change</p>		
<p>3.5-1 Development under the Proposed Plan would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>Land Use and Design Element LD-P.14 Active Ground Floor Use Requirements for Multi-Tenant Buildings. For buildings that have multiple tenant spaces, apply the requirements of the Active Ground Floor Use Overlay to tenant spaces with frontage on Main Street, and certain streets within portions of the Mixed Use-Downtown District “designated active streets.” Exceptions to this requirement may be granted in accordance with LD-P.16.</p>	<p>Significant and unavoidable</p>

LD-P.15	<p>Active Ground Floor Use Requirements for Multi-Use Spaces. For tenant spaces accommodating multiple uses, a minimum of the first 25 percent of the depth of tenant space (measured perpendicular to the façade fronting a designated active street) must be occupied with an active use. Exceptions to this requirement may be granted, in accordance with LD-P.16.</p>	
LD-P.17	<p>Ground Floor Residential Use. Residential uses fronting the street are only permitted on the upper floors of commercial buildings. Ground floor residential is not permitted, including in the rear portion of and/or behind an existing or proposed non-residential building.</p>	
LD-P.19	<p>Flexible Ground Floor Space Design. Design ground floor spaces to accommodate a variety of uses, by providing spaces of sufficient size and equipped with necessary building infrastructure (gas lines, ventilation, water, etc.) for food service establishments.</p>	
LD-P.22	<p>Retail Uses. Allow retail uses in the Town Square District on the ground floor and upper floors.</p>	
LD-P.23	<p>Office Uses. In areas without the Active Ground Floor Use Overlay, allow office on all floors. In areas with the active ground floor use overlay, allow office on all floors except the ground floor.</p>	
LD-P.24	<p>Residential Uses in Town Square District. Allow residential only on upper floors in the Town Square District.</p>	
LD-P.25	<p>Live-Work. Allow housing units on top of commercial uses to be used as live-work units. Live-work units are not permitted on the ground floor.</p>	
LD-P.40	<p>Affordability. Encourage the inclusion of affordable housing in all future multi-family residential projects beyond what is already required by the Pleasanton Municipal Code and State law, through measures such as financial assistance programs, expedited permit processing, fee waivers, assistance in providing public improvements, reduced parking requirements, etc.</p>	

