RESOLUTION NO. 10-393

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON RESCINDING THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PLAN RELATED TO THE STAPLES RANCH DEVELOPMENT AS APPROVED BY THE CITY COUNCIL ON FEBRUARY 24, 2009, AND ADOPTING REVISED CEQA FINDINGS, STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PLAN FOR THE STAPLES RANCH DEVELOPMENT

WHEREAS, the Alameda County Surplus Property Authority applied for an amendment to the Stoneridge Drive Specific Plan to address future development patterns and land uses on the 124 acre Staples Ranch property and annexing 165 acres into the City of Pleasanton ("Stoneridge Drive Specific Plan Amendment/Staples Ranch" or "the Project"); and

WHEREAS, in connection with that application, the City Council on February 24, 2009 (a) certified the Stoneridge Drive Specific Plan Amendment/Staples Ranch Environmental Impact Report for the Project, (b) approved resolutions adopting CEQA Findings, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Plan and (c) approved a resolution adopting the Stoneridge Drive Specific Plan Amendment/Staples Ranch that calls for a variety of public facilities, open space, anice center, auto retail, a continuing care facility, commercial/retail uses and the full extension of Stoneridge Drive to El Charro Road with two lanes of traffic in each direction over the Arroyo bridges; and

WHEREAS, a lawsuit challenging the City of Pleasanton's approval of the Project was filed on March 27, 2009; and

WHEREAS, on June 2, 2009, the City Council decided to assess whether it should further amend the Stoneridge Drive Specific Plan Amendment/Staples Ranch to adopt a short-term configuration of Stoneridge Drive which would reduce the total number of lanes by one in each direction over the Arroyo bridges; and

WHEREAS, the City prepared and released in October 2009 a Draft Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR Supplement (Draft SEIR) to address concerns raised in the lawsuit and the potential short-term configuration of Stoneridge Drive over the Arroyo bridges, which Draft SEIR was received at the State Clearinghouse on October 29, 2009, and the City provided the proper legal notice of completion and the availability of the Draft SEIR; and

WHEREAS, the Planning Commission held a noticed public hearing on December 9, 2009 to accept oral comments on the Draft SEIR during the public review period; and

WHEREAS, the City has accepted and responded to written comments, as well as to the oral comments made on December 9, 2009, to the Draft SEIR received from public agencies having jurisdiction by law, persons having special expertise with respect to environmental impacts involved, and other persons and organizations having an interest in the Project; and

WHEREAS, the Final SEIR was prepared for the Project and consists of the Draft SEIR, comments and recommendations received on the Draft SEIR, and the responses to comments raised regarding environmental issues in the review and consultation process; and

WHEREAS, at a duly noticed public hearing on May 26, 2010, the Planning Commission considered all public testimony, relevant exhibits, and recommendations of City staff concerning these matters, found that the Draft Final SEIR was complete and adequate for the Project and recommended that the City Council certify the Final SEIR; and

WHEREAS, at a duly noticed public hearing on August 24, 2010, the City Council, having considered the previously certified Final EIR adopted on February 24, 2009, all public testimony, relevant exhibits and recommendations of staff and the Planning Commission, certified the Final SEIR for the Project.

WHEREAS, in light of that action, the CEQA Findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Plan that were adopted in City Council Resolution Nos. 09-265 and 267 should be rescinded and revised CEQA Findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Plan, as set forth on the attached Exhibits 1 and 2, are consistent with the Final EIR (adopted on February 24, 2009) and the Final SEIR (adopted on August 24, 2010) and should be adopted.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE, AND ORDER THE FOLLOWING:

SECTION 1. Rescinds Resolution Nos. 09-265 and 09-267.

SECTION 2. Adopts the CEQA Findings and Statement of Overriding Considerations, attached as Exhibit 1 and incorporated herein by reference, for the Project.

SECTION 3. Adopts the Mitigation Monitoring and Reporting Plan, attached as Exhibit 2 and incorporated herein by reference, for the Project.

This resolution shall become effective immediately upon its passage and SECTION 4 adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a special meeting held on August 24, 2010.

I, Karen Diaz, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a special meeting held on the 24th day of August, 2010, by the following vote:

Councilmembers Cook-Kallio, McGovern, Sullivan, Thorne, Mayor Hosterman Aves: Noes: None Absent: None

APPROVED AS TO FORM:

Ionathan P. Lowell, City Attorney

Abstain: None

EXHIBIT 1

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS ENVIRONMENTAL IMPACT REPORT SUPPLEMENT FOR THE STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH EIR

INTRODUCTION

The Alameda County Surplus Property Authority (ACSPA or "Project Sponsor") has proposed to amend the 1989 Stoneridge Drive Specific Plan to revise land use designations, circulation improvements, and financial obligations for the Staples Ranch The City of Pleasanton (the City) is the lead agency under the California site. Environmental Quality Act (CEQA) and has prepared an environmental impact report (EIR) for ACSPA's proposed project. The EIR analyzed the proposed project and alternatives to the project including a no project alternative, an existing specific plan alternative, an ice center alternative, and an open space alternative. The City certified this EIR on February 24, 2009 and later approved the Ice Center Alternative with a fourlane extension of Stoneridge Drive. A lawsuit was filed challenging the City's approval. In response to the lawsuit and to assess a two-lane constrained extension of Stoneridge Drive alternative, the City prepared an EIR Supplement (SEIR). The SEIR contains a revised analysis of the proposed project and also analyzes two additional alternatives: the Four-Lane Concurrent Extension Alternative and the Two-Lane Constrained Extension Alternative. The settlement agreement provides that, after certifying the SEIR, the City may either 1) take no further action on the EIR and project approvals, or 2) reconsider certain CEQA related approvals as well as the project approvals in light of the information presented in the EIR and the SEIR, together with any other information that has been submitted into the administrative record. The City has chosen the latter course.

In light of the information presented in the EIR and SEIR and the administrative record, the City Council on August 24, 2010 certified the SEIR, rescinded its CEQA Findings and Statement of Overriding Considerations, and now adopts revised CEQA Findings and a revised Statement of Overriding Considerations. Based thereon, the City Council intends to rescind its other project approvals, adopt revised project approvals, rescind the Mitigation and Monitoring Reporting Plan and then adopt a revised Mitigation and Monitoring Reporting Plan.

Section 15091 of the CEQA Guidelines (14 California Code of Regulations [CCR]) and Section 21081 of the Public Resources Code require the lead agency to adopt findings for each potentially significant environmental impact disclosed in an EIR/SEIR. Specifically, for each significant impact, the lead agency must make one or more of the following three findings:

• Changes or alterations have been incorporated into the project to avoid or substantially lessen the significant environmental effects identified in the EIR;

- Such changes or alterations are within the responsibility and jurisdiction of another public agency and should be adopted by that agency; or
- Specific economic, social, legal, technological, or other considerations make the mitigation measures or alternatives identified in the EIR infeasible.

In addition to making a finding for each potentially significant impact, if the lead agency approves a project without mitigating all of the significant impacts, it must prepare a statement of overriding considerations, in which it balances the benefits of the project against the unavoidable environmental risks. The statement of overriding considerations must explain the social, economic, or other reasons for approving the project despite its environmental impacts (14 CCR 15093, Pub. Res. Code 21081).

This document contains the findings and statement of overriding considerations based on the EIR, SEIR, and administrative record for the approval of an alternative to the proposed project (a minor modification of the Four-Lane Concurrent Extension Alternative) and reflects the City's independent judgment.

This document incorporates by reference the project EIR and SEIR. Where the SEIR and EIR conflict, the information in the SEIR controls. The EIR, SEIR and other portions of the administrative record are available for review at:

Community Development Department 200 Old Bernal Avenue City of Pleasanton Pleasanton, CA 94566-0802 Contact: Robin Giffin, Senior Planner (925) 931-5612

PROPOSED PROJECT

The City Council certified the Stoneridge Drive Specific Plan Amendment/Staples Ranch Final EIR on February 24, 2009. The Final EIR analyzed the proposed project and alternatives to the project including a no project alternative, an existing specific plan alternative, an ice center alternative, and an open space alternative. The proposed project in the Final EIR reflected the Alameda County Surplus Property Authority (ACSPA or "Project Sponsor") proposal to amend the 1989 Stoneridge Drive Specific Plan to revise land use designations, circulation improvements, and financial obligations for the Staples Ranch site. Staples Ranch, owned by the ACSPA, is an approximately 124-acre site of undeveloped land within the 293-acre Stoneridge Drive Specific Plan area. The proposed project seeks to modify the land use plan for the Staples Ranch site to allow for an auto mall, a senior continuing care community, a commercial center, a community park and a neighborhood park/stormwater detention facility. The proposed project in the Final EIR is identical to the proposed project in the SEIR.

The proposed project would eliminate the quarry truck tunnels called for in the 1989 Specific Plan and modify the Specific Plan to reflect the improvements described in the September 2007 Pre-Development and Cooperation Agreement between Livermore, Pleasanton, Alameda County, the ACSPA, and Vulcan Materials.

Under the proposed project, four lanes of Stoneridge Drive would not be extended through Staples Ranch to El Charro Road until some point in the future. Over the short term, a single two-lane bridge would extend over the Arroyo Mocho, and two lanes of Stoneridge Drive would provide access to the westerly portion of Staples Ranch. The eastern portion of the property would be accessed via a four-lane road connecting to El Charro Road, and no through-traffic would be permitted between the two portions of the property, other than emergency vehicles and possibly buses.

The proposed project also includes annexing approximately 165 acres to Pleasanton, consisting of the unincorporated portion of Staples Ranch and adjacent road and flood control right of way, and receiving additional entitlements including, but not limited to, planned unit development (PUD) prezoning and PUD development plans for each of the project developments, a tentative map and final subdivision map(s), public improvement plans, and a development agreement between the ACSPA and the City of Pleasanton.

Because many of the original Specific Plan infrastructure requirements have either been constructed or will be funded by other sources, the proposed project would also modify the list of infrastructure improvements and funding sources. The proposed project will require the Project Sponsor to be responsible for the following public improvements, including, but not limited to:

- dedication of right of way and improvements in the form of a four-lane extension of Stoneridge Drive from its current terminus east of Trevor Parkway to El Charro Road, including turn lanes and two, two-lane bridges over the Arroyo Mocho;
- dedication of 17 acres to the City for a community park; and
- El Charro Road improvements between I-580 and the Stoneridge Drive/Jack London Boulevard intersection to accommodate the design contemplated in the 2007 Pre-Development Cooperation and Cost Sharing Agreements.

PREFERRED PROJECT

The City Council is now considering the adoption of the Four-Lane Concurrent Extension Alternative in the SEIR, with phasing modifications, and which in these CEQA Findings is referred to as the "preferred project" as opposed to the "proposed project" referred to in the EIR/SEIR.

The SEIR analyzed two additional alternatives than the EIR: the Four-Lane Concurrent Extension Alternative and the Two-Lane Constrained Extension Alternative. The Four-Lane Concurrent Extension Alternative differs from the proposed project by including the full extension of Stoneridge Drive to El Charro Road and a four-rink ice center on a portion of the proposed community park. The Two-Lane Constrained Extension Alternative differs from the proposed project by including the full extension of Stoneridge Drive to El Charro Road initially with the Stoneridge Drive bridges striped to one lane in each direction and then to two lanes in each direction after certain regional roadway improvements are made.

Description of Preferred Project. The preferred project is a phasing modification of the Four-Lane Concurrent Extension Alternative, which is described in the SEIR. Details of the Four-Lane Concurrent Extension Alternative can be found on pages 55-56 of the SEIR.

The preferred project differs from the Four-Lane Concurrent Extension Alternative by temporarily placing a gate(s) or barrier(s) along Stoneridge Drive so as to inhibit through traffic to and from El Charro Road and by not requiring the Stoneridge Drive bridges to be striped with two lanes in each direction when Stoneridge Drive is initially fully extended. The preferred project, however, will allow access to the Auto Mall site from the east and the west during the time the gates/barriers are in place and will require the Stoneridge Drive extension to El Charro Road to be opened without any gates or barriers when Jack London Boulevard as a two lane road is extended to El Charro The preferred project also assumes the Stoneridge Drive bridges will be Road. restriped with two lanes in each direction at some point in the future. The City may, from time to time, move the gate or barrier to accommodate site development and activities provided the gate/barrier continues to be installed inhibiting through traffic to and from El Charro Road via Stoneridge Drive. Thus, both the preferred project and the Four-Lane Concurrent Extension Alternative will eventually restripe the Stoneridge Drive bridges with two lanes in each direction. Under the preferred project, this date will be determined by the City Council but in no event earlier than two years after Stoneridge Drive has been opened to through traffic with the Stoneridge Drive bridges striped for one travel lane in each direction. Prior to restriping the Stoneridge Drive bridges to two lanes in each direction, the City Council shall evaluate traffic data, solicit community input and schedule a public hearing for review and consideration. Under the Four-Lane Concurrent Extension Alternative, Stoneridge Drive would be opened to through traffic initially and the two lanes in each direction would occur initially, regardless of the timing and completion of regional traffic improvements, such as the extension of Jack London Boulevard. The preferred project would maintain the 1989 Stoneridge Drive Specific Plan policy of requiring the construction of the full two bridges and the four lane extension of Stoneridge Drive from Trevor Parkway to El Charro Road. Hence, the preferred project is similar to the project approved by the City Council in February 2009. The preferred project differs from the proposed project by including the full four lane extension of Stoneridge Drive to El Charro Road initially with the Stoneridge Drive bridges striped with one lane in each direction and the inclusion of an ice center on a portion of the community park but it is similar to the proposed project in that there will be temporarily a gate(s) or barrier(s) on Stoneridge Drive to inhibit through traffic to and from El Charro Road.

Benefits of the Preferred Project. The preferred project is superior to the Four-Lane Concurrent Extension Alternative because it provides more flexibility to the City Council with regard to managing its roadways. That is, under the Four-Lane Concurrent Extension Alternative, Stoneridge Drive would be opened to through traffic and required to be striped initially for two lanes in each direction, regardless of whether regional traffic improvements were completed or whether the City Council felt striping the bridges for two lanes in each direction was then currently warranted. The preferred project, by contrast, allows the City Council to gauge changing traffic conditions, the efforts of the City's regional partners to support funding and construction timing of regional improvements that benefit Pleasanton, and community concerns. The preferred project therefore requires the City Council to open Stoneridge Drive to through traffic as a two lane road only when Jack London Boulevard has been extended to El Charro Road as a two lane road (with four lanes at its intersection with El Charro Road and with its intersection at Isabel Drive). It also allows the City Council to make a determination to restripe the Stoneridge Drive bridges to two lanes in each direction but only after two vears from the time Stoneridge Drive has been opened to through traffic with the Stoneridge Drive bridges striped for one travel lane in each direction, even if all the regional improvements have not been completed, thereby vesting the City Council with the freedom to exercise its discretion about how best to manage Pleasanton's roadways.

All impacts of the preferred project have been analyzed in the EIR/SEIR. The Four-Lane Concurrent Extension Alternative analyzes all impacts associated with Stoneridge Drive (including Stoneridge Drive being opened to through traffic and the Stoneridge Drive bridges being striped with two lanes in each direction). The EIR also analyses the impacts related to Stoneridge Drive not being open to through traffic. Although the SEIR also analyzes the Two-Lane Constrained Extension Alternative (which, as a practical matter, the preferred project will mirror for some period of time after the gate/barricade has been removed), the CEQA Findings, the Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Plan track the Four-Lane Concurrent Extension Alternative because the preferred project anticipates the restriping of Stoneridge Drive bridges to two lanes in each direction at some point in the future and therefore the impacts and related mitigation associated with the Four-Lane Concurrent Extension Alternative, rather than the Two-Lane Constrained Extension Alternative, reflect the greatest impacts that will result from the preferred project (see SEIR at 123).

PUBLIC REVIEW PROCESS

The City distributed an initial Notice of Preparation (NOP) for the EIR on June 13, 2006, for agency and public review. The purpose of the NOP was to announce the City's intention to prepare and distribute a Draft EIR on the proposed project and to solicit comments on the scope and issues that should be considered in preparing the EIR. The initial NOP comment period closed on August 7, 2006. The NOP was subsequently updated and redistributed on March 26, 2007. The updated NOP comment period closed on April 30, 2007.

A public scoping meeting was also held by the City on April 11, 2007. The scoping meeting provided the public with an opportunity to orally present their concerns about the proposed project. Comments were received through the combined NOP and public scoping process.

Based partially on the NOP and public scoping process, the City prepared a Draft EIR (DEIR) that was published on April 16, 2008. The CEQA-mandated 45-day public review period began on April 16, 2008 and ended on June 4, 2008. In addition to the comments received at a public hearing conducted by the City Planning Commission on May 14, 2008, comment letters were submitted by various public agencies and organizations.

Responses to all comments received were prepared and included in the Final EIR (Responses to Comments document), published in August, 2008, which was prepared in accordance with CEQA and the guidelines for implementation of CEQA.

On February 24, 2009, the City Council made minor revisions to the EIR, certified the Final EIR and, in addition to making CEQA findings and adopting a Statement of Overriding Considerations, approved a project that extended Stoneridge Drive consistent with the General Plan and the existing Specific Plan.

In June 2009, the City Council authorized the preparation of an Environmental Impact Report Supplement (SEIR) to address issues that were raised in litigation that followed the City's certification of the EIR and approval of the project in February 2009 and to evaluate a new alternative, the Two-Lane Constrained Extension Alternative.

The Draft SEIR was published on October 30, 2009, and was also distributed for public review and comments. The public review period for the Draft SEIR ended on December 30, 2009. (The original review period was to end on December 17, 2009 but it was extended by the City of Pleasanton). The document was reviewed by various State, regional, and local agencies, as well as by interested organizations and individuals. Twenty-five comment letters were received. A public meeting was also held at Pleasanton City Hall on December 9, 2009 to obtain oral comments on the Draft SEIR. During the public meeting, oral comments were received from eight members of the public, including Planning Commissioners.

The Final SEIR (Response to Comments) was published in May 2010. On May 26, 2010 the Planning Commission considered the Final SEIR and recommended that the City Council adopt it. On August 24, 2010, the City Council certified the SEIR.

Although not part of the CEQA public review process, there is another public review process that is related to this project. In the Circulation Element of the City's General Plan, Program 1.6 provides that before Stoneridge Drive is opened to through traffic, Pleasanton must reach agreement with its regional partners concerning a strategic approach and funding plan for relieving traffic congestion in the Tri-Valley. This agreement will be embodied in a policy/plan adopted by the City Council following a public hearing. The policy/plan will include a plan which prioritizes funding for certain regional improvements and will require completion of a regional arterial network.

FINDINGS FOR ALTERNATIVES EVALUATED IN THE EIR

During the preparation of the EIR and the SEIR for the proposed project, the City evaluated several alternatives. A description and a finding for each alternative, other than the Four-Lane Concurrent Extension Alternative and the Two-Lane Constrained Extension Alternative, are presented below.

No Project Alternative (No Build)

Description

The existing Project Area would remain as it currently exists. None of the project components (i.e., auto mall, senior continuing care community, commercial center, community park, and neighborhood park/detention basin) would be constructed. With the No Project Alternative, the existing Project Area would remain undeveloped, thereby failing to satisfy the project objective to develop the site with economically beneficial land uses. It is unlikely that the Project Area would remain undeveloped far into the future, since development of the area has already been approved as part of the 1989 Stoneridge Drive Specific Plan; however, in the short term for the purposes of this alternative, the area would remain unbuilt.

Finding: Infeasible

By preventing development of the Project Area, the No Project Alternative would avoid or substantially reduce the significant and unavoidable impacts of the approved project to aesthetics and visual quality, air quality, noise and traffic.

This alternative is infeasible, however, because it is inconsistent with the City's planning goals. A no build alternative would fail to make responsible use of a site that has been planned by the City for urban uses for 20 years. It would not comply with the direction of Pleasanton's General Plan for urban uses of the project site and would fail to substantially implement a Specific Plan that has already been approved by the City.

The No Project Alternative is also infeasible because it is inconsistent with the objectives of either the proposed project or the preferred project, both of which include, among others, guiding the development of the Staples Ranch site with a mix of economically beneficial uses, retaining existing auto sales businesses within the City, providing senior continuing care amenities, and providing community recreational facilities.

Existing Specific Plan Alternative

Description

Under the Existing Specific Plan Alternative, the land uses that were approved as part of the 1989 Stoneridge Drive Specific Plan (1989 Specific Plan) for the Project Area would be developed. Of the 124 acres that comprise the Staples Ranch site, 1.5 acres that lie within the City of Pleasanton would remain zoned as PUD-Medium Density Residential, but this area would be developed with a portion of the community park. No residential units would be constructed under this alternative. The remaining 122.5 acres of undeveloped land in unincorporated Alameda County would be annexed into the City. The land use designations for this area, according to the 1989 Specific Plan, include Service Commercial and Light Industrial, Retail and Service Commercial, and Community Park.

This alternative differs from the preferred project in that it would not include the senior continuing care community, it does not specify the development of an auto mall, does not include the joint neighborhood park/storm water detention facility or ice center and would allow Stoneridge Drive to be widened to six lanes if traffic demand warranted such widening.

Finding: Infeasible

The environmental impacts of the Existing Specific Plan Alternative would have slightly greater impacts than the preferred project. This alternative would result in substantially more traffic than projected for the preferred project and cause additional significant impacts not identified for the preferred project. In particular:

- Air: This alternative would result in considerably more vehicular trips than the preferred project (roughly 60% more), and exceed the BAAQMD thresholds for criteria air pollutants. The resultant emissions would be a significant and unavoidable air quality impact, with air emissions substantially greater than predicted for the preferred project.
- Hazards: Because the Existing Specific Plan Alternative would have the potential to accommodate more retail, service commercial, and light industrial uses, which typically involve greater amounts of hazardous materials and waste, than the preferred project, there may be a slightly greater potential for an accidental release of hazardous materials. Nevertheless, this greater potential for accidental releases would be subject to mitigation following

the same procedures, protocols, and regulations that were identified for the preferred project.

- Noise: The Existing Specific Plan Alternative would greatly increase the number of daily trips compared to the preferred project and would result in significant noise level increases.
- Traffic: Overall trip generation would increase substantially with the Existing Specific Plan Alternative, compared to the preferred project. This alternative would adversely affect one additional intersection compared to cumulative conditions with the preferred project; namely, the intersection of Johnson Drive at Stoneridge Drive, although the impacts at this intersection can be mitigated to a less-than-significant level.

On the other hand, because this alternative would not include a residential component, impacts identified in the SEIR and EIR related to residents (e.g., exposure to sensitive receptors to TACs, and exposure of persons to, or generation of, noise levels in excess of standards) would not occur.

Moreover, as indicated in the SEIR and EIR, the Existing Specific Plan Alternative would not avoid or substantially lessen the preferred project's significant and unavoidable impacts to aesthetics and visual quality, air quality, noise and traffic. These impacts would remain significant and unavoidable if the Existing Specific Plan Alternative were adopted by the City.

Finding: Infeasible

The Existing Specific Plan Alternative is infeasible because it is inconsistent with the project objectives to provide a site (a) for a senior continuing care community that will help meet the City's and the surrounding community's expanding need for senior housing and care opportunities, (b) to retain existing auto sales within the City by providing for an auto mall site, and (c) to provide for a joint neighborhood park/storm water detention facility.

The Existing Specific Plan Alternative is also inconsistent with the objective of the preferred project to acknowledge substantial changes in land use conditions and the introduction of new infrastructure improvements and agreements that were unknown at the time the 1989 Specific Plan was adopted. Specifically, this alternative would not:

- Reflect changes in surrounding land uses not contemplated in 1989, including cessation of the Kaiser/Hanson quarry operations, establishment of the Livermore Airport Protection Area, and adoption/implementation of the Eastern Dublin Specific Plan to the north and Livermore's El Charro Specific Plan to the east.
- Reflect changes to the timing, funding, and specific design of major infrastructure improvements since the adoption of the 1989 Specific Plan, including completion of the Arroyo Mocho improvements in 2004, the

El Charro Road Pre-Development and Cooperation and the Cost-Sharing Agreements of 2007, and the City of Dublin's I-580 interchange improvements which began in 2008.

 Be consistent with the City's planning policies embodied in the El Charro Road Pre-Development and Cooperation Agreement (2007) and the Cost-Sharing Agreement (2007). Specifically, the El Charro Road improvements agreed upon in the Pre-Development and Cooperation Agreement are very different from those envisioned in the 1989 Stoneridge Drive Specific Plan, which called for separate quarry-truck tunnels in both directions under the proposed Jack London/Stoneridge Drive/El Charro Road intersection. The tunnel plan has since been deemed infeasible, both from an engineering and financial standpoint. The Pre-Development and Cooperation Agreement replaces the tunnel plan with a new improvement plan which minimizes the need for quarry trucks to change lanes between the Jack London Boulevard/El Charro Road intersection and I-580.

The Existing Specific Plan Alternative is also infeasible because it is inconsistent with the City's goals and policies regarding the Community Park. On June 10, 2008, the City Council approved a conceptual Staples Ranch Park Master Plan for the Community Park. The Master Plan represented the results of an extensive community planning process begun in October 2006. On September 2, 2008, the City adopted core objectives concerning the proposed uses of the Community Park. The Existing Specific Plan Alternative would be inconsistent with the Master Plan's objective for the Community Park to include an ice skating facility.

The Existing Specific Plan Alternative is also infeasible because it does not provide the significantly greater social and economical benefits to the City associated with an ice skating facility. Thus, the Existing Specific Plan Alternative fails to provide the following economic and social benefits:

- A City sales tax revenue that would increase when visitors come from out of town to ice center special events and do business at local hotels, stores, and restaurants.
- Retail sales tax dollars that would be generated by the ice center restaurant and retail shop.
- The funds offered by the ice center developer to construct a substantial share of the remainder of the 17 acre Community Park.
- The social benefits resulting from the preferred project related to the relating to health, education, recreation, family life, and special needs provided by a variety of ice skating activities, including:
 - Public skating sessions

- Public school physical education classes and possible future competitive team practices and games
- City Park and Recreation Department programs
- Private class skating lessons
- Youth and adult hockey practices and games for men, women, boys, and girls
- Figure skating
- Speed skating
- Curling
- Synchronized skating
- Ice dancing
- Olympic level figure skating instruction and practice
- Approximately six annual weekend special events such as hockey tournaments and figure skating competitions
- Special needs programs for physically and developmentally disabled children
- Disabled hockey program providing sled hockey for disabled persons
- Lessons and programs for community organizations
- Birthday and company parties
- Ice reservation booking priority and Pleasanton resident discount fees (similar to the City's Callippe Preserve Golf Course offerings currently extended by the City to Pleasanton residents)

Ice Center Alternative

Description

The Ice Center Alternative is identical to the proposed project, except that it would include an approximately 138,500-square-foot ice center on a portion of the proposed community park. The ice center site, like the remainder of the community park, would be pre-zoned PUD-P. The facility, including related parking, would use about 8 acres of the proposed 17-acre community park. The ice center would be approximately 45 feet tall and contain up to four National Hockey League-size ice rinks. The rinks are

intended for amateur ice hockey leagues (adult and youth), figure skating, broomball, curling, speed skating, ice dancing, as well as public skating. The EIR assumes that the ice center would have seating for up to 2,200 spectators and could employ approximately 29 full-time-equivalent staff; however, the ice center developers have indicated that they may reduce seating to 1,400. The ice center facility would feature an in-house pro shop, large meeting and party spaces, and a full service restaurant/bar. It is anticipated that the ice center may have approximately six special events a year which may require shuttle bus service to the site. In all other site plan, development program, access, and open space/amenity features, the Ice Center Alternative would mirror that of the proposed project.

Finding: Infeasible

The Ice Center Alternative is similar to the preferred project in that, like the preferred project, it has a gated vehicle access separating Stoneridge Drive from "Auto Mall Place" rather than a four-lane extension of Stoneridge Drive to El Charro Road. The Ice Center Alternative differs from the preferred project because with the Ice Center Alternative, opening Stoneridge Drive is tied to a number of regional improvements, rather than just the extension of Jack London Boulevard (as a two lane road) to El Charro Road, and the bridges over the Arroyo Mocho would be built as two projects separated by a number of years..

The Ice Center Alternative would have similar noise and traffic impacts than the preferred project because of the delay of the extension of Stoneridge Drive until some point in the future. However, the Ice Center Alternative would result in slightly higher biological resources, construction noise and water quality impacts as a result of constructing the bridges over the Arroyo Mocho as two separate projects separated over a number of years rather than concurrently as with the preferred project.

The City finds the Ice Center Alternative infeasible because it is inconsistent with regional growth goals and policies regarding the timely construction of roadway arterials in the Tri-Valley Area. The Ice Center Alternative is also inconsistent with the City's General Plan policy of coordinating regional transportation improvements with other local jurisdictions and local agencies.

The City also finds the Ice Center Alternative infeasible because it does not afford the City sufficient discretion related to the timing of Stoneridge Drive being opened to through traffic. This would prevent the City from weighing the benefits of no through traffic on Stoneridge Drive with the detriment caused by inhibiting, potentially on a long term basis, through traffic on Stoneridge Drive to El Charro Road until all the enumerated regional improvements are completed (rather than the single improvement as required by the preferred project). The City would be prevented from acting on information that may relate to the impact that the lack of through traffic has on the ease of access by Pleasanton residents to the community park component of the project or the required travel distance for residents of the continuing care facility and surrounding neighborhood south of the Arroyo Mocho to access the Auto Mall and Retail/Commercial components of the project.

Proposed Project

The proposed project has the same land uses as the preferred project except that it does not include an ice center facility in the community park. It also delays the full extension of Stoneridge Drive to El Charro Road to some point in the future but would build the two bridges over the Arroyo Mocho as separate projects separated by a number of years.

Finding: Infeasible

The proposed project would have generally similar impacts as the preferred project. It would have slightly lower air quality and water supply impacts in comparison with the preferred project as a result of its not having an ice center. The proposed project would have similar noise and traffic impacts in the short-term as the preferred project because of the delay of through traffic on Stoneridge Drive until some point in the future. The proposed project, however, would significantly impact two more intersections than the preferred project during the time that Stoneridge is opened to through traffic and is striped for one lane in each direction and would significantly impact one more intersection once Stoneridge is striped for two lanes in each direction. The proposed project would significantly impact one more roadway segment under the Alameda County Congestion Management Agency's standards during the time that Stoneridge Drive is opened to through traffic and is striped for one lane in each direction but would significantly impact four fewer roadway segments once Stoneridge is striped for two lanes in each direction. The proposed project, moreover, would result in slightly higher biological resources, construction noise and water quality impacts as a result of constructing the bridges over the Arroyo Mocho as two separate projects, potentially separated over a number of years, rather than concurrently as with the preferred project.

The City finds the proposed project infeasible because it is inconsistent with regional growth goals and policies regarding the timely construction of roadway arterials in the Tri-Valley Area. The proposed project is inconsistent with the City's General Plan policy of coordinating regional transportation improvements with other local jurisdictions and local agencies.

The City also finds the proposed project infeasible because it does not afford the City sufficient discretion related to the timing of Stoneridge Drive being opened to through traffic. This would prevent the City from weighing the benefits of no through traffic on Stoneridge Drive with the detriment caused by inhibiting, potentially on a long term basis, through traffic on Stoneridge Drive to El Charro Road until all the enumerated regional improvements are completed (rather than the single improvement as required by the preferred project). The City would be prevented from acting on information that may relate to the impact that the lack of through traffic has on the ease of access by Pleasanton residents to the community park component of the project or the required travel distance for residents of the Arroyo Mocho to access the Auto Mall and Retail/Commercial components of the project. The proposed project is also infeasible

because it is inconsistent with the City's goals and policies regarding the Community Park. On June 10, 2008, the City Council approved a conceptual Staples Ranch Park Master Plan for the Community Park. The Master Plan represented the results of an extensive community planning process begun in October 2006. On September 2, 2008, the City adopted core objectives concerning the proposed uses of the Community Park. The proposed project would be inconsistent with the Master Plan's objective for the Community Park to include an ice skating facility.

The proposed project is also infeasible because it does not provide the significantly greater social and economical benefits to the City associated with an ice skating facility. Thus, the proposed project fails to provide the following economic and social benefits:

- A City sales tax revenue that would increase when visitors come from out of town to ice center special events and do business at local hotels, stores, and restaurants.
- Retail sales tax dollars that would be generated by the ice center restaurant and retail shop.
- The funds offered by the ice center developer to construct a substantial share of the remainder of the 17 acre Community Park.
- The social benefits resulting from the preferred project related to the relating to health, education, recreation, family life, and special needs provided by a variety of ice skating activities, including:
 - Public skating sessions
 - Public school physical education classes and possible future competitive team practices and games
 - City Park and Recreation Department programs
 - Private class skating lessons
 - Youth and adult hockey practices and games for men, women, boys, and girls
 - Figure skating
 - Speed skating
 - Curling
 - Synchronized skating
 - Ice dancing
 - Olympic level figure skating instruction and practice

- Approximately six annual weekend special events such as hockey tournaments and figure skating competitions
- Special needs programs for physically and developmentally disabled children
- Disabled hockey program providing sled hockey for disabled persons
- Lessons and programs for community organizations
- Birthday and company parties
- Ice reservation booking priority and Pleasanton resident discount fees (similar to the City's Callippe Preserve Golf Course offerings currently extended by the City to Pleasanton residents)

Open Space Alternative

Description

The Open Space Alternative is identical to the proposed project, except that the community park would be primarily open space and would not include lighted sports fields, tennis courts, and similar features. The community park in the Open Space Alternative would contain open space with native landscaping, trails, and possibly related amenities such as staging area parking, restrooms, benches, picnic areas, informational kiosks and signage, and decorative water features such as wetlands or a fountain/pond designed as public art. It is anticipated that the trails could be multi-use trails for dog walkers, bicyclists, joggers, and others, and the open space could be used for activities such as picnics, kite flying, and playing catch. The site would be pre-zoned PUD-P. The location of trails and related features have not been determined and it should be assumed that they could be anywhere on the community park site.

Finding: Infeasible

The Open Space Alternative would have slightly fewer water supply, water quality, visual, noise, air quality and traffic impacts, and would likely create more opportunities for wildlife habitat than the preferred project. The majority of the preferred project's impacts in these categories, however, will be avoided or substantially lessened by mitigation measures. Moreover, the Open Space Alternative would not avoid or substantially lessen the preferred project's significant and unavoidable impacts to aesthetics and visual quality, air quality, noise, and traffic. These impacts would remain significant and unavoidable if the Open Space Alternative were adopted by the City.

The Open Space Alternative is also infeasible because it is inconsistent with the City's goals and policies regarding the Community Park. On June 10, 2008, the City Council approved a conceptual Staples Ranch Park Master Plan for the Community Park. The Master Plan represented the results of an extensive community planning process begun

in October 2006. On September 2, 2008, the City adopted core objectives concerning the proposed uses of the Community Park. The Master Plan and the core objectives contemplate active recreational uses of the Community Park, including sports fields, tennis courts, and an ice skating facility. The Open Space Alternative is infeasible because it conflicts with the active recreation goals and policies of the City by limiting the Community Park to passive uses that do not include sports fields, tennis courts or an ice skating facility. The Open Space Alternative would therefore fail to provide the economic and social benefits associated with an ice center facility identified in the Existing Specific Plan Alternative findings above.

SEIR Four-Lane Concurrent Extension Alternative

The Four-Lane Concurrent Extension Alternative is similar to the preferred project in that it would stripe Stoneridge Drive traffic lanes so that two traffic lanes would cross each bridge in each direction. It is different, however, than the preferred project because it contemplates Stoneridge Drive being open to through traffic initially and the traffic lanes over each bridge to be striped initially to allow two lanes of traffic in each direction.

Finding: Infeasible

The Four-Lane Concurrent Extension Alternative would initially have greater noise and traffic impacts than the preferred project due to the Stoneridge Drive being opened to through traffic initially and the Stoneridge bridges being striped initially with two lanes of traffic in each direction.

The City finds the Four-Lane Concurrent Extension Alternative, without the phasing modification, infeasible because it fails to provide the City the flexibility it desires in managing its roadways. Concerns have been expressed by some members of the community about the impacts that will exist when Stoneridge Drive is opened to through traffic and when the bridges over Stoneridge Drive are restriped to allow two traffic lanes in each direction. The Four-Lane Concurrent Extension Alternative, without the phasing modification, would prevent the City from exercising its discretion as to when Stoneridge Drive should be open to through traffic and when the bridges over Stoneridge Drive should have two lanes of traffic in each direction after consideration of changing traffic conditions, the efforts of the City's regional partners to support funding and construction timing of regional improvements that benefit City, and community concerns.

SEIR Two-Lane Constrained Extension Alternative

The Two-Lane Constrained Extension Alternative is similar to the preferred project in that, once Stoneridge Drive is opened to through traffic, it would temporarily stripe Stoneridge Drive traffic lanes so that only one traffic lane would cross each bridge in each direction. It is different, however, than the preferred project because it would initially allow Stoneridge Drive to be opened to through traffic and would allow the traffic

lanes over each bridge to be restriped to allow two lanes of traffic in each direction only when certain regional traffic improvements had been completed.

Finding: Infeasible

The Two-Lane Constrained Extension Alternative would initially have slightly greater impacts than the preferred project due to Stoneridge Drive initially being opened to through traffic. The Two-Lane Constrained Extension Alternative would have the same impacts as the preferred project once Stoneridge Drive was opened to through traffic due to the Stoneridge Drive bridges being striped with one lane in each direction. Because, however, the bridges would remain striped for one traffic lane is each direction until certain regional traffic improvements are completed, the Two-Lane Constrained Extension Alternative, would have fewer impacts (such as traffic and noise) than the preferred project if the City Council, in its discretion under the preferred project, decides to restripe the bridges before those regional improvements are completed... The cumulative impacts of the Two-Lane Constrained Extension Alternative (which does contemplate the eventual restriping of the Stoneridge Drive bridges for two lanes of traffic in each direction), however, would be the same as the preferred project.

The City finds the Two-Lane Constrained Extension Alternative infeasible because it fails to provide the City the flexibility it desires in managing its roadways. Concerns have been expressed by some members of the community about the impacts that will exist in other parts of the community if the full, four lane extension of Stoneridge Drive is not implemented. The Two-Lane Constrained Extension Alternative would tie the City Council's hands by events out of its control and would prevent the City from exercising its discretion as to when Stoneridge Drive should have two traffic lanes in each direction after Stoneridge Drive has been opened to through traffic for two years and after consideration of changing traffic conditions, the efforts of the City's regional partners to support funding and construction timing of regional improvements that benefit Pleasanton, and community concerns.

Alternative Project Site

An alternative location was not assessed because such an analysis is not warranted for a specific plan project, and, as stated in the EIR, the Project Sponsor does not own other, comparable property within the City of Pleasanton's sphere of influence.

Environmentally Superior Alternative

Section 15126(e)(2) of the State CEQA Guidelines requires identification of the environmentally superior alternative.

The impacts of the Open Space Alternative would be slightly less than those of the preferred project. The Open Space Alternative would have slightly fewer water supply, water quality, visual, noise, air quality, and traffic impacts, and would likely create more opportunities for wildlife habitat than the preferred project.

The No Project (No Build) Alternative is considered a no project alternative, and CEQA requires the identification of an alternative other than the No Project Alternative as the environmentally superior alternative (see CEQA Guidelines, Section 15126.6(e)(2)).

As explained on Draft SEIR page 123 and EIR pages 5-50-51, the Open Space Alternative would result in slightly fewer impacts than the preferred project, the proposed project, the Ice Center Alternative, and the Existing Specific Plan Alternative. Therefore, the Open Space Alternative would be considered environmentally superior to the preferred project and to the other alternatives.

FINDINGS DEMONSTRATING WHY RECIRCULATION IS NOT REQUIRED

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification. New information includes: (i) changes to the project; (ii) changes in the environmental setting; or (iii) additional data or other information. Section 15088.5 further provides that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

Approval of the preferred project and the minor refinements thereto as presented in the Final SEIR would not result in any new significant environmental impacts or substantially more severe environmental impacts than as set forth in the Draft SEIR. Accordingly, recirculation of the SEIR is not required in light of these project refinements.

Having reviewed the information contained in the Draft and Final EIRs, and Draft and Final SEIRs and in the administrative record as well as the requirements under CEQA Guidelines Section 15088.5 and interpretive judicial authority regarding recirculation of draft EIRs, the City hereby finds that no new significant information was added to the SEIR following public review, and thus recirculation of the SEIR is not required by CEQA.

FINDINGS FOR SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED IN THE EIR AS SUPPLEMENTED BY THE SEIR

This section presents the preferred project's significant environmental impacts and feasible mitigation measures. Section 15091 of the State CEQA Guidelines (14 California Code of Regulations [CCR]) and Section 21081 of the Public Resources Code require a lead agency to adopt findings for each significant environmental impact disclosed in an EIR. These requirements are set forth on page 1 of this document.

Below are the findings for the significant impacts identified in the EIR as supplemented by the SEIR for the preferred project. The SEIR identified several differences in the environmental effects of the Four-Lane Concurrent Extension Alternative and the Two-Lane Constrained Extension Alternative compared to the proposed project. However, as described above, these differences do not provide a sufficient basis to conclude that either the Four-Lane Concurrent Extension Alternative or the Two-Lane Constrained Extension Alternative presents significantly greater environmental impacts than the Because the City adopts all of the mitigation measures proposed project. recommended in the EIR and SEIR for each significant environmental impact and because the EIR and SEIR conclude that these mitigation measures will avoid or substantially lessen each of the identified significant impacts, with the exception of aesthetic and visual resources, air quality, noise, climate change and traffic impacts (the significant and unavoidable impacts of which are also discussed in the EIR and SEIR). thorough descriptions of each impact and each associated mitigation measure are not repeated below but can be obtained from the EIR and SEIR.

Aesthetic and Visual Resources

Findings Regarding Significant Impacts

- 1. Effect on scenic resources and visual character of the site
 - *Finding.* Development of the proposed land uses within the Project Area would have a significant and unavoidable impact on the existing visual character by changing the site from rural open space to urban development.

There are no measures available to mitigate the loss of the rural character of the Project Area, short of leaving large portions of the area undeveloped, which would be incompatible with the project objectives. A statement of overriding considerations for this impact is made in the following section.

Draft SEIR, p. 59; DEIR, p. 3.1-11

- 2. Light and/or glare effects
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the Mitigation Monitoring and Reporting Plan (MMRP), thereby mitigating the impact to a lessthan-significant level:
 - Refer a conceptual lighting plan to the Alameda County ALUC for its review prior to consideration of all PUD development plans, per MM VQ-3.1.
 - Refer a conceptual lighting plan to the FAA, if requested by the FAA, prior to consideration of all PUD development plans, per MM VQ-3.1.
 - Prepare a lighting plan, which shall include drawings and/or manufacturer's specification sheets showing the size and types of light fixtures proposed for the exterior areas. The light fixtures and their locations shall be subject to review and approval of the Community Development Director prior to the issuance of a building permit, per MM VQ-3.1.
 - Design the lighting system of the auto mall to minimize light and glare impacts, per MM VQ-3.2.
 - Ensure that all interior lighting in all buildings without residences be turned off during non-operational evening hours, with the exception of lighting needed for security reasons, per MM VQ-3.3.
 - Prepare a lighting plan and specifications for the community and neighborhood parks to minimize light and glare impacts, per MM VQ-3.4.

Draft SEIR, pp. 59-60; DEIR, p. 3.1-24, and FEIR, p. 4-8

Air Quality

Findings Regarding Significant Impacts

Generation of construction related emissions

Finding. The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:

Implement dust control measures, per AQ-2.1.

Draft SEIR, p. 60; DEIR, p. 3.2-12

- 3. Impacts on an existing regional air quality
 - *Finding.* The preferred project would result in operational emissions of ROG, NOx, and PM10 that exceed the significance threshold of 80 pounds/day. This would have a significant impact on existing regional air quality. The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP; however, even with implementation, the impact would remain significant and unavoidable. A statement of overriding considerations for this impact is made in the following section.

Develop and implement a plan including both mobile and stationary measures to reduce operational air emissions to the maximum extent practicable, per MM AQ-3.1.

Draft SEIR, pp. 60-61; DEIR, p. 3.2-13

- 4. Potential to expose future on-site residents to substantial Toxic Air Contaminants (TACs)
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:

Conduct a health risk assessment for persons who would occupy the proposed residential units within 500 feet of the closest ultimate travel lane adjacent to the Staples Ranch site as such travel lane is assumed under Caltrans' ultimate freeway expansion plans for I-580, per MM AQ-5.1.

Draft SEIR, pp. 62-63; DEIR, p. 3.2-17

Biological Resources

Findings Regarding Significant Impacts

Impact on the California red-legged frog

- Finding. The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:
 - Conduct preconstruction surveys for the California redlegged frog, per MM BIO-2.1.
 - Implement ground disturbance restrictions associated with construction near the Arroyo Mocho, per MM BIO-2.2.
 - Conduct construction monitoring for the California redlegged frog, per MM BIO-2.3.
 - Conduct Worker Environmental Awareness Program (WEAP) training for construction crews before construction activities within the Arroyo Mocho begin, per MM BIO-2.4.

Draft SEIR, pp. 18, 26, 65-66; Final SEIR, p. 4-4; DEIR, p. 3.3-17

- 5. Impact on the California tiger salamander
 - *Finding.* Based on information made available subsequent to the certification of the FEIR, the City finds that the California Tiger Salamander does not utilize the Staples Ranch Property and therefore the impacts to this species are less than significant.

Draft SEIR, pp. 17-18, 27

- 6. Impact on the western pond turtle or its habitat
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:
 - Conduct preconstruction surveys for the western pond turtle, per MM BIO-4.1.
 - Provide exclusion fencing for the western pond turtle, per MM BIO-4.2.

Draft SEIR, pp. 18-19, 26, 65-66; Final SEIR, p. 4-4; DEIR, p. 3.3-20

- 7. Impacts on nesting birds or their habitat
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:

Preconstruction nesting bird surveys shall be conducted by a qualified biologist. If active nests are found within the construction footprint, delay construction activities within a specified distance from the nest, as determined by the biologist, per MM BIO-5.1.

Draft SEIR, p. 66; DEIR, p. 3.3-21

- 8. Impacts on San Joaquin spearscale
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:

Prior to issuance of the first grading permit for all or a portion of the Staples Ranch site or the Stoneridge Drive bridges, the Alameda County Surplus Authority (ACSPA) shall permanently preserve a minimum of 1.77 acres of San Joaquin spearscale habitat in Alameda County, per MM S-BIO-1.

Draft SEIR, pp. 19-26, 65

- 9. Impact on riparian vegetation in the Arroyo Mocho
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:
 - Obtain a Streambed Alteration Agreement from the CDFG prior to any construction activities that may result in any disturbance to stream corridors, per MM BIO-6.1.
 - Erect exclusion fencing around the spearscale mitigation area on the north bank of the Arroyo Mocho, per MM BIO-6.2.
 - Replace the vegetation within the Arroyo Mocho that is removed during construction in accordance with a revegetation plan to be prepared, per MM BIO-6.3.

Draft SEIR, p. 66; DEIR, p. 3.3-22

- 10. Impact to State and the U.S waters
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:

Compensate for impacts to jurisdictional waters to ensure no net loss of habitat function and values, per MM BIO-7.1.

Draft SEIR, p. 66; DEIR, p. 3.3-24

- 11. Interference with the movement of native or migratory terrestrial wildlife
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less- than-significant level:
 - Minimize light spillover with devices that will direct lighting away from the Arroyo Mocho, per MM BIO-8.1.
 - Incorporate wildlife habitat into landscaping plans for community and neighborhood parks, per MM BIO-8.2.

DEIR, p. 3.3-25

- 12. Potential to conflict with the provisions of the City of Pleasanton tree preservation policies or ordinances
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:
 - Conduct a tree appraisal using a City-approved arborist prior to consideration of all PUD development plans, per MM BIO-9.1.
 - Provide tree replacement and submit a proposed tree preservation plan that indicates how the loss of affected heritage trees shall be mitigated and how heritage trees will be preserved, per MM BIO-9.2.

DEIR, p. 3.3-26

Hazards and Hazardous Materials

Findings Regarding Significant Impacts

Impacts relating to the accidental release of unknown hazardous materials

Finding. The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:

Prevent the disruption of on-site utilities by contacting the Underground Service Alert (USA), identifying the location of natural gas pipelines, and developing an emergency response plan prior to construction, per MM HZ-2.1.

Draft SEIR, pp. 66-67; DEIR, p. 3.4-16

- 13. Impacts from new hazards, associated with light and glare at the Staples Ranch site, to aircraft utilizing the Livermore Municipal Airport
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:

Implementation of Mitigation Measures VQ-3.1 through VQ-3.4 [see mitigation measures listed above for Aesthetics and Visual Resources, Impact 2 - Light and Glare], which would require preparation of a lighting plan for the Staples Ranch site, and would reduce the potential for safety impacts from light and glare at the Staples Ranch site.

Draft SEIR, pp. 59-60, 66-67; DEIR, p. 3-4-18

Hydrology and Water Quality

Findings Regarding Significant Impacts

Potential degradation of surface water quality from runoff during construction and operation of the project

- *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impacts to a less-than-significant level:
 - Implement a site-specific Water Quality Management Plan with targeted pollutant removal rates, per MM HY-1.1 in the MMRP.

Implement an Integrated Pest Management Plan and Pesticide Management Program to minimize the risk of pollutants associated with landscape establishment and maintenance practices in surface water runoff and infiltration to groundwater, per MM HY-1.2.

Draft SEIR, pp. 67-69; DEIR, p. 3.5-25

- 14. Potential to alter runoff characteristics, leading to more erosion
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:
 - Maintain the detention basin and performance goals covering system inspections, maintenance, technical training of staff, and funding mechanisms, per MM HY-3.1.

Draft SEIR, pp. 67-69; DEIR, p. 3.5-36

- 15. Construction of residences and structures within a FEMA 100-year flood hazard area
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impacts to a less-than-significant level:
 - Prior to construction, obtain flood hazard areas updates from FEMA (Conditional Letter of Map Revision), per MM HY-4.1.
 - Defer certificates of occupancy until implementation of the Livermore Flood Protection Improvements, as defined by the FEMA Conditional Letter of Map Revision (as part of El Charro Specific Plan), per MM HY-4.2.

Draft SEIR, p. 69; DEIR, p. 3.5-39

Land Use and Planning

Findings Regarding Significant Impacts

- 16. Potential to exceed the average density for commercial uses
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:

Provide additional amenities, such as enhancements to a neighborhood or community park, or an enhancement of trails in the Project Area, per MM LU-4.1.

Draft SEIR, p. 70; DEIR, p. 3.6-24

- 17. Potential to result in more complaints about the Livermore Airport aircraft operations
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:
 - Require continuing care community airport disclosures, deed riders, and noise complaint procedures, per MM LU-5.1
 - Require a deed rider or avigation easement on other development projects, per MM LU-5.2.
 - Require that deed riders/disclosures about the Livermore Municipal Airport be consistent with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353, per MM LU-5.1 and LU 5.2.

Draft SEIR, p. 70; DEIR, p. 3.6-26, and FOR, p. 4-11

Noise

Findings Regarding Significant Impacts

18. Noise levels for occupants of the Staples Ranch site in excess of standards established in the Pleasanton General Plan:

Finding.

- Provide exterior-to-interior noise reduction features for residential, retail, and commercial structures to meet City interior noise level standards of 45 dBA, per MM NO-1.1.
- Provide exterior-to-interior noise reduction features to meet single-event noise level standards (Lmax), below 50 dBA in all rooms where people will sleep and 55 dBA in all other habitable rooms, per MM NO-1.2.
- Provide exterior noise reduction features by I-580 to meet the City's exterior noise level standard of 60 Ldn at the senior continuing care community villas and outdoor recreation areas. Prior to approval of PUD plans, the

developer of the senior continuing care community shall submit a noise analysis prepared by a qualified acoustical consultant to the City that demonstrates, to the extent feasible, that all proposed outdoor recreation areas will meet the City's standard of 60 Ldn. Noise reduction features may include wrapping of the proposed soundwall by the western and eastern property lines, and an increase in the I-580 soundwall height to compensate for the decrease in berm height by the western boundary, per MM NO-1.3.

- In the community park, limit areas within the 65 CNEL contour to open space and trails. The use of trails shall be limited within the 65 CNEL contour, per MM NO-1.4.
- Limit noise levels from auto mall car wash stations to 60 dBA at the continuing care community facility. At the auto mall, all car washes shall be located and designed such that noise from the car washes, including the vacuuming areas, shall not exceed 60 dBA at any habitable structure, per MM NO-1.5.

Draft SEIR, pp. 70-73; DEIR, p. 3.7-21

- 19. Potential for groundborne vibration due to project construction activities
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:
 - Reduce potential pile driving vibration effects on nearby structures below the structural damage threshold. To mitigate potential pile-driving vibration impacts, a site-specific engineering assessment shall be completed under the supervision of a qualified vibration consultant to assure that there would be no potential for structural damage to nearby existing buildings, based on a vibration damage threshold for a peak particle velocity (PPV) of 0.20 inches per second. This plan shall be submitted for review and approval of the City Engineer prior to approval of the bridge plans to ensure that maximum feasible vibration reduction is achieved, per MM NO-2.1.
 - Notify neighbors within 300 feet of the bridge project construction area at least 30 days in advance of any piledriving activities about the estimated duration of the activity and prepare a list of measures to track and respond to

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complaints pertaining to bridge construction, per MM NO-2.2.

Draft SEIR, pp. 70-73; DEIR, p. 3.7-29

- 20. Potential for substantial temporary or periodic increase in ambient noise levels during project construction.
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impacts to a less-than-significant level:

Require project developers to implement construction best management practices to reduce construction noise, per MM NO-3.1.

Draft SEIR, pp. 70-73; DEIR, p. 3.7-29

- 21. Potential for significant increase in noise levels along Stoneridge Drive
 - *Finding.* The preferred project would result in significant noise impacts. The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP; however, even with implementation, the impact would remain significant and unavoidable. A statement of overriding considerations for this impact is made in the following section.

Repave Stoneridge Drive between Kamp Drive and Trevor Parkway with noise-attenuating pavement and replace the sound wall nearest the Stoneridge Drive bridge, per MM S-NO-1.1. Pave new portions of Stoneridge Drive with noise-attenuating pavement per MM NO-4.1.

The Project Sponsor will be responsible for the funding of the paving of the new portions of Stoneridge Drive and the construction of the sound wall. The Project Sponsor will also be responsible for the funding of repaving of Stoneridge Drive from Kamp Drive to Trevor Parkway to the maximum amount set forth in the Specific Plan Amendment (\$1.5 million for all off site traffic improvements). The City of Pleasanton will be responsible for any funding of off site improvements in excess of \$1.5 million.

Draft SEIR, pp. 70-76

Transportation and Traffic

Findings Regarding Significant Impacts

- 22. Increased traffic and unacceptable levels of service at four Pleasanton intersections
 - *Finding.* The City finds that the following mitigation measures identified for these four intersections are feasible and have been incorporated into the MMRP, thereby mitigating the impacts to a less-than-significant level:
 - Improve Hopyard Road at Owens Drive (#10), per MM TR-1.2.

[The improvements are included as projects in the City's Traffic Development Fee. The project developers and, to the extent so provided in the development agreement, the City of Pleasanton, shall pay traffic development fees to address this mitigation.]

 Improve Hopyard Road at Stoneridge Drive (#11), per MM TR-1.3.

[The proposed mitigations are a new turn lane and signal retiming. The improvements are included as projects in the City's Traffic Development Fee. The Project Developers and, to the extent so provided in the Development Agreement, the City of Pleasanton shall pay traffic development fees. The City of Pleasanton shall be responsible for signal retiming.] (Note that this mitigation is not needed during the time Stoneridge Drive is striped for one travel lane in each direction but is needed when Stoneridge Drive is striped for two travel lanes in each direction.)

 Improve Santa Rita Road at Stoneridge Drive (#32), per MM S-TR-2.1 and TR-1.3(a)

[The proposed mitigation includes restriping and the creation of new turn lanes. The Project Sponsor will fund this improvement to the maximum amount provided in the Specific Plan Amendment (\$1.5 million for all off site traffic improvements). The City of Pleasanton will be responsible for funding off site traffic improvements in excess of \$1.5 million.]

 Improve Santa Rita Road at Valley Avenue (#34), per MM TR-1.4. [The proposed mitigation is to construct a second westbound left turn and either widen a northbound right-turn lane or construct a third southbound left turn. These improvements are included as projects in the City's Traffic Development Fee. The project developers and, to the extent so provided in the development agreement, the City of Pleasanton shall pay traffic development fees to address this mitigation. The proposed mitigation is also signal retiming. The City of Pleasanton shall be responsible for the signal retiming.]

Draft SEIR, pp. 76-80; DEIR, pp. 3.9-35 3.9-36; FEIR 3-20,3-22

- 23. Increased traffic and unacceptable levels of service at two intersections (Fallon Road at Dublin Boulevard [in Dublin] and Murrieta Blvd. and East Jack London Blvd. [in Livermore]) not within Pleasanton
 - *Finding.* The City finds that the mitigation measures for the intersection of Fallon Road and Dublin Boulevard (in Dublin) and for the intersection of Murrieta Blvd. at East Jack London Blvd. (in Livermore) are feasible and have been incorporated into the MMRP. Because these impacts occur outside the City's jurisdiction, unless the intersection improvements are implemented by the governing jurisdiction where the intersections are located, the impact would remain significant and unavoidable. A statement of overriding considerations for this impact is made in the following section.
 - Improve Fallon Road at Dublin Boulevard (#56) per MM TR-2.1
 - Improve Murrieta Blvd. at East Jack London Blvd. (EC #13), per MM TR-2.2.
 - Seek an Interagency Cooperative Agreement to fund and complete traffic mitigation measures in other jurisdictions, per MM TR-2.3.

DEIR, pp. 3.9-28; 3.9-36

- 24. Potential to conflict with future expansion of I-580
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:

Maintain adequate I-580 frontage setbacks, based on current knowledge of Caltrans' plans to expand I-580 toward the project, as part of the PUD development plan process, per MM TR-5.1.

Draft SEIR, p. 80; DEIR, p. 3.9-40

- 25. Potential to result in inadequate emergency access
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:

Provide adequate emergency vehicle access consistent with the City of Pleasanton's Circulation Element, per MM TR-7.1.

Draft SEIR, p. 88; DEIR, p. 3.9-42

- 26. Conflicts with adopted policies, plans, or programs supporting alternative transportation
 - *Finding.* The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:
 - Provide acceptable bicycle and pedestrian access, per MM TR-9.1.
 - Provide adequate bus and paratransit access, per MM TR-9.2

Draft SEIR, p. 88; DEIR, p. 3.9-43

- 27. Potential to result in an increase in construction traffic that could impact existing Pleasanton neighborhoods
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:

Develop a construction access plan to be reviewed and approved by the City's Engineering Department, per MM TR-12.1.

Draft SEIR, p. 89; DEIR, p. 3.9-46

- 28. Potential to exceed standards established by the Alameda County Congestion Management Agency for designated roads or highways
 - *Finding.* The preferred project would result in significant conflicts with the Alameda County Congestion Management Agency standards. (Note that during the time that Stoneridge Drive is striped for one lane of traffic in each direction, there is no conflict with these standards; the conflicts arise only when Stoneridge Drive is striped for two lanes of traffic in each direction.) The City finds that the following mitigation measures are feasible and have been incorporated into the MMRP; however, even with implementation, the impact would remain significant and unavoidable. A statement of overriding considerations for this impact is made in the following section:

Payment of regional Tri-Valley Transportation Development Fees, per MM S-TR-4.1.

Draft SEIR, pp. 84-86

Water Supply

Findings Regarding Significant impacts

- 29. Potentially significant impact on the preferred project's demand for water
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:

Verify water supply prior to tentative map approval. The water supply verification must include documentation of historical water deliveries for the previous 20 years, as well as a description of reasonably foreseeable impacts of the preferred project on the availability of water resources in the region, per MM WS-1.1.

Draft SEIR, p. 89; DEIR, p. 3.10-22

Effects Found To Be Less Than Significant

Cultural Resources

Findings Regarding Impacts

1. Potential disturbance of unknown archaeological resources.

Finding. The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:

Each project developer and the Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric archaeology, per MM CR-1.

DEIR, p. 4-33, FEIR, p. 4-12

Geology, Soils, and Seismicity

Findings Regarding Impacts

- 2. Potential impacts from geoseismic risks and soil limitations.
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than-significant level:

The Project Sponsor shall submit a master geotechnical report for the entire Staples Ranch site.

All buildings shall be set back a minimum of 20 feet from the top of the arroyo bank, in case there is a seismically induced bank failure, per MM TR-2.1.

DEIR, p. 4-35

Utilities

Findings Regarding Impacts

- 3. Increased demand for water.
 - *Finding.* The City finds that the following mitigation measure is feasible and has been incorporated into the MMRP, thereby mitigating the impact to a less-than- significant level:

Irrigation plans shall incorporate low-flow irrigation head and/or drip irrigation with electric controllers set to water after 7:00 p.m. and before 10:00 a.m., and proper soil preparation for landscaped areas that includes a minimum of two inches of mulch and two inches of organic soil amendment, as recommended by a qualified landscape architect, per MM UT-1.

DEIR, p. 4-38

Cumulative Impacts

Findings Regarding Significant Impacts

- 1. Cumulative Aesthetics and Visual Quality impacts with the preferred project and other foreseeable development.
 - *Finding.* The City finds that there are no measures available to mitigate this impact. A statement of overriding considerations for this impact is made in the following section.

DEIR, p. 4-6

- 2. Cumulative Air Quality impacts with the preferred project and other foreseeable development.
 - *Finding.* The City finds that implementation of the project level mitigation would reduce cumulative impacts; however, this would not reduce cumulative impacts to less than significant. A statement of overriding considerations for this impact is made in the following section.

DEIR, p. 4-7

- 3. Cumulative Biological Resources impacts with the preferred project and other foreseeable development.
 - *Finding.* The City finds that implementation of project level mitigation would reduce cumulative impacts to less than significant.

DEIR, p. 4-9

- 4. Cumulative Hazards and Hazardous Materials impacts with the preferred project and other foreseeable development.
 - *Finding.* The City finds that implementation of project level mitigation would reduce cumulative impacts to less than significant.

DEIR, p. 4-11

- 5. Cumulative Hydrology and Water Quality impacts with the preferred project and other foreseeable development.
 - *Finding.* The City finds that implementation of project level mitigation would reduce cumulative impacts to less than significant.

DEIR, p. 4-12

- 6. Cumulative Noise impacts with the preferred project and other foreseeable development.
 - *Finding.* The City finds that implementation of the project level mitigation would reduce cumulative impacts; however, this would not reduce cumulative impacts to less than significant. A statement of overriding considerations for this impact is made in the following section.

Draft SEIR, pp. 45; DEIR, p. 4-15

- 7. Cumulative Transportation impacts with the preferred project and other foreseeable development.
 - *Finding.* The City finds that the following mitigation measures identified for these intersections are feasible and have been incorporated into the MMRP, thereby mitigating the cumulative impacts to a less-than significant level:
 - Improve Hopyard Road at Owens Drive (#10), per MM TR-1C.

[The improvements are included as projects in the City's Traffic Development Fee. The project developers and, to the extent so provided in the development agreement, the City of Pleasanton shall pay traffic development fees to address this mitigation.]

 Improve Hopyard Road at Stoneridge Drive (#11), per MM TR-2C.

[The improvements are included as projects in the City's Traffic Development Fee. The project developers and, to the extent so provided in the development agreement, the City of Pleasanton shall pay traffic development fees to address this mitigation.]

Santa Rita Road at I-580 Eastbound off Improve TR-3C. ramp/Pimlico Road (#26), per MM This improvement is not currently included in the City's Traffic Development Fee. The City's Traffic Development Fee is currently being updated and this improvement will be included in a new traffic fee study. Because it is anticipated that the fee update will be completed prior to the payment of fees by project developers, the payment of the revised Traffic Development Fee will mitigate this impact. If the City's Traffic Development Fee has not been updated when building permits for the preferred project are sought, the City will be responsible for this mitigation.

Improve West Las Positas at Stoneridge Drive (#30), per MM TR-4C.

[This improvement is not currently included in the City's Traffic Development Fee. The City's Traffic Development Fee is currently being updated and this improvement will be included in a new traffic fee study. Because it is anticipated that the fee update will be completed prior to the payment of fees by project developers, the payment of the revised Traffic Development Fee will mitigate this impact. If the City's Traffic Development Fee has not been updated when building permits for the preferred project are sought, the City will be responsible for this mitigation.]

 Improve Santa Rita Road at Valley Avenue (#34), per MM TR-5C.

[Mitigation measure TR-5C has been incorporated into mitigation measure TR-1.4 to reflect the full extension of Stoneridge Drive as part of the preferred project. Mitigation Measure TR-1.4 will therefore also reduce cumulative impacts to a less than significant level.]

• Improve El Charro at I-580 EB Off (#51), per MM TR-6C.

[This project is not included in the Phase 1 Interchange Improvements to be constructed by the City of Dublin. This improvement has been identified in the City of Livermore's El Charro Specific Plan EIR. As provided in the Cost Sharing Agreement dated September 4, 2007 between the Cities of Pleasanton and Livermore and the Surplus Property Authority of Alameda County, if the City of Livermore has not constructed the modification to the Caltrans 1-580/Fallon Road Interchange Modification (Project #04-257604) that is identified in this EIR, the City of Pleasanton will be responsible to construct the modification. With the construction of these improvements, this impact will be mitigated.]

- 8. Increased traffic and unacceptable levels of service at intersections not within Pleasanton.
 - *Finding.* The City finds that mitigation measures identified for three intersections, Dougherty Road at Dublin Boulevard (#D1), Fallon Road at Dublin Boulevard (#56) and Tassajara Road at Central Parkway (#60), are feasible but the City of Dublin has stated that the mitigation for the intersection at Dougherty Road and Dublin Boulevard is not feasible. The mitigation measures for Fallon Road and Dublin Boulevard and Tassajara Road and Central Parkway

have been incorporated into the MMRP. Because of the infeasibility of certain mitigation measures and/or unless the intersection improvements are implemented by the governing jurisdiction where the intersections are located, the impact would remain significant and unavoidable. A statement of overriding considerations for this impact is made in the following section. The feasible mitigation measures are:

- Improve Fallon Road at Dublin Boulevard (#56), per MM TR 8C.
- Improve Tassajara Road at Central Parkway (#60), per MM TR-9C.
- Seek an Interagency Cooperative Agreement to fund and complete traffic mitigation measures in other jurisdictions, per MM TR-11 C.

DEIR, p. 4-18 and FEIR, p. 3-69

- 9. Cumulatively considerable contribution to the significant cumulative impact of climate change.
 - *Finding.* The City finds that implementation of the project level mitigation would reduce cumulative impacts; however, this would not reduce the preferred project's contribution to this cumulative impact to less than significant. A statement of overriding considerations for this impact is made in the following section.

Draft SEIR, pp. 38-45, 63-65

STATEMENT OF OVERRIDING CONSIDERATIONS

The City has determined to approve the preferred project, the Four-Lane Concurrent Extension (with phasing modifications), because it provides greater social and economic benefits than the proposed project without creating significantly greater environmental impacts. This statement of overriding considerations presents the City's determination that the preferred project's broader public and environmental objectives outweigh the anticipated significant and unavoidable environmental impacts of the project, as identified in the CEQA Findings, the SEIR and the EIR.

Significant and Unavoidable Environmental Impacts of the Preferred Project

The CEQA Findings, the SEIR and EIR identify the following significant and unavoidable impacts of the preferred project:

- Aesthetics and Visual Quality as a result of conversion of the Staples Ranch site from undeveloped to developed land and the loss of the rural character of the Project Area.
- Air Quality as a result of emissions of ozone precursors (reactive organic gases and oxides of nitrogen) and particulate matter from mobile and stationary sources, above thresholds used by the Bay Area Air Quality Management District (BAAQMD).
- Climate Change the preferred project would result in a cumulatively considerable and unavoidable contribution to the significant cumulative impact of climate change.
- Noise under the noise significance threshold of the Pleasanton General Plan 2005-2025, this impact remains a significant and unavoidable impact under project conditions and a considerable and unavoidable impact under cumulative conditions.
- Traffic as a result of increased project trips at two study area intersections outside the jurisdiction of Pleasanton under project conditions, and two intersections outside the jurisdiction of Pleasanton under cumulative conditions, this impact remains significant if the other jurisdictions decide not to implement the proposed mitigation measures. In addition, under cumulative conditions, there is a significant impact at the intersection of Dublin Boulevard at Dougherty Road (#D1), also outside the jurisdiction of the City of Pleasanton; the City of Dublin has stated, however, that the mitigation for this intersection is infeasible. Also, under project conditions, during the time Stoneridge Drive is striped one lane in each direction, the preferred project will not exceed any Alameda County Congestion Management Agency's standards for arterial roadway segments. Once, however, Stoneridge Drive is striped for two lanes in each direction, the preferred project would exceed the Alameda County's

Congestion Management Agency's standards for several arterial roadway segments, although it would also improve four arterial roadway segments that currently are failing.

Required Statement of Overriding Considerations

The City will mitigate the impacts described above to the extent feasible (see previous section). However, these measures will not reduce the above impacts to less-than significant levels.

The City has examined reasonable project alternatives, including the proposed project. The City has found that the proposed project, the Existing Specific Plan Alternative, the No Project Alternative and the Open Space Alternative would not achieve the core project objectives and/or would not significantly reduce the significant and unavoidable impacts identified for the preferred project and/or be consistent with City planning policies and goals. Each alternative has been discussed above.

The City has determined to approve the preferred project. In preparing this statement of overriding considerations, the City has balanced the benefits of the preferred project against its unavoidable environmental impacts. Although implementation of the preferred project would result in significant and unavoidable impacts related to the loss of the rural character of the project, air emissions above the thresholds used by the BAAQMD, climate change, noise, and increased traffic congestion at intersections outside Pleasanton, the City finds that the benefits of the project to the community are overriding considerations when weighed against the environmental impacts listed above. Adoption of the preferred project will allow the following community goals to be achieved, and, thus, the City finds that the potential benefits outweigh the environmental risks of the preferred project:

- 1. Retain existing auto sales businesses within the City of Pleasanton by providing a large, convenient and highly visible site for an auto mall that will facilitate newer and larger facilities necessary to meet automobile franchise requirements.
- 2. Provide a site for a senior continuing care community that will help meet Pleasanton's and the surrounding community's expanding need for senior housing and living opportunities, while providing a buffer between the adjacent existing residential neighborhoods to the west and the planned auto mall to the east.
- 3. Provide a convenient, flexible, and efficient location for additional commercial development that can take advantage of excellent freeway access and the developing El Charro Road commercial corridor.
- 4. Provide a 17-acre community park site with an ice center to the City that may be used for a variety of active and/or passive recreational uses, may offer multiple potential access points, and takes advantage of the adjacent Arroyo Mocho, which offers opportunities for regional trail connections and passive nature-based recreation.

- 5. Provide a 5-acre neighborhood park that offers both recreational opportunities and on-site stormwater detention to meet State and local hydro-modification requirements.
- 6. Develop a circulation system that provides convenient vehicular, bicycle, and pedestrian access to and through the Staples Ranch site, in substantial conformance with the General Plan, without adversely affecting existing residential neighborhoods in the City.
- 7. Design landscaping to create an attractive eastern entrance to the City, enhance the pedestrian environment, provide buffers between potentially incompatible land uses, and provide on-site stormwater treatment to reduce environmental impacts.
- 8. A City sales tax revenue increase when visitors come from out of town to ice center special events and do business at local hotels, stores, and restaurants.
- 9. Retail sales tax dollars would be generated by the ice center restaurant and retail shop.
- 10. The ice center developer has offered to contribute to and construct a substantial share of the remainder of the 17 acre Community Park.
- 11. Social benefits resulting from the preferred project would include the introduction of many activities to the community relating to heath, education, recreation, family life, and special needs provided by a variety of ice skating activities, including:
 - Public skating sessions
 - Public school physical education classes and possible future competitive team practices and games
 - City Park and Recreation Department programs
 - Private class skating lessons
 - Youth and adult hockey practices and games for men, women, boys, and girls
 - Figure skating
 - Speed skating
 - Curling
 - Synchronized skating
 - Ice dancing

- Olympic level figure skating instruction and practice
- Approximately six annual weekend special events such as hockey tournaments and figure skating competitions
- Special needs programs for physically and developmentally disabled children
- Disabled hockey program providing sled hockey for disabled persons
- Lessons and programs for community organizations
- Birthday and company parties
- Ice reservation booking priority and Pleasanton resident discount fees (similar to the City's Callippe Preserve Golf Course offerings currently extended by the City to Pleasanton residents)

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STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT

Mitgation Measures/Improvement Measures Nation ing Action Responsibility status Tining Signature <i>VQ3 1 Prepure Lighting</i> Plan, All exteriol lighting shall be dreened developer shall selenced in all lighting splan, and incide drawings and/or manufacturer's specification sheets showing the size and types of light fixtures proposed for the exterior areas, including exterior concerptual lighting splan, including conceptual light fixtures and their locations, here be allowed in the fixed of the control and the incomparate where ver- possible. Maneada Cually AcLIC, and to the FAA firequested by the FAA, proor to Panaeda Cually AcLIC, and to the FAA firequested by the FAA, proor to Panaeda Cually AcLIC, and to the FAA firequested by the FAA, proor to Panaeda Cually AcLIC, and to the FAA firequested possible. Measure of a building permit. Signature provide firequested by the FAA proor to all incomparate where ver possible. Measure of the community imparate where ver possible. Measure of the saurance of a building permit. Signature and if requested to the proval. Signature to Almeada Cuary ALIC, and to the FAA proval permit by proval. Signature to Almeada Cuary ALIC, and to the FAA proval permit by proval. Signature and if requested to Cuary ALIC, and if requested to Cuary ALIC, and to the fixed to compare and proval. Time to Almeada Cuary ALIC, and firequested to Cuary ALIC, and firequested to Cuary ALIC, and to the incomparate where ver possible. Measure of the number minimizer impus the operation there. Signature to Approval to Cuary ALIC, and fired to all do the fired to compare and the proval of final plans. City of Plans. Ci	MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	(LES KANCH EKOJE) (ust 24, 2010]	C 1		
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Cuty of F reasonBuilding and Safetyoccupancy.Division.Division.Verify inclusion of lighting system designsApproval of final plans: City of plans: City of 			Field inspections:	Field inspections:	
Verify inclusion of lighting system designsApproval of final plans: City of Pleasanton PlanningApproval of final plans: Prior to the issuance of a			City of Pleasanton Building and Safety Division.	occupancy.	
innite allower of the second and the second s	2-3.2 Design Lighting System of the Auto Mall to Minimize Light and lare Impacts. The project developer for the auto mall shall design obting systems to provide appropriate light illumination for the proposed	Verify inclusion of lighting system designs that minimize light and	Approval of final plans: City of Pleasanton Planning	Approval of final plans: Prior to the issuance of a	Signature

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE ,ust 24, 2010]	CT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{1,ii,iii,iv}	Timing	Date Completed/ Signature
auto mall and protect surrounding uses from spillover light and glare by	glare in construction plans and	Division.	building permit.	Title
a. Prior to the issuance of a building permit, a lighting plan for the	specifications; field inspections.	Implementation: Project Developer for the auto mall.		Date
auto mall that includes specifications for pylon signs, monument signs and exterior lighting shall be submitted for review and approval by the Community Development Director. The plan shall include a photometric diagram, prepared by a certified		Field inspections: City of Pleasanton Building and Safety Division.	Field inspections: Prior to occupancy.	
lighting professional, showing predicted maintained lighting levels produced by the proposed lighting fixture facilities that achieve the following during hours of operation at the auto mall:				
i. The first row of light standards shall not exceed a foot- candle level of 50.0 by the northern boundary and 35.0 by				
the eastern and southern boundaries as measured at ground level. The foot-candle level for the remainder of the auto				
mall shall not exceed 10.0 foot-candles as measured at ground level, except:				
• In designated display areas near each dealership where merchandise is presented to customers, the foot-candle				
and				
 At the senior continuing care community, foot-candle spill over from the auto mall shall not exceed 1.0 foot- candle at ground level. 				
 Lighting fixtures for automobile sales and services shall not exceed 25 feet in height, for ground-mounted poles, and up to 10 feet in height for roof ton parking 				

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJEC	T		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{LiLiLiV}	Timing	Date Completed/ Signature
 iii. Lighting fixtures for parking and security purposes within the auto mall that are adjacent to the senior continuing care community shall not exceed 14 feet in height to reduce spill light directly on to the residences at the community. 				
The location of the designated display areas shall be submitted for review and approval with the PUD development plan. During non-operational evening hours at the auto mall, all exterior parking lot lighting levels shall be designed such that they do not exceed 10 foot-candles.				
<i>VQ-3.3 Commercial Lighting Operations</i> . At the auto mall and the retail center site, and in all buildings without residents at the senior continuing care community, all interior lighting shall be turned off during non-operational evening hours, with the exception of lighting needed for security reasons.	Verify that all buildings turn off interior lighting during non-operational hours; field inspections.	Implementation: Project Developers. Field inspections: City of Pleasanton Community Development Department.	Implementation: On-going during operation. Field inspections: Immediately if receive complaint of non-complaince or have reason to believe implementation is not occurring.	Signature Title Date
VQ-3.4 Lighting Plan and Specifications for the Community and Neighborhood Parks. The project developers for the subject parks shall submit a lighting plan for all proposed athletic facilities. The plan shall be reviewed and approval by the Community Development Director, and shall be prepared by a certified lighting professional. It shall include a photometric diagram showing the predicted maintained lighting levels in foot-candles, produced by the proposed lighting fixtures. The lighting	Verify inclusion of lighting plan and specification for parks in construction plans and specifications; field inspections.	Approval of final plans: City of Pleasanton Planning Division. Implementation: Project Developer for the athletic facilities.	Approval of final plans: Prior to construction of any lighted facilities.	Signature Title Date
plan shall be designed to minimize light and glare to area residents and motorists. Athletic fields and tennis court lighting systems shall protect		Field inspections: City of Pleasanton	Field inspections: Prior to	

STONERID MITIGATI	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE just 24, 2010]	СТ		
Mitigation M	Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
surrounding u following guid	surrounding uses from spillover light and glare by incorporating the following guidelines and specifications into the construction documents:		Building and Safety Division.	occupancy.	
•	No more that 1.0 foot-candles of spillover light from recreation facilities shall be allowed to fall onto existing				
	residential properties or onto the senior continuing care				
•	Lighting components shall be selected and located as				
	necessary to complement the particular type of recreation facility that is being lit, and shall satisfy the required				
	illumination level for the particular type of sport.				
•	Proposed athletic fields, tennis courts, or other recreation				
	or neighborhood park site shall employ lighting fixtures that			·	
	have been designed and demonstrated to reduce spillover				
	light, whether by virtue of their optics, the arrangement of "hafflee" and/or their mounting heights above the field or				
	court surface.				
•	Emphasis shall be placed on selecting lighting fixtures that				
	roughly approximate a natural color rendition, such as Metal				
	Halide (as opposed to High-pressure Sodium). Where				
	may also be installed in associated service buildings, or for				
	security or pathway lighting.				
•	During evening hours, park recreational activity lighting				
	purposes.	-			

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJEC gust 24, 2010]	ĊT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{likillav}	Timing	Date Completed/ Signature
Air Quality				
AQ-2.1 Implement construction dust measures. The proposed project shall be required to implement the following mitigation measures during	Verify inclusion of dust control measures in construction plans and	Verification of inclusion of control measures: City of	Verification of inclusion of control measures:	Signature
all construction phases to reduce impacts associated with construction dust to the extent feasible, as determined by the City Engineer. These	specifications; field inspections.	Pleasanton Building and Safety Division	Prior to issuance of a grading or	Title
measures shall be incorporated into the construction documents describing procedures and specifications for contractors to follow.		and/or Engineering Division.	construction permit.	Date
 Water all active construction areas at least twice daily. Cover all trucks hauling soil sand, and other loose materials 		Implementation: Each Project Developer for its PUID site and		
to or from the Project Area or require all trucks to maintain		related construction		
 Pave. apply water three times daily. or apply (non-toxic) soil 		constructed by it per		
stabilizers on all unpaved access roads, parking areas and		approval, the		
staging areas at construction sites.		Stoneridge Drive Specific Plan		
parking areas and staging areas at construction sites.		Amendment, and/or the Development		
 Sweep streets daily (with water sweepers) if visible soil 		Agreement; Project		
		Sponsor for the		
construction areas (previously graded areas inactive for ten		construction activities		
days or more).		per the Stoneridge		
 Enclose, cover, water twice daily or apply (non-toxic) soil hindow to owner of stochastic (data and stochastic) 		Drive Specific Plan		
 Limit traffic speeds on unpaved roads to 15 mph. 		Development		
		Agreement.		
silt runoff to public roadways.		Field inspections:	Field inspections:	
• Replant vegetation in disturbed areas as quickly as possible.		City of Pleasanton	On-going during	
Principality of the Structure Structure Structure				

		Implementation:	500 feet of I-580; verify	<i>I-580.</i> If Caltrans' widening plans have not been adopted by the time the
Signature Title	Verification: Prior to PUD approval.	Verification: City of Pleasanton Planning Division.	Verify that a health risk assessment was conducted for residential units within	AQ-5.1 Conduct a health risk assessment for proposed residential units within 500 feet of the closest ultimate travel lane adjacent to the Staples Ranch site assumed under Caltrans' ultimate freeway expansion plans for
				 b. A plan for reducing stationary sources shall be prepared for approval by City staff. The plan shall include measures such as but not limited to incorporating energy-saving appliances for heating and air conditioning units and energy efficient lighting. The plan shall include measures (to the extent feasible) that exceed the requirements of the City's Green Building Ordinance.
	or non-compliance or have reason to believe implementation is not occurring.			reducing measures could include but are not limited to providing shuttle services to and from the auto mall and commercial development, utilizing less polluting shuttles at the senior continuing care community, and/or using less polluting loaner cars at the proposed auto mall.
	Field inspections: Immediately if receive complaint	Field inspections: City of Pleasanton Planning Division.	inspections.	a. A transportation system management program shall be prepared to reduce to the extent feasible mobile source emissions from the proposed uses. Mobile source emission
Signature Title Date	Verification: Prior to PUD approval.	Verification: City of Pleasanton Planning Division. Implementation: Project Developers.	Verify inclusion of measures to reduce operational air emissions in construction plans and specifications; field	AQ-3.1 Develop and implement plan to reduce operational air emissions. Prior to PUD approval, the project developers shall be required to demonstrate to the City of Pleasanton that both mobile and stationary measures have been included to reduce operational emissions resulting from development on the Project Area to the maximum extent practicable.
		Division.		 feasible when instantaneous wind gusts exceed 25 mph. Limit, to the extent feasible, the number of areas adjacent to residences subject to excavation, grading and other construction activity at any one time.
Date Completed/ Signature	Timing	Responsibility ^{t,i,iii,av}	Monitoring Action	Mitigation Measures/Improvement Measures
		T	PLES RANCH PROJE(just 24, 2010]	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]

MITIGATION MONITORING AND REPORTING PLAN (August 24, 2010)	יר ביז, בטוט]			
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv,iv}	Timing	Date Completed/ Signature
health risk assessment is conducted, conduct a health risk assessment for residential units within 500 feet of the closest ultimate travel lane adjacent not the Staples Ranch site assuming the closest edge of the closest travel find	inclusion of any recommended measures, such as filtration systems; field	Project Developer for the senior continuing care community.		Date
	inspections.	Field inspections: City of Pleasanton Building and Safety Division.	Field inspections: Prior to occupancy.	
consultant that shall demonstrate that proposed residential uses within 500 feet of I-580 on the Staples Ranch site would not be significantly exposed				
to diesel particulate matter. Typically the minimum level of significance provided by the BAAQMD for stationary sources is a cancer risk of 10 in				
a million. However, risks from mobile sources are often acceptable at higher levels, and therefore the significance thresholds would be				
established by the HRA in consultation with the City. The HRA shall take				
into consideration the ultimate widening of I-580, and will assume that the closest travel lane by the Staples Ranch site will shift south by 32 feet. if				
Caltrans has not adopted its plans by the time the health risk assessment is				
conducted. If residents are proposed for areas where exposure could exceed the established threshold, then the HRA shall make				
recommendations for reducing exposure to on-site residents.				
Recommendations could include increasing the distance between residents				_
and the freeway, modification to the location and height of intakes to the ventilation system, and/or the addition of HEPA or other air filtration				_
Biological Resources				
BIO-2.1 Conduct preconstruction surveys for CRLF. To avoid and minimize impact to the CRLF, prior to bridge construction or activities	Verify that a preconstruction survey for California red	Contracting of qualified biologist for survey; notification to	Survey construction area: No more than 48	Signature

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	S RANCH PROJEC 24, 2010]	T		
Mitigation Measures/Improvement Measures M	Monitoring Action	ResponsibilityLiEAUJV	Timing	Date Completed/ Signature
the Project Sponsor to conduct pre-construction clearance surveys in the construction area for the CRLF no more than 48 hours before construction (U activities begin. If no CRLF are determined to be in the impact area, then for during any construction activities within suitable habitat, construction shall cease and the USFWS shall be notified immediately. Before construction activities can restart, the CRLF shall be removed by a USFWS/CDFG-approved biologist and relocated to nearby suitable aquatic habitat.	notification of US Fish and Wildlife Service (USFWS) if CRLF found; removal of CRLF by a qualified biologist if CRLF found; field inspections.	Engineering Division if CRLF found; contracting of qualified biologist for removal of CRLF if CRLF found; ceasing construction: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnotes #5 and #6 apply. ^{vi}	construction or activities within the Arroyo Mocho channel, or its riparian vegetation. Notification to USFWS and City of Pleasanton Engineering Division if CRLF found during construction: Immediately. Ceasing construction if CRLF found during construction: Immediately.	Date
		Review of qualifications of biologist and review of survey: City of Pleasanton Engineering Division. Field inspections if CRLF found: City of Pleasanton Engineering Division.	during construction: Immediately. Review of qualifications of biologist and survey: Prior to construction. Field inspections: On-going during construction.	
BIO-2.2 Implement ground disturbance restrictions associated with v construction near the Arroyo Mocho. To minimize disturbance to of	Verify implementation of ground disturbance	Implementation; Project Sponsor for	On-going during construction.	Signature

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,iI,JII,IV}	Timing	Date Completed/ Signature
dispersing or foraging CRLF, all construction activities within 100 feet of Arroyo Mocho aquatic habitats, including construction of the Stoneridge Drive bridge, shall be conducted during the dry season, between May 1 and October 15, or before the onset of the rainy season, whichever occurs first unless exclusion fencing is utilized. Construction that commences in the dry season may continue into the rainy season if exclusion fencing is placed between the construction site and Arroyo Mocho to keep the frog	restrictions during construction; field inspections.	the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the Development Agreement.		Title Date
from entering the construction area.		Endnotes #5 and #6 apply.		
		Field inspections: City of Pleasanton Engineering Division.		
<i>BIO-2.3 Conduct construction monitoring for CRLF</i> . If preconstruction surveys identify CRLF in the Arroyo Mocho channel within the Project Area, the Project Sponsor shall retain a qualified biologist to monitor for the presence of CRIF in the active construction area within Arroyo	If monitoring is required, verify monitoring for the presence of CRLF	Contracting of qualified biologist for monitoring; ceasing construction and	Contracting of qualified biologist for monitoring and reviewing biologist's	Signature Title
Mocho channel. If individual CRLF could be directly affected by project construction, then these activities shall cease and the USFWS shall be	cease construction and notify USFWS if monitor finds that	City of Pleasanton Engineering Division if CRLF monitor finds	qualifications: Prior to construction	Date
USFWS, and mitigation measures will be developed through the	affected by project	directly affected by	Ceasing	
shall implement mitigation measures that are recommended by the	notification of and consultation with	consultation with USFWS, if required	construction and notify USFWS	
species.	USFWS, if required by USFWS, if CRLF	by USFWS, if CRLF monitor finds that	and City of Pleasanton	
	monitor finds that CRLF could be directly	CRLF could be directly affected by	Engineering Division if CRLF	
	affected by project	project construction,	monitor finds that	
	implementation of	measures	directly affected	
	mitigation measures	recommended by	by project	

		apply. Review of qualifications of biologist: City of Pleasanton Engineering Division.	by project construction: As recommended by USFWS.	
BIO-2.4 Conduct WEAP training. The Project Sponsor shall conduct Worker Environmental Automation Decome (WEAD) training for	Verify that WEAP training of construction	Field inspections: City of Pleasanton Engineering Division. Verification: The City of Pleasanton	Field inspections: On-going during construction. Prior to construction	Signature
construction crews (primarily crew and construction foreman) before construction activities within the arroyo begin. The WEAP shall include a brief review of the special status species and other sensitive resources that could occur in the construction area (including their life history and habitat requirements and the portions of the Project Area where they may		Endnotes #5 and #6 apply. Implementation:	the arroyo.	Title Date
be found) and their legal status and protection. <i>S-BIO-1.1 Preserve off-site San Joaquin spearscale habitat.</i> Prior to issuance of the first grading permit for all or a portion of the Staples	Verify that off-site habitat has been permanently preserved.	Purchase of credits from Springtown Preserve or	Purchase credits or record conservation	Signature
	permanenny preserven.		COTTON A GUOTI	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{I,ii,iiI,iv}	Timing	Date Completed/ Signature
Ranch Site or the Stoneridge Drive Bridge, the Alameda County Surplus Property Authority (ACSPA) shall permanently preserve a minimum of 1.77 acres of San Joaquin spearscale habitat in Alameda County by either purchasing 1.77 acres worth of credits from the Springtown Natural Community Preserve in the City of Livermore or by permanently protecting 1.77 acres of other spearscale habitat in Alameda County through the use of a conservation easement or other similar method.		preservation of other habitat through a conservation easement: ACSPA Review of credits or conservation easements: City of Pleasanton Engineering Division.	easement: Prior to issuance of first grading permit. Field inspections: Prior to commencement of grading.	Title Date
<i>BIO-4.1 Conduct Preconstruction Surveys for Western Pond Turtle.</i> A preconstruction survey for western pond turtle shall be conducted by a qualified biologist three days prior to the onset of bridge construction or activities in the arroyo. The survey area shall be within the arroyo channel and shall encompass all areas within at least 100 feet of the proposed area to be affected. If any western pond turtles are encountered during any project activities, construction shall cease until the turtle leaves the area or is removed by a qualified biologist and relocated to nearby suitable aquatic habitats. If no western pond turtles are found, then no further mitigation would be necessary.	Verify that a preconstruction survey for western pond turtle was conducted; removal of western pond turtle found; field inspections.	Contracting of qualified biologist for survey; notification to City of Pleasanton Engineering Division if western pond turtle found; contracting of qualified biologist for removal of western pond turtle if western pond turtle found; ceasing construction if western pond turtle found during construction: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnotes #5 and #6 apply.	Survey construction area: Within 3 days prior to bridge construction or activities within the Arroyo Mocho channel, or its riparian vegetation. Notification to City of Pleasanton Engineering Division if western pond turtle found during construction if western pond turtle found during construction if western pond turtle found during construction:	Signature Title Date

	prior to die		DIDIOBISI, ICVICW ICPUIT	
Signature	For activities between February 15 and August 15:	Contracting of qualified biologist: Each Project	If nesting bird survey required, review qualifications of	BIO-5.1 Conduct nesting bird surveys. Prior to the beginning of tree removal or mass grading, between February 15 and August 15, including grading for maior infrastructure improvements, an avian nesting survey
		Field inspections: City of Pleasanton Engineering Division.		
		Endnotes #5 and #6 apply.		
		potential pedestrian/bike bridge, City of Pleasanton.		
Date	western poud turtles are present.	Implementation: Project Sponsor; for	inspections.	Mocho to prevent turtles from entering the site.
Signature	Prior to construction activities if	Verification: City of Pleasanton Engineering Division.	Verify that if western pond turtles are present exclusion fencing is	BIO-4.2 Provide Exclusion Fencing for Western Pond Turtle. If western pond turtles are determined to be present in the Arroyo Mocho, exclusion fencing shall be erected around active construction zones near the Arroyo
	Field inspections: On-going during construction.	Field inspections if western pond turtle found: City of Pleasanton Engineering Division.		
	survey: Prior to construction.	of survey: City of Pleasanton Engineering Division.		
	Review of qualifications of biologist and	Review of qualifications of biologist and review		
	Immediately.			
Date Completed/ Signature	Timing	Responsibility ^{Litatiav}	Monitoring Action	Mitigation Measures/Improvement Measures
		T	PLES RANCH PROJEC just 24, 2010]	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]

earthmoving activity. The survey shall be conducted by a qualified biologist, as determined by the City, and occur no more than 21 days priorof survey by biologist; field inspections.site and related construction activities to be constructed by it per PUD conditions of approval, thebeginning of tree removal or massDatebiologist, as determined by the City, and occur no more than 21 days priorfield inspections. to be constructed by it per PUD conditions of approval, thesite and related construction activities grading, including infrastructurebeginning of tree Tate
ccies or raptor nests are found ction activities shall be delayed surrounding active raptor nests rounding nests of other special- fledged. This buffer zone shall . The appropriate buffer can be i qualified biologists and the shall be taken without CDFG cycle shall be determined by a termined by the City. ghly visible temporary sturbance (e.g., heavy equipment se of cranes or draglines, new related activities that could cause all be initiated within the

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010] Mitigation Measures/Improvement Measures Monitoring Action BIO-6 1 Obtain Streambed Alteration Agreement. The Project Sponsor or project developer shall obtain a Section 1600 Streambed Alteration Agreement from the CDFG prior to any construction activities that may regetation. Specific mitigation measures shall be developed during consultation with the CDFG, but may include measures such as diverting stream flow around the construction site, using bridges instead of culverts, erosion control and bank stabilization measures, and restoring stream corridor habitat damaged from project construction. Verify that exclusion BIO-6.2 Erect exclusion fencing around spearscale mitigation area. Prior Verify that exclusion Integration area	PLES RANCH PROJE gust 24, 2010] Monitoring Action Verify that a Section 1600 Streambed Alteration Agreement was obtained from the CDFG. Verify that exclusion fencing is erected	CT Responsibility ^{1,11,111,111,11} Field inspections: City of Pleasanton Building and Safety Division or Engineering Division. Verification: City of Pleasanton Community Development Department. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnotes #5 and #6 apply. Verification:	Timing Prior to any construction activities that may result in any disturbance to stream corridors, including riparian vegetation. Prior to construction along	Date Completed/ Signature Title Date
		Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnotes #5 and #6 apply. Field inspections: City of Pleasanton Engineering Division.	Prior to construction along the banks of the Arroyo Mocho.	Signature Title Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
BIO-6.3 Replace removed vegetation. Prior to any construction in or	Verify that removed	Contracting of	Prior to any construction in or	Sionafure
adjacent to the Arroyo Mocho or its riparian vegetation, the project	a 1:1 ratio and a	Project Sponsor; for	adjacent to the	C.Brann C
developer shall hire a qualified biologist to survey all of the existing	revegetation plan by a	potential	Arroyo Mocho or	Title
construction. Vegetation within the Arroyo Mocho that is removed for the	qualified biologist is completed; field	City of Pleasanton.	us uparian vegetation.	Date
construction of the proposed bridge shall be replaced with similar	inspections.	Estates #A and #A		
vegetation at a 1:1 ratio once construction activities are complete.		apply. πJ and πJ		
Planting shall be done under the supervision of a qualified botanist or				
biologist. This measure may be implemented through a Streambed		Review of		
Alteration Agreement or other regulatory mechanism to the satisfaction of		biologist: City of		
a The details and procedures required to premare the		Pleasanton Engineering Division.		
restoration site for planting (i.e., grading, soil preparations,		Field inspections: City		
soil stocking, etc.).		of Pleasanton Engineering Division.		
b. The methods and procedures for the installation of the plant materials.				
c. Guidelines for the maintenance of the mitigation site during the establishment phase of the plantings. The maintenance	<u> </u>			
program shall contain guidelines for the control of nonnative plant species and the replacement of plant species that have failed to recolonize.				
d. The revegetation plan shall provide for monitoring to evaluate the growth of the developing habitat and/or vegetation. Specific goals for the restored habitat shall be				
similar habitats and plants (e.g., density, cover, species composition, structural development).				

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Mitigation Measures/Improvement Measures Monito	Monitoring Action	Responsibility ^{J,H,III,IV}	Timing	Date Completed/ Signature
e. Contingency plans and appropriate remedial measures shall also be outlined in the revegetation plan should the plantings fail to meet designated success criteria and planting goals.				
<i>BIO-7.1 Provide compensation for impacts to jurisdictional waters.</i> If the Corps or SFRWQCB requires mitigation for impacts to waters of the U.S. or state associated with construction of the Stoneridge Drive bridge, then the Project Sponsor shall compensate for the loss of the affected area to ensure no net loss of habitat function and values occurs. Compensation shall be provided at a minimum of 1:1 ratio; however, the actual ratio SFRWQCB during the permitting process. SFRWQCB during the permitting process.	Verify that the US Army Corps of Engineers (Corps), California Department of Fish and Game (CDFG), and/or San Francisco Regional Water Quality Control Board (SFRWQCB) are consulted and affected habitat is compensated at a ratio determined during the consultation; field inspections.	Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnotes #5 and #6 apply. Field inspections: City of Pleasanton Engineering Division.	Prior to construction activities.	Signature Title Date
BIO-8.1 Minimize lighting spillover. All outdoor lighting shall be equipped with devices that will direct lighting away from the Arroyo Mocho and outdoor lighting within 200 feet of the centerline of the arroyo shall be of the minimum wattage required for the particular use and shall be shielded and directed away from the corridor to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive habitat.Verify that al lighting is dir away from th Mocho; field inspections.	Verify that all outdoor lighting is directed away from the Arroyo Mocho; field inspections.	Verification: City of Pleasanton Community Development Department. Each Project Developer for its PUD site within 200 feet of Arroyo centerline; Project Sponsor for the bridge and all other construction activities to be	Verification: Prior to the issuance of a building permit.	Signature Title Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{l,ii,iii,iv}	Timing	Date Completed/ Signature
		constructed by it within 200 feet of the Arroyo centerline per the Stoneridge Drive Specific Plan Amendment and the Development Agreement.		
		Endnotes #5 and #6 apply.		
		Field inspections: City of Pleasanton Engineering Division or the Building and Safety Division.	Field inspections: During construction.	
BIO-8.2 Incorporate wildlife habitat into landscaping plans for community and neighborhood park. Landscape plans for the community and neighborhood parks shall consider wildlife by providing cover, food,	Verify inclusion of wildlife habitat features in landscape plans and specifications; field	Verification: City of Pleasanton Planning Division.	Verification: Prior to the issuance of a building permit.	Signature
and water for wildlife where appropriate.	inspections.	Implementation: Project Developer for the Community and Neighborhood Parks.		Date
		Endnote #6 applies.		
		Field inspections: City of Pleasanton Engineering Division.	Field inspections: During construction.	

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Mitigation Measures/Improvement Measures Mi	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
<i>BIO-9.1 Conduct tree appraisal.</i> Prior to Planned Unit Development we approval, each project developer shall submit a tree report to the City, using a City-approved arborist. The tree report shall include an appraisal of the condition and replacement value of all trees affected by the development which are required to be removed as a result of the development, in accordance with the current edition of the "Guide for Plant Appraisal" under the auspices of the International Society of Arboriculture.	Verify that a tree report was conducted using a City-approved arborist.	Verification: City of Pleasanton Planning Division. Contracting of City- approved arborist: Project Developers.	Prior to Planned Unit Development approval.	Signature Title Date
<i>BIO-9.2 Provide tree replacement.</i> Prior to Planned Unit Development approval, each project developer shall submit to the City a proposed tree preservation Ordinance, indicating how the loss of affected heritage trees will be mitigated. Mitigation measures may include providing additional trees on site, above and beyond what would normally be required by the City; paying the value of the trees proposed to be removed into the City's Urban Forestry Fund; or some combination of both.	Verify that tree preservation plan was prepared and appropriate mitigation is implemented; field inspections.	Verification of submittal: City of Pleasanton Planning. Implementation: Project Developers. Field inspections: City of Pleasanton Planning Division and Building and Safety Division.	Verification of submittal: Prior to Planned Unit Development approval. Implementation: Prior to occupancy.	Signature Title Date

Niligation Measures/Improvement Measures Monitoring Action Responsibility Mather Thining Date Completed' Signature Hazards and Hazardous Materials Hazards and Hazardous Materials Verify that the project developer shall contain the project developer(s) and imprement the following measures: report for to mitations of any on-site construction activities, the project developer shall contain the Utaterground Service Ater (USA) whose purpose is to receive planned exervition the project developer shall contain the at the construction exervition attribute to mark the events of CSA who may have underground facilities at the construction is so that they may be worked during project construction activities within 50 feer of the FG&E g as line, the project owned the VG&E g as line, the project owned shall be and the construction is so that they may be worked during project construction activities within 50 feer of the FG&E g as line, the project construction activities within 50 feer of the FG&E g as line, the project construction attribute working of demactate the construction is so that they may be worked during as bring the project construction attribute within 50 feer of the FG&E g as line, the project construction is and attribute and demactate Field magertions. Clay and Safety Division. Signature and Safety Division. Signature activities. b Frior to construction activities with 50 feer of the FG&E g as line, the project construction activities and the construction activities with failentify and demactate Field magertions. Clay activities and share the project operativities and the construction is and the project operative the project operative the project operative the project operative themagerties of the for the project operative the proj	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJEC 1st 24, 2010]	CT		
tites: The project developer(s) Verify that the Underground Service Verifaction: City of Prior to Underground Service Prior to Underground Service Prior to Pleasanton Building construction set the Underground Service Alert is contacted; an tereire planned excavation Project Developers. Project Developers. rate excavators and to transmit the vare excavators and to transmit the somated; an transpector response to all participating that construction activities is reperced; field inspections. Field inspections. Project Developers. The USA will contact local at construction is about to begin of calculating of a construction is about to begin of a starty Division. Field inspections. Field inspections. star construction is about to begin of a clisturbance of the PC&E cor shall identify and demarcate and Safety Division. and Safety Division.	Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{j,ii,ii,iv,}	Timing	Date Completed/ Signature
<i>ilies.</i> The project developer(s) Verify that the Underground Service Verification: City of Underground Service Prior to Underground Service <i>is construction activities, the tact the Underground Service</i> Verification: City of Underground Service Prior to Underground Service <i>is construction activities, the tact the Underground Service</i> Pleasanton Building and Safety Division. Prior to Pleasanton Building activities. <i>is the Underground Service</i> Implementation: demarcate, an emergency response Implementation: Project Developers. activities. <i>is the excavators and to transmit</i> Imderground utilities is prepared; field Implementation: Inspections. Implementation: Inspections. Implementation: Project Developers. <i>is to construction is about to begin</i> Inspections. Field inspections. Intilities to and Safety Division. <i>is construction is about to begin</i> Inspections. Inspections. Intilities to and Safety Division. <i>is of the sare located near</i> Ithey may be avoided during Implementation: Implementation: <i>is within 50 feet of the PG&E</i> Implementation: Implementation: Implementation: <i>is within 50 feet of the PG&E</i> Implementation: Implementation: Implementation: <i>is within 50 feet of the PG&E</i> Implementation:					
tites.The project developer(s)Verify that the Underground Service Alert is construction activities, the tact the Underground Service e is to receive planned excavation participating have underground facilities at troe allows local utilities to mark tground facilities are located near t they may be avoided duringVerify that the Underground Service PG&E gas lines are identified and demarcated; an emergency response plan for disturbance of plan for disturbance of inspections.Verification: City of Pleasanton Building and Safety Division.Prior to construction activities.The USA will contact local at construction is about to begin totice allows local utilities to mark troe shall identify and demarcateVerify that the Underground facilities are located near they may be avoided duringVerification: City underground trilities is inspections.Project Developers. Field inspections: City and Safety Division.Project Developers. erreground Safety Division.					
tites.The project developer(s)Verify that the Underground Service Aler is contacted; PG&E gas lines are identified and eract the Underground Service e is to receive planned excavation e is to receive planned excavation plan for disturbance of plan for disturbance of plan for disturbance of plan for disturbance of prepared; field at construction is about to begin otice allows local utilities to mark they may be avoided duringVerify that the Underground facilities are plan for disturbance of prepared; field inspections.Verification: City of Pleasanton Building Project Developers. Field inspections: City and Safety Division.Prior to constructions: City of Pleasanton Building prepared; field and Safety Division.Prior to constructions: City and Safety Division.ties within 50 feet of the PG&E tor shall identify and demarcatethe PG&E tor shall identify and demarcatethe PG&E tor shall identify and demarcatethe PG&E tor shall identify and demarcate	Hazards and Hazardous Materials				
	 HZ-2.1 Prevent disruption of on-site utilities. The project developer(s) shall implement the following measures: a. Prior to initiation of any on-site construction activities, the project developer shall contact the Underground Service Alert (USA) whose purpose is to receive planned excavation reports from public and private excavators and to transmit those planned excavation reports to all participating members of USA who may have underground facilities at the location of excavation. The USA will contact local utilities and inform them that construction is about to begin in their service area. This notice allows local utilities to mark 	Verify that the Underground Service Alert is contacted; PG&E gas lines are identified and demarcated; an emergency response plan for disturbance of underground utilities is prepared; field inspections.	Verification: City of Pleasanton Building and Safety Division. Implementation: Project Developers. Field inspections: City of Pleasanton Building and Safety Division.	Prior to construction activities.	Signature Title Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,ii}	Timing	Date Completed/ Signature
the location of the natural gas pipeline using highly visible markers that will remain in place throughout project construction in the vicinity of the pipeline and ensure that all construction workers are aware of the location of the line. The location of the pipeline shall be noted on the site and construction plans. Further, the project contractor shall take all appropriate measures necessary to ensure that the line is not disturbed.				
plan prior to construction that will include response measures in the event that there is disturbance of any underground utilities. The plan will be subject to review and approval by the City.				
Hydrology and Water Quality				
<i>HY-1.1 Implement Water Quality Management Plan with Targeted</i> <i>Pollutant Removal Rates</i> . In accordance with the applicable provisions of the Municipal Regional Permit (MRP)- NPDES Permit, implementation	Verify that a site- specific Water Quality Management Plan is prepared and	Verification: City of Pleasanton Engineering Division.	Prior to construction activities.	Signature Title
of and compliance with the stormwater quality BMPs are required. However, to ensure that implemented BMPs are effective for reducing potential pollutant loads to a sufficient level of protection, each project developer shall prepare and implement a site-specific Water Quality Management Plan (WQMP) with BMPs targeted to reduce post- construction pollutants listed in Table 3.5-5.	implemented; field inspections.	Implementation: Project Developers. Field inspections: Engineering Division.	Monitoring: On-going.	Date
This WQMP shall identify specific stormwater BMPs for reducing potential pollutants in stormwater runoff. BMPs shall be selected to target pollutants listed in Table 3.5-5; selection criteria and documentation shall				
pollutants listed in Table 3.5-5; selection criteria and documentation shall				

				Date Comnleted/
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,iv}	Timing	Date Completed/ Signature
be incorporated into the WQMP. A qualified engineer shall prepare and submit, concurrently with the submittal of off-site or on-site improvement plans, (whichever comes first), the WQMP for review and approval by the				
City Engineer. The WQMP must be approved by a qualified engineer of the City's Engineering Division prior to the beginning of construction activities.				
The WQMP shall include the following BMPs along with selected BMPs to target pollutant removal:				
 Waste and materials storage and management BMPs (design and construction of outdoor materials storage areas and trash and waste storage areas, if any, to reduce pollutant 				
 Spill prevention and control BMPs. 				
 Slope protection BMPS. Water efficient irrigation practices. 				
• Permanent erosion and sediment controls (e.g., hydroseeding, mulching, surface covers).				
Projects within the Project Area will be required to comply with the applicable provisions C3.c of MRP, including Low Impact Development (LID) source control, site design, and stormwater treatment if applicable.				
The WQMP shall not include infiltration BMPs unless they comply with design guidelines and requirements specified in TC-1: Infiltration Basins in the CASQA Stormwater Quality BMPs Handbook for New Development and Significant Redevelopment (2003) and/or are				
specifically approved by the City Engineer and shall meet MRP - NPDES Permit minimum requirements including adequate maintenance and that				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
seasonal high groundwater mark shall be at least 10 feet.				
Each individual developer shall be responsible for implementation and maintenance of BMPs. A BMP Monitoring and Maintenance Plan shall be incorporated as part of the WQMP and shall include, at a minimum, annual inspection and maintenance of all structural BMPs on the property, a report of non-structural BMP inspection and compliance, and reporting requirements. The Monitoring and Maintenance Plan must be approved by the City of Pleasanton City Engineer prior to the beginning of				
requirements. The Monitoring and Maintenance Plan must be approved by the City of Pleasanton City Engineer prior to the beginning of occupancy. The Monitoring and Maintenance Plan can be administered				
through lease agreements assigning responsionity to the occupants, through the creation of a Community Services Authority (CSA) or by other means as approved by the City. If property titles are transferred, the new owner shall be responsible for their respective portion of the plan.				
<i>HY-1.2 Implement an Integrated Pest Management Plan and Pesticide</i> <i>Management Program.</i> An Integrated Pest Management Plan shall be prepared by each project developer and for the City parks on the Staples Ranch site, and implemented to minimize the risk of pollutants associated with landscape establishment and maintenance practices in surface water	Verify that an integrated Pest Management Plan is prepared and implemented; field inspections.	Verification: City of Pleasanton Engineering Division. Implementation: Project Developers and Property Owners.	Verification: Prior to occupancy permit.	Signature Title Date
runoff and infiltration to groundwater. All Integrated Pest Management Plan guidelines shall comply with California Department of Pesticide Regulation and Alameda County Agricultural Commissioner rules and regulations in regards to pesticide storage, use, transportation, reporting, and safety. The plan shall encourage minimization and efficiency of chemical and fertilizer use. Because the receiving water have been listed as impaired by diazinon diazinon use shall be prohibited.		Field inspections: City of Pleasanton Engineering Division.	Field inspections: On-going as required by Pest Management Plan.	
Each property owner shall be responsible for implementation of the Integrated Pest Management Plan. The plan must be approved by the City Engineer prior to the beginning of occupancy.				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,iii,iii,iv}	Timing	Date Completed/ Signature
<i>HY-3.1 Maintain the detention basin.</i> The City shall be responsible for assuring the operation and maintenance of the on-site detention basin and performance goals. Performance goals will include regular system inspections, maintenance when necessary, technical training of staff, and funding mechanisms to support continued effective operation and maintenance of the detention basin.	Assure the operation and maintenance of the onsite detention basin and performance goals.	Monitoring: City of Pleasanton Engineering Division. Implementation: City of Pleasanton.	On-going.	Signature Title Date
<i>HY-4.1 Obtain FEMA flood hazard areas updates prior to construction.</i> Prior to beginning any construction activities, a Conditional Letter of Map Revision shall be obtained from FEMA for the Livermore Flood Protection Improvements. This letter would not revise an effective National Flood Insurance Program map; but it would indicate whether the project, if built as proposed, would or would not be removed from the Special Flood Hazard Area defined by FEMA if it is later submitted as a request for a Letter of Map Revision. Livermore Flood Protection Improvements shall incorporate FEMA recommended design changes issued with the Conditional Letter of Map Revision.	Verify that a Conditional Letter of Map Revision is obtained from FEMA.	Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor.	Prior to construction activities.	Signature Title Date
<i>HY-4.2 Implement Livermore Flood Protection Improvements</i> . Prior to issuing the certificate(s) of occupancy, the Livermore Flood Protection Improvements shall be implemented as part of the El Charro Specific Plan. This program would include construction of regional stormwater detention/retention facilities east of El Charro Road as specified in the El Charro Specific Plan and construction of the north overbank channel to redirect spills from the Arroyo las Positas that spill over El Charro Road onto the northern portion of the Staples Ranch development site during a flood event. The Livermore Flood Protection Improvements shall be designed to protect the Staples Ranch site from the 100-year plus levee failure flood event from the Arroyo Mocho east of El Charro Road and the Arroyo las Positas. Facilities shall be designed in accordance with flow	Verify that Livermore flood protection improvements are completed; an application for a Letter of Map Revision to reflect both the new facility and improvements to the Arroyo Mocho is submitted to FEMA.	Verification: City of Pleasanton Engineering Division. Implementation: City of Livermore or Project Sponsor.	Prior to issuing the certificate(s) of occupancy.	Signature Title Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,iv,iv}	Timing	Date Completed/ Signature
detention requirements outlined in the Conditional Letter of Map Revision.				
Once the Livermore Flood Protection Improvements are implemented, an application for a Letter of Map Revision to reflect both the new facility and improvements to the Arroyo Mocho shall be submitted to FEMA.				
Land Use and Agricultural Resources				
<i>LU-4.1 Provide additional amenities.</i> If a development project is deemed to be a commercial use and will exceed an FAR of 0.35, the project developer shall provide additional amenities, such as enhancements to a neighborhood or community park, or enhancement of trails in the Project Area. Proposed amenities shall be agreed upon by the City and the project developer prior to the Planned Unit Development approval of any commercial developments that would exceed 35 percent FAR.	Verify that agreed upon additional amenities are provided; field inspections.	Verification: City of Pleasanton Planning Division. Implementation: Project Developers.	Verification: Prior to the Planned Unit Development approval of any commercial developments that would exceed 35 percent FAR.	Signature Title Date
		Field inspections: City of Pleasanton Building and Safety Division or Planning Division.	Field inspection: Prior to issuing the certificate(s) of occupancy.	
LU-5.1 Require senior continuing care community airport disclosures, deed riders, and noise complaint procedures. The senior continuing care community will a) disclose to all potential residents the proximity of the Livermore Airport and the potential for noise and other nuisances from aircraft operations; b) establish procedures, including a phone number, so	Verify that the senior continuing care community provides disclosures, and deed riders, and establishes airport noise complaint	Verification: City of Pleasanton Planning Division and City Attorney's Office.	Prior to residents occupying units in the senior continuing care community.	Signature Title Date
that the on-site manager for the senior continuing care community will be the initial contact to handle all airport noise complaints from residents; and c) agree to a deed rider on the conveyance to it of any property within the Staples Ranch site that provides:	procedures.	Implementation: The operators of the senior continuing care community.		

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,iii,iii,iv}	Timing	Date Completed/ Signature
 Grantee hereunder acknowledges and agrees that the subject property is located in the vicinity of an active and operating general aviation airport, outside the City of Livermore's designated Airport Protection Area and 65 CNEL impact area. Grantee accepts possible and normal consequences including noise, light, and vibration arising out of the proper operation of aircraft for current and future operations consistent with the 1975 Livermore Airport Master Plan and Grantee hereby acknowledges and agrees that no claim of nuisance shall lie based on the foregoing. Grantee shall not be deprived of any right it might have against any individual or private operator for negligent or unlawful operation of aircraft. Grantee hereby covenants to include this same paragraph, in its entirety, in any subsequent deed by Grantee of all or any portion of the subject property. Property owners shall include deed riders/disclosures about the Livermore Municipal Airport consistent with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353. 				
 CNEL impact area. Grantee accepts possible and normal consequences including noise, light, and vibration arising out of the proper operation of aircraft for current and future operations consistent with the 1975 Livermore Airport Master Plan and Grantee hereby acknowledges and agrees that no claim of nuisance shall lie based on the foregoing. Grantee hereby covenants to include this same paragraph, in its entirety, in any subsequent deed by Grantee of all or any portion of the subject property. Grantee further covenants to include this same paragraph within any lease for all or any portion of the subject property. Property owners shall include deed riders/disclosures about the Livermore Municipal Airport consistent with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353. LU-5.2 Require a deed rider or avigation easement on other development projects. All other property owners with development projects located on the Staples Ranch site will be required to either record the Deed Rider language in LU-5.1 or Livermore's standard Avigation Easement, a copy of which is attached to the 2007 Cost-Sharing Agreement between Livermore, Pleasanton, and the Alameda County Surplus Property Authority. 	Verify that all property owners record language required in LU-5.1.	Verification: City of Pleasanton Planning and City Attorney's Office. Implementation: Project Developers.	Prior to occupation of PUD site.	Signature Title Date
LU-5.2 Require a deed rider or avigation easement on other development projects. All other property owners with development projects located on the Staples Ranch site will be required to either record the Deed Rider language in LU-5.1 or Livermore's standard Avigation Easement, a copy	Verify that all property owners record language required in LU-5.1.	Verification: City of Pleasanton Planning and City Attorney's Office.	Prior to occupation of PUD site.	Signature Title
of which is attached to the 2007 Cost-Sharing Agreement between Livermore, Pleasanton, and the Alameda County Surplus Property Authority.		Implementation: Project Developers.		Date
Property owners shall include deed riders/disclosures about the Livermore Municipal Airport consistent with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353.				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{I,II,III,IV}	Timing	Date Completed/ Signature
Noise				
NO-1.1 Provide exterior-to-interior noise reduction features for residential, retail, and commercial structures to meet City interior noise	Verify inclusion of exterior-to-interior noise reduction features	Verification: City of Pleasanton Planning Division and Building	Prior to issuance of a Building Permit	Signature
<i>level standards</i> . Prior to the City's issuing building permits, the senior continuing care community, auto mall, and commercial developers shall	to meet City standards in construction plans	and Safety Division.		Title
submit to the City noise analyses prepared by a qualified acoustical consultant that demonstrate that all structures will meet City interior noise	and specifications; field inspections.	Implementation: Project Developers.		Date
level standards. Commercial and office uses will need to meet the City standard of 45 dBA peak hour Leq that would allow the conduct of		Field inspections during construction:	Field inspections: Prior to	
where people will reside will need to be below the City's interior noise level standard of 45 dBA Ldn. Noise reduction features may include, but		Building and Safety Division.		
windows and doors, sound-rated exterior wall assemblies, and acoustical caulking.				
NO-1.2 Provide exterior-to-interior noise reduction features to meet single-event noise level standards (L_{max}). Prior to the City's issuing	Verify inclusion of exterior-to-interior noise reduction features	Verification: City of Pleasanton Planning Division and Building	Verification: Prior to issuance of a Building Permit	Signature
building permits, the developer of the senior continuing care community shall submit to the City a noise analysis prepared by a qualified acoustical	to meet single event noise level standards in	and Safety Division.		Title
consultant that demonstrates that all structures where people will sleep and the health care facility can meet the City standard for single-event noise levels, i.e., the maximum sound levels (L_{max}) would be below 50	construction plans and specifications; field inspections.	Implementation: Project Developer for the senior continuing care community.		Date
habitable rooms. Noise reduction features may include, but are not		Field inspections	Prior to	
doors, sound-rated exterior wall assemblies, and acoustical caulking.		City of Pleasanton Building and Safety Division.		

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,ii}	Timing	Date Completed/ Signature
	Verify inclusion of exterior noise reduction features by 1-580 to meet City standard in construction plans and specifications; field inspections.	Verification: City of Pleasanton City Council. Implementation: Project Developer for the senior continuing care community.	Verification: Prior to Planned Unit Development approval.	Signature Title Date
standard of 60 Ldn. Noise reduction features may include "wrapping" the proposed soundwall by the western and eastern property lines, and an increase in the I-580 soundwall height to compensate for the decrease in berm height by the western boundary.		Field inspections during construction: City of Pleasanton Building and Safety Division.	Field inspections: Prior to occupancy.	
NO-1.4 In the community park, limit areas within the 65 CNEL contour to open space and trails. The use of trails shall be limited within the 65 CNEL contour. To limit exposure to noise levels above 65 CNEL in the	Verify that areas within the 65 CNEL are limited to open space and trails; field	Verification: City of Pleasanton Planning Division.	Prior to approval of construction plans for the Community Park.	Signature Title
community park closest to El Charro Road, active park uses such as sports fields and play grounds shall be located outside the 65 CNEL contour. Trails shall be located outside the 65 CNEL contour, except when they	inspection.	Implementation: City of Pleasanton.		Date
connect to the regional trail, or to a proposed or anticipated sidewalk/trail on the adjacent retail center site.		Field inspections: City of Pleasanton Engineering Division.	Field inspections: Prior to certification of completion.	
<i>NO-1.5 Limit noise levels from auto mall car wash stations to 60 dBA at the senior continuing care community facility.</i> At the auto mall, all car washes shall be located and designed such that noise from the car washes,	Verify that noise levels from auto mall car wash station do not exceed 60 dBA at the senior	Verification: City of Pleasanton Planning Division.	Prior to issuance of a Building Permit.	Signature
including the vacuuming areas, shall not exceed 60 dBA at any habitable structure. The project developer shall submit a noise study to the Community Development Director verifying that the carwashes adhere to	continuing care community facility; field inspections.	Implementation: Project Developer for the auto mall.		Date
this requirement, prior to the issuance of a building permit.		Field inspections during construction:	Field inspections: Prior to	

			28	manager for the bridge project;
				 The designation of an on-site construction complaint
		City of Pleasanton. Endnote #5 applies.		 A listing of telephone numbers (during regular construction
		pedestrian/bike bridge,		 A plan for posting signs on-site pertaining to permitted construction days and hours and complaint procedures and
Date		Implementation: Project Sponsor; for		for review and approval. These measures shall include but not limited to:A procedure for notifying the City of Pleasanton;
Title	Stoneridge Drive bridge plans.	Engineering Division.	conducted.	Drive bridge plans, a list of measures to respond to and track complaints pertaining to bridge construction vibration shall be submitted to the City
Sionature	Prior to final	Verification: City of	Verify that early notice	NO-2.2 Provide early notices. Prior to final approval of the Stoneridge
		Building and Safety Division.		the consultant. The effectiveness of the vibration control measures shall be verified by vibration monitoring measurements during bridge pile-driving activities.
	Field inspections: Prior to occupancy.	Field inspections during construction: City of Pleasanton		as vibratory pile driving, pre-drilled pile holes, etc. as recommended by
		Endnote #5 applies.		approval of the bridge plans to ensure that maximum feasible vibration
		pedestrian/bike bridge, City of Pleasanton.	consultant; field inspections.	particle velocity (PPV) of 0.20 inches per second. This plan shall be submitted for review and approval by the City Engineer prior to final
Date		Project Sponsor; for potential	driving is supervised by a qualified vibration	assure that there would be no potential for structural damage to nearby existing buildings, based on a vibration damage threshold for a peak
Title		Implementation:	and reviewed by the City Engineer: pile	pile-driving vibration impacts, a site-specific engineering assessment shall be completed under the supervision of a qualified vibration consultant to
Signature	Prior to pile driving activities.	Verification: City of Pleasanton Engineering Division	Verify that a site- specific engineering	NO-2.1 Reduce potential pile driving vibration effects on nearby structures below the structural damage threshold. To mitigate potential
	occupancy.	City of Pleasanton Building and Safety Division.		
Date Completed/ Signature	Timing	Responsibility ^{i,ii,iii,iv}	Monitoring Action	Mitigation Measures/Improvement Measures
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{LiL,III,JN}	Timing	Date Completed/ Signature
 Notification of neighbors within 300 feet of the bridge project construction area at least 30 days in advance of any 				
pile-driving activities about the estimated duration of the activity; and a preconstruction meeting shall be held with the				
job inspectors and the general contractor/on-site project				
manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification,				
and posted signs, etc.) are completed.				
NO-3.1 Require project developers to implement construction best management practices to reduce construction noise, including:	Verify that construction best management practices to reduce	Verification: City of Pleasanton Building and Safety Division	On-going during construction.	Signature
a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.	construction noise are implemented; field inspections.	and Engineering Division.		Title Date
b. Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including		Implementation: Project Developers.		
residences, and outdoor recreation areas, are avoided as		Field inspections: City		
submitted to the City of Pleasanton for approval prior to the issuance of building permits.		and Safety Division and Engineering Division.		
c. All site improvements and construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday				
through Saturday. In addition, no construction shall be allowed on State and federal holidays. If complaints are				
received regarding the Saturday construction hours, the				
Community Development Director may modify or revoke the Saturday construction hours. The Community				
Development Director may allow earlier "start-times" for				
specific construction activities (e.g., concrete-				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,iv}	Timing	Date Completed/ Signature
satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents.				
 All construction equipment must meet DMV noise standards and shall be equipped with muffling devices. 				
e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during				
construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the				
construction site and shall be provided to the City of		-		
be posted at nearby noise-sensitive areas.				
NO-4.1 Provide noise attenuating pavement to new portions of Stoneridge	Verify that noise	Verification: City of	During	Cimpture
ation	attenuating pavement is used for the new	Pleasanton Engineering Division.	Stoneridge Drive.	Signature
achieved with the implementation of open grade asphalt, which provides	portions of Stoneridge Drive; field inspections.	Implementation:		1 itie
	,	Project Sponsor.		Date
the project's contribution to traffic noise in this area and to comply with the City's 60 dBA CNEL noise standard for residential land uses.		Endnote #5 applies.	-	
		Field inspections: City of Pleasanton Engineering Division.		
S-NO-1.1 Repave Stoneridge Drive between Kamp Drive and Trevor Parkway with noise-attenuating pavement and replace sound wall nearest the Stoneridge Drive bridge Prior to the completion of the Stoneridge	Verify that Stoneridge Drive between Kamp and Trevor is repaved with noise-attennating	Payment of funds for the repaving: Project Sponsor to the maximum amount	Prior to completion of Stoneridge Drive extension to El	Signature Title
a 	pavement and that the sound wall adjacent to the two homes on Maria/Curry closest to	(\$1.5 million) as set forth in the Specific Plan Amendment; any amount above that, the	Charro Road.	Date

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJEC just 24, 2010]	T		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
Drive bridge (adjacent to the Maria/Curry Street residences) shall be replaced with a wall approximately one foot higher or, if the residents do not want their wall replaced, by constructing a new, higher wall on City right of way in front of the existing wall.	the bridge is replaced with a wall one foot higher than the existing wall.	City of Pleasanton. Implementation: Project Sponsor for the construction of the sound wall; the City of Pleasanton for the repaving.		
		Field inspections: City of Pleasanton Engineering Division.		
Population and Housing				
PH-1.1 Deleted per FEIR. The Development Agreement for the Project will establish the phasing requirements for the senior continuing care community. See FEIR, pages 4-21, 4-22.				
Transportation				
TR-1.1 Deleted –Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.				
<i>TR-1.2 Improve Hopyard Road at Owens Drive (#10).</i> To reduce project-related PM impacts to this intersection, the following lane configurations and modifications are recommended:	Verify payment of traffic development fee.	Payment of fee: Project Developers and, to the extent so provided in the development	Prior to issuance of building permits.	Signature Title
 Northbound leg – 2 left-turn lanes, 3 through-lanes, and 1 right-turn lane 		agreement, the City of Pleasanton.		Date
 Southbound leg – 3 left-turn lanes, 3 through-lanes, and 1 free right-turn lane 		Collection: City of Pleasanton		
 Eastbound leg – 2 left-turn lanes, 2 through-lanes, 1 right- turn lane 		Building and Safety or Engineering Division.		
• Westbound leg - 2 left-turn lanes, 2 through-lanes, 1 free				

Date	Construction of improvements: as determined by the	Plan Amendment; any amount above that, the City of Pleasanton.	Verify construction of intersection	 Restripe one of the Stoneridge Drive right turn lanes to an eastbound through lane only. Restripe one of the Stoneridge Drive eastbound right turn
Title) map.	maximum amount (\$1.5 million) as set forth in the Specific	as set forth in the Specific Plan Amendment.	the following lane configurations and modifications are recommended:
Signature	Payment: at time of the first final	Funding: Project Sponsor, to the	Verify that payment has been made to the City	TR 1.3(a) and S-TR-2.1. Improve Santa Rita Road at Stoneridge Drive (#32). To reduce project related AM and PM impacts at this intersection.
		verification: City of Pleasanton Engineering Division.		The City of Pleasanton shall be responsible for implementing the improvement and the signal retiming.
	or use improvements and signal retiming.	Implementation and		U
	determined by the City of Pleasanton as to construction	Collection: City of Pleasanton, Building		The eastbound free right turn lane is a project in the City's Traffic Development Fee The project developers will pay the traffic
Date	fees); as	Pleasanton.		
Title	permits (as to the payment of traffic development	extent so provided in the development	and that intersection improvements have	signal retirning with a cycle length of 100 seconds in the PM and a required easthound free right turn. Implementing this mitigation would
Signature	Prior to issuance of building	Funding: Project developers and, to the	Verify payment of traffic development fee	TR-1.3 Improve Hopyard Road at Stoneridge Drive (#11). To reduce project-related PM impacts to this intersection, the proposed mitigation is
				address this mitigation.
				These improvements are included as projects in the City's Traffic Development Fee. The project development shall have the traffic fees to
				This mitigation would improve the PM operations from LOS F to LOS D.
				 Narrow lanes to reduce the total distance pedestrians are required to cross to 80 feet
		Implementation: City of Pleasanton, Engineering Division.		right-turn laneRemove eastbound and westbound signalized splits
Date Completed/ Signature	Timing	Responsibility ^{l,ji,jii,jiv}	Monitoring Action	Mitigation Measures/Improvement Measures
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	Pleasanton.			
	the City of	and Safety Division.		address this mitigation.
	As determined by	Pleasanton, Building		Development Fee. The project developers shall pay the traffic fees to
	improvements.	Collection: City of		These improvements are included as projects in the City's Traffic
	length and	Pleasanton.		
Date	Changing cycle	agreement, the City of		a third Santa Rita southbound left turn lane.
	permus.	development	ווווטיסיבוווכוווא.	northhound approach to provide a separate right-turn lane. or 2) construct
Titla	of building	and, to the extent so	and implementation of	Valley Avenue westbound left turn lane and either 1) widen the
Signature	prior to issuance	Project Developers	traffic development fees	project-related PM impacts to this intersection, construct the second
	Payment of fee	Payment of fee:	Verify payment of	TR-1.4 Improve Santa Rita Road at Valley Avenue (#34). To reduce
				Amendment.
				responsibility for these improvements as set forth in the Specific Plan
				Trevor Parkway. The Project Sponsor shall have the financial
				intersections of Stoneridge Drive and Newton Way, Guzman Parkway and
				improvements consisting of new traffic signals shall be required at the
				Also, although not a significant impact requiring mitigation, safety
				to a LOS D.
				These mitigations will improve the AM and PM operations from a LOS F
				seconds in the AM and to 120 seconds in the PM.
		1 1040411011		In addition, the City of Pleasanton will change the cycle length to 130
		pleasanton		
		improvements/cycle		to the maximum set forth in the Specific Plan Amendment.
		construction of		This mitigation will be the financial responsibility of the Project Sponsor
				separate right turn lane to Stoneridge Drive (east).
		asanton.		• Construct a northbound Santa Rita Road lane to provide a
	City of Pleasanton.	Collection: City of	improvements.	lanes to a free right turn lane.
3 3	a	transformer and		านาเริ่มแลม การคอน ครามปก การแกก การคอน คร
Date Completed/ Signature	Timing	Responsibility ^{i,JI,JII,JV}	Monitoring Action	Mitigation Measures/Improvement Measures
			ust 24, 2010]	MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]
			LES RANCH PROJEC	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT

				and market and Arriver and and and Arrelinease
			measures within each	Rectrining hike lanes and removing the existing median and
Date	final map.	Engineering Division.	strategy to fund and complete mitigation	right-turn lanes.
	costs: Prior to	Pleasanton	Alameda County on a	 Adding a second eastbound right-turn lane to provide dual
Signature Title	Confer with local agencies concerning fair- share mitigation	Confer with local agencies concerning fair-share mitigation costs: City of	Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and	TR-2.2 Improve Murrieta / East Jack London (#EC 13). To reduce project-related AM and PM impacts to this intersection, the following lane configurations and modifications are recommended.
				This intersection is located in City of Dublin. See Mitigation Measure TR-2.3 below concerning an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.
			also willing to reciprocate.	If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.
	Intersection improvements: As determined by the City of Dublin.	Intersection improvements: City of Dublin.	with the goal to ensure contribution of fair- share mitigation costs if other jurisdictions are	This mitigation would improve the AM operations from LOS E to LOS C and the PM operations from LOS F to LOS D.
			measures within each other's jurisdictions	 Widen the eastbound approach to provide a second right-turn
Date	costs: Prior to recordation of a final map.	Pleasanton Engineering Division.	Alameda County on a strategy to fund and complete mitigation	 Widen the northbound approach to provide a third left-turn lane and a second through lane.
Signature Title	Confer with local agencies concerning fair share mitigation	Confer with local agencies concerning fair-share mitigation costs: City of	Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and	<i>TR-2.1 Improve Fallon Road at Dublin Boulevard (#56).</i> To reduce project-related AM and PM impacts to this intersection, the following lane configurations and modifications are recommended.
				TR-1.5 Deleted –Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.
		City of Pleasanton.		PM. This mitigation would improve PM operations from LOS E to LOS D.
Date Completed/ Signature	Timing	Responsibility ^{tatanta}	Monitoring Action	Mitigation Measures/Improvement Measures
		Э	PLES RANCH PROJEC ust 24, 2010]	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]

MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]		
Mitigation Measures/Improvement Measures Monitoring Action F	Responsibility ^{tili,iii,iv}	Timing	Date Completed/ Signature
improving the signal operations.other's jurisdictions;IThis mitigation would improve the AM operations from LOS E to LOS D.ensure contribution ofinPM operations would remain at LOS D, but with a smaller delay (from 48costs if othercosts if otherto 42).to 42).jurisdictions are alsoin	Intersection improvements: City of Livermore.	Intersection improvements: As determined by the City of Livermore.	
If the City of Livermore chooses not to implement this improvement, the stipulated per the impact would be significant and unavoidable.			
This intersection is located in City of Livermore. See Mitigation Measure TR-2.3 below concerning an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.			
<i>TR-2.3 Seek an Interagency Cooperative Agreement.</i> The City of Pleasanton will confer with the City of Livermore, the City of Dublin and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions. More specifically, the City of Pleasanton will seek to enter into one or more binding agreements with each of these other local agencies in order to facilitate a fair and equitable sub-regional approach to traffic mitigation, to the mutual benefit of all of the affected jurisdictions. Depending on the willingness of these other local agencies to enter into such agreements, the ultimate result may be a single multijurisdictional agreement or one or more agreements between Pleasanton and one or more of the other agencies. The strategy will address fair-share mitigation for projects approved by one jurisdiction that contribute cumulatively considerable traffic to intersections and roadway segments in neighboring jurisdiction(s) with cumulatively substandard for LOS will be that established by each localVerify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation fair-share mitigation fair-share mitigation set of the other agencies. The strategy will adress fair-share mitigation for projects approved by one jurisdiction that contribute cumulatively considerable traffic to intersections and roadway segments in neighboring jurisdiction(s) with cumulatively substandard for LOS will be that established by each localVerify that Pleasanton has conferred with the City of Livermore, and const if other 	Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.	Confer with local agencies concerning fair- share mitigation costs: Prior to recordation of a final map.	Signature Title Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
spheres of influence overlap or jurisdiction over an intersection is split between two local agencies, the standard to be achieved by mitigation, where feasible, will be determined by mutual agreement of the jurisdictions involved.				
The City of Pleasanton is willing to ensure that projects it approves contribute fair share mitigation cost for improvements in other jurisdictions but only if the other jurisdictions are also willing to reciprocate for projects within their jurisdictions that contribute considerably to traffic occurring within the City of Pleasanton. The strategy also may allocate mitigation responsibility to each jurisdiction for improvements within its jurisdiction on the understanding that each jurisdiction will be addressing the cumulative contributions from projects in neighboring jurisdictions.				
If a mutually agreeable strategy cannot be reached with the City of Livermore, City of Dublin and Alameda County, or any one of them, then the City of Pleasanton will not require the contribution of mitigations for contributions to impacts in any other jurisdiction unwilling to agree to reciprocity within the City of Pleasanton. This is because, under such circumstances, the City could not be assured that projects it approves are being assessed for mitigation only in proportion to their impact and				
because the City may need to require reallocation of the mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects that may be approved by other jurisdictions. In the event that a mutually agreed upon strategy is not reached, then mitigation of the project's contribution to the impact would be considered similarity and unavoidable				
impact would be considered significant and unavoidable.				

	Field inspections: During construction.	Field inspections: City of Pleasanton Building and Safety Division.		
Date	Implementation: During construction.	Implementation: Project Developers.	inspections.	access shall be subject to the review and approval of the City of Pleasanton.
Signature Title	Verification: Prior to Planned Unit Development approval.	Verification: City of Pleasanton Planning Division.	Verify inclusion of a minimum of two points of emergency access for each development in development plan: field	<i>TR-7.1 Provide adequate Emergency Vehicle Access.</i> Each development shall include a minimum of two points of emergency vehicle access consistent with the City of Pleasanton's Circulation Element (Policy 5, Program 5.2). The location and the design of the emergency vehicle
	Field inspections: During construction.	Field inspections: City of Pleasanton Building and Safety Division.		feet.
Date	Implementation: During construction.	Implementation: Project Developers for the auto mall and senior continuing care community.	care community and auto mall; field inspections.	future I-580 corridor acquisition and improvements by requiring that all buildings be located outside the anticipated Caltrans widening area. If Caltrans' widening plans have not been adopted by the time of PUD approval, the City will assume that the closest travel lane (including the off rann) by CI C and Hendrick Automotive Group will shift south 32
Signature Title	Verification: Prior to Planned Unit Development approval.	Verification: City of Pleasanton Planning Division.	Verify the inclusion of adequate I-580 frontage setbacks in development plans for the senior continuing	<i>TR-5.1 Maintain adequate 1-580 frontage setbacks.</i> As part of the Planned Unit Development (PUD) review and approval process, the City of Pleasanton shall ensure that development plans for the proposed senior continuing care community and auto mall do not conflict with potential
				Assuming a cooperative agreement, the Staples Ranch owners/developers will pay their share of costs of improvements in question in proportion to the benefits received. The fair-share costs will be contributed to the local agency that has entered into an agreement with the City of Pleasanton when the local agency is ready to implement the improvements at issue, provided the aforementioned strategy has been mutually agreed upon by the City of Pleasanton and such other local agency prior to final approval of Staples Ranch development.
Date Completed/ Signature	Timing	Responsibility ^{i,ji,ji,ji}	Monitoring Action	Mitigation Measures/Improvement Measures
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{I,II,III,IV}	Timing	Date Completed/ Signature
TR-9.1 Provide acceptable bicycle and pedestrian access. As part of the PUD process, each individual project developer shall work with the City	Verify inclusion of acceptable bicycle and pedestrian access in	Verification: City of Pleasanton Community	Verification: Prior to Planned Unit Development	Signature
to develop acceptable on-site pedestrian and bicycle facilities, including access to planned sidewalks and bike lanes on Stoneridge Drive. The	development plan; field inspections.	Development Department.	approval for each PUD	Title
Project Sponsor shall work with the City to develop appropriate pedestrian	-		development; prior to tentative	Date
and bicycle access to the future regional trail along the Arroyo Mocho as well as bicycle access on Stoneridge Drive.			map approval for Project Sponsor's areas of responsibility.	
		Implementation: Each Project Developer for its PUD site and related construction	Implementation: During construction.	
		PUD conditions of		
		Stoneridge Drive Specific Plan		
		Amendment, and/or the Development		
		Agreement; Project Sponsor for the bridge		
		and all construction activities to be		
		constructed by it per		
		Specific Plan		
		Amendment and the		
		Agreement.		

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{l,ii,iii,iv}	Timing	Date Completed/ Signature
		Endnote #6 applies.		
		Field inspections: City of Pleasanton Building and Safety Division	Field inspections: During construction.	
<i>TR-9.2 Provide adequate bus and paratransit access</i> . The following measures shall be provided:	verify inclusion of adequate bus and	verification: a b., City of	a o.: Frior to occupancy.	Signature
	development plan; field	Engineering Division.		Title
a. The City shall encourage LAVTA to provide regular bus	inspections.		> Drive to Dissuad	
service to the Project Area as soon as possible.		Engineering Division,	Unit Development	
b. The Project Sponsor shall provide bus turnouts on Stoneridge		Parks and Community	approval.	
Drive near the access road to the senior continuing care		Services Department, and Planning Division.		
mall/retail intersection, if required by the City prior to the		Implementation: Each Project Developer for		
first occupancy of any of the uses.		its PUD site and		
c. The senior continuing care community developer shall work		related construction		
		constructed by it per		
the residents that will minimize any potential impacts on		PUD conditions of		
existing paratransit services.		Stoneridge Drive		
		Specific Plan		
		Amendment, and/or		
		the Development		
		Agreement; Project		
		and all construction		
		activities to be		
		constructed by it per		
		the Stoneridge Drive		
		- F		

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ti,lii,lii,lv}	Timing	Date Completed/ Signature
		Amendment and the Development Agreement.		
		Endnote #6 applies.		
		Field inspections: City of Pleasanton Engineering Division.	Field inspections: During construction.	
<i>TR-12.1 Develop Construction Access Plan.</i> Prior to the issuance of final improvement plans or grading permits, each developer within the project and the Project Sponsor shall develop and provide a construction access plan to be reviewed and approved by the City's Engineering Department. This plan will include, at a minimum, the following construction traffic management strategies for each phase of development:	Verify that each developer submitted a construction access plan; field inspection.	Verification: City of Pleasanton Engineering Division.	Prior to issuance of final improvement plans or grading permit.	Signature Title Date
 Using El Charro Road for construction-related access for all 		Implementation: Each Project Developer for	Implementation: During	
 Using El Charto Koad for construction-related access for all phases of development, to the maximum extent feasible. A set of commencement traffic control measures including 		its PUD site and related construction activities to be	construction.	
the scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs and flag persons if required, lane closure procedures, signs, cones for drivers, and		constructed by it per PUD conditions of approval, the Stoneridge Drive		
designated construction access routes. In addition, the information will include a construction staging plan for any public right-of-way used of each phase of the proposed project.		Specific Plan Amendment, and/or the Development Agreement; Project Sponsor for the bridge		
• Provisions of parking management and spaces for all construction workers for each phase of construction.		and all construction activities to be constructed by it per		
Notification procedures for adjacent property owners		the Stoneridge Drive		

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{tai.aii.iv}	Timing	Date Completed/ Signature
regarding when major deliveries, detours, and lane closures will occur.		Specific Plan Amendment and the Development		
 The location of construction staging areas for materials, equipment and vehicles. 		Agreement. Endnote #6 applies.		
 The identification of haul routes for the movement of construction vehicles that would minimize impacts on vehicular traffic, circulation, and safety; and a provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul tracks can be identified and corrected by the project developers. 		Field inspections: City of Pleasanton Engineering Division.	Field inspections: During construction.	
 A process for responding to, and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager. 				
S-TR-2.1 Improve Santa Rita Road at Stoneridge Drive (#32). S-TR-2.1 has been incorporated into TR-1.3(a).				
S-TR-4.1 Payment of Regional Tri-Valley Transportation Development Fees. Payment of TVTC fees to fund improvements to State Route 84, and HOV lanes on I-580 and I-680. Improvements to parallel corridors will provide alternative routes and additional capacity to reduce local traffic impacts.	Verify payment of TVTC fees.	Payment of TVTC fee: Project developers and, to the extent so provided in the development agreement, the City of Pleasanton.	Prior to issuance of building permits.	Signature Title Date
		Verification of payment: City of Pleasanton.		
Water Supply				
WS-1.1 Verify water supply prior to tentative map approval. The conditions of approval for any tentative subdivision map shall include a	Verify water supply verification is	Verification: City of Pleasanton Planning	Prior to a tentative map approval.	Signature

			•	
Signature Title	Prior to issuance of building permits if revised traffic	Payment of fee: (if revised development fee has been adopted): Project Developers	Verification of fee payment if revised traffic development fee has been adopted;	<i>TR-3C Improve Santa Rita Road at I-580 Eastbound off-ramp/Pimlico Road (#26).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, widen the southbound leg to provide a second
		Implementation: City of Pleasanton, Engineering Division.		
		Building and Safety Division or Engineering Division.		This project is included in the City of Pleasanton Traffic Development Fee and payment of fees by project developers would mitigate this impact.
	Pleasanton.	Collection: City of Pleasanton		This mitigation would improve the cumulative PM operations from LOS F to LOS D.
Date	As determined by the City of	agreement, the City of Pleasanton.		 Eastbound leg – Provide free right turn lane Change cycle length to 120 seconds
Signature Title	Prior to issuance of building permits.	Payment of fee: Project Developers and, to the extent so provided in the	Verification of fee payment.	<i>TR-2C Improve Hopyard Road at Stoneridge Drive (#11).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, the following lane configurations and modifications are recommended:
				<i>TR-1C Improve Hopyard Road at Owens Drive (#10).</i> Mitigation Measures TR-1C has been incorporated into Mitigation Measure TR-1.3 as mitigation for the approved project. Mitigation Measure TR-1.3 will therefore also reduce cumulative impacts to a less than significant level.
				4.0 Other CEQA Considerations Cumulative Impacts
Title Date		Division. Implementation: Project Sponsor and Project Developers.	completed.	condition requiring that sufficient water supply shall be available for the project. The water supply verification must include documentation of historical water deliveries for the previous 20 years, as well as a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources of the region.
Date Completed/ Signature	Timing	Responsibility ^{LiLiBAV}	Monitoring Action	Mitigation Measures/Improvement Measures
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ji,jii,jiv}	Timing	Date Completed/ Signature
left-turn lane and change the cycle length.	otherwise, verify improvements have	and, to the extent so provided in the development	development fee has been adopted.	Date
This mitigation would improve the cumulative PM operations from LOS E to LOS D.	מכבוז כסוואת מכובמ.	agreement, the City of Pleasanton.	Construction of improvements (if revised traffic	
This project is not currently included in the City of Pleasanton Development Fee. The City of Pleasanton Traffic Fee is currently being updated and this project will be included in the new traffic fee. It is anticipated that the fee update will be completed prior to the payment of fees by the Project Developers; the payment of the revised traffic fee will mitigate this impact. If the fee update is not so completed, the City will undertake these improvements.		Collection: City of Pleasanton Building and Safety Division or Engineering Division. Implementation: if revised traffic development fee has not been adopted, City of Pleasanton, Engineering Division.	development fee has not been adopted): As determined by the City of Pleasanton.	
<i>TR-4C Improve West Las Positas at Stoneridge Drive</i> (#30). To reduce the project's contribution to cumulative PM impacts to this intersection, the following lane configurations and modifications are recommended:	Verification of fee payment if revised traffic development fee has been adopted; otherwise, verify	Payment of fee: (if revised traffic development fee has been adopted): Project Developers and, to the	Prior to issuance of building permits if revised traffic development fee	Signature Title
 Widen the southbound approach to provide a second left- turn lane 	improvements have been constructed.	extent so provided in the development	has been adopted.	Date
• Restripe the eastbound approach to provide an exclusive right-turn lane; and removing one left-turn lane		agreement, the City of Pleasanton.	Construction of improvements (if traffic	
• Change the cycle length to 120 seconds in the PM		Collection: Building and Safety	development fee has not been	
This mitigation would improve the cumulative PM operations from LOS E to LOS D.		Division or Engineering Division.	adopted): As determined by the City of	
This project is not currently included in the City of Pleasanton		Implementation: (if revised traffic	Pleasanton.	
Development Fee. The City of Pleasanton Traffic Development Fee is		development fee has		

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,jii,jv}	Timing	Date Completed/ Signature
currently being updated and this project will be included in the new traffic fee. It is anticipated that the fee update will be completed prior to the payment of fees by the Project Developers; the payment of the revised traffic fee will mitigate this impact. If the fee update is not so completed, the City will undertake these improvements.		not been adopted), As determined by the City of Pleasanton.		
<i>TR-5C Improve Santa Rita Road at Valley Avenue (#34).</i> Mitigation measure TR-5C has been incorporated into mitigation measure TR-1.4 to reflect full extension of Stoneridge Drive as part of the approved project. Mitigation Measure TR-1.4 will therefore also reduce cumulative impacts to a less than significant level.				
<i>TR-6C Improve El Charro at I-580 EB Off (#51).</i> To reduce cumulative contribution to AM impacts to this intersection, the following lane configurations and modifications are recommended:	Verify intersection improvements are implemented.	City of Livermore or City of Pleasanton, per the 2007 Cost-Sharing agreement.	Prior to issuing the certificate(s) of occupancy.	Signature Title
 Restripe one Eastbound Left Turn Lane to shared Eastbound Left/Right Turn Lane This mitigation would improve the cumulative AM operations from LOS E to LOS C. 		Verification: City of Pleasanton Engineering Division.		Date
This project is not included in the Phase 1 Interchange Improvement to be constructed by the City of Dublin. This improvement has been identified in the City of Livermore's El Charro Specific Plan EIR. As provided in the Cost Sharing Agreement dated September 4, 2007 between the Cities of Pleasanton and Livermore and the Surplus Property Authority of Alameda County, if the City of Livermore has not constructed the modification to the Caltrans I-580/Fallon Road Interchange Modification (Project #04-257604) that is identified in this EIR, the City of Pleasanton will be responsible to construct the modification.				

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJEC 1st 24, 2010]	Ť		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{l,ii,iii,iv}	Timing	Date Completed/ Signature
TR-7C Deleted per FEIR, at page 4-23. Intersection improvements will be constructed as part of the Project.				
<i>TR-8C Improve Fallon Road at Dublin Boulevard (#56).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, provide a free single eastbound right-turn lane. This mitigation would improve the cumulative PM operations from LOS E to LOS D.	Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and	Confer with local agencies concerning fair-share mitigation costs as provided in the mitigation measure: City of	Confer with local agencies concerning fair- share mitigation costs as stipulated per the mitigation	Signature Title Date
If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.	complete mitigation measures within each other's jurisdictions with the goal to ensure	Pleasanton Engineering Division.	measure: Prior to recordation of a final map.	
TR-11C about an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.	share mitigation costs if other jurisdictions are also willing reciprocate.	Intersection improvements: City of Dublin.	Intersection improvements: As determined by the City of Dublin.	
<i>TR-9C Improve Tassajara Road at Central Parkway (#60).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, widen the eastbound lane to provide a separate right-turn lane. This mitigation would improve the cumulative PM operations from LOS E to LOS D.	Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation	Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton	Confer with local agencies concerning fair- share mitigation costs as stipulated per the mitigation measure: Prior to	Signature Title Date
If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.	measures within each other's jurisdictions with a goal to ensure contribution of fair-	Engineering Division. Intersection	recordation of a final map. Intersection	
This intersection is located in the City of Dublin. See Mitigation Measure TR-11C about an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.	share mitigation costs if other jurisdictions are also willing reciprocate.	improvements: City of Dublin.	improvements: As determined by the City of Dublin.	
TR-10C Deleted—Per FEIR. As stated on page 3-69 of the FEIR, the City				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,i,ii,jv}	Timing	Date Completed/ Signature
strategy also may allocate mitigation responsibility to each jurisdiction for improvements within its jurisdiction on the understanding that each jurisdiction will be addressing the cumulative contributions from projects in neighboring jurisdictions.				
If a mutually agreeable strategy cannot be reached with the City of Livermore, City of Dublin and Alameda County, or any one of them, then the City of Pleasanton will not require the contribution of mitigations for				
contributions to impacts in any other jurisdiction unwilling to agree to reciprocity within the City of Pleasanton. This is because, under such				
circumstances, the City could not be assured that projects it approves are being assessed for mitigation only in pronortion to their impact and				
because the City may need to require reallocation of the mitigation				
itself, lacking assurance of mitigation funding from projects that may be				
approved by other jurisdictions. In the event that a mutually agreed upon strategy is not reached, then mitigation of the Project's contribution to the				
impacted intersection or roadway segment would be infeasible, and the impact would be considered significant and unavoidable.				
Based on this cooperative agreement, the Staples Ranch Specific Plan area owners/developers will pay their share of costs of improvements in				
question in proportion to the benefits received. The fair-share costs will be contributed to the local agency that has entered into an agreement with				
the City of Pleasanton when the local agency is ready to implement the				
improvements at issue, provided the aforementioned strategy has been mutually agreed upon by the City of Pleasanton and such other local				
agency.				
4.0 Other CEQA Considerations Effects Found Not to be Significant				

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE(ust 24, 2010]	CT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{idialidv}	Timing	Date Completed/ Signature
CR-1 Each project developer and the Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in	Verify retention of a qualified archaeologist;	Contracting of qualified archaeological	Verify retention and review qualifications of	Signature
California prehistoric archaeology. The archaeological consultant shall determine if planned development could potentially impact important	discovery, submittal of	consultant; implementation of all	archaeologist: Prior to	Title
archaeological resources and shall then design an appropriate archaeological monitoring program Upon completing the archaeological	and appropriate reports by said archaeologist;	mitigations recommended by	construction activity.	Date
monitoring program, the archaeological consultant shall submit a written	Coroner and California	consultant; subsurface	Monitoring and	
Planning and Community Development. At a minimum, the	State Native American Heritage Commission	if required; contacting	construction and	
archaeological monitoring program shall include the following:	if required; verifying mechanical subsurface	County Coroner if human remains found;	post construction if and as	
 An archaeological monitor shall be on site during native 	trenching, if required.	notifying California State Native American	recommended by archaeological	
soils disturbing activities.		Heritage Commission	monitoring	
• The archaeological consultant shall advise all project		if Native American remains found; filing	program.	
resources, of how to identify the evidence of the expected		report with appropriate	Contacting County Coroner if	
resources, and of the appropriate protocol in the event of		found: Each Project	human remains	
discovering an archaeological resource.		Developer for its PUD	found: Immediately	
 The archaeological monitor shall be present on the Staples Ranch site until the Director of the Planning and Community 		construction activities	IIIIIIculately.	
Development Department, in consultation with the		to be constructed by it per PUD conditions of	If County Coroner determines Native	
archaeological consultant, determines that project		approval, the Stoneridge Drive	American remains found, contacting	
archaeological resources.		Specific Plan	California State	
• The archaeological monitor shall record and be authorized to		applicable project	Heritage	
collect soil samples and artifactual/ecofactual material as		Development	Commission:	
 If an intact archaeological denosit were to be encountered 		Agreement; Project Sponsor for the bridge	Immediately.	
 If all infact archaeological reposit were to be checking activities in the vicinity of the deposit 		and all construction		
shall cease. The City shall empower the archaeological		constructed by it per		

monitor to temporally reduced the Stoneridge Dive demultion/exervation/construction crevs and heavy the Stoneridge Dive archaeological construction is ball immediately, notify the Director of the Planning and Community Development Director of the Planning and Community Development Director of the Planning and Community Development Director of the Planning and Community Development archaeological construction and construct with City and tribal representatives to determine the appropriate disposition of findings. Mitigation measures shall include one of there alternatives below: Enduore =5 supples. 1 In-Ston Preservation: The project developer/sponsor shall preserve atrificts and resources as found and apply stituble open space, capping, or monumeriation to the site. The project developer/sponsor shall preserve atrificts and resources as found and the development plans to accommodate this alternative; as references, recover attificts as appropriate, and cover the site to preserve remaining attrificts. The project developer/sponsor shall maintoi sufficient buffring terverend cevlopperist subarizer construction and the development subarizer construction and the developer/sponsor subarizer construction and the developer/sponsor subarizer construction and the developer/sponsor subarizer construction and the developerist subarizer construction and the development subarizer construction and the development subarizer construction and the development subarizer construction and the development subarizer construction and set would be permanent of databarizer. Verification of the site would be permanent of databarizer. 3. Execution flucture tosureses as described above and remove artificts as meveasary. Verification of the site would bereabari	Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
Amendment and applicable project Development Agreements. Endnote #5 applies. g sult res sor i shall ation ve, as ttant ical over pet tant tant tant ation, it ant ical ioal ioal ioal ioal ioal ioal ioal io	monitor to temporally redirect		the Stoneridge Drive Specific Plan		
applicable project Development Agreements. Endnote #5 applies. Endnote #5 applies. Endnote #5 applies. Endnote #5 applies. Endnote #5 applies. Endnote #5 applies. Review of qualifications of archaeological consultant: City of Pleasanton Planning Division. Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division. Verification of filing offices: City of Pleasanton Planning Division.	demonition/excavanon/construction crews and neavy		Amendment and		
tation, sult sor sor sor sor sor sor sor sor	equipment until the resource is evaluated. I ne archaeological consultant shall immediately notify the		applicable project		
 Endnote #5 applies. Review of qualifications of archaeological consultant: City of Pleasanton Planning Division. Review of report(s) from archaeological consultant: City of Pleasanton Planning Division. Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division. on, 	Director of the Planning and Community Development		Agreements.		
t t Review of qualifications of archaeological consultant: City of Pleasanton Planning Division. Review of report(s) from archaeological consultant: City of Pleasanton Planning Division. Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division. Sector Planning Division.	Department of the encountered resources.		Endrote #A anniag		
t Review of qualifications of archaeological consultant: City of Pleasanton Planning Division. Review of report(s) from archaeological consultant: City of Pleasanton planning Division. Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division. Verification of filing Division. Verification of filing Division. Division. Division.	 Should archaeological resources be encountered during 		Enquique #5 applies.		
qualifications of archaeological consultant: City of Pleasanton Planning Division. Review of report(s) from archaeological consultant: City of Pleasanton Planning Division. Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division. dit	construction, the Project Developer/Sponsor shall consult		Review of		
archaeological consultant: City of Pleasanton Planning Division. Review of report(s) from archaeological consultant: City of Pleasanton Planning Division. Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division. g g he	with City and tribal representatives to determine the		qualifications of		
all include one of the three alternatives below: Constituant: In-Situ Preservation: The project developer/sponsor shall preserve artifacts and resources as found and shall apply suitable open space, capping, or monumentation to the site. Planning Division. In-Situ Preservation: The project developer/sponsor shall alter development plans to accommodate this alternative, as necessary. Review of report(s) from archaeological consultant: Excavation/Recovery: The archaeological consultant shall excavate the site, evaluate the site for historical references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources. Excavation/Removal: The archaeological consultant shall excavate and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed. Division.	appropriate disposition of findings. Mitigation measures		archaeological		
In-Situ Preservation: The project developer/sponsor shall preserve artifacts and resources as found and shall apply suitable open space, capping, or monumentation to the site. The project developer/sponsor shall alter development plans to accommodate this alternative, as necessary.Review of report(s) from archaeological consultant: City of Pleasanton Planning Division.Excavation/Recovery: The archaeological consultant shall excavate the site, evaluate the site for historical references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources.Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division.Excavation/Removal: The archaeological consultant shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.Planning	shall include one of the three alternatives below:		City of Pleasanton		
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to the site. The project developer/sponsor shall alter development plans to accommodate this alternative, as necessary.Consultant City of Pleasanton Planning Division. Verification of filing of report with appropriate state offices: City of pelasanton the between developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources.Consultant Planning Division. Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division.Excavation/Removal: The archaeological consultant shall excavate and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.Division	apply suitable open space, capping, or monumentation		from archaeological		
development plans to accommodate this alternative, as necessary.Pinning Division Planning Division Planning Division Verification of filing of report with appropriate state offices: City of Pleasanton Planning between development subsurface construction and the location of resources.Verification of filing offices: City of Pleasanton Planning Division.Excavation/Removal:The archaeological consultant shall excavate and remove artifacts as necessary.Nevelop Pleasanton Planning Division.Excavation/Removal:The archaeological consultant shall excavate and remove artifacts as necessary.Nevelopment subsurface consultant resources as described above and remove artifacts as necessary.However, due to the depth of development excavation, the site would be permanently disturbed.Nevelopment excavation, resources	to the site. The project developer/sponsor shall alter		City of Pleasanton	filing report with	
necessary.Verification of filingExcavation/Recovery: The archaeological consultant shall excavate the site, evaluate the site for historical references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources.Verification of filing appropriate state offices: City of Pleasanton Planning Division.Excavation/Removal: The archaeological consultant shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.Verification of filing of report with appropriate state offices: City of Pleasanton Planning Division.	development plans to accommodate this alternative, as		Planning Division.	appropriate state	
Excavation/Recovery: The archaeological consultant shall excavate the site, evaluate the site for historical references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources.of resources appropriate state offices: City of Pleasanton Planning Division.Excavation/Removal: The archaeological consultant shall excavate and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.of report with appropriate state offices: City of Pleasanton Planning Division.	necessary.		Verification of filing	agencies, if	
shall excavate the site, evaluate the site for historical references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources.appropriate state offices: City of Pleasanton Planning Division.Excavation/Removal: The archaeological consultant shall excavate and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.appropriate state offices: City of Pleasanton Planning Division.			of report with	required: Prior to	
references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources. Excavation/Removal: The archaeological consultant shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.	shall excavate the site, evaluate the site for historical		appropriate state	occupancy.	
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developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources. Excavation/Removal: The archaeological consultant shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.	the site to preserve remaining artifacts. The project		Division.		
	developer/sponsor shall maintain sufficient buffering				
	between development subsurface construction and the				
	location of resources.				
shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.					
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However, due to the depth of development excavation, the site would be permanently disturbed.	described above and remove artifacts as necessary.				
the site would be permanently disturbed.	However, due to the depth of development excavation,				
	the site would be permanently disturbed.				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,iv}	Timing	Date Completed/ Signature
If the City requires data recovery, the archaeological consultant shall first prepare an Archaeological Data Recovery Plan that s/he shall submit to the Director of the Planning and Community Development Department for review and approval.				
If development plans call for trenching within 200 feet of the Arroyo Mocho, a program of subsurface mechanical trenching along the impacted route shall precede project trenching in an attempt to locate additional archaeological sites and/or the original meander of the Mocho, where such sites would most likely be. If additional sites were to be found, the project developer/sponsor shall adhere to the above mitigation measures.				
If human remains are discovered, the project developer/sponsor shall contact the County Coroner immediately. If the coroner determines that the human remains are Native American remains, the Project Developer/Sponsor shall notify the California State Native American Heritage Commission.				
The archaeological consultant shall prepare a Final Archaeological Resources Report, meeting City and state standards, evaluating the historical importance of the archaeological resource and describing the archaeological and historical research methods employed in the testing, monitoring, and data recovery programs. The Director of the Planning and Community Development Department shall review and approve this document. The project developer/sponsor shall file the report with appropriate state offices.				
GEO-1 The Project Sponsor, or a designee approved by the City, shall submit a master geotechnical report for the entire Staples Ranch site. The master geotechnical report shall be subject to the review and approval of	Verify that a master geotechnical report for the entire Staples Ranch site is submitted; verify	Verification of geotechnical report submittals and qualifications of	Report submittals and verification of geotechnical engineer's	Signature Title

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
the City of Pleasanton Engineer prior to Tentative Map approval. The content of the report shall be subject to the review and approval of the City Engineer and shall address general items for the site such as	that each project developer submits a detailed geotechnical report verify all	geotechnical engineer: City of Pleasanton Engineering Division. Submittal of master	qualification: Prior to Tentative Map approval.	Date
nit nent jineer for	neport, verify an buildings set back a minimum of 20 feet from top of arroyo bank; field inspections.	submitted of master geotechnical report: Project Sponsor or designee approved by the City of Pleasanton.		
		Submittal of detailed geotechnical reports: Project Developers.		
All buildings shall be set back a minimum of 20 feet from the top of the arroyo bank, in case there is a seismically induced bank failure.		Endnote #5 applies.		
		Field inspections: City of Pleasanton Building and Safety Division and Engineering Division.	Field inspections: On-going during construction.	
		Verify building setback: City of Pleasanton Planning Division.	Verify building setback: Prior to issuance of a building permit.	
UT-1 Irrigation plans shall incorporate low-flow irrigation head and/or drip irrigation with electric controllers set to water after 7:00 p.m. and before 10:00 a.m., and proper soil preparation for landscaped areas that includes a minimum of two inches of mulch and two inches of organic soil	Verify irrigation plans include low-flow irrigation techniques and proper soil preparation for	Verification: City of Pleasanton Planning Division.	Verification: Prior to issuance of a Building Permit.	Signature Title
	landscaped areas; field inspections.	Implementation: Each Project Developer for its PUD site and related construction activities	Implementation: During construction.	Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,i,ii,iii,iv}	Timing	Date Completed/ Signature
		to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan		
		Specific Plan Amendment, and/or the Development		
		Agreement; Project Sponsor for the bridge		
		and all construction activities to be		
		the Standard Drive		
		Specific Plan		
		Amendment and the Development		
		1 (
		City of Pleasanton Building and Safety	Prior to issuance of final building	
		Works/Engineering Division.		

ENDNOTES

mitigation/improvement measure. recommend measures to correct noncompliance. If it is determined through field inspections and/or monitoring that a site is not in compliance with a mitigation/improvement measure, the responsible party for implementation of the mitigation/improvement measure is the responsible party to bring the mitigation/improvement measure into compliance. The City of Pleasanton may require the responsible party to conduct a peer review report by a consultant chosen by the City of Pleasanton to determine compliance and to All peer review costs shall be borne by the party responsible for the implementation of the

- : activities related to their parcel(s). into conformance, and reimbursing the City of Pleasanton for costs borne by the City of Pleasanton to review monitoring reports and conduct other monitoring responsibilities, including but not limited to: implementing mitigations, monitoring, reporting, bringing mitigation/improvement measures in nonconformance As parcels are sold (following the recordation of a final map), new property owner(s) will be responsible for all of the their parcel's "Project Developer"
- Ξ funding mechanism) does not adequately cover future costs borne by the City of Pleasanton, the property owner of the project development site will be responsibilities. The initial deposit amount shall be determined by the City of Pleasanton. In the event that the Mitigation Monitoring fund (or other acceptable review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's mitigation-related funding mechanism acceptable to the City of Pleasanton) to cover estimated City of Pleasanton costs to review future monitoring reports, contract with peer Pleasanton) shall be established by the City of Pleasanton. The applicable Project Developer shall deposit funding into the Mitigation Monitoring fund (or other Prior to the issuance of a building permit for a Project Developer's PUD site, a Mitigation Monitoring fund (or other funding mechanism acceptable to the City of conduct other monitoring activities related to the Project Developer's PUD site. responsible for the City of Pleasanton's costs to review monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and
- IV shall be established by the City of Pleasanton. The Project Sponsor shall deposit funding into the Mitigation Monitoring fund to cover estimated City of inspections, attend meetings, and conduct other monitoring activities related to the Project Sponsor's construction-related responsibilities. Sponsor will be responsible for paying for the City of Pleasanton's costs to review future monitoring reports, contract with peer review consultants, conduct field Pleasanton. In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future expenses, the Project monitoring activities related to the Project Sponsor's mitigation-related responsibilities. The amount of the initial deposit shall be determined by the City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other Prior to the recording of the final map for the Staples Ranch site, a Mitigation Monitoring fund (or other funding mechanism acceptable to the City of Pleasanton)
- < connection terminus to El Charro Road, including a second two-lane Arroyo Mocho bridge (with bike lanes and sidewalks) and all mitigation measures related to that The Project Sponsor will be responsible for the construction of a four-lane Stoneridge Drive that will connect the extension of Stoneridge Drive from its eastern
- ≤ prior to the transfer of the Community Park site to the City of Pleasanton an agreement regarding responsibility, acceptable to both the City of Pleasanton and the The City of Pleasanton shall be responsible for the biological-related notification, consultation, mitigation, and monitoring required for construction to occur at the Community Park site as required by any of the environmental permitting agencies (USFWS, CDFG, US Army Corps of Engineers, and SFRWQCB), unless Project Sponsor, is reached

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STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE gust 24, 2010]	ĊT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,ii}	Timing	Date Completed/ Signature
Aesthetics and Visual Quality				
VQ-3.1 Prepare Lighting Plan. All exterior lighting shall be directed	Referral of conceptual	Referral of conceptual	Referral of	2
downward and shielded to avoid shining on neighboring properties.	approve construction	County Airport Land	to Alameda	Signature
Each developer shall submit a conceptual and final lighting plan, and	Lighting Plan; field	Use Commission	County ALUC	Title
include drawings allow maintracturer's specification sneets snowing the	inspections.	(ALUC), and, if	and, if requested	Date
exterior building lighting and parking lot lighting. The City will refer		Federal Aviation	to FAA: Prior to	
the conceptual lighting plan, including conceptual light fixtures and their		Administration	Planned Unit	
locations, to the Alameda County ALUC, and to the FAA if requested		FAA: City of	(PUD) approval.	
Community Development Director prior to the issuance of a building		Pleasanton Planning Division		
permit.			Review and	
Energy efficient lamp technologies shall be incorporated wherever		Review and approval	approval of concentual plans:	
possible. Mercury vapor shall be avoided. Incandescent light shall be		City of Pleasanton	prior to PUD	
avoided unless they are integrated with a control mechanism that limits their operation time. The use of such lighting shall help minimize			approval. Approval of final	
impacts on reduced visibility of the night sky.		Approval of final plans: City of	plans: Prior to the issuance of a	
		Pleasanton Planning Division.	building permit.	
		Implementation: Project Developers.	1	
		Field inspections: City of Pleasanton Building and Safety Division.	Prior to occupancy.	
VQ-3.2 Design Lighting System of the Auto Mall to Minimize Light and	Verify inclusion of	Approval of final	Approval of final	

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				Date Completed/
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
<i>Glare Impacts</i> . The project developer for the auto mall shall design lighting systems to provide appropriate light illumination for the proposed auto mall and protect surrounding uses from spillover light and	lighting system designs that minimize light and glare in construction plans and	plans: City of Pleasanton Planning Division.	plans: Prior to the issuance of a building permit.	Signature Title
glare by incorporating the following guidelines and specifications.	specifications; field inspections.	Implementation: Project Developer for the auto mall		Date
a. Prior to the issuance of a building permit, a lighting plan for the auto mall that includes specifications for pylon signs.		the auto mall.		
monument signs and exterior lighting shall be submitted for		Field inspections:	Field inspections:	
review and approval by the Community Development Director.		Building and Safety	occupancy.	
certified lighting professional, showing predicted maintained		Division.		
lighting levels produced by the proposed lighting fixture facilities that achieve the following during hours of operation at				
the auto mall:				
i. The first row of light standards shall not exceed a foot- candle level of 50.0 by the northern boundary and 35.0 by				
the eastern and southern boundaries as measured at ground level. The foot-candle level for the remainder of the auto				
mall shall not exceed 10.0 foot-candles as measured at				
ground level, except:				
merchandise is presented to customers, the foot-candle				
level may be up to, but not exceed, 30.0 at ground				
level; and				
• At the senior continuing care community, foot-candle				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i.ii.iii.iv}	Timing	Date Completed/ Signature
 ii. Lighting fixtures for automobile sales and services shall not exceed 25 feet in height, for ground-mounted poles, and up to 10 feet in height for roof top parking. iii. Lighting fixtures for parking and security purposes within the auto mall that are adjacent to the senior continuing care community shall not exceed 14 feet in height to reduce spill 				
light directly on to the residences at the community.				
The location of the designated display areas shall be submitted for review and approval with the PUD development plan. During non-operational evening hours at the auto mall. all exterior parking lot lighting levels shall be designed such that they do not exceed 10 foot-candles.				
<i>VQ-3.3 Commercial Lighting Operations</i> . At the auto mall and the retail center site, and in all buildings without residents at the senior continuing care community, all interior lighting shall be turned off during non-	Verify that all buildings turn off interior lighting during non- operational hours: field	Implementation: Project Developers.	Implementation: On-going during operation.	Signature Title
operational evening hours, with the exception of lighting needed for security reasons.	inspections.	Field inspections: City of Pleasanton Community	Field inspections: Immediately if receive complaint	Date
		Development Department.	of non-compliance or have reason to believe implementation is not occurring.	
VQ-3.4 Lighting Plan and Specifications for the Community and Neighborhood Parks. The project developers for the subject parks shall submit a lighting plan for all proposed athletic facilities. The plan shall	Verify inclusion of lighting plan and specification for parks in construction plans	Approval of final plans: City of Pleasanton Planning Division.	Approval of final plans: Prior to construction of any lighted	Signature Title
shall be prepared by a certified lighting professional. It shall include a photometric diagram showing the predicted maintained lighting levels in	inspections.	Implementation: Project Developer for		Date

Migation Measures/Improvement Measures Main Value Main Value Responsibility ^{1,1200} Timing Signature 600-candles, produced by the proposed lighting futures. The lighting phas shall be designed to minimize light and glare to area residents and motoritiss. Athetic facilities and users corr lighting systems shall protect surrounding uses from spillover light and glare by incorporating the following guidelines and specifications in the construction documents: Field inspections: Field inspections: Field inspections: Field inspections: Field inspections: Field inspections: Field inspections: Community property: Field inspections: Field inspections: Field inspections: Field inspections: Field inspections: Field inspections: Field inspections: Community property: Field inspections: Field inspections: Field inspections: Field inspections: Field inspections: Community property: Field inspections: Field inspections: Field inspections: Community property: Field inspections: Field inspections: Community property: Field inspections: Field inspections: Community property: Field inspections: Field inspections: Community inspection inspitus futures: factors be net spitus for the precident specific futures factors be net spitus for the required infinition local which the Sophes Reach community park. Field inspections: Community property: Field in a specific and community park. Field inspecific and community park. • Finder on the spitus fibrate in transition is spliting futures in the three field or cont surface: boost the field or sophised to high preserean or incadiescent boost be read of when next neces		······			Date Completed/
the athletic facilities. Field inspections: City of Pleasanton Building and Safety Division. S,	Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{1,11,311,347}	Timing	Date Completed/ Signature
t Field inspections: City of Pleasanton Building and Safety Division.			the athletic facilities.		i
City of Pleasanton Building and Safety Division.	plan shall be designed to minimize light and glare to area residents and			Field inspections:	
g ings,	motorists. Athletic fields and tennis court lighting systems shall protect surrounding uses from snillover light and glare by incorporating the		City of Pleasanton	Prior to	
 No more that 1.0 fool-candles of spillover light from recreation facilities shall be allowed to fall outo existing residential properties or onto the serior continuing care community property. Lighting components shall be selected and located as necessary to complement the particular type of recreation facilities located within the Stapies Ranch community park or neighborhood park site shall employ lighting fixtures that have been designed and demonstrated to reduce spillover light, whether by virtue of their mouning height above the field or court surface. Emphasis shall be placed on selecting lighting fixtures that rangement of "hardfles" and/or randitions, such as Medal Haite (as opposed to High-pressure Sodium). Where practical, low watange thoursecont or incandescont bulbs may also be installed in associated service buildings, or for security or pathway lighting. During evening hours, park recreational activity lighting shall be turned off when not necessary for recreational activity lighting shall be urned off when not necessary for recreational excitive lighting purchases. 	following guidelines and specifications into the construction documents:		Division.	occupancy.	
 recreation facilities shall be allowed to fall onto existing residential property. Lighting components shall be schoor continuing care community property. Lighting components shall be schoor continuing care community part of recreation facility that is being it, and shall satisfy the required illumination level for the particular type of sport. Proposed athletic fields, remits courts, or other recreation facility that is been designed and demonstrated to reduce spilower light, whether by virtue of their notating heights above the field or court surface. Emphasis shall be placed on selecting lighting fixtures that race been designed and constrated to reduce spilower light, whether by virtue of reading lighting fixtures that solve the field or court surface. Emphasis shall be placed on selecting lighting fixtures that roughly approximate a natural color readition, such as Metal Halide (as opposed to High-pressure Sodium). Where practical, low wange fittoresseure or incandescent bulbs may also be installed in associated service buildings, or for security or pathway lighting. During evening hours, park recreational activity lighting shall be turned off when not necessary for recreational activity lighting shall be turned off when not necessary for recreational court surface. 	 No more that 1.0 foot-candles of spillover light from 				
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 or neighborhood park site shall employ lighting fixtures that have been designed and demonstrated to reduce spillover light, whether by virtue of their optics, the arrangement of "baffles" and/or their mounting heights above the field or court surface. Emphasis shall be placed on selecting lighting fixtures that roughly approximate a natural color rendition, such as Metal Halide (as opposed to High-pressure Sodium). Where practical, low wattage fluorescent or incandescent bulbs may also be installed in associated service buildings, or for security or pathway lighting. During evening hours, park recreational activity lighting shall be turned off when not necessary for recreational purposes. 	facilities located within the Staples Ranch community park				
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 spillover light, whether by virtue of their optics, the arrangement of "baffles" and/or their mounting heights above the field or court surface. Emphasis shall be placed on selecting lighting fixtures that roughly approximate a natural color rendition, such as Metal Halide (as opposed to High-pressure Sodium). Where practical, low wattage fluorescent or incandescent bulbs may also be installed in associated service buildings, or for security or pathway lighting. During evening hours, park recreational activity lighting shall be turned off when not necessary for recreational purposes. 	that have been designed and demonstrated to reduce				
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During evening hours, park recreational activity lighting shall be turned off when not necessary for recreational purposes.	or for security or pathway lighting.				
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	purposes.				

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STUNERIDGE DRIVE SPECIFIC FLAN AMENDMENT/STAFLES RANCH FROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	rles kanch frioder just 24, 2010]			
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ä,äi,ä}	Timing	Date Completed/ Signature
Air Quality				
AQ-2.1 Implement construction dust measures. The proposed project shall be required to implement the following mitigation measures during	Verify inclusion of dust control measures in	Verification of inclusion of control	Verification of inclusion of	Signature
all construction phases to reduce impacts associated with construction due to the extent feasible as determined by the City Engineer. These	specifications; field	Pleasanton Building	Prior to issuance	Title
measures shall be incorporated into the construction documents	inspections.	and/or Engineering	construction	Date
describing procedures and specifications for contractors to follow.		Division.	permit.	
• Water all active construction areas at least twice daily.		Implementation: Each Project Developer for		
Cover all trucks hauling soil, sand, and other loose		its PUD site and		
materials to or from the Project Area or require all trucks to maintain at least two feet of freeboard.		related construction		
• Pave, apply water three times daily, or apply (non-toxic)		constructed by it per		_
soil stabilizers on all unpaved access roads, parking areas		PUD conditions of		
and staging areas at construction sites.		Stoneridge Drive		
• Sweep daily (with water sweepers) all paved access roads,		Specific Plan		
 Sween streets daily (with water sweeners) if visible soil 		Amendment, and/or		
material is carried onto adjacent public streets.		Agreement; Project		
 Hydroseed or apply (non-toxic) soil stabilizers to inactive 		Sponsor for the		
construction areas (previously graded areas inactive for ten		bridge' and all construction activities		
Enclose cover water twice daily or apply (non-toyic) soil		to be constructed by it		
 Eliciose, cover, water twice daily or apprix (non-toone) som binders to exposed stockpiles (dirt, sand, etc.). 		per the Stoneridge Drive Specific Plan		
 Limit traffic speeds on unpaved roads to 15 mph. 		Amendment and/or		
 Install sandbags or other erosion control measures to 		the Development		
prevent silt runoff to public roadways.		Agreement.		
• Replant vegetation in disturbed areas as quickly as		Field inspections:	Field inspections:	
possible.				

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STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITTIGATION MONITORING AND REPORTING PLAN [August 24, 2010] Mitigation Measures/Improvement Measures Monitoring Action • Suspend excavation and grading activities to the extent feasible when instantaneous wind gusts exceed 25 mph. Monitoring Action • Limit, to the extent feasible, the number of areas adjacent to residences subject to excavation, grading and other construction activity at any one time. Monitoring Action AQ-3.1 Develop and implement plan to reduce operational air emissions. Verify inclusion of measures to reduce operational air emissions. Prior to PUD approval, the project developers shall be required to operational air emissions in the city of Pleasanton that both mobile and stationary Verify inclusion of provint and provide the construction activity of pleasanton that both mobile and stationary	LES RANCH PROJEC Ist 24, 2010] Monitoring Action Monitoring Action Verify inclusion of measures to reduce operational air emissions in	T Responsibility ^{1,41,41,41,41,41,41} City of Pleasanton Building and Safety Division. Verification: City of Pleasanton Planning Division.	Timing On-going during construction. Verification: Prior to PUD approval.	Date Completed/ Signature Signature
·	Verify inclusion of measures to reduce operational air emissions in	Verification: City of Pleasanton Planning Division.	Verification: Prior to PUD approval.	Signature Title
measures have been included to reduce operational emissions resulting co from development on the Project Area to the maximum extent sp practicable.	construction plans and specifications; field inspections.	Implementation: Project Developers. Field inspections:	Field inspections:	Date
 a. A transportation system management program shall be prepared to reduce to the extent feasible mobile source emissions from the proposed uses. Mobile source emission reducing measures could include but are not limited to providing shuttle services to and from the auto mall and commercial development, utilizing less polluting shuttles at the senior continuing care community, and/or using less polluting loaner cars at the proposed auto mall. b. A plan for reducing stationary sources shall be prepared for approval by City staff. The plan shall include measures such as but not limited to incorporating energy-saving appliances for heating and air conditioning units and energy efficient lighting. The plan shall include measures (to the extent feasible) that exceed the requirements of the City's 		Field inspections: City of Pleasanton Planning Division.	Field inspections: Immediately if receive compliance or have reason to believe implementation is not occurring.	
AQ-5.1 Conduct a health risk assessment for proposed residential units $\begin{bmatrix} V \\ as \end{bmatrix}$	Verify that a health risk assessment was	Verification: City of Pleasanton Planning	Verification: Prior to PUD approval.	Signature

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJE ust 24, 2010]	CT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv,iv}	Timing	Date Completed/ Signature
within 500 feet of the closest ultimate travel lane adjacent to the Staples Ranch size assumed under Caltrans' ultimate freeway expansion plans	conducted for residential units within	Division.		Title
for 1-580. If Caltrans' widening plans have not been adopted by the time	500 feet of I-580; verify inclusion of any	Implementation: Project Developer for		Date
the health risk assessment is conducted, conduct a health risk assessment for residential units within 500 feet of the closest ultimate travel lane	recommended measures, such as	the senior continuing care community.		
adjacent to the Staples Ranch site assuming the closest edge of the closest travel lane would shift south 32 feet by the Staples Ranch site.	filtration systems; field inspections.	Field inspections:	Field inspections:	
Prior to the approval of final site design for the senior continuing care		City of Pleasanton Building and Safety	Prior to occupancy.	
qualified air quality consultant that shall demonstrate that proposed		Division.		
residential uses within 500 feet of I-580 on the Staples Ranch site would		-		
minimum level of significance provided by the BAAQMD for stationary				
sources is a cancer risk of 10 in a million. However, risks from mobile				
significance thresholds would be established by the HRA in consultation				
with the City. The HRA shall take into consideration the ultimate				
widening of I-580, and will assume that the closest travel lane by the				
its plans by the time the health risk assessment is conducted. If residents				
are proposed for areas where exposure could exceed the established threshold, then the HRA shall make recommendations for reducing				
exposure to on-site residents.				
Recommendations could include increasing the distance between residents and the freeway, modification to the location and height of				
intakes to the ventilation system, and/or the addition of HEPA or other				
Development.				
Biological Resources				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,ii,ii}	Timing	Date Completed/ Signature
BIO-2.1 Conduct preconstruction surveys for CRLF. To avoid and	Verify that a	Contracting of	Survey	
uction or activities	for California red	qualified biologist for survey notification to	No more than 48	Signature
	legged frog (CRLF)	USFWS and City of	hours prior to	Title
	was conducted;	Pleasanton	bridge	
construction area for the CRLF no more than 48 hours before	notification of US Fish and Wildlife Service	Engineering Division if CRLF found:	construction or activities within	Date
e in the	(USFWS) if CRLF	contracting of	the Arroyo	
	found; removal of	qualified biologist for	Mocho channel,	
are encountered during any construction activities within suitable habitat,	hiologist if CRLF	CRLF found: ceasing	vegetation	
construction shall cease and the USFWS shall be notified immediately.	found; field	construction if CRLF		
Before construction activities can restart, the CRLF shall be removed by	inspections.	found during	Notification to	
USFWS/CDFG-approved biologist and relocated to nearby suitable		construction:	USFWS and City	
aquatic habitat.		Project Sponsor; for	of Pleasanton	
		potennan/bike	Division if CRLF	-
		bridge, City of	found during	
		rieasailioil.	Immediately.	
		Endnotes #5 and #6 apply. ^{vi}	Ceasing construction if CRLF found	
			during construction:	
			Immediately.	
		Deview of	Review of	
		qualifications of	biologist and	
		biologist and review	survey: Prior to	
		of survey:	construction.	
		CILV OF FICASAILUIT		

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010] Mitigation Measures/Improvement Measures Mitigation Measures/Improvement Measures	LES RANCH PROJEC 1st 24, 2010] Monitoring Action	T Responsibility ^{1.11.11.1x}	Timing	Date Completed/ Signature
		Field inspections if CRLF found: City of Pleasanton Engineering Division.	Field inspections: On-going during construction.	
 BIO-2.2 Implement ground disturbance restrictions associated with construction near the Arroyo Mocho. To minimize disturbance to dispersing or foraging CRLF, all construction activities within 100 feet of Arroyo Mocho aquatic habitats, including construction of the Stoneridge Drive bridge, shall be conducted during the dry season, between May 1 and October 15, or before the onset of the rainy season, whichever occurs first unless exclusion fencing is utilized. Construction that commences in the dry season may continue into the rainy season if exclusion fencing is placed between the construction site and Arroyo Mocho to keep the frog from entering the construction area. 	Verify implementation of ground disturbance restrictions during construction; field inspections.	Implementation; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the Development Agreement. Agreement. Endnotes #5 and #6 apply. Field inspections: City of Pleasanton Engineering Division.	On-going during construction.	Signature Title Date
<i>BIO-2.3 Conduct construction monitoring for CRLF</i> . If preconstruction surveys identify CRLF in the Arroyo Mocho channel within the Project Area, the Project Sponsor shall retain a qualified biologist to monitor for the presence of CRLF in the active construction area within Arroyo Mocho channel. If individual CRLF could be directly affected by project construction, then these activities shall cease and the USFWS shall be notified immediately. Formal consultation may then be required by the USFWS, and mitigation measures will be developed through the consultation process to reduce impacts to the species. The Project Sponsor shall implement mitigation measures that are recommended by	If monitoring is required, verify monitoring for the presence of CRLF during construction; cease construction and notify USFWS if monitor finds that CRLF could be directly affected by project construction; notification of and	Contracting of qualified biologist for monitoring; ceasing construction and notifying USFWS and City of Pleasanton Engineering Division if CRLF monitor finds that CRLF could be directly affected by project construction; consultation with	Contracting of qualified biologist for monitoring and reviewing biologist's qualifications: Prior to construction activities. Ceasing construction and	Signature Title Date

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJECT just 24, 2010]	CΤ		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i, ii, iii, iv}	Timing	Date Completed/ Signature
the USFWS through the consultation process to reduce impacts to this species.	consultation with USFWS, if required by USFWS, if CRLF monitor finds that	USFWS, if required by USFWS, if CRLF monitor finds that CRLF could be	notify USFWS and City of Pleasanton Engineering	
	monitor finds that CRLF could be directly affected by project	CRLF could be directly affected by project construction;	Engineering Division if CRLF monitor finds that	
	anecied by project	implement mitigation	CRLF could be	
	mitigation measures	recommended by	by project	
	recommended by	USFWS if CRLF	construction:	
	USFWS if CRLF	monitor finds that	Immediately.	
	CRLF could be directly	directly affected by	Implement	
	affected by project	project construction:	mitigation	
	construction; field	Project Sponsor; for	measures	
	inspections.	potential nedestrian/hike	USFWS if CRLF	
		bridge, City of Pleasanton	monitor finds that CRLF could be	
			directly affected	
		Endnotes #5 and #6	by project	
		appiy.	As recommended	
		Review of	by USFWS.	
		qualifications of biologist:		
		City of Pleasanton Engineering Division.		
			Field inspections:	
		Field inspections: City of Pleasanton	On-going during construction.	
	Verify that WEAP	Verification: The City	Prior to	
DIO 2.7 Comment in Lan in annulo. And Anoport Operation comment				

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE pust 24, 2010]	CT.		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{3,6,31,34}	Timing	Date Completed/ Signature
Worker Environmental Awareness Program (WEAP) training for construction crews (primarily crew and construction foreman) before construction activities within the arroyo begin. The WEAP shall include a brief review of the special status species and other sensitive resources that could occur in the construction area (including their life history and	training of construction crews was conducted.	of Pleasanton Engineering Division. Endnotes #5 and #6 apply.	construction activities within the arroyo.	Signature Title Date
that could occur in the construction area (including their life instory and habitat requirements and the portions of the Project Area where they may be found) and their legal status and protection.		Implementation: Project Sponsor.		
S-BIO-1.1 Preserve off-site San Joaquin spearscale habitat. Prior to issuance of the first grading permit for all or a portion of the Staples Ranch Site or the Stoneridge Drive Bridge, the Alameda County Surplus Property Authority (ACSPA) shall permanently preserve a minimum of 1.77 acres of San Joaquin spearscale habitat in Alameda County by	Verify that off-site habitat has been permanently preserved.	Purchase of credits from Springtown Preserve or preservation of other habitat through a conservation	Purchase credits or record conservation easement: Prior to issuance of first grading permit.	Signature Title Date
either purchasing 1.77 acres worth of credits from the Springtown Natural Community Preserve in the City of Livermore or by permanently protecting 1.77 acres of other spearscale habitat in Alameda County through the use of a conservation easement or other similar method.		easement: ACSPA Review of credits or conservation casements: City of Pleasanton Engineering Division.	Field inspections: Prior to commencement of grading.	
BIO-4.1 Conduct Preconstruction Surveys for Western Pond Turtle. A preconstruction survey for western pond turtle shall be conducted by a qualified biologist three days prior to the onset of bridge construction or activities in the arroyo. The survey area shall be within the arroyo	Verify that a preconstruction survey for western pond turtle was conducted; removal of western	Contracting of qualified biologist for survey; notification to City of Pleasanton Engineering Division	Survey construction area: Within 3 days prior to bridge construction or	Signature Title
channel and shall encompass all areas within at least 100 feet of the proposed area to be affected. If any western pond turtles are encountered during any project activities, construction shall cease until the turtle leaves the area or is removed by a qualified biologist and relocated to nearby suitable aquatic habitats. If no western pond turtles are found, then no further mitigation would be necessary.	pond turtle by a qualified biologist if western pond turtle found; field inspections.	if western pond turtle found; contracting of qualified biologist for removal of western pond turtle if western pond turtle found; ceasing construction if	activities within the Arroyo Mocho channel, or its riparian vegetation. Notification to	Date

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJEC 1st 24, 2010]	Ĥ		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
		western pond turtle found during construction: Project Sponsor; for potential	City of Pleasanton Engineering Division if western pond turtle found	
		potential pedestrian/bike bridge, City of Pleasanton.	during construction: Immediately.	
		Endnotes #5 and #6 apply.	Ceasing construction if western pond turtle found during construction: Immediately.	
		Review of qualifications of biologist and review of survey: City of Pleasanton Engineering Division.	Review of qualifications of biologist and survey: Prior to construction.	
		Field inspections if western pond turtle found: City of Pleasanton Engineering Division.	Field inspections: On-going during construction.	
BIO-4.2 Provide Exclusion Fencing for Western Pond Turtle. If western pond turtles are determined to be present in the Arroyo Mocho, exclusion fencing shall be erected around active construction zones near the Arroyo Mocho to prevent turtles from entering the site.	Verify that if western pond turtles are present exclusion fencing is erected; field inspections.	Verification: City of Pleasanton Engineering Division. Implementation:	Prior to construction activities if western pond turtles are	Signature Title

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJEC st 24, 2010]	Ú.		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i.ii.iii.iv.}	Timing	Date Completed/ Signature
		Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.	present.	Date
		Endnotes #5 and #6 apply.		
		Field inspections: City of Pleasanton Engineering Division.		
ree	If nesting bird survey required, review qualifications of	Contracting of qualified biologist: Each Project	For activities between February 15 and August 15:	Signature
•	biologist; review report of survey by biologist;	Developer for its PUD site and related	prior to the beginning of tree	Title
grading or earthmoving activity. The survey shall be conducted by a qualified biologist, as determined by the City, and occur no more than the found for the	field inspections.	construction activities to be constructed by it per PUD conditions of	removal or mass grading, including grading for major	Date
action is required.		approval, the Stoneridge Drive Specific Plan	infrastructure improvements.	
If active nests for special-status avian species or raptor nests are found within the construction footprint, construction activities shall be delayed within a minimum 500-foot buffer zone surrounding active raptor nests		Amendment, and/or the Development Agreement; Project		
and a minimum 250-foot buffer zone surrounding nests of other special- status avian species until the young have fledged. This buffer zone shall		Sponsor for the bridge and all construction activities to be		
not extend beyond the Staples Ranch site. The appropriate butter can be modified by the City in consultation with qualified biologists and the		constructed by it per the Stoneridge Drive		
CDFG. No action other than avoidance shall be taken without CDFG consultation. Completion of the nesting cycle shall be determined by a		Specific Plan Amendment and the		_ ~
qualified ornithologist or biologist, as determined by the City.		Development		

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010] Mitigation Measures/Improvement Measures Monitoring Action R The buffer zone shall be delineated by highly visible temporary Monitoring Action construction fencing, and no intensive disturbance (c.g., heavy A equipment operation associated with construction, use of cranes or A draglines, new rock crushing activities) or other project-related activities A that could cause nest abandonment or forced fledging, shall be initiated B within the established buffer zone of an active nest. B	LES RANCH PROJEG ust 24, 2010] Monitoring Action	CT Responsibility ^{1,11,111,111,111,111} Agreement. Agreement. Endnotes #5 and #6 apply. Review of qualifications of biologist: City of Pleasanton Community Development Department.	Timing	Date Completed/ Signature
BIO-6.1 Obtain Streambed Alteration Agreement. The Project Sponsor or project developer shall obtain a Section 1600 Streambed Alteration Agreement from the CDFG prior to any construction activities that may result in any disturbance to stream corridors, including riparian vegetation. Specific mitigation measures shall be developed during consultation with the CDFG, but may include measures such as diverting stream flow around the construction site, using bridges instead of culverts, erosion control and bank stabilization measures, and restoring	Verify that a Section 1600 Streambed Alteration Agreement was obtained from the CDFG.	Verification: City of Pleasanton Community Development Department. Implementation: Project Sponsor; for potential pedestrian/bike	Prior to any construction activities that may result in any disturbance to stream corridors, including riparian vegetation.	Signature Title Date

 BIO-6.3 Replace removed vegetation. Prior to any construction in or adjacent to the Arroyo Mocho or its riparian vegetation, the project at a l:1 ratio and a developer shall hire a qualified biologist to survey all of the existing vegetation within the Arroyo Mocho which may be impacted by construction. Vegetation within the Arroyo Mocho that is removed for the construction of the proposed bridge shall be replaced with similar vegetation at a 1:1 ratio once construction activities are complete. Planting shall be done under the supervision of a qualified botanist or biologist. This measure may be implemented through a Streambed Alteration Agreement or other regulatory mechanism to the satisfaction 	 BIO-6.2 Erect exclusion fencing around spearscale mitigation area. Prior to construction along the banks of the Arroyo Mocho, the project around spearscale mitigation area on the north bank of the arroyo to reduce the potential of impacts to the species. The fence shall be orange plastic construction fencing, four feet in height, placed around the plant areas that are going to be protected during construction of the bridge. 	stream corridor habitat damaged from project construction.	Mitigation Measures/Improvement Measures Monitoring Action	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]
laced d a n by a st is	exclusion rected urscale urea; field	bridge, Cit Pleasanton Endnotes # apply.		0] 0]
Contracting of qualified biologist: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnotes #5 and #6 apply. Review of	Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of pleasanton. Pleasanton. Endnotes #5 and #6 apply. Field inspections: City of Pleasanton Engineering Division.	bridge, City of Pleasanton. Endnotes #5 and #6 apply.	Responsibility ^{i,ii,ii,iv}	
Prior to any construction in or adjacent to the Arroyo Mocho or its riparian vegetation.	Prior to construction along the banks of the Arroyo Mocho.		Timing	
Signature Title Date	Signature Title Date		Date Completed/ Signature	

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJE ust 24, 2010]	CT CT		Date Completed/
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i.ii,iii,ix}	Timing	Date Completed/ Signature
of the City and/or CDFG. The revegetation plan shall include the following:		qualifications of biologist: City of Pleasanton		
a. The details and procedures required to prepare the restoration site for planting (i.e., grading, soil preparations, soil stocking, etc.).		Engineering Division. Field inspections: City of Pleasanton Engineering Division.		
b. The methods and procedures for the installation of the plant materials.				
 c. Guidelines for the maintenance of the mitigation site during the establishment phase of the plantings. The maintenance program shall contain guidelines for the control of nonnative plant species and the replacement of plant species that have failed to recolonize. 				
d. The revegetation plan shall provide for monitoring to evaluate the growth of the developing habitat and/or vegetation. Specific goals for the restored habitat shall be defined by quantitative and qualitative characteristics of similar habitats and plants (e.g., density, cover, species composition, structural development).				
e. Contingency plans and appropriate remedial measures shall also be outlined in the revegetation plan should the plantings fail to meet designated success criteria and planting goals.				
BIO-7.1 Provide compensation for impacts to jurisdictional waters. If the Corps or SFRWQCB requires mitigation for impacts to waters of the	Verify that the US Army Corps of Engineers (Corps),	Verification: City of Pleasanton Engineering Division.	Prior to construction activities.	Signature

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJEC just 24, 2010]	T		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
U.S. or state associated with construction of the Stoneridge Drive bridge, then the Project Sponsor shall compensate for the loss of the affected area to ensure no net loss of habitat function and values occurs. Compensation shall be provided at a minimum of 1:1 ratio; however, the actual ratio shall be determined after consultation with the Corps,	California Department of Fish and Game (CDFG), and/or San Francisco Regional Water Quality Control Board (SFR WOCB) are	Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of		Title Date
CDFG, and/or SFRWQCB during the permitting process.	board (SFK WQCD) are consulted and affected habitat is compensated at a ratio determined during the consultation; field inspections.	Pleasanton. Endnotes #5 and #6 apply. Field inspections: City of Pleasanton Engineering Division.		
<i>BIO-8.1 Minimize lighting spillover</i> . All outdoor lighting shall be equipped with devices that will direct lighting away from the Arroyo Mocho and outdoor lighting within 200 feet of the centerline of the arroyo shall be of the minimum wattage required for the particular use	Verify that all outdoor lighting is directed away from the Arroyo Mocho; field	Verification: City of Pleasanton Community Development	Verification: Prior to the issuance of a building permit.	Signature Title
and shall be shielded and directed away from the corridor to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to prevent stray light spillover onto sensitive habitat.	inspectious.	Implementation: Each Project Developer for its PUD site within 200		Date
		feet of Arroyo centerline; Project Sponsor for the bridge and all other construction activities to be constructed by it within 200 feet of the Arroyo centerline per the Stoneridge Drive Specific Plan Amendment and the		

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJEC 1st 24, 2010]	OT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i.ii,iii,iv}	Timing	Date Completed/ Signature
		Development Agreement.		
		Endnotes #5 and #6 apply.		
		Field inspections: City of Pleasanton	Field inspections: During	
		or the Building and Safety Division.		
BIO-8.2 Incorporate wildlife habitat into landscaping plans for community and neighborhood park. Landscape plans for the community	Verify inclusion of wildlife habitat features in landscane plans and	Verification: City of Pleasanton Planning Division	Verification: Prior to the issuance of a huilding nermit	Signature
food, and water for wildlife where appropriate.	specifications; field inspections.	Implementation:		Title
		the Community and Neighborhood Parks.		Date
		Endnote #6 applies.		
		Field inspections: City of Pleasanton Engineering Division.	Field inspections: During construction.	
			-	

Mitigation Measures/Importement MeasuresMontering ActionResponsibilityResponsibilityTimingDate CompletedBIO-91 Conduct receptoration. Their or Planned Unit DevelopmentVerify that are erceptorVerify th	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	ANCH PROJECT			
Verify that a tree report was conducted using a City-approved arborist.Verification: City of Pleasanton Planning 					Date Completed/ Signature
Verify that tree preservation plan was prepared and appropriate mitigation 	Ŷ		s.	l'anned elopment	Signature Title Date
			Verification of submittal: City of Pleasanton Planning. Implementation: Project Developers. Field inspections: City of Pleasanton Planning Division and Building and Safety Division.	· · · · · · · · · · · · · · · · · · ·	Signature Title Date

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	RANCH PROJEC 4, 2010]	Ţ		
Mitigation Measures/Improvement Measures Moni	Monitoring Action	Responsibility ^{i,ii,iii, iv}	Timing S	Date Completed/ Signature
Hazards and Hazardous Materials				
HZ-2.1 Prevent disruption of on-site utilities. The project developer(s) Verify Shall implement the following measures:	Verify that the Underground Service Alert is contacted;	Verification: City of Pleasanton Building and Safety Division.	Prior to construction	Signature
a. Prior to initiation of any on-site construction activities, the identi- project developer shall contact the Underground Service dema Alert (USA) whose purpose is to receive planned emer-	PG&E gas lines are identified and demarcated; an	Implementation: Project Developers.		Title Date
excavation reports from public and private excavators and to transmit those planned excavation reports to all participating members of USA who may have underground facilities at the location of excavation. The USA will contact local utilities and inform them that construction is about to begin in their service area. This notice allows local utilities to mark the areas where their underground facilities are located near the construction site so that they may be avoided during project construction.	plan for disturbance of underground utilities is prepared; field inspections.	Field inspections: City of Pleasanton Building and Safety Division.		
b. Prior to construction activities within 50 feet of the PG&E				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
gas line, the project contractor shall identify and demarcate the location of the natural gas pipeline using highly visible				
markers that will remain in place throughout project construction in the vicinity of the pipeline and ensure that				
line. The location of the pipeline shall be noted on the site				
and construction plans. Further, the project contractor shall take all appropriate measures necessary to ensure that				
the line is not disturbed.				
c. The project developers shall develop an emergency				
response measures in the event that there is disturbance of				
any underground utilities. The plan will be subject to review and approval by the City.				
Hydrology and Water Quality				
HY-1.1 Implement Water Quality Management Plan with Targeted Pollutant Removal Rates. In accordance with the applicable provisions	Verify that a site- specific Water Quality Management Plan is	Verification: City of Pleasanton Engineering Division	Prior to construction	Signature
implementation of and compliance with the stormwater quality BMPs are	prepared and	Implementation.	Monitoring	Title
required. However, to ensure that implemented BMPs are effective for	inspections.	Project Developers.	On-going.	Date
project developer shall prepare and implement a site-specific Water Quality Management Plan (WQMP) with BMPs targeted to reduce post-		Field inspections: Engineering Division.		
construction pollutants listed in Table 5.3-5.				
potential pollutants in stormwater runoff. BMPs shall be selected to				

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJI ust 24, 2010]	3CT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
target pollutants listed in Table 3.5-5; selection criteria and documentation shall be incorporated into the WQMP. A qualified engineer shall prepare and submit, concurrently with the submittal of off-site or on-site improvement plans, (whichever comes first), the WQMP for review and approval by the City Engineer. The WQMP must be approved by a qualified engineer of the City's Engineering Division prior to the beginning of construction activities.				
The WQMP shall include the following BMPs along with selected BMPs to target pollutant removal:				
 Waste and materials storage and management BMPs (design and construction of outdoor materials storage areas and trash and waste storage areas, if any, to reduce pollutant introduction). Spill prevention and control BMPs. Slope protection BMPs. Water efficient irrigation practices. Permanent erosion and sediment controls (e.g., hydroseeding, mulching, surface covers). Projects within the Project Area will be required to comply with the applicable provisions C3.c of MRP, including Low Impact Development (LID) source control, site design, and stormwater treatment if applicable. The WQMP shall not include infiltration BMPs unless they comply with design guidelines and requirements specified in TC-1: Infiltration Basins in the CASQA Stormwater Quality BMPs Handbook for New Development and Significant Redevelopment (2003) and/or are specifically approved by the City Engincer and shall meet MRP -				
(LID) source control, site design, and stormwater treatment if applicable. The WQMP shall not include infiltration BMPs unless they comply with design guidelines and requirements specified in TC-1: Infiltration Basins in the CASQA Stormwater Quality BMPs Handbook for New Development and Significant Redevelopment (2003) and/or are specifically approved by the City Engineer and shall meet MRP -				
NPDES Permit minimum requirements including adequate maintenance				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
and that the vertical distance from the base of any infiltration device to the seasonal high groundwater mark shall be at least 10 feet.				
Each individual developer shall be responsible for implementation and maintenance of BMPs. A BMP Monitoring and Maintenance Plan shall be incorporated as part of the WQMP and shall include, at a minimum, annual inspection and maintenance of all structural BMPs on the				
property, a report of non-structural BMP inspection and compliance, and reporting requirements. The Monitoring and Maintenance Plan must be				
approved by the City of Pleasanton City Engineer prior to the beginning of occupancy. The Monitoring and Maintenance Plan can be				
administered through lease agreements assigning responsibility to the occupants, through the creation of a Community Services Authority				
(CSA) or by other means as approved by the City. If property titles are transferred, the new owner shall be responsible for their respective nortion of the plan.				
HY-1.2 Implement an Integrated Pest Management Plan and Pesticide	Verify that an integrated Pest	Verification: City of Pleasanton	Verification: Prior to occupancy	Signature
Management Program. An Integrated Pest Management Plan shall be nrenared hy each project developer and for the City parks on the Staples	Management Plan is	Engineering Division.	permit.	Titlo
Ranch site, and implemented to minimize the risk of pollutants	implemented; field	Project Developers		1 Juc
associated with landscape establishment and maintenance practices in surface water runoff and infiltration to groundwater. All Integrated Pest	inspections.	and Property Owners.	1	Date
Management Plan guidelines shall comply with California Department of Pesticide Regulation and Alameda County Agricultural Commissioner rules and regulations in regards to pesticide storage, use, transportation, reporting, and safety. The plan shall encourage minimization and		Field inspections: City of Pleasanton Engineering Division.	Field inspections: On-going as required by Pest Management Plan.	
efficiency of chemical and fertilizer use. Because the receiving water have been listed as impaired by diazinon, diazinon use shall be prohibited.				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i.ii.iii.iv}	Timing	Date Completed/ Signature
Each property owner shall be responsible for implementation of the Integrated Pest Management Plan. The plan must be approved by the City Engineer prior to the beginning of occupancy.				
<i>HY-3.1 Maintain the detention basin.</i> The City shall be responsible for assuring the operation and maintenance of the on-site detention basin and performance goals. Performance goals will include regular system inspections, maintenance when necessary, technical training of staff, and funding mechanisms to support continued effective operation and maintenance of the detention basin.	Assure the operation and maintenance of the onsite detention basin and performance goals.	Monitoring: City of Pleasanton Engineering Division. Implementation: City of Pleasanton.	On-going.	Signature Title Date
<i>HY-4.1 Obtain FEMA flood hazard areas updates prior to construction.</i> Prior to beginning any construction activities, a Conditional Letter of Map Revision shall be obtained from FEMA for the Livermore Flood Protection Improvements. This letter would not revise an effective National Flood Insurance Program map; but it would indicate whether the project, if built as proposed, would or would not be removed from the Special Flood Hazard Area defined by FEMA if it is later submitted as a request for a Letter of Map Revision. Livermore Flood Protection Improvements shall incorporate FEMA recommended design changes issued with the Conditional Letter of Map Revision.	Verify that a Conditional Letter of Map Revision is obtained from FEMA.	Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor.	Prior to construction activities.	Signature Title Date
<i>HY-4.2 Implement Livermore Flood Protection Improvements</i> . Prior to issuing the certificate(s) of occupancy, the Livermore Flood Protection Improvements shall be implemented as part of the El Charro Specific Plan. This program would include construction of regional stormwater detention/retention facilities east of El Charro Road as specified in the El Charro Specific Plan and construction of the north overbank channel to redirect spills from the Arroyo las Positas that spill over El Charro	Verify that Livermore flood protection improvements are completed; an application for a Letter of Map Revision to reflect both the new facility and improvements to the	Verification: City of Pleasanton Engineering Division. Implementation: City of Livermore or Project Sponsor.	Prior to issuing the certificate(s) of occupancy.	Signature Title Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{1,11,111,111} ,iv	Timing	Date Completed/ Signature
Road onto the northern portion of the Staples Ranch development site during a flood event. The Livermore Flood Protection Improvements shall be designed to protect the Staples Ranch site from the 100-year plus levee failure flood event from the Arroyo Mocho east of El Charro Road and the Arroyo las Positas. Facilities shall be designed in accordance with flow detention requirements outlined in the Conditional Letter of Map Revision.	Arroyo Mocho is submitted to FEMA.			
Once the Livermore Flood Protection Improvements are implemented, an application for a Letter of Map Revision to reflect both the new facility and improvements to the Arroyo Mocho shall be submitted to FEMA.				
Land Use and Agricultural Resources				
<i>LU-4.1 Provide additional amenities.</i> If a development project is deemed to be a commercial use and will exceed an FAR of 0.35, the project developer shall provide additional amenities, such as enhancements to a neighborhood or community park, or enhancement of trails in the Project Area. Proposed amenities shall be agreed upon by the City and the project developer prior to the Planned Unit Development approval of any commercial developments that would exceed 35 percent FAR.	Verify that agreed upon additional amenities are provided; field inspections.	Verification: City of Pleasanton Planning Division. Implementation: Project Developers. Project Developers. Field inspections: City of Pleasanton Building and Safety Division or Planning Division.	Verification: Prior to the Planned Unit Development approval of any commercial developments that would exceed 35 percent FAR. Field inspection: Prior to issuing the certificate(s) of occupancy.	Signature Title Date
LU-5.1 Require senior continuing care community airport disclosures, deed riders, and noise complaint procedures. The senior continuing care community will a) disclose to all potential residents the proximity of	Verify that the senior continuing care community provides disclosures, and deed	Verification: City of Pleasanton Planning Division and City Attorney's Office.	Prior to residents occupying units in the senior continuing care	Signature Title

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
the Livermore Airport and the potential for noise and other nuisances from aircraft operations; b) establish procedures, including a phone number, so that the on-site manager for the senior continuing care community will be the initial contact to handle all airport noise complaints from residents; and c) agree to a deed rider on the conveyance to it of any property within the Staples Ranch site that provides:	riders, and establishes airport noise complaint procedures.	Implementation: The operators of the senior continuing care community.	community.	Date
 Grantee hereunder acknowledges and agrees that the subject property is located in the vicinity of an active and operating general aviation airport, outside the City of Livermore's designated Airport Protection Area and 65 CNEL impact area. Grantee accepts possible and normal consequences including noise, light, and vibration arising out of the proper operation of aircraft for current and future operations consistent with the 1975 Livermore Airport Master Plan and Grantee hereby acknowledges and agrees that no claim of nuisance shall lie based on the foregoing. Grantee shall not be deprived of any right it might have against any individual or private operator for negligent or unlawful operation of aircraft. Grantee hereby covenants to include this same paragraph, in its entirety, in any subsequent deed by Grantee of all or any portion of the subject property. Grantee further covenants to include this same paragraph within any lease for all or any portion of the Livermore Municipal Airport consistent with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353. 				
LU-5.2 Require a deed rider or avigation easement on other development projects. All other property owners with development projects located on the Staples Ranch site will be required to either	Verify that all property owners record language required in LU-5.1.	Verification: City of Pleasanton Planning and City Attorney's	Prior to occupation of PUD site.	Signature
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
record the Deed Rider language in LU-5.1 or Livermore's standard		Office.		Title
Avigation Easement, a copy of which is attached to the 2007 Cost- Sharing Agreement between Livermore, Pleasanton, and the Alameda County Surplus Property Authority.		Implementation: Project Developers.		Date
Property owners shall include deed riders/disclosures about the Livermore Municipal Airport consistent with Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353.				
Noise				
NO-1.1Provide exterior-to-interior noise reduction features for residential, retail, and commercial structures to meet City interior noise level standards. Prior to the City's issuing building permits, the senior continuing care community, auto mall, and commercial developers shall	Verify inclusion of exterior-to-interior noise reduction features to meet City standards in construction plans	Verification: City of Pleasanton Planning Division and Building and Safety Division.	Prior to issuance of a Building Permit.	Signature Title
submit to the City noise analyses prepared by a qualified acoustical consultant that demonstrate that all structures will meet City interior	and specifications; field inspections.	Implementation: Project Developers.		Date
City standard of 45 dBA peak hour Leq that would allow the conduct of normal business activities inside these facilities. All proposed structures where people will reside will need to be below the City's interior noise level standard of 45 dBA Ldn. Noise reduction features may include, but are not limited to, building siting, upgraded insulation, sound-rated windows and doors, sound-rated exterior wall assemblies, and acoustical caulking.		Field inspections during construction: City of Pleasanton Building and Safety Division.	Field inspections: Prior to occupancy.	
<i>NO-1.2 Provide exterior-to-interior noise reduction features to meet single-event noise level standards (L_{max}).</i> Prior to the City's issuing building permits, the developer of the senior continuing care community shall submit to the City a noise analysis prepared by a qualified acoustical consultant that demonstrates that all structures where people	Verify inclusion of exterior-to-interior noise reduction features to meet single event noise level standards in	Verification: City of Pleasanton Planning Division and Building and Safety Division.	Verification: Prior to issuance of a Building Permit.	Signature Title
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{LiLiBav}	Timing	Date Completed/ Signature
will sleep and the health care facility can meet the City standard for single-event noise levels, i.e., the maximum sound levels (L _{max}) would be below 50 dBA in all rooms where people will sleep and 55 dBA in all other habitable rooms. Noise reduction features may include, but are not limited to, building siting, upgraded insulation, sound-rated windows and doors, sound-rated exterior wall assemblies, and acoustical caulking.	construction plans and specifications; field inspections.	Implementation: Project Developer for the senior continuing care community. Field inspections during construction: City of Pleasanton Building and Safety Division.	Field inspections: Prior to occupancy.	Date
NO-1.3 Provide exterior noise reduction features by I-580 to meet the City's exterior noise level standards at the villas and outdoor recreation areas. Prior to approval of PUD plans, the developer of the senior continuing care community shall submit a noise analysis prepared by a qualified acoustical consultant to the City that demonstrates to the extent	Verify inclusion of exterior noise reduction features by I-580 to meet City standard in construction plans and	Verification: City of Pleasanton City Council. Implementation: Project Developer for	Verification: Prior to Planned Unit Development approval.	Signature Title
standard of 60 Ldn. Noise reduction features may include "wrapping" the proposed soundwall by the western and eastern property lines, and an increase in the I-580 soundwall height to compensate for the decrease in berm height by the western boundary.	1119 Decembra	care community. Field inspections during construction: City of Pleasanton Building and Safety Division.	Field inspections: Prior to occupancy.	
NO-1.4 In the community park, limit areas within the 65 CNEL contour to open space and trails. The use of trails shall be limited within the 65 CNEL contour. To limit exposure to noise levels above 65 CNEL in the community park closest to El Charro Road, active park uses such as	Verify that areas within the 65 CNEL are limited to open space and trails; field inspection.	Verification: City of Pleasanton Planning Division.	Prior to approval of construction plans for the Community Park.	Signature Title
sports fields and play grounds shall be located outside the 65 CNEL contour. Trails shall be located outside the 65 CNEL contour, except when they connect to the regional trail, or to a proposed or anticipated sidewalk/trail on the adjacent retail center site.	шяреснол.	Implementation: City of Pleasanton. Field inspections: City of Pleasanton Engineering Division.	Field inspections: Prior to	Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{), III, III, IV}	Timing	Date Completed/ Signature
			certification of completion.	
<i>NO-1.5 Limit noise levels from auto mall car wash stations to 60 dBA at the senior continuing care community facility.</i> At the auto mall, all car washes shall be located and designed such that noise from the car washes, including the vacuuming areas, shall not exceed 60 dBA at any habitable structure. The project developer shall submit a noise study to the Community Development Director verifying that the carwashes adhere to this requirement, prior to the issuance of a building permit.	Verify that noise levels from auto mall car wash station do not exceed 60 dBA at the senior continuing care community facility; field inspections.	Verification: City of Pleasanton Planning Division. Implementation: Project Developer for the auto mall.	Prior to issuance of a Building Permit.	Signature Title Date
		Field inspections during construction: City of Pleasanton Building and Safety Division.	Field inspections: Prior to occupancy.	
NO-2.1 Reduce potential pile driving vibration effects on nearby structures below the structural damage threshold. To mitigate potential pile-driving vibration impacts, a site-specific engineering assessment	Verify that a site- specific engineering assessment is completed and	Verification: City of Pieasanton Engineering Division.	Prior to pile driving activities.	Signature Title
shall be completed under the supervision of a qualified vibration consultant to assure that there would be no potential for structural damage to nearby existing buildings, based on a vibration damage threshold for a peak particle velocity (PPV) of 0.20 inches per second. This plan shall be submitted for review and approval by the City Engineer prior to final approval of the bridge plans to ensure that	reviewed by the City Engineer; pile driving is supervised by a qualified vibration consultant; field inspections.	Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.		Date
maximum feasible vibration reduction is achieved. These reduction measures could include pile driving techniques that have a lower potential for vibration impacts such as vibratory pile driving, pre-drilled pile holes, etc. as recommended by the consultant. The effectiveness of the vibration control measures shall be verified by vibration monitoring measurements during bridge pile-driving activities.		Endnote #5 applies. Field inspections during construction: City of Pleasanton Building and Safety Division.	Field inspections: Prior to occupancy.	

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	LES RANCH PROJE(1st 24, 2010]	СТ Г		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
<i>NO-2.2 Provide early notices</i> . Prior to final approval of the Stoneridge Drive bridge plans, a list of measures to respond to and track complaints pertaining to bridge construction vibration shall be submitted to the City	Verify that early notice procedures are conducted.	Verification: City of Pleasanton Engineering Division.	Prior to final approval of the Stoneridge Drive bridge plans.	Signature Title
for review and approval. These measures shall include but not limited to:		Implementation: Project Sponsor; for		Date
 A procedure for notifying the City of Pleasanton; A plan for position given on the postion for postion of the posti		potential pedestrian/bike		
 A plan for posting signs on-site pertaining to perturble construction days and hours, and complaint procedures, 		bridge, City of		
and who to notify in the event of a problem;		Pleasanton.		
• A listing of telephone numbers (during regular construction		Endnote #5 applies.		
The designation of an on-site construction complaint				
manager for the bridge project;				
 Notification of neighbors within 300 feet of the bridge 				
pile-driving activities about the estimated duration of the				
activity; and a preconstruction meeting shall be held with				
the job inspectors and the general contractor/on-site project				
manager to confirm that noise mitigation and practices				
(including construction hours, neighborhood notification, and posted signs, etc.) are completed.				
NO-3.1 Require project developers to implement construction best management practices to reduce construction noise, including:	Verify that construction best management practices to reduce	Verification: City of Pleasanton Building and Safety Division	On-going during construction.	Signature
a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.	construction noise are implemented; field inspections.	and Engineering Division.		Title Date
b. Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including		Implementation: Project Developers.		
residences, and outdoor recreation areas, are avoided as		Field inspections: City		

MITICATION MONITORING AND REPORTING PLAN (August 24, 2010) Maitoring Action Responsibility ^{2,22,43} Timing Date Completed/ Signature Maigeton Measures/Improvement Measures Maitoring Action Responsibility ^{2,22,43} Timing Signature Signature </th

en grade asphalt, which dfic noise level, in order ise in this area and to undard for residential landDrive; field inspections.mp Drive and Trevor replace sound wall e completion of the Stoneridge Drive 1 be repaved with noise- t to the south side of the c/Curry Street residences) e foot higher or, if the mstructing a new, higher g wall.Verify that Stoneridge pavement and that the bridge is replaced with a wall one foot higher than the existing wall.greement for the Project senior continuing careVerify that Stoneridge pavement for the Project	Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
land Endnote #5 applies. land Field inspections: City of Pleasanton Drive between Kamp and Trever is repaved and Trever is repaved and Trever is repaved maximum annount pavement and that the sound wall adjacent to the bridge is replaced the two homes on Maria/Curry closest to the bridge is replaced with a wall one foot her higher than the existing wall. Prior to Payment of funds for the repaving: Project Sponsor to the maximum annount pavement and that the sound wall adjacent to the bridge is replaced with a wall one foot the bridge is replaced with a wall one foot the city of Pleasanton. Prior to Charro Road. Implementation: wall. Field inspections: City of Pleasanton for the repaving. Field inspections: City of Pleasanton the city of Pleasanton city of Pleasanton Engineering Division.	shall be achieved with the implementation of open grade asphalt, which provides approximately a 3 dBA decrease in traffic noise level, in order	Drive; field inspections.	Implementation: Project Sponsor.		Date
D.1.1 Reprove Someridge Drive herveen Kamp Drive and Trevor vory with troise-attenuating parement and replace sound will test the Someridge Drive bridge Prior to the completion of the endge Drive bridge reacting based in the sound wall of the sound wall of sound wall on the endge Drive bridge and Trevor Parkway shall be repaved with noise- anting parement and the sound wall closest to the south side of the endge Drive bridge adjacent to the Maria/Curry Street residences) the bridge is replaced with a wall approximately one foot higher or, if the endge Drive bridge in the sound wall one foot on City right of way in front of the existing wall. Verify that Stoneridge parement and the sound wall obsets on the trop sound wall adjacent to parement and the terpaved with avia curry closest to the sound wall adjacent to parement and the sound wall one foot paratic/Curry closest to the sound wall one foot on City right of way in front of the existing wall. Prior to particle replaced with a vall one foot project Sponsor to the erapaved wall. Prior to particle replaced with a vall one foot higher than the existing wall. Prior to particle replaced with a vall one foot project Sponsor for the construction of the repaving. Prior to particle replaced prior the first sound wall; the City of Pleasanton Engineering Division. Prior to particle repaving. 1.1 Deleted per FEIR. The Development Agreement for the sound vality. See FEIR, pages 4:21, 4:22. Project Field inspections: City of Pleasanton	to reduce the project's contribution to traffic noise in this area and to comply with the City's 60 dBA CNEL noise standard for residential land		Endnote #5 applies.		
vorVerify that StoneridgePayment of funds for the pavenent and Trevor is repaved and Trevor is repaved sound wall adjacent to of the the two homes on Maria/Curry closest to the bridge is replaced with a wall one foot higher than the existing wall.Payment of funds for the project (S1.5 million) as set of the City of Plan Annendment; any Project Sponsor for the construction of the sound wall; the City of Pleasanton for the repaving.Prior to completion of Stoneridge Drive extension to El Plan Annendment; any amount above that, the City of the construction of the sound wall; the City of Pleasanton for the repaving.Prior to construction of the repaving.Project careCity of Pleasanton Engineering Division.Prior to sound wall; the City of Pleasanton Engineering Division.Prior to sound wall; the City of Pleasanton Engineering Division.	uses.		Field inspections: City of Pleasanton Engineering Division.		
pavement and that the sound wall adjacent to of the the two homes on Maria/Curry closest to the bridge is replaced with a wall one foot higher than the existing wall. forth in the Specific Plan Amendment; any amount above that, the City of Pleasanton. Charro Road. Implementation: wall. