

STAPLES RANCH POLICY STATEMENT

Safe Streets Pleasanton, City of Pleasanton, Alameda Creek Alliance, Center for Biological Diversity and Alameda County Surplus Property Authority

August 3, 2010

This Policy Statement is conditional upon and valid if and only if and when a legal agreement is signed between the Alameda County Surplus Property Authority (ACSPA), Alameda Creek Alliance, and Center for Biological Diversity regarding outstanding biological issues related to the Staples Ranch development.

Whereas, the City of Pleasanton (City) and the Alameda County Surplus Property Authority (ACSPA) entered into A Memorandum of Understanding dated April 16, 2006 setting forth the framework for a 124-acre Staples Ranch development located at the southwest corner of I-580 and El Charro Road; and

Whereas, the proposed Staples Ranch development is currently planned to include an approximately 37 acre auto mall to accommodate the relocation of the Pleasanton Auto Mall as well as the Mercedes-Benz of Pleasanton dealership, a 45 acre senior continuing care community with a health center being developed by Continuing Life Communities (CLC), an 11 acre commercial/retail development, a 17 acre community park with an Ice Center, and a 5 acre neighborhood park that includes a storm water detention basin; and

Whereas, the City Council of the City of Pleasanton has scheduled meetings on August 24, 2010 to consider the Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR Supplement (SEIR) and related environmental documents, the Stoneridge Drive Specific Plan Amendment (Specific Plan), and the Policy Statement By The County of Alameda and the Cities of Dublin, Livermore and Pleasanton Regarding Transportation Priorities and Commitments in the Tri-Valley (Regional Agreement) included as Attachment A and on September 7, 2010 to consider approval of Planned Unit Development (PUD's) and other related project entitlements, including a development agreement for the CLC, Auto Mall, and neighborhood park; and

Whereas, Safe Streets Pleasanton expressed an interest that the Stoneridge Drive extension as included in the Specific Plan be opened in a predictable manner that provides optimum mitigation for the residents who are going to be impacted by the increased traffic through their neighborhood;

Whereas, the City and ACSPA recognize financial, recreational and community benefits of Staples Ranch development and support the advancement and approval of the Staples Ranch development as set forth in the Specific Plan, EIR/SEIR, the PUD's for CLC, Hendrick/Mercedes and the Neighborhood Park, and other planning documents subject to City Council adoption of planning documents (e.g. specific plan, conditions of approval and development agreement) that include the terms and conditions set forth below; and

Whereas, the ACSPA, Alameda Creek Alliance, and Center for Biological Diversity are developing a legal agreement that memorializes mitigations and commitments, which, if signed,

will resolve all remaining environmental disputes related to Staples Ranch, including specifically alkaline soil and riparian habitats.

The City, ACSPA, Safe Streets Pleasanton, Alameda Creek Alliance, and Center for Biological Diversity hereby sign this Policy Statement, expressing actions that will be undertaken by parties to this agreement, upon certain conditions being met, as further described below.

This Policy Statement is conditional upon and valid if and only if and when a legal agreement between ACSPA, Alameda Creek Alliance, and Center for Biological Diversity regarding outstanding biological issues related to the Staples Ranch development is signed and made final. Discussions are currently underway between ACSPA, Alameda Creek Alliance, and Center for Biological Diversity regarding these biological issues and the parties expect that these discussions will be fruitful and that a final agreement will be signed by these three parties. This Policy Statement shall have no force and no effect if this agreement regarding biological issues is not signed and made final by ACSPA, Alameda Creek Alliance, and the Center for Biological Diversity.

1. Prior to the start of construction of the Stoneridge Drive bridges, the City will hold a public workshop in the Stoneridge Drive neighborhood detailing the mitigations and conditions required for the opening of Stoneridge Drive to through traffic to and from El Charro Road; and also providing participants with a timeline when milestones will occur.
2. A gate or barrier will be installed preventing through traffic to and from El Charro Road via Stoneridge Drive. The gate or barrier will be accessible by public safety employees, Zone 7, Wheels (Livermore Amador Valley Transit Authority) and other public agencies to meet the public interest as deemed appropriate by the City of Pleasanton.
3. The gate or barrier will be located such that it allows access to the Auto Mall from either side or both sides of the gate or barrier, but must be configured to inhibit through traffic from using the proposed Auto Mall entry road to bypass the gate or barrier. The City may, from time to time, move the gate or barrier to accommodate site development and activities provided it continue to be installed preventing through traffic to and from El Charro Road via Stoneridge Drive.
4. The gate or barrier on Stoneridge Drive will be removed allowing through traffic to and from El Charro Road subject to the terms and conditions of the Regional Agreement when the City of Livermore has opened Jack London Boulevard between Isabel Parkway and El Charro Road as a two lane roadway (with four lanes at the intersection of El Charro Road and Isabel Parkway). Two years after the opening of Stoneridge Drive as a two lane roadway allowing through traffic to and from El Charro Road, the City Council shall have the discretion to open the road to four lanes. Prior to doing so, the City shall evaluate traffic data, solicit community input and schedule a public hearing for review and consideration of the matter.

5. Prior to permanent removal of the gate or barrier and the opening of Stoneridge Drive to two lanes for through traffic, (a) noise attenuating pavement shall be applied to Stoneridge Drive between Santa Rita Road and El Charro Road and (b) the City will install a sound wall at the location identified in Attachment B (Generally identified as 65 ft at the west end of Snowdrop Circle).
6. The City acknowledges that an expansion of Stoneridge Drive to 6 lanes has not been evaluated in the EIR and SEIR and that, contrary to the 1989 Stoneridge Drive Specific Plan, no expansion of Stoneridge Drive to 6 lanes is envisioned or planned in the City's General Plan.
7. The development agreement between the City and the ACSPA shall include language setting forth the conditions for the opening of Stoneridge Drive to through traffic to and from El Charro as described above.
8. The terms of this policy statement shall also be incorporated into appropriate Staples Ranch Planning documents.
9. The PUD's for the community park and the 11 acre commercial/retail development are subject to public review and consideration at a later date and the parties recognize that Safe Streets Pleasanton has concerns regarding the inclusion of the Ice Center in the Community Park. The parties acknowledge this concern and agree to collaborate to address mutual interests prior to consideration of the associated PUD's. This document in no way limits the parties' participation in the review and approval process for the PUD's.

Agreed by:


City of Pleasanton





Alameda County Surplus Property Authority

Alameda Creek Alliance

Center for Biological Diversity


Safe Streets Pleasanton
Matthew Morrison


MARK EMERSON


John M. Carroll

**POLICY STATEMENT
BY
THE COUNTY OF ALAMEDA
AND THE
CITIES OF DUBLIN, LIVERMORE AND PLEASANTON
REGARDING
TRANSPORTATION PRIORITIES AND COMMITMENTS
IN THE TRI-VALLEY**

Background

The Tri-Valley segment of the I-580 corridor in eastern Alameda County is one of the most heavily traveled highways in the entire nine-county Bay Area region. Its chronically congested condition in Alameda County is second only to the I-80 approach to the San Francisco Bay Bridge. The Metropolitan Transportation Commission (MTC – the planning, funding, coordinating transportation agency for the region) projects a 90 percent increase in traffic coming over the Altamont by the year 2030. I-580 also serves as a major corridor for goods movement to and from the Port of Oakland between the Central Valley and the rest of the state and nation. Container freight activity at the Port is projected to increase three-fold by 2030.

In response to the existing and projected need for expanded and enhanced transportation infrastructure in the Tri-Valley, the Alameda County Congestion Management Agency (CMA), in conjunction with Cities of Dublin, Livermore, Pleasanton, Alameda County, Caltrans and ACTIA, developed a long-range regional strategy for planned improvements that include the I-580, I-680 and SR 84 corridors. This strategy is documented in the Tri-Valley Triangle Study and was adopted by the CMA Board in June 2007.

History

Tri-Valley jurisdictions within Alameda County, comprised of the Cities of Dublin, Livermore, Pleasanton and Alameda County recognize the importance of maintaining regional mobility and have worked with the CMA since 2004 on the Tri-Valley Triangle Study with the purpose of identifying priorities within the long-range regional transportation strategy for the Tri-Valley Triangle highway corridors comprised of Interstate 580, Interstate 680 and Highway (SR) 84.

