Appendix I:
Transportation Supporting Information

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FEHR PEERS

Final Memorandum

Date: March 29, 2021

To: Elizabeth Johnson, FCS International

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Subject: Spotorno Ranch Focused Transportation Assessment

WC20-3726

This memorandum presents the results of a focused Transportation Assessment for Spotorno Ranch, a proposed 22-unit housing development located in the southern portion of the City of Pleasanton in Alameda County, California (proposed project). In 2018 a Supplemental Environmental Impact Report (2018 SEIR) was prepared for a larger 39-unit project (2018 project). The SEIR was circulated for public review, and based on community feedback, the SEIR was not certified and the project was not approved. Since the preparation of the 2018 SEIR, a revised project has been proposed to lessen the environmental and neighborhood impacts of the project.

Significant transportation impacts were identified with the 2018 project, including:

- I-680 Northbound Ramps at Sunol Boulevard
- Conflicts with the *1993 Trails Master Plan* (and pending update at the time)
- Conflicts with the *Happy Valley Specific Plan* (HVSP)

Mitigation measures were identified that would reduce the identified impacts to a less-than-significant level.

The currently proposed project is expected to generate less vehicle travel than the previously proposed project, and less overall vehicle miles of travel. Similar to the 2018 project, the proposed project would be required to prepare a construction management plan and pay all applicable local and regional transportation impact fees to fund the construction of planned roadway improvements in the area. Recommendations to improve project site access and circulation were identified.

The following provides a description of the proposed project as compared to the 2018 project, trip generation estimates, off-site assessment, site plan assessment, and conclusions.

Project Description

Spotorno Ranch is an approximately 154-acre site located east of Alisal Street, south of Minnie Street, and north of Westbridge Lane as shown on **Figure 1** in Pleasanton, California (all figures are provided at the end of this memorandum). The 2018 project consisted of the following elements:

- Construction of 39 single-family homes on a 33-acre portion of Lot 98 (designated Planned Unit Development – Rural Density Residential (PUD-RDR) District) with access from Alisal Street;
- Construction of a cul-del-sac on Westbridge Lane east of Sanctuary Lane, with all existing traffic rerouted through the project site;
- Remove the Bypass Road from the HVSP;
- Construct a trail along the north side of Westbridge Lane; and
- Dedicate the Planned Unit Development – Agriculture/Open Space (PUD-AG/OS) Districts on the undeveloped portion of the site as Open Space.

The current project proposes the following elements:

- Construction of 22 single-family homes on a 33-acre portion of Lot 98 (designated Planned Unit Development – Rural Density Residential (PUD-RDR) District) with access from Alisal Street and Westbridge Lane;
- Construct a trail along the north side of the new Spotorno Ranch Road and a portion of the project perimeter, including a portion of the Alisal Street frontage, and the entirety of the Westbridge Lane frontage; and
- Dedicate the Planned Unit Development – Agriculture/Open Space (PUD-AG/OS) Districts on the undeveloped portion of the site as Open Space.

Although the construction of the Bypass Road is not proposed as part of the project, this roadway would not be removed from the HVSP and construction of the project would not preclude construction of the bypass roadway by others at a later date.

Of the 22 homes, three would take access from Westbridge Lane, two would take access from a shared access roadway to the ranch access and staging area, and three would take access from a new cul-de-sac off Spotorno Ranch Road. The remaining fourteen homes would take access from Spotorno Ranch Road with 8-homes sharing a driveway, reducing conflicts with sidewalk and trail users. The conceptual proposed project site plan is shown on **Figure 2**.

Regulatory Setting and Significance Criteria

Significance criteria are used to determine whether a project's impact on the environment is considered significant and therefore requires mitigation under the requirements of the California Environmental Quality Act (CEQA). CEQA guidelines were updated to eliminate use of vehicle-delay based metrics in environmental documents with vehicle miles of travel identified as the most appropriate metric to evaluate a project's transportation impacts. This change promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

In addition to the CEQA significance criteria, the City of Pleasanton strives to maintain a balanced transportation system, which includes maintaining traffic operations within a certain delay range, based on policies contained in the General Plan. Therefore, the project is also evaluated against a set of General Plan thresholds, as described below. While deficiencies identified through this do not result in CEQA impacts and mitigation, the analysis can be used to identify transportation system improvements that could be condition on project development.

Vehicle Miles of Travel

In response to Senate Bill 743 (SB 743), the Office of Planning and Research (OPR) updated the California Environmental Quality Act (CEQA) guidelines to include new transportation-related evaluation metrics. Draft guidelines were developed in August 2014, and after several rounds of public review and feedback, final proposed Guidelines were published on November 27, 2017, with an associated *Technical Advisory Document on Evaluating Transportation Impacts* in CEQA dated December 2018. That process identified vehicle miles of travel or VMT as the most appropriate metric to evaluate the environmental effects of a project from a transportation perspective and prohibited the use of delay-based metrics for the purposes of identifying transportation impacts under CEQA.

The updated guidelines were finalized in December 2018 by the Natural Resources Agency, including a new Section 15064.3 on VMT analysis for land use developments. The new guidelines took effect July 1, 2020. The City of Pleasanton has not yet formally adopted VMT analysis guidelines or thresholds to apply to projects for which it serves as the CEQA lead agency. The Alameda County Transportation Commission (Alameda CTC) has not made any recommendations regarding VMT thresholds.

In the absence of more specific local guidance, OPR guidance, as documented in the December 2018 Technical Advisory[1], has been reviewed and concepts presented in the Technical Advisory have been applied to this project, considering the intent of SB 743 which is to "*promote the reduction*

[1] https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses."

A vehicle miles of travel (VMT) assessment was prepared for the 2018 project; since VMT assessments were not required for projects prior to July 1, 2020, that analysis was prepared for informational purposes only. Although the VMT assessment was updated for the proposed project, it remains for informational purposes only based on CEQA case law and guidance provided by the City as the proposed project environmental review is tiering from the *Happy Valley Specific Plan Final Environmental Impact Report* (State Clearinghouse No. 97032034, certified June 16, 1998)(1998 HVSP FEIR). Therefore, the VMT analysis prepared for this project are for informational purposes only, as the project environmental analysis is tiering from a previously certified EIR.

CEQA Significance Thresholds

For this study, based on the updated Appendix G Environmental Checklist Form, City of Pleasanton and Tri-Valley Transportation Plan and Action Plan, a significant transportation-related impact could occur if the project would:

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including roadway, transit, bicycle and pedestrian facilities?

Roadway System – The project would create a significant impact related to the roadway system if any of the following criteria are met:

1. At unsignalized intersections, the project results in any of the traffic signal warrants included in the *CA Manual on Uniform Traffic Control Devices* (MUTCD) to be satisfied, or for a location where any of the warrants are satisfied prior to the project, the project increases travel through the controlled approach by 10 or more vehicles.
2. The project creates the potential for excessive vehicle queue spillback that could periodically block or interfere with pedestrian, bicycle or transit facilities.

Transit System – The project would create a significant impact related to transit service if the following criterion is met:

1. Conflict with an existing or planned transit facility;
2. Conflict with transit policies adopted by the City of Pleasanton, Alameda CTC, Wheels (LAVTA), or BART for their respective facilities in the planning area; or

3. Disrupt existing transit services or facilities.[2]

Bicycle System – The project would create a significant impact related to the bicycle system if any of the following criteria are met:

1. Disrupt existing bicycle facilities; or
2. Interfere with planned bicycle facilities; or
3. Create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

Pedestrian System – The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

1. Disrupt existing pedestrian facilities; or
2. Interfere with planned pedestrian facilities; or
3. Create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.

B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? Specifically, cause substantial additional VMT per capita, per service population, or other appropriate efficiency measure.
   1. For residential uses, a project would cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15 percent.
   2. For office or industrial uses, a project would cause substantial additional VMT if it exceeds the existing regional VMT per worker minus 15 percent.
   3. For non-locally serving retail uses or retail uses over 50,000 square-feet, project would increase VMT per service population.
C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
D. Result in inadequate emergency access?

General Plan Thresholds

Although vehicle level of service, and other delay based metrics cannot be used to determine significant impacts under CEQA, the City of Pleasanton strives to maintain a balanced transportation system, which includes maintaining traffic operations within a certain delay range, based on policies contained in the General Plan. Additionally, a project's effect on overall travel operations provides

2 This includes disruptions caused by proposed-project driveways on transit streets and impacts to transit stops/shelters; and impacts to transit operations from traffic improvements proposed or resulting from a project.

decision makers with additional information to consider in the entitlement process and allows for the identification of potential improvements or project changes that could minimize the overall transportation system effect of a project on the surrounding community.

The following criteria is applied to develop recommendations designed to enhance mobility for all travel modes, including transit vehicles, without degrading or precluding the provision of planned bicycle, pedestrian, and transit facilities. Intersection or roadway improvements may be recommended under the following circumstances:

- The project deteriorates the operations of a signalized intersection from LOS D (or better) to LOS E or LOS F[3]
- The project adds ten or more trips to an intersection projected to operate at LOS E or F prior to the addition of project traffic
- The project deteriorates the operations of a controlled movement at an unsignalized intersection from LOS E or better to LOS F, or at intersections where a controlled movement already operates at LOS F, one of the following:
    1. Project traffic results in satisfaction at the peak hour volume traffic signal warrant;
    2. Project traffic increases minor movement delay by more than 30 seconds; or
    3. Where the peak hour volume signal warrant is met without Project traffic and delay cannot be measured, Project increases traffic by 10 or more vehicles per lane on the controlled approach.
- The addition of project traffic at a study intersection would result in the 95th percentile vehicle queue exceeding the available storage or would increase 95th percentile queue by more than two vehicles where the queue already exceeds the available storage space (for example, vehicle queues spilling back from ramp terminal intersections to the freeway mainline, or vehicle queues extending beyond the available turn pocket length, impeding travel in the adjacent lanes)

For this assessment, results from the 2018 SEIR were used to evaluate the project's potential effect related to these thresholds.

Trip Generation

Trip generation refers to the process of estimating the level of vehicular traffic a project would add to the surrounding roadway system. Project trip generation estimates are typically prepared for the

[3] Gateway intersections are potentially exempt from the LOS D standard.

daily condition, and the one-hour peak period during the weekday morning and evening commute when traffic volumes on the adjacent streets are typically the highest.