	<p>LD-P.41 Density. Encourage development at densities that generally exceed the General Plan range midpoints in order to enhance the opportunities for affordable housing, unique housing types, and economic growth in the downtown.</p> <p>LD-P.42 Range of Housing Types. Promote a diverse range of housing types to accommodate a variety of household sizes, including smaller units that are “affordable by design.”</p> <p>LD-P.60 Connectivity and Accessibility. Ensure parks, plazas, and open spaces are connected via greenbelts, and uninterrupted sidewalks, pathways, and bike routes. Ensure open spaces are accessible to seniors and people with disabilities via multiple entry points.</p> <p>LD-P.65 Main Street. Enhance the streetscape design of Main Street to include “Pleasanton green” metal benches, colored stamped asphalt in on-street parking zones, colored pavers at corners/bulb-outs, bus stop improvements where feasible, seating and shelter at bus stops where feasible, planters and flower baskets, as illustrated in figures 4-4b and 4-4c. When replacement of existing trees is required to provide a wider unobstructed pedestrian path on the sidewalk, shift street trees to new wells within the parking zone, in a manner that retains as many of the on-street parking spaces as possible.</p> <p>LD-P.66 Peters Avenue. Enhance the streetscape design of Peters Avenue to include street trees within the on-street parking zones and pavers on the sidewalk to match the aesthetic of Main Street, as illustrated in figures 4-5b and 4-5c.</p> <p>LD-P.67 First Street. Enhance the streetscape design of First Street to include new street furnishings such as bike racks, benches, and pedestrian-scaled lighting along the existing sidewalk and proposed bike and pedestrian path along the Transportation Corridor, as illustrated in figure 4-6b and 4-6c.</p> <p>LD-P.68 Division Street. Enhance the streetscape design of the one block segment of Division Street between Main Street and Railroad Avenue to create a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. In coordination with local property owners, limited vehicular access for emergency and</p>	
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	<p>maintenance vehicles, loading and delivery, and local property access where no alternative is available would be allowed at all times. As illustrated in Figure 4-7, make the following streetscape improvements:</p> <ul style="list-style-type: none"> • Remove the existing sidewalks and install colored pavers across the entire space. • Furnish with seating, outdoor dining areas, pedestrian scaled and/or festoon lighting, and trees and landscaping planters. • Remove overhead utilities and relocate underground. <p>LD-P.69 Secondary Streets. Enhance the streetscapes of secondary streets, including Neal Street, Rose Avenue, West Angela Street, and St. Mary Street. Prioritize improving sections of these streets immediately adjacent to Main Street so that they serve as an extension of this corridor. While the details for these streetscape projects will be developed during a later stage, design enhancements should generally include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Install new concrete sidewalks, curb, and gutter using the standard “downtown” sidewalk treatment of 24-inch uncolored concrete square pavers with a stacked bond pattern. • Pave bare planter strips with concrete to widen new sidewalks and/or install new tree wells. • Remove and replace street trees that are in poor condition, and add new trees and grate in places that do not have street trees. • Provide planters and benches where appropriate, including bus stops where feasible, plazas, parks, and in places where there is no seating. Use planter and bench designs which complement or match those on Main Street. • Construct appropriately-sized bulb-outs at the corner of Neal Street and Railroad Avenue, and at other applicable
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	<p>side street intersections, in order to accommodate street furniture and decrease walking distances across streets.</p> <ul style="list-style-type: none"> • Provide enhanced treatments for crosswalks, such as special paving, flashing beacons, lighted crosswalks. • Add crosswalks at the intersection of Neal Street and Railroad Avenue to increase pedestrian safety. <p>Mobility and Parking Element</p> <p>MP-P.8 Pedestrian Zone. Maximize the sidewalk pedestrian zone, or the area allocated to pedestrian circulation. This includes reducing the allowable outdoor dining area as needed to maintain an adequate pedestrian zone, providing a visual delineation of the allowed outdoor dining area edge (such as through painting, sawcutting, or other surface treatment of the concrete surface), enforcing the outdoor dining area limits, and consolidating and moving street furniture as noted in MP-P.7.</p> <p>MP-P.9 Protected Bicycle Lane. Install a two-way protected bicycle lane ('cycle track') along Peters Avenue to physically separate bicyclists and motorists and improve cyclist comfort.</p> <p>MP-P.10 Curb Extensions. Provide curb extensions, or 'bulb-outs,' at intersections to serve as a traffic calming measure and shorten pedestrian crossing distances.</p> <p>MP-P.11 Crosswalks. Enhance crosswalks with special pavement treatments to improve their visibility and the pedestrian experience and provide a visual connection to Main Street.</p> <p>MP-P.12 Narrow Residential Streets. Support the concept of visually or physically narrowing residential streets where desired by residents in order to slow traffic, enhance aesthetics, increase property values, and reinforce traditional neighborhood character. Reallocate the vehicular space to pedestrian and bicyclists where possible through the addition of bicycle facilities and/or wider sidewalks.</p> <p>MP-P.14 Curb Extensions. Provide curb extensions, or 'bulb-outs,' at intersections to serve as a traffic calming measure and shorten pedestrian crossing distances.</p>	
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	<p>MP-P.18 Reallocate Roadway Space. Maximize traffic safety for all modes of travel by reallocating roadway space on all roadways from wide vehicular travel lanes to other bicycle and pedestrian uses. Maximum travel lane width to be twelve-foot. Remaining space should be dedicated to pedestrians through provision of curb extensions, or to bicyclists through the provision of a protected two-way bicycle lane on Peters Avenue.</p> <p>MP-P.19 Additional Pedestrian Space. Maximize the pedestrian zone through the "relocation" of street trees from the sidewalk to the parking lane on Main Street. Using a phased approach, street trees would be relocated in the parking lane between parking stalls to maximize the pedestrian zone available on the sidewalk. Install street trees in the parking lane on Peters Avenue. Widen sidewalks to five-foot minimum widths and complete gaps in sidewalks where needed. Ensure that other Downtown streets and sidewalks are also designed to allow adequate space for street trees without hindering pedestrian flow.</p> <p>MP-P.20 Bicycle Parking. Provide bicycle parking near commercial activity areas and transit stops with high boardings to support a multi-modal commute pattern and allow for "last mile" connectivity between transit stops and residences; locate bicycle parking in close proximity to building entries and in locations with good public visibility.</p> <p>MP-P.22 Transit Connections. Work with the Pleasanton Downtown Association (PDA) and LAVTA to promote and market public transportation options for the downtown area, including within the Town Square District, and linkages between the downtown and other transit systems such as BART and the ACE train.</p> <p>MP-P.23 Transportation Demand Management (TDM) Programming. Amend the Transportation Demand Management Ordinance, as described in the Downtown Parking Strategy and Implementation Plan, to enable the PDA to function as a "large employer" and, therefore, to establish and promote a TDM program for the downtown businesses</p>
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	<p>and employees. Investigate and pursue funding options which will encourage and enable the PDA to actively promote such a program, using incentives to reduce vehicular commuting into the downtown.</p>
MP-P.24	<p>School Traffic Calming Program. Continue and expand the School Traffic Calming Program to encourage trip reduction and the use of public transportation to schools near the downtown in order to reduce traffic congestion impacts on the downtown.</p>
MP-P.26	<p>Bicycle Facility and Trail Development. Promote bicycle facility and trail development to access the downtown, as described in the Pedestrian and Bicycle Master Plan and Pleasanton Trails Master Plan, including striping travel lanes to accommodate Class II bike lanes and Class III bike routes along with sharrows and wayfindings signs, development of the Transportation Corridor, and pavement improvements to the Arroyo del Valle Trail.</p>
MP-P.27	<p>Transportation Corridor. Designate the Transportation Corridor for public uses, which would allow for installation of bicycle and pedestrian trails and parking as shown in the Master Plan for the Downtown Parks and Trails System and the Downtown Parking Strategy and Implementation Plan.</p>
MP-P.30	<p>Downtown Neighborhood Connections. Provide pedestrian and bicycle facilities such as wider sidewalks, curb extensions, curb ramps, wayfinding signage and bike lanes that lead into the downtown area from the downtown neighborhoods to encourage residents to walk or bike to reach events and destinations downtown, including the ACE station.</p>
MP-P.32	<p>Pedestrian Network. Develop a pedestrian-friendly network of passages that encourage alternate modes of transportation into and through public parks, buildings, and trails.</p>
MP-P.51	<p>Passenger Loading and Drop-off. Design passenger loading and drop-off zones for carpool, ridesharing vehicles, and vanpools near the entrance of the ACE train station and in other areas of downtown, with Transportation Network</p>

<p>3.5-2 Development under the Proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p>Company (TNCs such as Uber or Lyft) and autonomous vehicles in mind.</p>	<p>Significant and unavoidable</p>
<p>Policies LD-P.14, LD-P.15, LD-P.39, LD-P.40, LD-P.41, MP-P.8, MP-P.9, MP-P.11, MP-P.12, MP-P.18, MP-P.19, MP-P.20, MP-P.26, MP-P.27, MP-P.30, MP-P.32, MP-P.22, MP-P.23, MP-P.24, as listed under Impact 3.5-1 above, as well as policies</p> <p>Land Use and Design Element LD-P.6 Original Architectural Elements. Maintain the existing architectural character of downtown by encouraging that original facade materials and storefront elements, such as transom windows, are uncovered, rehabilitated, and maintained, where appropriate.</p> <p>LD-P.45 Referral Program. Develop a program of referring needy homeowners requiring housing rehabilitation in the downtown to local volunteer organizations that provide home repair services.</p> <p>Mobility and Parking Element MP-P.3 Referral Program. Develop a program of referring needy homeowners requiring housing rehabilitation in the downtown to local volunteer organizations that provide home repair services.</p> <p>MP-P.5 Roadway Treatment. Add an enhanced paving treatment (such as colored and stamped asphalt pavement, or other approved option) to parking lanes along Main Street, to add character to the roadway, visually narrow the road to help calm traffic, and differentiate the travel way from the parking and pedestrian zone.</p> <p>MP-P.6 Crosswalks. Enhance crosswalks utilizing a paving treatment (such as colored and stamped asphalt pavement, or other approved option) on Main Street to improve their visibility and the pedestrian experience.</p> <p>MP-P.13 High-Visibility Crosswalks. Make pedestrian crossings on First Street signalized or pedestrian-activated</p> <p>MP-P.25 ACE Station Amenities. Continue partnering with local transit agencies and employers to promote public transit</p>	<p>Policies LD-P.14, LD-P.15, LD-P.39, LD-P.40, LD-P.41, MP-P.8, MP-P.9, MP-P.11, MP-P.12, MP-P.18, MP-P.19, MP-P.20, MP-P.26, MP-P.27, MP-P.30, MP-P.32, MP-P.22, MP-P.23, MP-P.24, as listed under Impact 3.5-1 above, as well as policies</p> <p>Land Use and Design Element LD-P.6 Original Architectural Elements. Maintain the existing architectural character of downtown by encouraging that original facade materials and storefront elements, such as transom windows, are uncovered, rehabilitated, and maintained, where appropriate.</p> <p>LD-P.45 Referral Program. Develop a program of referring needy homeowners requiring housing rehabilitation in the downtown to local volunteer organizations that provide home repair services.</p> <p>Mobility and Parking Element MP-P.3 Referral Program. Develop a program of referring needy homeowners requiring housing rehabilitation in the downtown to local volunteer organizations that provide home repair services.</p> <p>MP-P.5 Roadway Treatment. Add an enhanced paving treatment (such as colored and stamped asphalt pavement, or other approved option) to parking lanes along Main Street, to add character to the roadway, visually narrow the road to help calm traffic, and differentiate the travel way from the parking and pedestrian zone.</p> <p>MP-P.6 Crosswalks. Enhance crosswalks utilizing a paving treatment (such as colored and stamped asphalt pavement, or other approved option) on Main Street to improve their visibility and the pedestrian experience.</p> <p>MP-P.13 High-Visibility Crosswalks. Make pedestrian crossings on First Street signalized or pedestrian-activated</p> <p>MP-P.25 ACE Station Amenities. Continue partnering with local transit agencies and employers to promote public transit</p>	<p>Significant and unavoidable</p>