The Metropolitan Transportation Commission and Caltrans release a report each year entitled “Bay Area Locations with the Most Delay during Commute Hours.” Since the 2001 report and each year thereafter, either and/or both I-580 eastbound in the p.m. and westbound commutes in the a.m. have consistently ranked in the top 5 of the top 10 most congested locations in the entire Bay Area region. In spite of periods of economic downturns over the years, chronic traffic congestion persists, reflecting the significance of this segment of I-580 as a major gateway corridor. This condition results in major

impacts to Tri-Valley communities affecting air quality, local roads from motorists seeking alternative routes to I-580 and quality of life of those that live, work or travel in this corridor.

Within this context, the Tri-Valley has established a roadway network vision that works toward maintaining a viable regional system also recognizing that an equally viable local arterial system is necessary to support intraregional trips between the three cities and the county. As a result the three Cities and Alameda County have developed this agreement to identify the short and long term goals of the local arterial system in each member jurisdiction. It is the intent of each local agency to uphold and support the direction provided in this document and implement the local arterial improvements consistent with the outline set forth below.

Recognizing the need for a coordinated planning effort at the local and regional level and the collective benefits to the Tri-Valley as a region, the Tri-Valley Cities and County hereby support the following phased approach to the local transportation priorities in the Tri-Valley:

Phase 1:

Consists of the following arterial connections: Dublin Boulevard from its current eastern terminus to Fallon Road as a 4 lane roadway, Jack London Boulevard between Isabel Parkway and El Charro Road as a 2 lane roadway (4 lanes at the intersections of El Charro Road and Isabel Parkway) and Stoneridge Drive from its current eastern terminus to El Charro Road as a 2 lane roadway (with 4 lanes at the intersection of El Charro Road).

Phase 2:

Consists of the following arterial connections: Dublin Boulevard from Fallon Road to North Canyons Parkway as a 4 lane roadway and North Canyons Parkway from its current western terminus to Dublin Boulevard as a 4 lane roadway. In addition to these new arterial connections, the following roadways will be widened: Dublin Boulevard from Tassajara Road to Fallon Road to a 6 lane roadway, Jack London Boulevard to a 4 lane roadway and Stoneridge Drive to a 4 lane roadway.

With respect to these four arterials, each agency may choose to open the roadway prior to the other arterials, however, it is the intent of this agreement to have the local parallel arterial systems within each agency open at the same time for each phase.

With the adoption of this Policy Statement each agency will support a request to the CMA to adopt the project priority in Tri-Valley Triangle Study Alternative 1A.

Hybrid 1A from the Triangle Study

1. 580 WB HOV / HOT lane and ramp metering - E. of Greenville to W. of Foothill
2. 580 WB auxiliary lane - First to Isabel, (includes structure widening at creeks 680 ramp metering)
3. 580 EB climbing lane
4. 580/680 interchange improvements - WB to SB, Phase 1
5. 580 EB Phase 1 - Aux lanes - Isabel to First
6. SR 84 widening - Pigeon Pass to 680 plus 680 SB aux lane from SR 84 to Andrade, plus 680 NB HOV/HOT Lane from Alameda Creek to SR 84
7. 680 NB HOV / HOT lane - SR 84 to Alcosta
8. 680 SB HOV / HOT lane - Alcosta to SR 84
9. 580/680 direct connector - WB to SB, Phase 2
10. 580 EB - Phase 2 - Mixed-flow lanes - Santa Rita to Vasco
11. 580 EB HOV / HOT lane - Foothill to Hacienda
BART R/W protection on 580 (order independent of the others)

Upon construction of the Phase 1 improvements in Pleasanton, each member agency will support item 7 from Hybrid 1A which includes the construction of State Route 84 as a 4 lane facility between Pigeon Pass and Interstate 680, including ramp improvements at the Route 84/I-680 interchange, and construction of a southbound auxiliary lane on I-680 from Route 84 to Andrade Road. This configuration is part of the ultimate configuration which will include six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680.

CITY OF DUBLIN

CITY OF LIVERMORE

Mayor **Date**

Mayor **Date**

Attest:

Attest:

City Clerk

City Clerk

CITY OF PLEASANTON

COUNTY OF ALAMEDA

Mayor **Date**

Supervisor **Date**

Attest:

Attest:

City Clerk

Clerk of the Board

ATTACHMENT B



LOCATION OF NEW
SOUNDWALL

Stoneridge Drive

Snowdrop Circle

Dennis Drive



Image: MAY 2005