The Institute of Transportation Engineers (ITE) has published trip generation rates in the 2010 *Trip Generation Manual*. Trip generation for the 2018 project was estimated using the *Trip Generation Manual* (10th Edition) for Land Use Code 210, Single-Family Detached Housing.

Trip generation for the proposed project was estimated using the 10th Edition Manual for Land Use Code 210 as well. The daily, morning and evening trip generation estimates for both the 2018 project and proposed project are presented in **Table 1**.

Table 1: Trip Generation Summary

Scenario	Quantity (Dwelling Units)	Saturday Daily	Weekday Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
2018 Project	39 dwelling units	390	370	7	22	29	25	14	39
Proposed Project	22 dwelling units	220	210	4	12	16	14	8	22
Net Change in Project Trips		***-170***	***-160***	***-3***	***-10***	***-13***	***-11***	***-6***	***-17***

Notes:
1. ITE Land Use Category 210 - Single Family Detached Housing
   Saturday Daily Rate: (T) = 10.08 (X)
   Daily Average Rate: (T) = 9.44 (X)
   AM Peak Hour: T = 0.74 (X); Enter = 25%, Exit = 75%
   PM Peak Hour: T = 0.99 (X); Enter = 63%, Exit = 37%

Source: *Trip Generation Manual* (10th Edition), ITE, 2017; Fehr & Peers, 2021.

Off-Site Assessment

The proposed project would develop 17 fewer single-family dwelling units than the 2018 project, resulting in 170 fewer Saturday, 160 fewer daily, 13 fewer morning peak hour and 17 fewer evening peak hour trips. Although the Proposed Project would generate less vehicle traffic than the 2018 project, the potential off-site transportation impacts of the Proposed Project are expected to be similar to, but slightly less than the transportation impacts concluded in the 2018 project report.

Based on the expected level of trip generation for the proposed project and the transportation system impacts of the 2018 project, preparation of a full transportation impact assessment was not

required for the currently proposed project. One significant off-site impact of was identified in the existing condition; one significant off-site impact was identified in the cumulative condition.

The impact in the existing condition was related to constructing activities, and the cumulative impact was related to intersection operations. These impacts were reviewed for their applicability given the changed significance criteria, and reduced project size.

This section provides an overview of the potential off-site impacts and effects of the project, including the construction period, intersections, roadway segments, and vehicle miles of travel.

Construction Assessment

The assessment of construction activity considers construction vehicles (including vehicles removing or delivering fill material, bulldozers, and other heavy machinery, as well as building materials delivery) and construction worker activity.

Given the topography of the proposed development area of the site, limited import and/or export of fill is expected. Truck traffic would follow designated truck routes. Project construction would likely stage any large vehicles (i.e., earth-moving equipment, etc.) on the site prior to beginning site work and remove these vehicles at project completion. As such, a daily influx of construction equipment is unlikely.

Detailed information relating to the construction schedule during site development or a construction management plan is not available. It is expected that work related to construction of the internal roadways, utilities, and site grading would occur simultaneously. However, it is expected that semi-custom homes would be constructed as individual parcels are sold to future homeowners. Therefore, after the initial infrastructure construction, only a few homes are expected to be under construction at any given time. Construction workers, deliveries, City inspectors and other construction activity could add traffic to the surrounding roadways and could create potential conflicts with other roadway users, such as construction related activities resulting in lane closures along the project frontage as off-site connections are being made, construction vehicles queuing within the public right-of-way waiting entry to the site, construction worker parking in non-designated parking areas, or construction debris on public streets.

Impact Statement 1: Construction related activities could create potential conflicts with other roadway users, such as construction related activities resulting in lane closures along the project frontage, construction vehicles queuing within the public right-of-way waiting entry to the site, construction worker parking in non-designated parking areas, or construction debris on public streets. Construction impacts would be temporary in nature; however, this impact is considered ***potentially significant***.

Mitigation Measure 1: Although construction impacts would be temporary, development of a construction management plan would reduce the potential for construction vehicle conflicts with other roadway users. The plan should include:

- Project staging plan to maximize on-site storage of materials and equipment
- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones, and other warning devices for drivers; and designation of construction access routes
- Permitted construction hours
- Location of construction staging
- Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations
- Provisions for street sweeping to remove construction related debris on public streets

Implementation of the construction management plan would reduce the temporary construction impact to a ***less-than-significant*** level.

Intersection Operations

One off-site impact to the intersection of the Sunol Boulevard at I-680 Northbound Ramps was identified in the Cumulative condition with the 2018 project. That impact was triggered by the CEQA significance criteria in place at the time for unsignalized intersections based on delay-based metrics. Given the changes to the approach of transportation analyses under CEQA, this criteria no longer applies. The mitigation identified for the 2018 project was the payment of local and regional transportation impact fees that would fund the construction of improvements at the I-680 interchange at Sunol Boulevard. The proposed project would still be required to pay all applicable local and regional transportation impact fees to fund planned improvements to the transportation system.

Peak hour intersection levels of service as documented in the 2018 SEIR are summarized in **Table 2**. Based on the level of project trip generation and the directions of travel to and from the project site, the addition of traffic from the project is not expected to appreciably change the operation of the intersections in the area and result in additional impacts based on the updated CEQA criteria, or result in substantial effects based on the General Plan Thresholds. Therefore, aside from payment of all applicable local and regional transportation fees, no off-site intersection impacts were identified.

Table 2: Peak Hour Level of Service

Intersection	Control[1]	Peak Hour	Existing Without Project		Near-term Without Project		Cumulative Without project	
			Delay[2,3]	LOS[3]	Delay[2,3]	LOS[3]	Delay[2,3]	LOS[3]
1. Sunol Boulevard at Sycamore Road	Signal	AM PM	12 13	B B	21 27	C C	20 30	B C
2. Sunol Boulevard at Arlington Drive	Signal	AM PM	8 9	A A	17 18	B B	17 19	B B
3. Sunol Boulevard at Riddell Street	SSSC	AM PM	0 (10) 0 (14)	A (A) A (B)	0 (13) 0 (16)	A (B) A (C)	0 (17) 0 (16)	A (C) A (C)
4. Sunol Boulevard at I-680 Northbound Ramps	SSSC	AM PM	2 (21) 5 **(62)**	A (C) A **(F)**	2 **(46)** 4 **(>90)**	A **(E)** A **(F)**	4 **(>90)** 7 **(>90)**	A **(F)** A **(F)**
5. Sunol Boulevard at I-680 Southbound Ramps	SSSC	AM PM	2 (26) 6 **(38)**	A (D) A **(E)**	**>90 (>90)** 22 **(>90)**	**F (F)** C **(F)**	**>90 (>90)** **42 (>90)**	**F (F)** **E (F)**
6. Sycamore Creek Way at Sycamore Road	SSSC	AM PM	2 (11) 2 (10)	A (B) A (A)	2 (11) 2 (11)	A (B) A (B)	3 (11) 2 (11)	A (B) A (B)
7. Pleasanton Sunol Boulevard at Happy Valley Road	SSSC	AM PM	1 (9) 2 (9)	A (A) A (A)	2 (11) 2 (10)	A (B) A (A)	2 (12) 2 (11)	A (B) A (B)
8. Happy Valley Road at Alisal Street	SSSC	AM PM	5 (9) 5 (9)	A (A) A (A)	6 (9) 5 (9)	A (A) A (A)	5 (9) 5 (9)	A (A) A (A)

Notes:
1. SSSC = side-street stop-controlled intersection; AWSC = all way stop control; Signal = signalized intersection.
2. Average intersection delay calculated for signalized intersections using the *2000 HCM* method.
3. For SSSC intersections, average delay or LOS is listed first followed by the delay or LOS for the worst approach in parentheses.

Source: Fehr & Peers, 2018 and 2021.

Roadway Segment Operations

The 2018 SEIR evaluated eleven roadway segments in the project vicinity; these same segments were reevaluated for the Cumulative condition for the proposed project based on the forecasts and methodology presented in the 2018 SEIR, with the results summarized on **Table 3**. The amount of traffic that is reasonable for a residential street is highly subjective and can vary significantly from person to person. For designated local residential roadway segments, average daily traffic volumes around 1,500 vehicles per day are considered the upper limit while volumes up to around 3,000

vehicles per day are tolerated on designated residential collector streets. There is no standard daily roadway volumes on residential streets in Pleasanton for either CEQA significance criteria or General Plan thresholds. For this project, the amount of added traffic from the project was compared the to the existing daily volume fluctuation as well as the upper capacity bounds noted above. Although the addition of traffic from the proposed project would not result in any roadway in the project vicinity to exceed the upper limit, the volume increase associated with the project would be most noticeable on Happy Valley Road, Alisal Street, Riddell Street, Sycamore Road, and the portion of Sycamore Creek Way between Sunol Boulevard and Sycamore Road.

Table 3: Cumulative Weekday Daily Roadway Segment Volumes

Roadway	Facility Type	Without Project Daily Traffic	Percent Daily Fluctuation	Cumulative with Project		
				Project Traffic[1]	With Project	Percent Increase
A. Happy Valley Road (e/o Pleasanton Sunol Road)	Residential Collector	1,220	±4%	60	1,280	5%
B. Riddell Street (s/o Sunol Boulevard)	Local Street	530	±2%	20	550	4%
C. Arlington Drive (e/o Sunol Boulevard)	Local Street	1,320	±4%	10	1,330	1%
D. Sycamore Creek Way (e/o Sunol Boulevard)	Residential Collector	4,210	±5%	140	4,350	3%
E. Sycamore Road (e/o Sycamore Creek Way)	Residential Collector	1,890	±6%	140	2,030	7%
F. Sycamore Creek Way (w/o Summit Creek Lane)	Residential Collector	1,770	±7%	0	1,770	0%
G. Alisal Street (s/o Sycamore Road)	Residential Collector	1,250	±8%	140	1,390	11%
H. Alisal Street (n/o Happy Valley Road)	Residential Collector	850	±3%	70	920	8%
I. Happy Valley Road (w/o Alisal Street)	Residential Collector	790	±1%	70	860	9%

Roadway	Facility Type	Without Project Daily Traffic	Percent Daily Fluctuation	Cumulative with Project		
				Project Traffic[1]	With Project	Percent Increase
J. Westbridge Lane (e/o Alisal Street)	Local Street	1,330[2]	±3	70	1,400	5%
K. Sycamore Creek Way (e/o Summit Creek Lane)	Residential Collector	1,160	±8%	0	1,160	0%

Notes: **Bold** indicates that added traffic due to project is greater than the existing daily roadway volume fluctuation and would be noticeable to existing residents and the volume with the project would exceed the expected upper limit for the roadway facility type.

1. Based on weekday daily Project trip generation and distribution percentages from Table 1 and the 2018 SEIR.
2. Traffic counts collected by the City of Pleasanton during summer months indicate that on some peak days, existing traffic volumes have been observed to be as high as 1,100 vehicles per day on this roadway segment due to golf course activities, a 230 vehicle increase from existing condition, which would result in the same 230 vehicle increase under cumulative without project conditions.

Source: Fehr & Peers, 2018 and 2021

SB 743 Assessment (VMT Analysis)

The first step of the vehicle miles of travel or VMT assessment is a screening process. The OPR Technical Advisory suggests the use of "screening criteria" that can be applied to a project to determine whether that project can be presumed to cause a less-than-significant amount of VMT, in which case the project could be screened out of doing further VMT analysis. One of the criteria in the Technical Advisory is to screen out small projects, which OPR has defined as projects that generate fewer than 110 vehicle trips per day. The proposed project is expected to generate approximately 210 to 220 vehicle trips per day, which exceeds the OPR definition of a small project. If the proposed project was reduced in size to 11 or fewer homes, the daily trip generation would fall below 110 vehicle trips per day, which would classify as a small project. Based on the initial screening, further VMT assessment is required.

To estimate the level of vehicle miles of travel, Fehr & Peers used the Alameda County Transportation Commission (Alameda CTC) travel demand model to estimate the amount of VMT generated by project to analyze project's effect on vehicle-miles-traveled assessment, as well as maps prepared for the East Planning Area by Alameda CTC. Based on the model, the project is expected to generate 2,760 VMT per weekday. This equates to approximately 39.2 vehicle miles of travel per resident, based on an average of 3.2 person per household in the 22-unit development, as presented in **Table 4**.

Table 4: Total Home-Based Vehicle Miles Traveled

Scenario	Project TAZ Total Home-Based VMT per Resident	VMT Threshold Value	Impact?
Existing	39.20	25.9 or 16.5	N/A; Analysis Prepared for Informational Purposes Only

Source: Fehr & Peers, March 2021
Note: The VMT threshold represents 15 percent below the Countywide average VMT per resident of 19.8

As the City of Pleasanton has not yet established VMT thresholds, and Alameda CTC has deferred to the local agencies to establish VMT thresholds, the project's VMT per capita was compared to both the Alameda County Average, as well as the East Planning Area Average. The East Planning Area includes the City of Dublin, Pleasanton and Livermore. The Alameda County average residential VMT per capita is 19.4, with a VMT target of 16.5 (16.5 is 85 percent of 19.4), and the East Planning area average residential VMT per capita is 30.5, with a VMT target of 25.9 (25.9 is 85 percent of 30.4). The expected project VMT exceeds both the Alameda County target and the East Planning Area target, as presented in Table 4. As the project VMT would need to be reduced between 30 and 60 percent (depending on the threshold value), no feasible mitigation has been identified. However, as noted in the Regulatory Setting section, based on guidance provided by City staff, this VMT assessment was prepared for informational purposes only and as the project is tiering from the 1998 HVSP FEIR, findings of significance related to VMT are not required.

Site Plan Assessment

Fehr & Peers conducted a detailed site plan assessment for vehicles, pedestrians, bicycles, and emergency vehicles to identify potential conflicts with adopted plans and identify opportunities to improve site access and circulation for all travel modes. **Figure 2** illustrates the proposed project site plan, including internal roadways, driveway access, sidewalks and proposed trail system that served as the basis for this review.

Vehicular Site Access and Circulation

All vehicular site access is proposed to occur from a new roadway connection (Spotorno Ranch Road) to Alisal Street and Westbridge Lane. As part of the current project proposal, Westbridge Lane would not be closed to through traffic east of Alisal Street.

The future operations of the new roadway connections to Westbridge Lane and Alisal Street were reviewed based on the existing traffic volumes, other roadway design features, and the expected project trip generation. The connection to Alisal Street would occur where the roadway makes a 90-degree bend. The intersection influence area is also in proximity to a driveway for the Faith Chapel Assembly of God. These factors could create right-of-way confusion. Spotorno Ranch Road would form a T-intersection at Westbridge Lane.

Recommendation 1: Consider reconstructing the future intersection Spotorno Ranch Road at Alisal Street such that the west leg of the intersection T's into the north-south leg. Consider providing stop control for vehicles traveling eastbound on Alisal Street or consider implementing an all-way stop-control. Signage should be installed on Alisal Street for vehicles traveling northbound to indicate that vehicles must turn left to remain on Alisal Street. New intersection lighting may need to be installed, consistent with the requirements in the Happy Valley Specific Plan that allows safety lighting to be installed at intersections.

Recommendation 2: At the future intersection of Spotorno Ranch Road at Westbridge Lane, install a stop-sign on Spotorno Ranch Road for vehicles turning to Westbridge Lane. Sufficient sight distance is currently provided, but any landscaping plans for this area should be reviewed such that future landscaping does not block sight distance.

The Happy Valley Specific Plan (HVSP) identifies 12-foot lane width as the preferred width for new roadways with the area, although 10 to 12 feet is permitted on some roadways. Insufficient information is provided on the conceptual plans to evaluate roadway widths.

Recommendation 3: Provide additional roadway design parameters of Spotorno Ranch Road for review. Although the Happy Valley Specific Plan identifies 12-foot travel lanes, those are typically for roadways without trails or sidewalks. Since Spotorno Ranch Road would provide a trail on one side of the street, and a sidewalk on the other, the added width of the travel lane to accommodate other travel modes could encourage higher vehicle speeds and the need for 12-foot wide roadways should be balanced against other Specific Plan goals.

The HVSP identifies a bypass road through the Spotorno site that would connect Westbridge Lane to Sycamore Creek Way, providing alternative access to the municipal golf course and surrounding residential uses. However, due to slopes in the area, construction of the bypass road could conflict with measure PP which prohibits the construction of structures on slopes with more than a 25 percent grade. The bypass road is not proposed as part of the project; however, the project has been designed such that its construction is not precluded.

Although the site access intersection to Alisal Street and Westbridge Road would operate within the City's level of service standard and would be designed to current City design standards, the project would add traffic to roadways in the study area that have sharp curves (Alisal Street), which could increase hazards.

Impact Statement 2: The project as would increase vehicle traffic on a roadway that has sharp curves (Alisal Street at Sycamore Road and at Alisal Court). Based on the impact criteria, this is a potentially ***significant*** impact as the project could increase traffic conflicts due to an existing design feature.

Mitigation Measure 2: Implement Recommendation 1 and work with the City of Pleasanton and adjacent neighbors to identify and install additional traffic calming measures along Alisal Street at Sycamore Road and at Alisal Court that are consistent with the rural nature of the roadway. Installation of traffic calming features would reduce this impact to a ***less-than-significant*** level. Measures that could be considered include roundabouts, traffic circles, additional pavement markings, speed lumps and radar speed signs.

Emergency Vehicle Access

Several factors determine whether a project has sufficient access for emergency vehicles, including:

1. Location of closest fire stations
2. Number of access points (both public and emergency access only)
3. Width of access points
4. Width of internal roadways

The project site is approximately 3 ½-miles to the nearest fire station located on Bernal Avenue, which can be accessed via Alisal Street. The project site has two main access points for emergency vehicles, one from Alisal Street and one from Westbridge lane which can serve as access point for emergency vehicles. The project is expected to provide a minimum of 20-feet clear area on Spotorno Ranch Road, meeting the regulations for emergency vehicles widths.

Pedestrian and Bicycle Access and Circulation

Pedestrian facilities include sidewalks, pathways, trails, crosswalks, and pedestrian signals. Pedestrian facilities on roadways in the project vicinity are limited, with pedestrians generally sharing the travel way with vehicles, or paved/unpaved areas adjacent to the travel way. Unpaved trails are also located in the area, including the Callippe Preserve Trail, which has a trail head on Sanctuary Lane at Happy Valley Road and on Clubhouse Drive, northeast of Westbridge Lane. Westbridge Lane also provides a narrow-paved trail. Bicycle facilities are currently provided on portions of Sunol Boulevard and Sycamore Creek Way. The 2018 Pedestrian and Bicycle Master Plan identifies the provision of buffered bicycle lanes on Sunol Boulevard from Foothill Road to Bernal Avenue, and a Class I path along the transportation corridor, providing an off-street connection from south of Sunol Boulevard to Downtown Pleasanton. No dedicated bicycle facilities are provided in the immediate project area and bicyclists typically share the roadway.

The 2019 Trails Master Plan identifies the provision of a sidewalk trail on Alisal Street and a Class I trail through the Spotorno Property; this is consistent with the HVPS that identified a trail connecting Alisal Street to Westbridge Lane, generally along the proposed Spotorno Ranch Road alignment. The conceptual project site plan identifies the provision of a multi-use trail along the partial project frontage on Alisal Street, through the project site, along the western and southern site boundaries, and along the Westbridge Lane frontage. The placement of future driveways has

been designed to limit the number of driveways crossing the trail, with a total of 10 driveways and two roadways crossing the approximately 4,800 linear foot trail system addition. The proposed trails within the project site are expected to be designed to meet the required trail widths standards of the HSVP and 2019 Trail Master Plan.

> ***Recommendation 4:*** Provide trail design details for review. Consider providing marked crosswalks at the new intersections of Spotorno Ranch Road at Alisal Street and Westbridge Drive.

Transit Access Adjacent to Site

Transit service is not provided in the study area and it is not expected to be provided as part of this project. The project would not preclude the provision of transit by others, nor is it expected to generate demand for transit service that cannot be met.

Parking

Parking for the project would be provided by private off-street garages as well as private driveways. All required off-street parking would be provided as part of the project. No on-street parking would be provided as part of the project.