<p>3.5-3 Development under the Proposed Project would not cause wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, and/or maintenance.</p>	<p>MP-P.29 commute options and encourage greater use by providing comfortable boarding and deboarding spaces for rail, bus, and shuttle transfer riders, such as shelters, seating, security lighting, and wayfinding signage. Pedestrian and Bicycle Gateway. Designate Division Street as the pedestrian and bicycle gateway to the Firehouse Arts Center from Main Street and Peters Avenue as the pedestrian and bicycle gateway to the downtown core.</p> <p>Policies LD-P.25, LD-P.40, MP-P.8, MP-P.9, MP-P.18, MP-P.22, MP-P.25, MP-P.26, MP-P.29, MP-P.30, MP-P.32, as listed under Impact 3.5-1 above, as well as policies</p> <p>Economic Vitality Element</p> <p>EV-P.2 Mixed Use Development. Encourage the development of office and residential space on upper floors in the Mixed Use-Downtown and Mixed Use-Transitional districts.</p> <p>Land Use and Design Element</p> <p>LD-P.5 Pedestrian-Friendly Design. Protect and enhance the pedestrian-friendly quality of the Downtown Commercial area by locating building facades at the sidewalk's edge to maintain a defined streetwall and ensuring that building entrances and display windows are frequent and oriented to the street. Incorporate outdoor spaces such as outdoor dining areas and plazas into building design along street fronts outside of the public right-of-way, and for dining, on upper floors as feasible.</p> <p>LD-P.30 Pedestrian Pathways. Establish pedestrian pathways throughout the district that provide direct and comfortable access between district parking, sidewalks, and the Town Square and to the rest of the downtown, the ACE station, and the Fairgrounds.</p> <p>Implementation Programs</p> <p>LD-I.3 Amend the Pleasanton Municipal Code to allow existing single-family residential units as permitted uses in the Downtown Commercial and Mixed Use -Transitional districts, allow for</p>	<p>Less than significant</p>
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<p>3.5-4 The Proposed Project would not conflict with the CBC Energy Efficiency Standards, the CARB passenger vehicle GHG emission reduction targets for 2020 and 2035, or any other applicable energy conservation regulations.</p>	<p>additions or enlargements to these structures, and establish applicable development standards.</p> <p>Mobility and Parking Element</p> <p>MP-P.16 Shared Use. Make Division Street between Main Street and Railroad Avenue a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. At times when the street is closed to vehicular traffic, limited vehicle access for emergency access, access to private properties where no alternative access is available, deliveries, maintenance and special events would be allowed.</p> <p>MP-P.21 Bicycle and Pedestrian Street Furnishings. Introduce bicycle and pedestrian furnishings to improve visibility of alternative mode types, especially at curb extension areas where there is opportunity for social activity and adequate space for seating, bike racks, and planters pots without encroaching into the pedestrian zone.</p> <p>MP-P.43 Bicycles. Wherever appropriate provide the necessary spaces and amenities for bicycle parking.</p>	<p>Less than significant</p>
<p>3.6 Geology and Seismicity</p>		
<p>3.6-1 Implementation of the Proposed Plan would expose people or structures to potential substantial adverse</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>

Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
 Executive Summary

<p>effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault; strong seismic groundshaking; seismic-related ground failure, including liquefaction; and landslides.</p>		
<p>3.6-2 Implementation of the Proposed Plan would not result in substantial soil erosion or topsoil loss.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.6-3 Implementation of the Proposed Plan would not locate structures on expansive soils or on a geologic unit or soil that is unstable, or that would become unstable as a result of new development under the Plan, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, or create</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>

<p>substantial risks to life or property.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>No Impact</p>
<p>3.6-4</p>	<p>Implementation of the Proposed Plan would not result in soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.</p>	
<p>3.7 Hazards and Hazardous Materials</p>		
<p>3.7-1</p>	<p>Development under the Proposed Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>Less than significant</p>
<p>3.7-2</p>	<p>Development under the Proposed Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.</p>	<p>Less than significant</p>

Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
Executive Summary

<p>3.7-3 Development under the Proposed Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.7-4 Development under the Proposed Plan could result in a project 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 create a significant hazard to the public or the environment.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.7-5 Development under the Proposed Plan 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 uses airport, would not result in a safety hazard for people residing or</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>No impact</p>

<p>working in the project area.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>No impact</p>
<p>3.7-6 Development under the Proposed Plan would not result in a safety hazard for people residing or working within the vicinity of a private airstrip.</p>	<p>Land Use and Design Element LD-P.68 Division Street. Enhance the streetscape design of the one block segment of Division Street between Main Street and Railroad Avenue to create a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. In coordination with local property owners, limit vehicular access for emergency and maintenance vehicles, loading and delivery, and local property access where no alternative is available would be allowed at all times. As illustrated in Figure 4-7, make the following streetscape improvements:</p> <ul style="list-style-type: none"> • Remove the existing sidewalks and install colored pavers across the entire space. • Furnish with seating, outdoor dining areas, pedestrian scaled and/or festoon lighting, and trees and landscaping planters. • Remove overhead utilities and relocate underground. <p>Mobility and Parking Element MP-P.16 Shared Use. Make Division Street between Main Street and Railroad Avenue a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. At times when the street is closed to vehicular traffic, limited vehicle access for emergency access, access to</p>	<p>Less than significant</p>

	<p>private properties where no alternative access is available, deliveries, maintenance and special events would be allowed.</p> <p>Public Facilities Element</p> <p>PF-P.1 Provision of Services. Continue the successful provision, maintenance, and operation of water, sanitary sewer, storm water drainage, fire protection facilities, other utility, and adequate recreational and educational facilities to maintain quality of life and accommodate future growth in the planning area.</p>	
<p>3.7-8 Development under the Proposed Plan would not 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.</p>	<p>Policy PF-P.1 as listed under Impact 3.7-7 above.</p>	<p>Less than significant</p>
<p>3.8 Hydrology, Drainage, and Water Quality</p>		
<p>3.8-1 Development under the Proposed Plan would not violate any water quality standards or waste discharge requirements.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.8-2 Development under the Proposed Plan would not substantially deplete groundwater supplies or interfere substantially with</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>

<p>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).</p>		
<p>3.8-3 Development under the Proposed Plan would not substantially alter the existing drainage pattern of the planning area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation, or flooding on- or off-site.</p>	<p>Land Use and Design Element</p> <p>LD-P.61 Design within the Arroyo del Valle. Enhance use of, access to, and appreciation of the Arroyo del Valle through the following strategies:</p> <ul style="list-style-type: none"> • Construct boardwalks and multiple-use paths at the top of the bank along the Arroyo, where feasible. • Encourage provision of additional public access point and overlooks to the Arroyo. • Work with Zone 7 to maintain existing water levels in the Arroyo and to maintain the Arroyo in a clean condition. • Install signage directing people from Main Street to Arroyo trails. Install educational signage and plaques along Arroyo trails. <p>LD-P.63 Best Management Practices. Require developers and business owners to operate projects to minimize impacts to the Arroyo.</p> <ul style="list-style-type: none"> • Require the owners of new businesses that locate adjacent to the Arroyo to implement strategies to avoid trash and other waste from entering the Arroyo, including covering trash cans so that wildlife cannot 	<p>Less than significant</p>

<p>3.8-4 Development under the Proposed Plan would not 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.</p>	<p>access them; properly disposing of food waste; and prohibiting dumping.</p> <ul style="list-style-type: none"> Require new outdoor lighting to be subtle, low, and directed toward the building and away from the channel bed. 	<p>Less than significant</p>
<p>Land Use and Design Element</p> <p>LD-P.66 Peters Avenue. Enhance the streetscape design of Peters Avenue to include street trees within the on-street parking zones and pavers on the sidewalk to match the aesthetic of Main Street, as illustrated in figures 4-5b and 4-5c.</p> <p>LD-P.69 Secondary Streets. Enhance the streetscapes of secondary streets, including Neal Street, Rose Avenue, West Angela Street, and St. Mary Street. Prioritize improving sections of these streets immediately adjacent to Main Street so that they serve as an extension of this corridor. While the details for these streetscape projects will be developed during a later stage, design enhancements should generally include, but are not limited to, the following:</p> <ul style="list-style-type: none"> Install new concrete sidewalks, curb, and gutter using the standard "downtown" sidewalk treatment of 24-inch uncolored concrete square pavers with a stacked bond pattern. Pave bare planter strips with concrete to widen new sidewalks and/or install new tree wells. Remove and replace street trees that are in poor condition, and add new trees and grate in places that do not have street trees. Provide planters and benches where appropriate, including bus stops where feasible, plazas, parks, and in places where there is no seating. Use planter and bench designs which complement or match those on Main Street. Construct appropriately-sized bulb-outs at the corner of Neal Street and Railroad Avenue, and at other applicable 	<p>access them; properly disposing of food waste; and prohibiting dumping.</p> <ul style="list-style-type: none"> Require new outdoor lighting to be subtle, low, and directed toward the building and away from the channel bed. 	<p>Less than significant</p>

	<p>side street intersections, in order to accommodate street furniture and decrease walking distances across streets.</p> <ul style="list-style-type: none"> • Provide enhanced treatments for crosswalks, such as special paving, flashing beacons, lighted crosswalks. • Add crosswalks at the intersection of Neal Street and Railroad Avenue to increase pedestrian safety. <p>LD-P.73 Street Tree and Sidewalk Consistency. Require planting of street trees and uninterrupted sidewalks in residential neighborhoods. Street trees should be planted with consistent spacing and use a consistent palette of species to establish a regular streetscape pattern.</p> <p>LD-P.74 Mature and Heritage Trees. Preserve mature and heritage trees.</p> <p>LD-P.75 Tree Survey. Conduct a street tree survey of the existing species and condition of trees in residential neighborhoods and determine which trees are doing well and are preferred by residents. Use this as the basis of a street tree master plan which specifies new tree species, tree spacing and location, and criteria for tree removal. Include tree monitoring and maintenance as part of the plan.</p> <p>Implementation Programs</p> <p>LD-I.2 Initiate Land Use Amendments to modify land use designations for various properties to address inconsistencies between the General Plan, Specific Plan, and zoning designations. Table B in Appendix B includes a list of properties preliminarily identified as having such inconsistencies. The final list of properties and their preferred land use designations will be determined as part of the land use amendment process.</p> <p>LD-I.6 Develop a maintenance program to keep sidewalks, facades, windows, awnings, signs, and other elements of the public realm clean and in good repair.</p> <p>LD-I.8 Sidewalks within dining areas should be regularly steam cleaned by the business owner.</p> <p>Public Facilities Element</p>	
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<p>3.8-5 Development under the Proposed Plan would not otherwise substantially degrade water quality.</p>	<p>PF-P.1 Provision of Services. Continue the successful provision, maintenance, and operation of water, sanitary sewer, storm water drainage, fire protection facilities, other utility, and adequate recreational and educational facilities to maintain quality of life and accommodate future growth in the planning area.</p> <p>Implementation Programs PF-I.4 Review and improve the storm drain system near the intersection of Main Street and Neal Street to address surface ponding during heavy rain events within the roadway and gutter.</p> <p>Mobility and Parking Element MP-P.46 Landscaping. Require landscaping of parking facilities (including surface lots and structures), with the objectives of screening vehicles from the public right-of-way, providing adequate shading, and allowing adequate area to be dedicated for stormwater treatment.</p>	
<p>3.8-6 Development under the Proposed Plan would not place housing within a 100-</p>	<p>Policy LD-P.62 as listed under Impact 3.8-3 above, as well as policies</p> <p>Land Use and Design Element Implementation Programs LD-I.11 Add trash receptacles to the side streets and parallel streets in the commercial portion of the Downtown. Locations should be determined based upon the concentration of business establishments, amount of foot traffic, and presence of bus stops. The trash receptacles should match the metal receptacles used on Main Street.</p> <p>Public Facilities Element Implementation Programs PF-I.5 If trash generation increases in the planning area, evaluate the need to install full trash capture devices, such as connector pipe screens in drop inlets.</p> <p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.8-6 Development under the Proposed Plan would not place housing within a 100-</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>No impact</p>

<p>year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.</p>		
<p>3.8-7 Development under the Proposed Plan would not place within a 100-year flood hazard area structures which would impede or redirect flood flows.</p>	<p>Policy LD-P.60 as listed under Impact 3.8-3 above, as well as policy Land Use and Design Element LD-P.62 Conservation of the Arroyo del Valle. Require developers of future projects involving land within and adjacent to the Arroyo del Valle to implement the following measures to minimize potentially negative impacts to the Arroyo:</p> <ul style="list-style-type: none"> • Coordinate with the appropriate environmental regulatory agencies and secure all required construction and grading permits. • Conduct an assessment of existing conditions, including topography, waterline location, trees, and other major natural site features. • Identify the existing plant and wildlife communities and species. • Prepare detailed channel/habitat restoration and enhancement plans for project impact areas that retain or enhance existing channel hydraulic capacity. • Prepare wildlife and habitat monitoring programs to ensure the long-term success of channel/habitat restoration and enhancement plans. • The configuration of the tenant space is such that it would have a storefront frontage of less than 10 feet (as determined by the director of community development) on a designated active street. • In cases when an exception to the active ground floor use requirement is granted, the provisions of Chapter 18.120 	<p>Less than significant</p>

	of the PMC with respect to non-conforming uses shall not apply, and a new tenant shall be required to conform to the Active Ground Floor Use Overlay, unless another exception is granted by the CDD based on the above criteria.	
3.8-8 Development under the Proposed Plan would not 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.	No policies are required to reduce this impact below a level of significance.	Less than significant
3.8-9 Development under the Proposed Plan would not result in inundation by seiche, tsunami, or mudflow.	No policies are required to reduce this impact below a level of significance.	Less than significant
3.9 Land Use, Population, and Housing		
3.9-1 Implementation of the Proposed Plan would not physically divide an established community.		Less than significant
3.9-2 Implementation of the Proposed Plan would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the	Land Use and Design Element Implementation Programs LD-I.2 Initiate Land Use Amendments to modify land use designations for various properties to address inconsistencies between the General Plan, Specific Plan, and zoning designations. Table B in Appendix B includes a list of properties preliminarily identified as having such inconsistencies. The final list of properties and their preferred land use designations will be determined as part of the land use amendment process.	Less than significant

Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
 Executive Summary

<p>general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>LD-I.3 Amend the Pleasanton Municipal Code to allow existing single-family residential units as permitted uses in the Downtown Commercial and Mixed Use - Transitional districts, allow for additions or enlargements to these structures, and establish applicable development standards.</p> <p>LD-I.4 Initiate an amendment to Municipal Code Chapter 18.84 to limit building height in all residential zoning districts in the downtown (including future Planned Unit Development Districts) to not more than 30 feet.</p> <p>LD-I.5 Amend the Municipal Code to limit the hours of operation for uses in the Mixed Use-Transitional District to remain open no later than 11:00 p.m.</p>	<p>No impact</p>
<p>3.9-3 Implementation of the Proposed Project would not conflict with any applicable habitat conservation plan or natural community conservation plan</p>		<p>Less than significant</p>
<p>3.9-4 Implementation of the Proposed Plan would not 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).</p>		<p>Less than significant</p>
<p>3.9-5 Implementation of the Proposed Plan would not displace substantial numbers of existing housing or people,</p>	<p>See policies LD-P.6, LD-P.40, LD-P.41, LD-P.42, LD-P.45 above, and policies Land Use and Design Element LD-P.39 Existing Residential Uses. Existing residential uses, including historic homes, in non-residential or mixed-use</p>	<p>Less than significant</p>

<p>necessitating the construction of replacement housing elsewhere.</p>	<p>LD-P.43</p> <p>districts may remain and may be remodeled or enlarged in accordance with applicable development standards.</p> <p>Special-Needs Housing. Develop special-needs housing through the following efforts:</p> <ul style="list-style-type: none"> • Encourage and support housing in the downtown for large families, single-parent households, the homeless, the elderly, and the disabled through city participation in joint partnership projects, implementation of the "First-Time Homebuyer Program," the grant of housing-density bonuses, and other means. • Encourage and support housing for the disabled through city participation in joint housing projects with organizations such as Bay Area Community Services, HOUSE, Inc., Regional Center of the East Bay, etc. • Encourage the distribution of special-needs housing throughout the Downtown. <p>LD-P.44</p> <p>Rehabilitation. Encourage the use of the City's Housing Rehabilitation Program by low-income homeowners by promoting the program on the city website and in mailed material.</p> <p>LD-P.47</p> <p>Residential Character. Preserve and enhance the character of downtown residential neighborhoods by avoiding inappropriately-scaled new construction, additions, and excessive lot coverage, and by encouraging architectural elements and details, such as porches, picket fences, flower boxes, and street-facing entrances and windows.</p> <p>LD-P.48</p> <p>Additions and Second Units. Encourage additions and second units to be located in the rear of existing homes and designed to maintain the original character of the homes and the visual scale of the neighborhood.</p> <p>LD-P.49</p> <p>Enhancement of Existing Residential Properties. Require upgrade of existing buildings and landscaping on the same property as part of new residential infill projects.</p>
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<p>3.10 Noise and Vibration</p>	<p>3.10-1 Implementation of the Proposed Plan would not expose persons to or generate noise levels in excess of the noise standards established in the proposed General Plan Noise Element or applicable standards of other agencies.</p>	<p>See policies LD-P.5, LD-P.30, MP-P.12, MP-P.16, MP-P.18 MP-P.21, MP-P.22, MP-P.25, MP-P.26, MP-P.29, MP-P.30, MP-P.32, MP-P.43 above, as well as policies</p> <p>Mobility and Parking Element</p> <p>MP-P.2 Roadway Grid System. Continue the roadway grid system into the Town Square District, as shown in Figure 4-3. Keep the travel lanes to twelve-foot maximum width and parking lanes to eight-foot maximum width.</p> <p>MP-P.3 Peters Avenue Extension. Design the Peters Avenue extension into this Town Square District to extend the two-way protected bicycle lane on the west side of the roadway. Provide curb extensions, curb ramps, and high-visibility crosswalks at intersections.</p> <p>MP-P.4 Driveways. Eliminate or narrow existing driveway openings onto Main Street whenever possible and prohibit new driveways onto Main Street.</p> <p>MP-P.8 Pedestrian Zone. Maximize the sidewalk pedestrian zone, or the area allocated to pedestrian circulation. This includes reducing the allowable outdoor dining area as needed to maintain an adequate pedestrian zone, providing a visual delineation of the allowed outdoor dining area edge (such as through painting, sawcutting, or other surface treatment of the concrete surface), enforcing the outdoor dining area limits, and consolidating and moving street furniture as noted in MP-P.7.</p> <p>MP-P.9 Protected Bicycle Lane. Install a two-way protected bicycle lane ('cycle track') along Peters Avenue to physically separate bicyclists and motorists and improve cyclist comfort.</p> <p>MP-P.17 Paving Treatment. Make Division Street curbsless with interlocking paver surfacing to help redefine the space.</p>	<p>Less than significant</p>
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<p>3.10-2 Implementation of the Proposed Plan would not expose people to or generate excessive groundborne vibration or groundborne noise levels.</p>	<p>See policies MP-P.2, MP-P.3, MP-P.4, MP-P.12, MP-P.17, MP-P.18, MP-P.22, MP-P.25, MP-P.27, MP-P.30, LD-P.67, LD-P.30 above, as well as the following policy</p> <p>Mobility and Parking Element MP-P.39 Parking Structure. Build a public parking structure on the 4-acre City-owned site adjacent to the ACE train station to provide public parking for the Town Square District. If determined in coordination with ACE and Alameda County that the parking needs of ACE commuters would be best served by additional parking in this public parking structure, incorporate additional parking spaces into the structure to accommodate ACE parking.</p>	<p>Less than significant</p>
<p>3.10-3 The development of the Proposed Plan would result in a substantial permanent increase in ambient noise levels above levels existing without the Proposed Project.</p>	<p>See policies MP-P.2, MP-P.3, MP-P.4, MP-P.8, MP-P.9, MP-P.18, MP-P.21, MP-P.22, MP-P.26, MP-P.27, MP-P.29, MP-P.30, MP-P.32, MP-P.43, LD-P.30, LD-P.65 above.</p>	<p>Less than significant</p>
<p>3.10-4 The development of the Proposed Plan would result in a substantial temporary or periodic increase in ambient noise levels above levels existing without the Proposed Plan.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.10-5 Development under the Proposed Plan would not expose people residing or working in the planning</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>No Impact</p>

<p>area to excessive noise levels.</p> <p>3.10-6 Development under the Proposed Plan would not expose people residing or working in the project area to excessive noise levels result in a safety hazard for people residing or working within the vicinity of a private airstrip.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>No impact</p>
<p>3.11 Public Facilities and Recreation</p>		
<p>3.11-1 Implementation of the Proposed Project would not 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 fire protection, police</p>	<p>See policies LD-P.61 and LD-P.62 above, as well as the following policies</p> <p>Land Use and Design Element</p> <p>LD-P.26 Community Destination. Encourage land uses that will make the Town Square District a community destination, including entertainment uses, hotel, meeting spaces, and food halls.</p> <p>LD-P.27 Existing Library Building. Retain the existing Pleasanton Public Library building with the objective of repurposing the building for a commercial or public use.</p> <p>LD-P.33 Public Spaces and Art. Ensure public spaces and public art are integrated into redevelopment of the existing civic center area, including smaller "pocket parks" and plazas as part of private development projects.</p> <p>LD-P.54 Parklets and Pedestrian Activity. Encourage the creation of temporary or permanent parklets (extensions of the sidewalk, usually over an on-street parking space that serves as a small public park, bicycle parking, or space for outdoor dining) and mini plazas along Main Street and side streets with the purpose of linking the Main Street commercial blocks and promoting pedestrian activity.</p>	<p>Less than significant</p>

<p>protection, schools, parks, or other public facilities.</p>	<p>LD-P.56 Division Street as a Public Space. Prioritize programming of events, festivals, and activities on Division Street between Main Street and Railroad Avenue.</p> <p>LD-P.57 Firehouse Arts Center and Veterans Memorial Building. Retain, preserve and enhance the Firehouse Arts Center and Veterans Memorial Building as venues for arts, cultural and civic events.</p> <p>LD-P.58 Large Parks. Large public spaces downtown, including Delucchi Park, Lions Wayside Park, and the new Town Square should be programmed with public festivals, events, and activities that will draw people downtown. Facilities and programming for the Lion Wayside and Delucchi Parks should implement the requirements of the applicable Master Plan.</p> <p>LD-P.59 Public Restrooms. When planning and designing public spaces and facilities, consider locations for construction of public restrooms.</p> <p>LD-P.60 Connectivity and Accessibility. Ensure parks, plazas, and open spaces are connected via greenbelts, and uninterrupted sidewalks, pathways, and bike routes. Ensure open spaces are accessible to seniors and people with disabilities via multiple entry points.</p> <p>LD-P.86 Evening Programming. Identify opportunities to expand evening-hour cultural programming in Downtown Pleasanton (e.g., monthly gallery walks, evening concerts, etc.).</p>	<p>Less than significant</p>
<p>3.1.1-2 Implementation of the Proposed Project would not 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.</p>	<p>Public Facilities Element</p> <p>PF-P.1 Provision of Services. Continue the successful provision, maintenance, and operation of water, sanitary sewer, storm water drainage, fire protection facilities, other utility, and adequate recreational and educational facilities to maintain quality of life and accommodate future growth in the planning area.</p>	<p>Less than significant</p>

<p>3.11-3 Implementation of the Proposed Plan would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</p>	<p>See policies from Impact 3.11-1.</p>	<p>Less than significant</p>
<p>3.12. Traffic and Transport:</p>		
<p>3.12-1 Implementation of the Proposed Plan could result in conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.</p>	<p>Mobility and Parking Element</p> <p>MP-P.1 Sidewalk Width. Implement minimum ten-foot wide sidewalks to provide sufficient room for a six-foot wide pedestrian zone and four-foot wide tree wells. Locate street furnishings to maintain the minimum recommended pedestrian zone.</p> <p>MP-P.2 Roadway Grid System. Continue the roadway grid system into the Town Square District, as shown in Figure 4-3. Keep the travel lanes to twelve-foot maximum width and parking lanes to eight-foot maximum width.</p> <p>MP-P.3 Peters Avenue Extension. Design the Peters Avenue extension into this Town Square District to extend the two-way protected bicycle lane on the west side of the roadway. Provide curb extensions, curb ramps, and high-visibility crosswalks at intersections.</p> <p>MP-P.4 Driveways. Eliminate or narrow existing driveway openings onto Main Street whenever possible and prohibit new driveways onto Main Street.</p> <p>MP-P.5 Roadway Treatment. Add an enhanced paving treatment (such as colored and stamped asphalt pavement, or other approved option) to parking lanes along Main Street, to add character to the roadway, visually narrow the road to help calm traffic, and differentiate the travel way from the parking and pedestrian zone.</p>	<p>Significant and unavoidable</p>

MP-P.6	<p>Crosswalks. Enhance crosswalks utilizing a paving treatment (such as colored and stamped asphalt pavement, or other approved option) on Main Street to improve their visibility and the pedestrian experience.</p> <p>Street Furniture. Evaluate installation locations and move or modify to remain outside of the pedestrian zone, to improve sight distance, and allow for improved circulation for pedestrians.</p> <p>Pedestrian Zone. Maximize the sidewalk pedestrian zone, or the area allocated to pedestrian circulation. This includes reducing the allowable outdoor dining area as needed to maintain an adequate pedestrian zone, providing a visual delineation of the allowed outdoor dining area edge (such as through painting, sawcutting, or other surface treatment of the concrete surface), enforcing the outdoor dining area limits, and consolidating and moving street furniture as noted in MP-P.7.</p>
MP-P.7	
MP-P.8	
MP-P.9	<p>Protected Bicycle Lane. Install a two-way protected bicycle lane ("cycle track") along Peters Avenue to physically separate bicyclists and motorists and improve cyclist comfort.</p>
MP-P.10	<p>Curb Extensions. Provide curb extensions, or 'bulb-outs,' at intersections to serve as a traffic calming measure and shorten pedestrian crossing distances.</p>
MP-P.11	<p>Crosswalks. Enhance crosswalks with special pavement treatments to improve their visibility and the pedestrian experience and provide a visual connection to Main Street.</p>
MP-P.12	<p>Narrow Residential Streets. Support the concept of visually or physically narrowing residential streets where desired by residents in order to slow traffic, enhance aesthetics, increase property values, and reinforce traditional neighborhood character. Reallocate the vehicular space to pedestrian and bicyclists where possible through the addition of bicycle facilities and/or wider sidewalks.</p>
MP-P.13	<p>High-Visibility Crosswalks. Make pedestrian crossings on First Street signalized or pedestrian-activated</p>

	<p>MP-P.14 Curb Extensions. Provide curb extensions, or 'bulb-outs,' at intersections to serve as a traffic calming measure and shorten pedestrian crossing distances.</p> <p>MP-P.15 Event Based Bicycle Parking. Consider additional bicycle parking spaces for downtown special events.</p> <p>MP-P.16 Shared Use. Make Division Street between Main Street and Railroad Avenue a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. At times when the street is closed to vehicular traffic, limited vehicle access for emergency access, access to private properties where no alternative access is available, deliveries, maintenance and special events would be allowed.</p> <p>MP-P.17 Paving Treatment. Make Division Street curbless with interlocking paver surfacing to help redefine the space.</p> <p>MP-P.18 Reallocate Roadway Space. Maximize traffic safety for all modes of travel by reallocating roadway space on all roadways from wide vehicular travel lanes to other bicycle and pedestrian uses. Maximum travel lane width to be twelve-foot. Remaining space should be dedicated to pedestrians through provision of curb extensions, or to bicyclists through the provision of a protected two-way bicycle lane on Peters Avenue.</p> <p>MP-P.19 Additional Pedestrian Space. Maximize the pedestrian zone through the "relocation" of street trees from the sidewalk to the parking lane on Main Street. Using a phased approach, street trees would be relocated in the parking lane between parking stalls to maximize the pedestrian zone available on the sidewalk. Install street trees in the parking lane on Peters Avenue. Widen sidewalks to five-foot minimum widths and complete gaps in sidewalks where needed. Ensure that other Downtown streets and sidewalks are also designed to allow adequate space for street trees without hindering pedestrian flow.</p> <p>MP-P.20 Bicycle Parking. Provide bicycle parking near commercial activity areas and transit stops with high boardings to support a multi-modal commute pattern and allow for "last mile" connectivity between transit stops and residences; locate</p>
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	<p>bicycle parking in close proximity to building entries and in locations with good public visibility.</p> <p>Bicycle and Pedestrian Street Furnishings. Introduce bicycle and pedestrian furnishings to improve visibility of alternative mode types, especially at curb extension areas where there is opportunity for social activity and adequate space for seating, bike racks, and planters pots without encroaching into the pedestrian zone.</p> <p>Transit Connections. Work with the Pleasanton Downtown Association (PDA) and LAVTA to promote and market public transportation options for the downtown area, including within the Town Square District, and linkages between the downtown and other transit systems such as BART and the ACE train.</p>
MP-P.21	<p>Transportation Demand Management (TDM) Programming. Amend the Transportation Demand Management Ordinance, as described in the Downtown Parking Strategy and Implementation Plan, to enable the PDA to function as a “large employer” and, therefore, to establish and promote a TDM program for the downtown businesses and employees. Investigate and pursue funding options which will encourage and enable the PDA to actively promote such a program, using incentives to reduce vehicular commuting into the downtown.</p>
MP-P.22	<p>School Traffic Calming Program. Continue and expand the School Traffic Calming Program to encourage trip reduction and the use of public transportation to schools near the downtown in order to reduce traffic congestion impacts on the downtown</p>
MP-P.23	<p>ACE Station Amenities. Continue partnering with local transit agencies and employers to promote public transit commute options and encourage greater use by providing comfortable boarding and deboarding spaces for rail, bus, and shuttle transfer riders, such as shelters, seating, security lighting, and wayfinding signage.</p>
MP-P.24	<p>Bicycle Facility and Trail Development. Promote bicycle facility and trail development to access the downtown, as</p>
MP-P.25	
MP-P.26	

	<p>described in the Pedestrian and Bicycle Master Plan and Pleasanton Trails Master Plan, including striping travel lanes to accommodate Class II bike lanes and Class III bike routes along with sharrows and wayfindings signs, development of the Transportation Corridor, and pavement improvements to the Arroyo del Valle Trail.</p> <p>MP-P.27 Transportation Corridor. Designate the Transportation Corridor for public uses, which would allow for installation of bicycle and pedestrian trails and parking as shown in the Master Plan for the Downtown Parks and Trails System and the Downtown Parking Strategy and Implementation Plan.</p> <p>MP-P.28 Arroyo del Valle Trail Accessibility. Upgrade the Arroyo del Valle trail to an all-weather surface to allow for seasonal use of the trail as a recreation and transportation corridor and improve accessibility.</p> <p>MP-P.29 Pedestrian and Bicycle Gateway. Designate Division Street as the pedestrian and bicycle gateway to the Firehouse Arts Center from Main Street and Peters Avenue as the pedestrian and bicycle gateway to the downtown core.</p> <p>MP-P.30 Downtown Neighborhood Connections. Provide pedestrian and bicycle facilities such as wider sidewalks, curb extensions, curb ramps, wayfinding signage and bike lanes that lead into the downtown area from the downtown neighborhoods to encourage residents to walk or bike to reach events and destinations downtown, including the ACE station.</p> <p>MP-P.31 Fairgrounds Connections. Provide safe and efficient pedestrian routes with wayfinding signage that connect the Alameda County Fairgrounds and the downtown area to encourage pedestrian circulation between the two destinations during events.</p> <p>MP-P.33 Parking Strategy and Implementation Plan. Implement the strategies identified in the Parking Strategy and Implementation Plan, with particular attention on the following “top ten” strategies for managing existing parking supply, increasing parking supply, and implementing zoning and administrative updates in the parking study area.</p>
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<p>3.12-2 Implementation of the Proposed Plan could conflict with an applicable congestion management program, including, but not limited to level of</p>	<ul style="list-style-type: none"> • Complete Parking Strategy for Transportation Corridor (Strategy 1.5.10) • Enhanced Time Restrictions (1.4.1) • Wayfinding (Strategy 1.4.2) • Designated Employee Lots or Permits (Strategy 1.3.1) • Bicycle Access and Trail Connectivity Improvements (Strategy 1.2.1) • Private Lot Utilization for Weekends and Evenings (Strategy 1.5.3) • Identify Opportunity Sites for Surface Parking (Strategy 1.5.11) • Establish Transportation Demand Management Association (Strategy 1.1.3) • Short Term Bicycle Parking (Strategy 1.2.2) • Loading Zone Time of Day Restrictions (Strategy 1.5.5) <p>MP-P.35 Unbundled Parking. Encourage “unbundled parking” within residential development projects, including in the Town Square District. Unbundled parking separates the cost of parking from housing, meaning that residents with no vehicles would realize a cost savings by not leasing or owning a parking space.</p> <p>MP-P.43 Bicycles. Wherever appropriate provide the necessary spaces and amenities for bicycle parking.</p> <p>MP-P.45 Town Square District Parking Requirements. Should the civic center relocate, require developers of new structures in the Town Square District to adhere to off-street parking space requirements listed in Pleasanton Municipal Code.</p> <p>See Policies MP-P.1 through MP-P.31 and MP-P.45 as listed under Impact 3.12-1.</p>	<p>Less than significant</p>
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Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
 Executive Summary

<p>service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways</p>		
<p>3.12-3 Implementation of the Proposed Plan would not 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.</p>	<p>No policies required to reduce this impact below a level of significance.</p>	<p>No impact</p>
<p>3.12-4 Implementation of the Proposed Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p>	<p>No policies required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.12-5 Implementation of the Proposed Plan would not result in inadequate emergency access.</p>	<p>No policies required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.12-6 Implementation of the Proposed Plan would</p>	<p>See Policies MP-P.1 through MP-P.31 and MP-P.45 as listed under Impact 3.12-1.</p>	<p>Less than significant with mitigation</p>

<p>not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.</p>		
<p>3.13 Utilities</p>		
<p>3.13-1 Development under the Proposed Plan would not violate wastewater treatment requirements of the applicable Regional Water Quality Control Board.</p>	<p>Public Facilities Element PF-P.1 Provision of Services. Continue the successful provision, maintenance, and operation of water, sanitary sewer, storm water drainage, fire protection facilities, other utility, and adequate recreational and educational facilities to maintain quality of life and accommodate future growth in the planning area. PF-P.2 Wastewater Treatment Capacity. Coordinate with the Dublin San Ramon Service District to ensure wastewater treatment facilities have capacity to treat demand increases resulting from development.</p>	<p>Less than significant</p>
<p>3.13-2 Development under the Proposed Plan would not 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.</p>	<p>Public Facilities Element Implementation Programs PF-I.1 Relocate the existing 18-inch water main and 15-inch sanitary sewer main out of the development footprint of any future development on the existing civic center site, subject to voter approval. PF-I.2 Convert pump station S-7 from a dry well to a full submersible pump station in order to continue to operate at current capacity or any necessary increased capacity within the planning area. PF-I.3 Review and improve the sanitary sewer system in First Street within the planning area to provide flow consolidation and diversion to improve the capacity serving the area east of the planning area.</p>	<p>Less than significant</p>

Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
 Executive Summary

<p>3.13-3 Development under the Proposed Plan would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.</p>	<p>Public Facilities Element Implementation Programs PF-I.4 Review and improve the storm drain system near the intersection of Main Street and Neal Street to address surface ponding during heavy rain events within the roadway and gutter.</p>	<p>Less than significant</p>
<p>3.13-4 Development under the Proposed Plan would have sufficient water supplies available to serve the project from existing entitlements and resources.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.13-5 Development under the Proposed Plan would not result in a determination by the wastewater treatment provider that serves the planning area that it has inadequate capacity to serve the Proposed Plan's projected demand in addition to the provider's existing commitments.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>
<p>3.13-6 Development under the Proposed Plan would be served by a</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>

Draft Environmental Impact Report for the Pleasanton Downtown Specific Plan
 Executive Summary

<p>landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.</p>		
<p>3.13-7 Development under the Proposed Plan would comply with federal, State, and local statutes and regulations related to solid waste.</p>	<p>No policies are required to reduce this impact below a level of significance.</p>	<p>Less than significant</p>

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