Conclusion

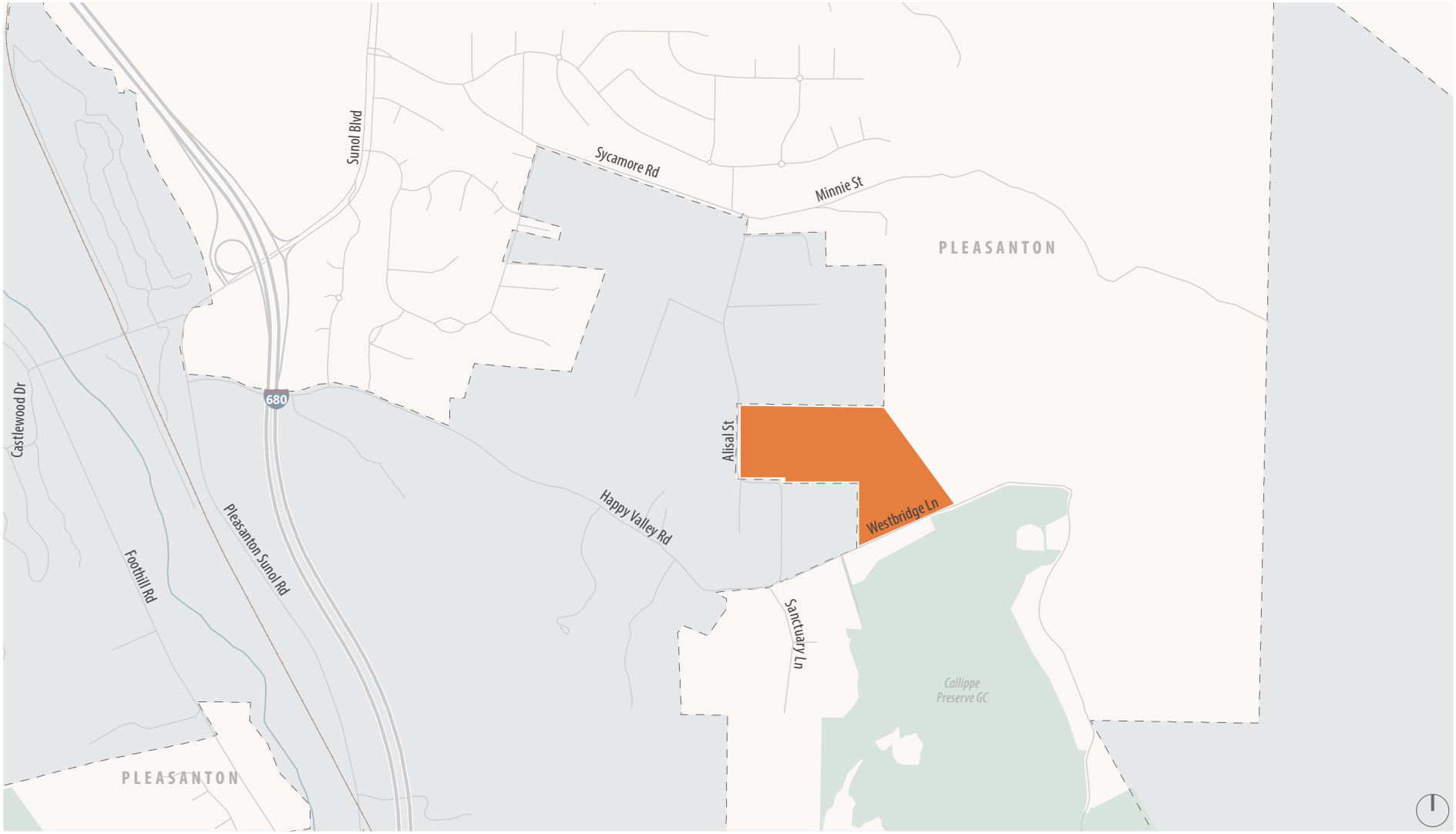
The currently proposed project is expected to generate less vehicle travel than the previously proposed project. Similar to the 2018 project, the proposed project would be required to prepare a construction management plan, pay all applicable local and regional transportation impact fees to fund the construction of planned roadway improvements in the area, and implement additional traffic calming on Alisal Street. Recommendations to improve project site access and circulation were identified. The VMT assessment that was prepared for informational purposes only, shows that the proposed project would generate home-based vehicle miles of travel greater than either the Countywide average minus 15 percent or the East Planning Area average minus 15 percent. As the environmental assessment is tiering from the 1998 HVSP FEIR, and based on direction from City staff, findings of significance are not required for VMT, and therefore none were made.

This concludes the project trip analysis, VMT analysis, and site plan assessment for the proposed development of the Spotorno Property in the City of Pleasanton. Please contact Kathrin or Ashlee at (925) 930-7100 if you have questions.

Figures:

Figure 1 Site Vicinity

Figure 2 Proposed Project Site Plan



Project Site

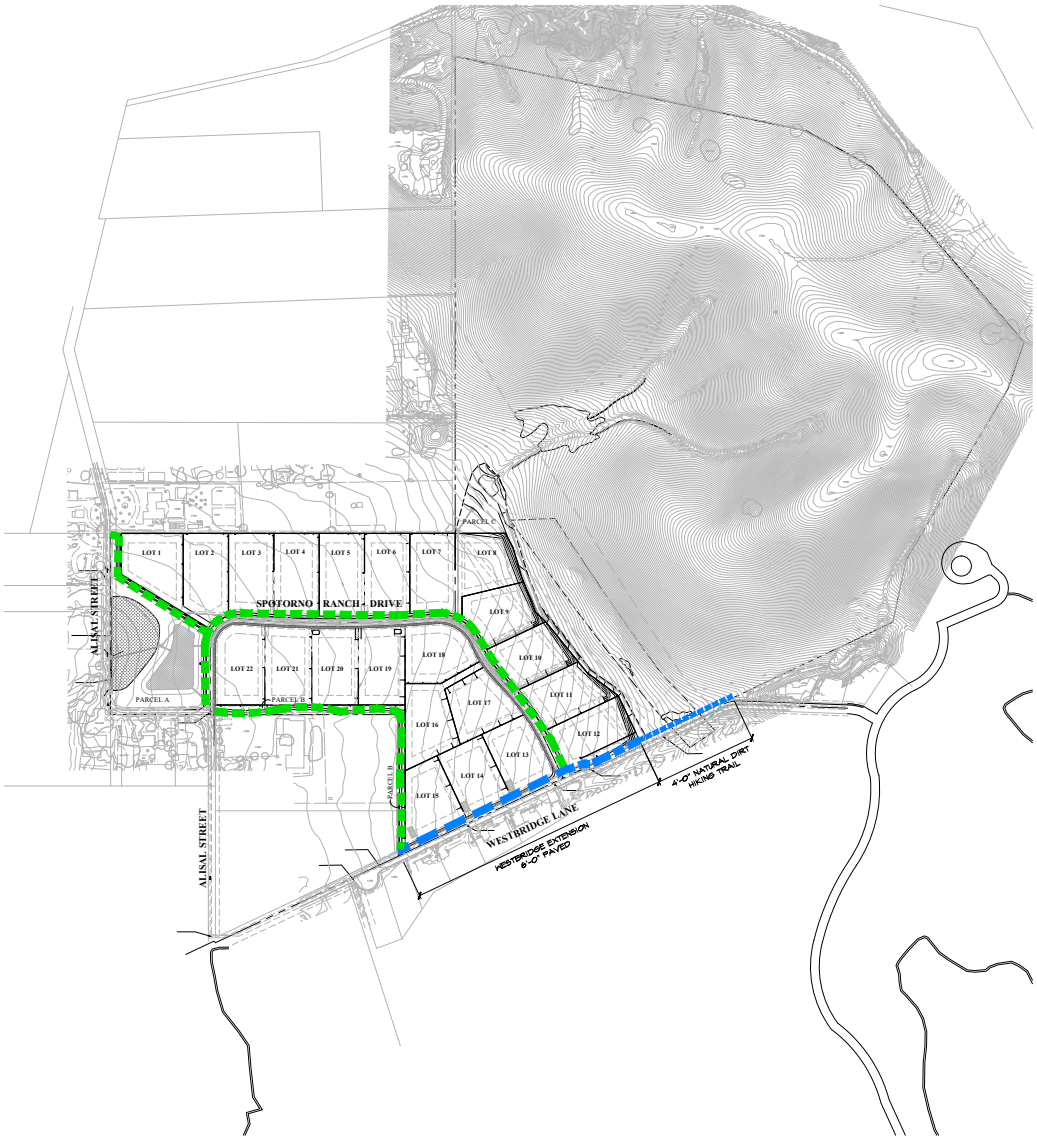
Figure 1

Project Site Location

TRAIL LEGEND

SPOTORNO FLATS TRAIL (PAVED, 8' WIDE)

CALLIPPE TRAIL EXTENSION (PROPOSED - NAT., 6' WIDE MIN. UNLESS OTHERWISE NOTED)



Site Plan Source: Ripley Design Group, Feb. 19, 2021

Figure 2

Conceptual Project Site Plan

FEHR PEERS

Draft Memorandum

Date: August 31, 2021

To: Elizabeth Johnson and Mary Bean, FCS International

From: Ashlee Takushi and Kathrin Tellez, Fehr & Peers

Subject: Spotorno Ranch Focused Transportation Assessment

WC20-3726

This memorandum presents the results of a focused Transportation Assessment for Spotorno Ranch, a proposed 22-unit single-family housing development located in the southern portion of the City of Pleasanton in Alameda County, California (proposed project); on each single-family parcel, construction of an accessory dwelling unit (ADU) would be required. In 2018 a Supplemental Environmental Impact Report (2018 SEIR) was prepared for a larger 39-unit project (2018 project). The SEIR was circulated for public review, and based on community feedback, the SEIR was not certified and the project was not approved. Since the preparation of the 2018 SEIR, a revised project has been proposed to lessen the environmental and neighborhood impacts of the project.

Significant transportation impacts were identified with the 2018 project, including:

- I-680 Northbound Ramps at Sunol Boulevard
- Conflicts with the *1993 Trails Master Plan* (and pending update at the time)
- Conflicts with the *Happy Valley Specific Plan* (HVSP)

Mitigation measures were identified that would reduce the identified impacts to a less-than-significant level.

The currently proposed project is expected to generate less peak hour vehicle travel than the previously proposed project, and less overall vehicle miles of travel. When considering the potential trips generated by the ADUs, overall daily and Saturday trip generation for the proposed project would be about 10 trips higher than the previously proposed project. This marginal increase in potential vehicle trip generation is not expected to change the overall conclusions of the previously prepared detailed analysis. Similar to the 2018 project, the proposed project would be required to prepare a construction management plan and pay all applicable local and regional

transportation impact fees to fund the construction of planned roadway improvements in the area. Recommendations to improve project site access and circulation were identified.

The following provides a description of the proposed project as compared to the 2018 project, trip generation estimates, off-site assessment, site plan assessment, and conclusions.

Project Description

Spotorno Ranch is an approximately 154-acre site located east of Alisal Street, south of Minnie Street, and north of Westbridge Lane as shown on **Figure 1** in Pleasanton, California (all figures are provided at the end of this memorandum). The 2018 project consisted of the following elements:

- Construction of 39 single-family homes on a 33-acre portion of Lot 98 (designated Planned Unit Development – Rural Density Residential (PUD-RDR) District) with access from Alisal Street (each of these homes would have also been permitted to construct an ADU, however, the trip generation potential of those units was assumed to be part of the overall single-family home trip generation);
- Construction of a cul-del-sac on Westbridge Lane east of Sanctuary Lane, with all existing traffic rerouted through the project site;
- Remove the Bypass Road from the HVSP;
- Construct a trail along the north side of Westbridge Lane; and
- Dedicate the Planned Unit Development – Agriculture/Open Space (PUD-AG/OS) Districts on the undeveloped portion of the site as Open Space.

The current project proposes the following elements:

- Construction of 22 single-family homes with 22 Accessory Dwelling Units (ADUs) on a 31-acre portion of Lot 98 (designated Planned Unit Development – Rural Density Residential (PUD-RDR) District) with access from Alisal Street and Westbridge Lane;
- Construct a trail along the north side of the new Spotorno Ranch Road and a portion of the project perimeter, including a portion of the Alisal Street frontage, and the entirety of the Westbridge Lane frontage; and
- Dedicate the Planned Unit Development – Agriculture/Open Space (PUD-AG/OS) Districts on the undeveloped portion of the site as Open Space.

The HVSP designated the Bypass Road location and required linked the construction of the Bypass Road with development of the Spotorno site parcels: HVSP Lot 96 with a maximum of five (5) new homes, HVSP Lot 97 with a maximum of seventy-five (75) new homes, and HVSP Lot 98

with a maximum of 22 new homes. In 2007, a 12-member Happy Valley Blue Ribbon Committee, after 1-year of review and collaboration, recommended—and the City Council accepted—a preferred alternative for a Bypass Road alignment to the City Council.

Construction of the Bypass Road contemplated in the HVSP is not proposed as part of this application, since the proposed 22 residences with 22 ADUs would not result in traffic conditions that would necessitate the construction of a bypass road, and HVSP Lots 96 and 97 are not proposed for development. Although the construction of the Bypass Road is not proposed as part of the project, this roadway would not be removed from the HVSP and construction of the project would not preclude construction of the bypass roadway by others at a later date.

Of the 22 homes, three would take access from Westbridge Lane, two would take access from a shared access roadway to the ranch access and staging area, and three would take access from a new cul-de-sac off Spotorno Ranch Road. The remaining fourteen homes would take access from Spotorno Ranch Road with 8-homes sharing a driveway, reducing conflicts with sidewalk and trail users. The conceptual proposed project site plan is shown on **Figure 2**.

Regulatory Setting and Significance Criteria

Significance criteria are used to determine whether a project's impact on the environment is considered significant and therefore requires mitigation under the requirements of the California Environmental Quality Act (CEQA). CEQA guidelines were updated to eliminate use of vehicle-delay based metrics in environmental documents with vehicle miles of travel identified as the most appropriate metric to evaluate a project's transportation impacts. This change promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

In addition to the CEQA significance criteria, the City of Pleasanton strives to maintain a balanced transportation system, which includes maintaining traffic operations within a certain delay range, based on policies contained in the General Plan. Therefore, the project is also evaluated against a set of General Plan thresholds, as described below. While deficiencies identified through this do not result in CEQA impacts and mitigation, the analysis can be used to identify transportation system improvements that could be condition on project development.

Vehicle Miles of Travel

In response to Senate Bill 743 (SB 743), the Office of Planning and Research (OPR) updated the California Environmental Quality Act (CEQA) guidelines to include new transportation-related evaluation metrics. Draft guidelines were developed in August 2014, and after several rounds of public review and feedback, final proposed Guidelines were published on November 27, 2017, with an associated *Technical Advisory Document on Evaluating Transportation Impacts* in CEQA dated December 2018. That process identified vehicle miles of travel or VMT as the most

appropriate metric to evaluate the environmental effects of a project from a transportation perspective and prohibited the use of delay-based metrics for the purposes of identifying transportation impacts under CEQA.

The updated guidelines were finalized in December 2018 by the Natural Resources Agency, including a new Section 15064.3 on VMT analysis for land use developments. The new guidelines took effect July 1, 2020. The City of Pleasanton has not yet formally adopted VMT analysis guidelines or thresholds to apply to projects for which it serves as the CEQA lead agency. The Alameda County Transportation Commission (Alameda CTC) has not made any recommendations regarding VMT thresholds.

In the absence of more specific local guidance, OPR guidance, as documented in the December 2018 Technical Advisory[1], has been reviewed and concepts presented in the Technical Advisory have been applied to this project, considering the intent of SB 743 which is to "*promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses*."

A vehicle miles of travel (VMT) assessment was prepared for the 2018 project; since VMT assessments were not required for projects prior to July 1, 2020, that analysis was prepared for informational purposes only. Although the VMT assessment was updated for the proposed project, it remains for informational purposes only based on CEQA case law and guidance provided by the City as the proposed project environmental review is tiering from the *Happy Valley Specific Plan Final Environmental Impact Report* (State Clearinghouse No. 97032034, certified June 16, 1998) (1998 HVSP FEIR). Therefore, the VMT analysis prepared for this project are for informational purposes only, as the project environmental analysis is tiering from a previously certified EIR.

CEQA Significance Thresholds

For this study, based on the updated Appendix G Environmental Checklist Form, City of Pleasanton and Tri-Valley Transportation Plan and Action Plan, a significant transportation-related impact could occur if the project would:

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including roadway, transit, bicycle and pedestrian facilities?

   Roadway System – The project would create a significant impact related to the roadway system if any of the following criteria are met:

[1] https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

1. At unsignalized intersections, the project results in any of the traffic signal warrants included in the *CA Manual on Uniform Traffic Control Devices* (MUTCD) to be satisfied, or for a location where any of the warrants are satisfied prior to the project, the project increases travel through the controlled approach by 10 or more vehicles.
2. The project creates the potential for excessive vehicle queue spillback that could periodically block or interfere with pedestrian, bicycle or transit facilities.

Transit System – The project would create a significant impact related to transit service if the following criterion is met:

1. Conflict with an existing or planned transit facility;
2. Conflict with transit policies adopted by the City of Pleasanton, Alameda CTC, Wheels (LAVTA), or BART for their respective facilities in the planning area; or
3. Disrupt existing transit services or facilities.[2]

Bicycle System – The project would create a significant impact related to the bicycle system if any of the following criteria are met:

1. Disrupt existing bicycle facilities; or
2. Interfere with planned bicycle facilities; or
3. Create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

Pedestrian System – The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

1. Disrupt existing pedestrian facilities; or
2. Interfere with planned pedestrian facilities; or
3. Create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.

B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? Specifically, cause substantial additional VMT per capita, per service population, or other appropriate efficiency measure.

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2 This includes disruptions caused by proposed-project driveways on transit streets and impacts to transit stops/shelters; and impacts to transit operations from traffic improvements proposed or resulting from a project.

1. For residential uses, a project would cause substantial additional VMT if it exceeds existing regional household VMT per capita minus 15 percent.
2. For office or industrial uses, a project would cause substantial additional VMT if it exceeds the existing regional VMT per worker minus 15 percent.
3. For non-locally serving retail uses or retail uses over 50,000 square-feet, project would increase VMT per service population.

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

D. Result in inadequate emergency access?

General Plan Thresholds

Although vehicle level of service, and other delay based metrics cannot be used to determine significant impacts under CEQA, the City of Pleasanton strives to maintain a balanced transportation system, which includes maintaining traffic operations within a certain delay range, based on policies contained in the General Plan. Additionally, a project's effect on overall travel operations provides decision makers with additional information to consider in the entitlement process and allows for the identification of potential improvements or project changes that could minimize the overall transportation system effect of a project on the surrounding community.

The following criteria is applied to develop recommendations designed to enhance mobility for all travel modes, including transit vehicles, without degrading or precluding the provision of planned bicycle, pedestrian, and transit facilities. Intersection or roadway improvements may be recommended under the following circumstances:

- The project deteriorates the operations of a signalized intersection from LOS D (or better) to LOS E or LOS F[3]
- The project adds ten or more trips to an intersection projected to operate at LOS E or F prior to the addition of project traffic
- The project deteriorates the operations of a controlled movement at an unsignalized intersection from LOS E or better to LOS F, or at intersections where a controlled movement already operates at LOS F, one of the following:
    1. Project traffic results in satisfaction at the peak hour volume traffic signal warrant;
    2. Project traffic increases minor movement delay by more than 30 seconds; or

[3] Gateway intersections are potentially exempt from the LOS D standard.

3. Where the peak hour volume signal warrant is met without Project traffic and delay cannot be measured, Project increases traffic by 10 or more vehicles per lane on the controlled approach.

- The addition of project traffic at a study intersection would result in the 95th percentile vehicle queue exceeding the available storage or would increase 95th percentile queue by more than two vehicles where the queue already exceeds the available storage space (for example, vehicle queues spilling back from ramp terminal intersections to the freeway mainline, or vehicle queues extending beyond the available turn pocket length, impeding travel in the adjacent lanes)

For this assessment, results from the 2018 SEIR were used to evaluate the project's potential effect related to these thresholds.

Trip Generation

Trip generation refers to the process of estimating the level of vehicular traffic a project would add to the surrounding roadway system. Project trip generation estimates are typically prepared for the daily condition, and the one-hour peak period during the weekday morning and evening commute when traffic volumes on the adjacent streets are typically the highest.

The Institute of Transportation Engineers (ITE) has published trip generation rates in the 2010 *Trip Generation Manual*. Trip generation for the 2018 project was estimated using the *Trip Generation Manual* (10th Edition) for Land Use Code 210, Single-Family Detached Housing.

Trip generation for the proposed project was estimated using the 10th Edition Manual for Land Use Code 210 and Land Use Code 220, Multifamily Housing (Low-Rise) for the ADUs. The *Trip Generation* Manual does not include trip rates for ADUs. While it is uncertain if ADUs would be constructed on each lot, and if the ADUs would be occupied full time, to provide a conservative estimate of the potential level of trip generation, potential trips were estimated separately and added to the single family trip generation to present a conservative assessment of potential project trip generation. The daily, morning and evening trip generation estimates for both the 2018 project and proposed project are presented in **Table 1**.

Table 1: Trip Generation Summary

Scenario	Quantity (Dwelling Units)	Saturday Daily	Weekday Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
2018 Project	39 dwelling units	390	370	7	22	29	25	14	39
Proposed Project	22 dwelling units	220	210	4	12	16	14	8	22
	22 accessory dwelling units	180	170	2	8	10	7	5	12
	Total	*400*	*380*	*6*	*20*	*26*	*21*	*13*	*34*
Net Change in Project Trips compared to 2018 Project		***+10***	***+10***	***-1***	***-2***	***-3***	***-4***	***-1***	***-5***

Notes:
1. ITE Land Use Category 210 - Single Family Detached Housing
   Saturday Daily Rate: (T) = 10.08 (X)
   Daily Average Rate: (T) = 9.44 (X)
   AM Peak Hour: T = 0.74 (X); Enter = 25%, Exit = 75%
   PM Peak Hour: T = 0.99 (X); Enter = 63%, Exit = 37%
   ITE Land Use Category 220 – Multifamily Housing (Low-Rise)
   Saturday Daily Rate: (T) = 8.14 (X)
   Daily Average Rate: (T) = 7.32 (X)
   AM Peak Hour: T = 0.46 (X); Enter = 23%, Exit = 77%
   PM Peak Hour: T = 0.56 (X); Enter = 63%, Exit = 37%

Source: *Trip Generation Manual* (10th Edition), ITE, 2017; Fehr & Peers, 2021.

Off-Site Assessment

The proposed project, considering the development and occupation of an ADU on each lot would generate similar levels of daily traffic (10 more trips) as the 2018 project, and slightly less peak hour traffic (3 fewer morning peak hour and 5 fewer evening peak hour trips). Although the Proposed Project would generate 10 additional Saturday and daily trips than the 2018 project, the potential off-site transportation impacts of the Proposed Project are expected to be similar to the transportation impacts concluded in the 2018 project report.

Based on the expected level of trip generation for the proposed project and the transportation system impacts of the 2018 project, preparation of an updated full transportation impact

assessment was not required for the currently proposed project as the impacts are expected to be similar to the 2018 project where one significant off-site impact of was identified in the existing condition and one significant off-site impact was identified in the cumulative condition.

The impact in the existing condition was related to construction activities, and the cumulative impact was related to intersection operations. These impacts were reviewed for their applicability given the changed significance criteria, and reduced project size.

This section provides an overview of the potential off-site impacts and effects of the project, including the construction period, intersections, roadway segments, and vehicle miles of travel.

Construction Assessment

The assessment of construction activity considers construction vehicles (including vehicles removing or delivering fill material, bulldozers, and other heavy machinery, as well as building materials delivery) and construction worker activity.

Given the topography of the proposed development area of the site, limited import and/or export of fill is expected. Truck traffic would follow designated truck routes. Project construction would likely stage any large vehicles (i.e., earth-moving equipment, etc.) on the site prior to beginning site work and remove these vehicles at project completion. As such, a daily influx of construction equipment is unlikely.

Detailed information relating to the construction schedule during site development or a construction management plan is not available. It is expected that work related to construction of the internal roadways, utilities, and site grading would occur simultaneously. However, it is expected that semi-custom homes would be constructed as individual parcels are sold to future homeowners. Therefore, after the initial infrastructure construction, only a few homes are expected to be under construction at any given time. Construction workers, deliveries, City inspectors and other construction activity could add traffic to the surrounding roadways and could create potential conflicts with other roadway users, such as construction related activities resulting in lane closures along the project frontage as off-site connections are being made, construction vehicles queuing within the public right-of-way waiting entry to the site, construction worker parking in non-designated parking areas, or construction debris on public streets.

Impact Statement 1: Construction related activities could create potential conflicts with other roadway users, such as construction related activities resulting in lane closures along the project frontage, construction vehicles queuing within the public right-of-way waiting entry to the site, construction worker parking in non-designated parking areas, or construction debris on public streets. Construction impacts would be temporary in nature; however, this impact is considered ***potentially significant***.

Mitigation Measure 1: Although construction impacts would be temporary, development of a construction management plan would reduce the potential for construction vehicle conflicts with other roadway users. The plan should include:

- Project staging plan to maximize on-site storage of materials and equipment
- A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones, and other warning devices for drivers; and designation of construction access routes
- Permitted construction hours
- Location of construction staging
- Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations
- Provisions for street sweeping to remove construction related debris on public streets

Implementation of the construction management plan would reduce the temporary construction impact to a ***less-than-significant*** level.

Intersection Operations

One off-site impact to the intersection of the Sunol Boulevard at I-680 Northbound Ramps was identified in the Cumulative condition with the 2018 project. That impact was triggered by the CEQA significance criteria in place at the time for unsignalized intersections based on delay-based metrics. Given the changes to the approach of transportation analyses under CEQA, this criteria no longer applies. The mitigation identified for the 2018 project was the payment of local and regional transportation impact fees that would fund the construction of improvements at the I-680 interchange at Sunol Boulevard. The proposed project would still be required to pay all applicable local and regional transportation impact fees to fund planned improvements to the transportation system.

Peak hour intersection levels of service as documented in the 2018 SEIR are summarized in **Table 2**. Based on the level of project trip generation and the directions of travel to and from the project site, the addition of traffic from the project is not expected to appreciably change the operation of the intersections in the area and result in additional impacts based on the updated CEQA criteria or result in substantial effects based on the General Plan Thresholds. Therefore, aside from payment of all applicable local and regional transportation fees, no off-site intersection impacts were identified.

Table 2: Peak Hour Level of Service

Intersection	Control[1]	Peak Hour	Existing Without Project		Near-term Without Project		Cumulative Without project	
			Delay[2,3]	LOS[3]	Delay[2,3]	LOS[3]	Delay[2,3]	LOS[3]
1. Sunol Boulevard at Sycamore Road	Signal	AM PM	12 13	B B	21 27	C C	20 30	B C
2. Sunol Boulevard at Arlington Drive	Signal	AM PM	8 9	A A	17 18	B B	17 19	B B
3. Sunol Boulevard at Riddell Street	SSSC	AM PM	0 (10) 0 (14)	A (A) A (B)	0 (13) 0 (16)	A (B) A (C)	0 (17) 0 (16)	A (C) A (C)
4. Sunol Boulevard at I-680 Northbound Ramps	SSSC	AM PM	2 (21) 5 **(62)**	A (C) A **(F)**	2 **(46)** 4 **(>90)**	A **(E)** A **(F)**	4 **(>90)** 7 **(>90)**	A **(F)** A **(F)**
5. Sunol Boulevard at I-680 Southbound Ramps	SSSC	AM PM	2 (26) 6 **(38)**	A (D) A **(E)**	**>90 (>90)** 22 **(>90)**	**F (F)** C **(F)**	**>90 (>90)** **42 (>90)**	**F (F)** **E (F)**
6. Sycamore Creek Way at Sycamore Road	SSSC	AM PM	2 (11) 2 (10)	A (B) A (A)	2 (11) 2 (11)	A (B) A (B)	3 (11) 2 (11)	A (B) A (B)
7. Pleasanton Sunol Boulevard at Happy Valley Road	SSSC	AM PM	1 (9) 2 (9)	A (A) A (A)	2 (11) 2 (10)	A (B) A (A)	2 (12) 2 (11)	A (B) A (B)
8. Happy Valley Road at Alisal Street	SSSC	AM PM	5 (9) 5 (9)	A (A) A (A)	6 (9) 5 (9)	A (A) A (A)	5 (9) 5 (9)	A (A) A (A)

Notes:
1. SSSC = side-street stop-controlled intersection; AWSC = all way stop control; Signal = signalized intersection.
2. Average intersection delay calculated for signalized intersections using the *2000 HCM* method.
3. For SSSC intersections, average delay or LOS is listed first followed by the delay or LOS for the worst approach in parentheses.

Source: Fehr & Peers, 2018 and 2021.

Roadway Segment Operations

The 2018 SEIR evaluated eleven roadway segments in the project vicinity; these same segments were reevaluated for the Cumulative condition for the proposed project based on the forecasts and methodology presented in the 2018 SEIR, with the results summarized on **Table 3**.

The amount of traffic that is reasonable for a residential street is highly subjective and can vary significantly from person to person. For designated local residential roadway segments, average daily traffic volumes around 1,500 vehicles per day are considered the upper limit while volumes up to around 3,000 vehicles per day are tolerated on designated residential collector streets. There is no standard daily roadway volumes on residential streets in Pleasanton for either CEQA significance criteria or General Plan thresholds. For this project, the amount of added traffic from the project was compared the to the existing daily volume fluctuation as well as the upper capacity bounds noted above. Although the addition of traffic from the proposed project would not result in any roadway in the project vicinity to exceed the upper limit, the volume increase associated with the project would be most noticeable on Happy Valley Road, Alisal Street, Riddell Street, Sycamore Road, and the portion of Sycamore Creek Way between Sunol Boulevard and Sycamore Road.

Table 3: Cumulative Weekday Daily Roadway Segment Volumes

Roadway	Facility Type	Without Project Daily Traffic	Percent Daily Fluctuation	Cumulative with Project		
				Project Traffic[1]	With Project	Percent Increase
A. Happy Valley Road (e/o Pleasanton Sunol Road)	Residential Collector	1,220	±4%	60	1,280	5%
B. Riddell Street (s/o Sunol Boulevard)	Local Street	530	±2%	20	550	4%
C. Arlington Drive (e/o Sunol Boulevard)	Local Street	1,320	±4%	10	1,330	1%
D. Sycamore Creek Way (e/o Sunol Boulevard)	Residential Collector	4,210	±5%	140	4,350	3%
E. Sycamore Road (e/o Sycamore Creek Way)	Residential Collector	1,890	±6%	140	2,030	7%

Roadway	Facility Type	Without Project Daily Traffic	Percent Daily Fluctuation	Cumulative with Project		
				Project Traffic[1]	With Project	Percent Increase
F. Sycamore Creek Way (w/o Summit Creek Lane)	Residential Collector	1,770	±7%	0	1,770	0%
G. Alisal Street (s/o Sycamore Road)	Residential Collector	1,250	±8%	140	1,390	11%
H. Alisal Street (n/o Happy Valley Road)	Residential Collector	850	±3%	70	920	8%
I. Happy Valley Road (w/o Alisal Street)	Residential Collector	790	±1%	70	860	9%
J. Westbridge Lane (e/o Alisal Street)	Local Street	1,330[2]	±3	70	1,400	5%
K. Sycamore Creek Way (e/o Summit Creek Lane)	Residential Collector	1,160	±8%	0	1,160	0%

Notes: **Bold** indicates that added traffic due to project is greater than the existing daily roadway volume fluctuation and would be noticeable to existing residents and the volume with the project would exceed the expected upper limit for the roadway facility type.

1. Based on weekday daily Project trip generation and distribution percentages from Table 1 and the 2018 SEIR.
2. Traffic counts collected by the City of Pleasanton during summer months indicate that on some peak days, existing traffic volumes have been observed to be as high as 1,100 vehicles per day on this roadway segment due to golf course activities, a 230 vehicle increase from existing condition, which would result in the same 230 vehicle increase under cumulative without project conditions.

Source: Fehr & Peers, 2018 and 2021

SB 743 Assessment (VMT Analysis)

The first step of the vehicle miles of travel or VMT assessment is a screening process. The OPR Technical Advisory suggests the use of "screening criteria" that can be applied to a project to determine whether that project can be presumed to cause a less-than-significant amount of VMT, in which case the project could be screened out of doing further VMT analysis. One of the criteria in the Technical Advisory is to screen out small projects, which OPR has defined as projects that generate fewer than 110 vehicle trips per day. The proposed project is expected to generate approximately 380 to 400 vehicle trips per day, which exceeds the OPR definition of a small

project. If the proposed project was reduced in size to 11 or fewer homes with no ADUs, the daily trip generation would fall below 110 vehicle trips per day, which would classify as a small project. Based on the initial screening, further VMT assessment is required.

To estimate the level of vehicle miles of travel, Fehr & Peers used the Alameda County Transportation Commission (Alameda CTC) travel demand model to estimate the amount of VMT generated by project to analyze project's effect on vehicle-miles-traveled assessment, as well as maps prepared for the East Planning Area by Alameda CTC. We have also taken a conservative approach to estimating VMT by considering the VMT generated by the ADUs. Based on the model, the project is expected to generate 3,470 VMT per weekday. This equates to approximately 38.0 vehicle miles of travel per resident, based on an average of 3.2 persons per household in each of the 22- single family units and 0.95 persons per unit 22-ADU development, as presented in **Table 4**.

Table 4: Total Home-Based Vehicle Miles Traveled

Scenario	Project TAZ Total Home-Based VMT per Resident	VMT Threshold Value	Impact?
Existing	38.0	25.9 or 16.5	N/A; Analysis Prepared for Informational Purposes Only

Source: Fehr & Peers, August 2021
Note: The VMT threshold represents 15 percent below the Countywide average VMT per resident of 19.8

As the City of Pleasanton has not yet established VMT thresholds, and Alameda CTC has deferred to the local agencies to establish VMT thresholds, the project's VMT per capita was compared to both the Alameda County Average, as well as the East Planning Area Average. The East Planning Area includes the City of Dublin, Pleasanton and Livermore. The Alameda County average residential VMT per capita is 19.4, with a VMT target of 16.5 (16.5 is 85 percent of 19.4), and the East Planning area average residential VMT per capita is 30.5, with a VMT target of 25.9 (25.9 is 85 percent of 30.4). The expected project VMT exceeds both the Alameda County target and the East Planning Area target, as presented in Table 4. As the project VMT would need to be reduced between 30 and 60 percent (depending on the threshold value), no feasible mitigation has been identified. However, as noted in the Regulatory Setting section, based on guidance provided by City staff, this VMT assessment was prepared for informational purposes only as the project is tiering from the 1998 HVSP FEIR, findings of significance related to VMT are not required.

Site Plan Assessment

Fehr & Peers conducted a detailed site plan assessment for vehicles, pedestrians, bicycles, and emergency vehicles to identify potential conflicts with adopted plans and identify opportunities to improve site access and circulation for all travel modes. **Figure 2** illustrates the proposed project site plan, including internal roadways, driveway access, sidewalks and proposed trail system that served as the basis for this review.

Vehicular Site Access and Circulation

All vehicular site access is proposed to occur from a new roadway connection (Spotorno Ranch Road) to Alisal Street and Westbridge Lane. As part of the current project proposal, Westbridge Lane would not be closed to through traffic east of Alisal Street.

The future operations of the new roadway connections to Westbridge Lane and Alisal Street were reviewed based on the existing traffic volumes, other roadway design features, and the expected project trip generation. The connection to Alisal Street would occur where the roadway makes a 90-degree bend. The intersection influence area is also in proximity to a driveway for the Faith Chapel Assembly of God. These factors could create right-of-way confusion. Spotorno Ranch Road would form a T-intersection at Westbridge Lane.

> ***Recommendation 1***: Consider reconstructing the future intersection Spotorno Ranch Road at Alisal Street such that the west leg of the intersection T's into the north-south leg. Consider providing stop control for vehicles traveling eastbound on Alisal Street or consider implementing an all-way stop-control. Signage should be installed on Alisal Street for vehicles traveling northbound to indicate that vehicles must turn left to remain on Alisal Street. New intersection lighting may need to be installed, consistent with the requirements in the Happy Valley Specific Plan that allows safety lighting to be installed at intersections.

> ***Recommendation 2:*** At the future intersection of Spotorno Ranch Road at Westbridge Lane, install a stop-sign on Spotorno Ranch Road for vehicles turning to Westbridge Lane. Sufficient sight distance is currently provided, but any landscaping plans for this area should be reviewed such that future landscaping does not block sight distance.

The Happy Valley Specific Plan (HVSP) identifies 12-foot lane width as the preferred width for new roadways with the area, although 10 to 12 feet is permitted on some roadways. Insufficient information is provided on the conceptual plans to evaluate roadway widths.

> ***Recommendation 3:*** Provide additional roadway design parameters of Spotorno Ranch Road for review. Although the Happy Valley Specific Plan identifies 12-foot travel lanes, those are typically for roadways without trails or sidewalks. Since Spotorno Ranch Road

would provide a trail on one side of the street, and a sidewalk on the other, the added width of the travel lane to accommodate other travel modes could encourage higher vehicle speeds and the need for 12-foot-wide roadways should be balanced against other Specific Plan goals.

The HVSP identifies a bypass road through the Spotorno site that would connect Westbridge Lane to Sycamore Creek Way, providing alternative access to the municipal golf course and surrounding residential uses. However, due to slopes in the area, construction of the bypass road could conflict with measure PP which prohibits the construction of structures on slopes with more than a 25 percent grade. The bypass road is not proposed as part of the project; however, the project has been designed such that its construction is not precluded.

Although the site access intersection to Alisal Street and Westbridge Road would operate within the City's level of service standard and would be designed to current City design standards, the project would add traffic to roadways in the study area that have sharp curves (Alisal Street), which could increase hazards.

Impact Statement 2: The project as would increase vehicle traffic on a roadway that has sharp curves (Alisal Street at Sycamore Road and at Alisal Court). Based on the impact criteria, this is a potentially ***significant*** impact as the project could increase traffic conflicts due to an existing design feature.

> ***Mitigation Measure 2:*** Implement Recommendation 1 and work with the City of Pleasanton and adjacent neighbors to identify and install additional traffic calming measures along Alisal Street at Sycamore Road and at Alisal Court that are consistent with the rural nature of the roadway. Installation of traffic calming features would reduce this impact to a ***less-than-significant*** level. Measures that could be considered include roundabouts, traffic circles, additional pavement markings, speed lumps and radar speed signs.

Emergency Vehicle Access

Several factors determine whether a project has sufficient access for emergency vehicles, including:

1. Location of closest fire stations
2. Number of access points (both public and emergency access only)
3. Width of access points
4. Width of internal roadways

The project site is approximately 3 ½-miles to the nearest fire station located on Bernal Avenue, which can be accessed via Alisal Street. The project site has two main access points for emergency vehicles, one from Alisal Street and one from Westbridge lane which can serve as access point for

emergency vehicles. The project is expected to provide a minimum of 20-feet clear area on Spotorno Ranch Road, meeting the regulations for emergency vehicles widths.

Pedestrian and Bicycle Access and Circulation

Pedestrian facilities include sidewalks, pathways, trails, crosswalks, and pedestrian signals. Pedestrian facilities on roadways in the project vicinity are limited, with pedestrians generally sharing the travel way with vehicles, or paved/unpaved areas adjacent to the travel way. Unpaved trails are also located in the area, including the Callippe Preserve Trail, which has a trail head on Sanctuary Lane at Happy Valley Road and on Clubhouse Drive, northeast of Westbridge Lane. Westbridge Lane also provides a narrow-paved trail. Bicycle facilities are currently provided on portions of Sunol Boulevard and Sycamore Creek Way. The 2018 Pedestrian and Bicycle Master Plan identifies the provision of buffered bicycle lanes on Sunol Boulevard from Foothill Road to Bernal Avenue, and a Class I path along the transportation corridor, providing an off-street connection from south of Sunol Boulevard to Downtown Pleasanton. No dedicated bicycle facilities are provided in the immediate project area and bicyclists typically share the roadway.

The 2019 Trails Master Plan identifies the provision of a sidewalk trail on Alisal Street and a Class I trail through the Spotorno Property; this is consistent with the HVPS that identified a trail connecting Alisal Street to Westbridge Lane, generally along the proposed Spotorno Ranch Road alignment. The conceptual project site plan identifies the provision of a multi-use trail along the partial project frontage on Alisal Street, through the project site, along the western and southern site boundaries, and along the Westbridge Lane frontage. The placement of future driveways has been designed to limit the number of driveways crossing the trail, with a total of 10 driveways and two roadways crossing the approximately 4,800 linear foot trail system addition. The proposed trails within the project site are expected to be designed to meet the required trail widths standards of the HSVP and 2019 Trail Master Plan.

> ***Recommendation 4:*** Provide trail design details for review. Consider providing marked crosswalks at the new intersections of Spotorno Ranch Road at Alisal Street and Westbridge Drive.

Transit Access Adjacent to Site

Transit service is not provided in the study area and it is not expected to be provided as part of this project. The project would not preclude the provision of transit by others, nor is it expected to generate demand for transit service that cannot be met.

Parking

Parking for the project would be provided by private off-street garages as well as private driveways. All required off-street parking would be provided as part of the project. No on-street parking would be provided as part of the project.

Conclusion

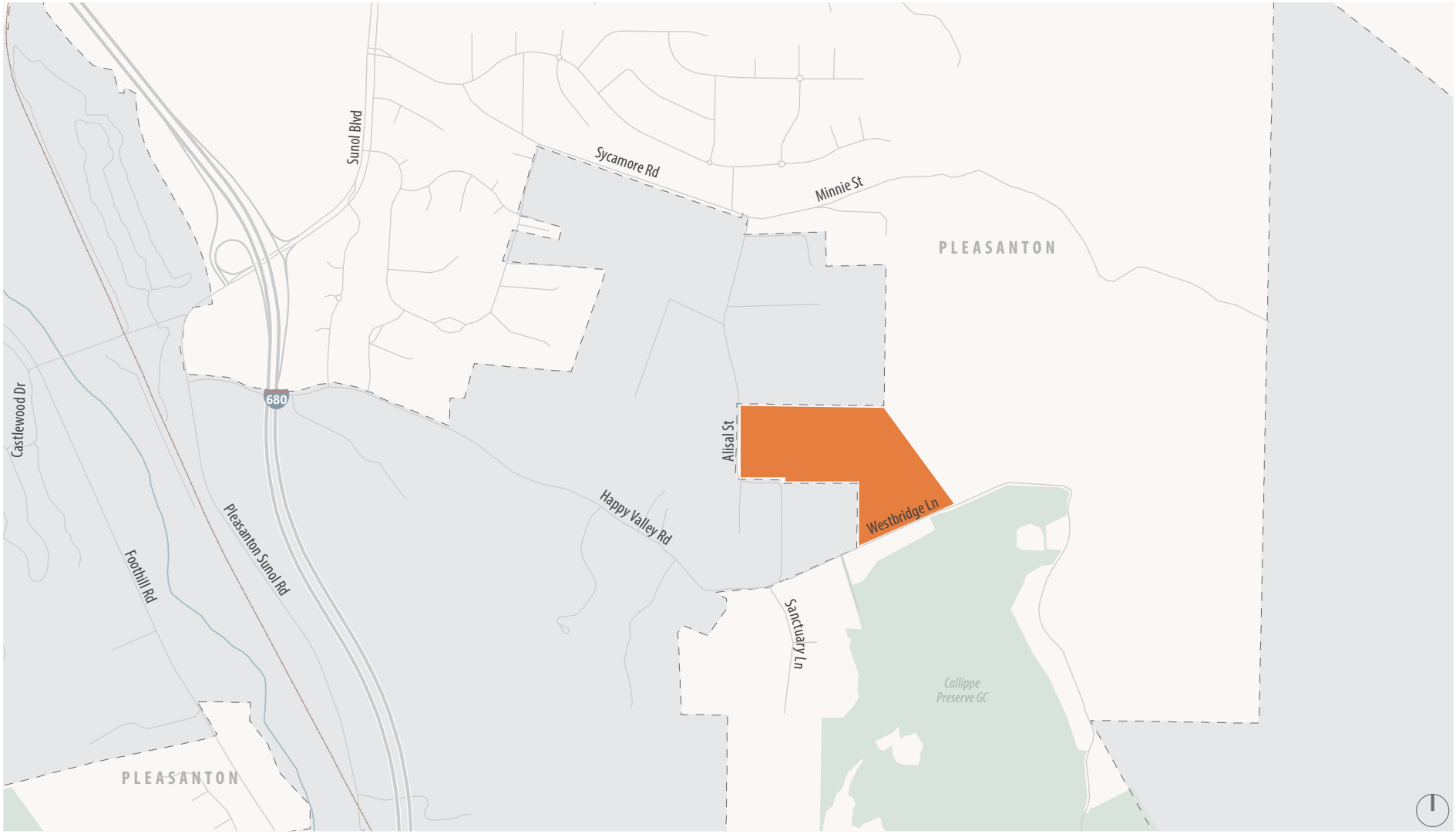
The currently proposed project is expected to generate similar vehicle travel to the previously proposed project. Similar to the 2018 project, the proposed project would be required to prepare a construction management plan, pay all applicable local and regional transportation impact fees to fund the construction of planned roadway improvements in the area, and implement additional traffic calming on Alisal Street. Recommendations to improve project site access and circulation were identified. The VMT assessment that was prepared for informational purposes only, shows that the proposed project would generate home-based vehicle miles of travel greater than either the Countywide average minus 15 percent or the East Planning Area average minus 15 percent. As the environmental assessment is tiering from the 1998 HVSP FEIR, and based on direction from City staff, findings of significance are not required for VMT, and therefore none were made.

This concludes the project trip analysis, VMT analysis, and site plan assessment for the proposed development of the Spotorno Property in the City of Pleasanton. Please contact Kathrin or Ashlee at (925) 930-7100 if you have questions.

Figures:

Figure 1 Site Vicinity

Figure 2 Proposed Project Site Plan



Project Site

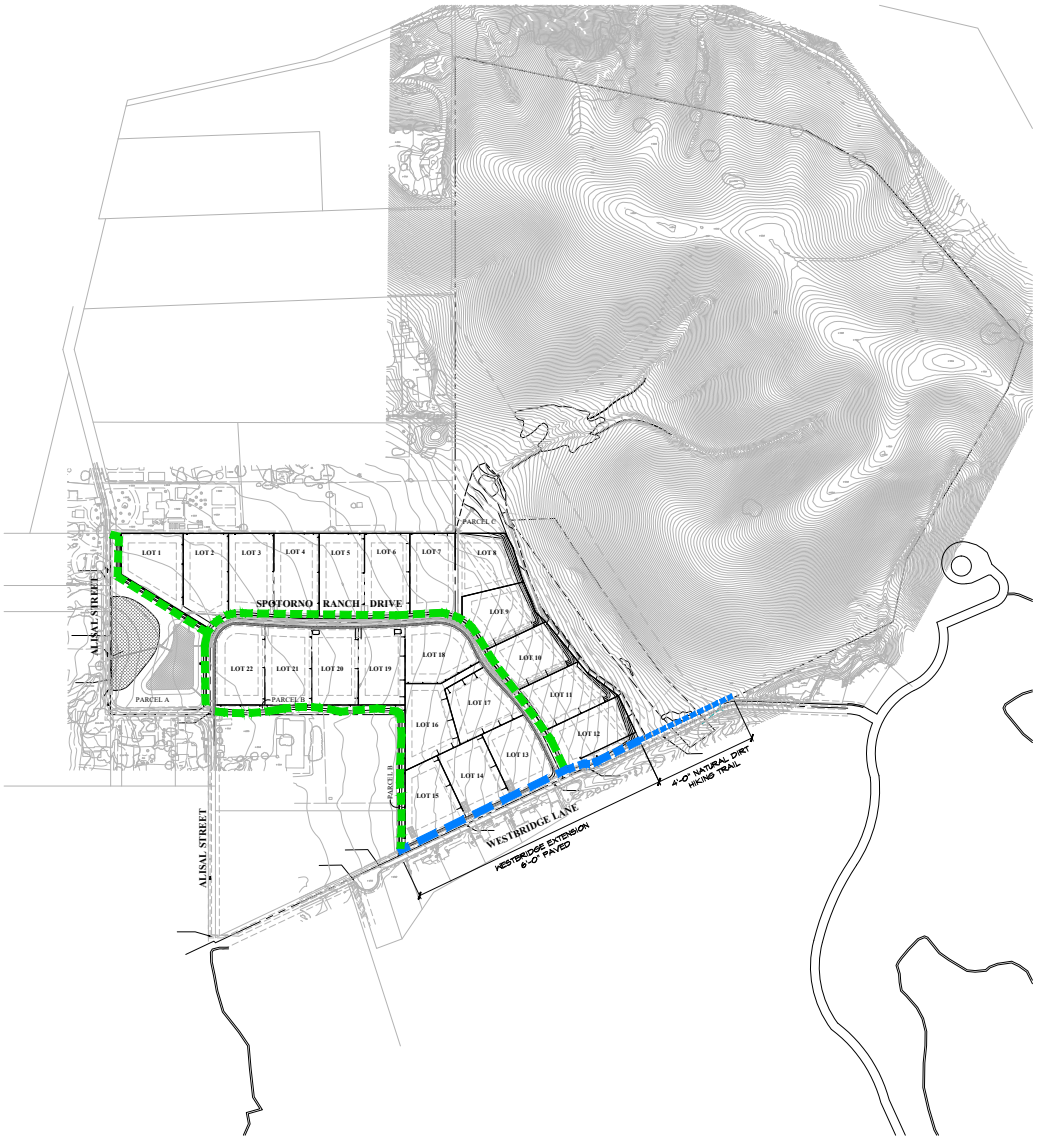
Figure 1

Project Site Location

TRAIL LEGEND

SPOTORNO FLATS TRAIL (PAVED, 8' WIDE)

CALLIPPE TRAIL EXTENSION (PROPOSED - NAT., 6' WIDE MIN. UNLESS OTHERWISE NOTED)



Site Plan Source: Ripley Design Group, Feb. 19, 2021

Figure 2

Conceptual Project Site Plan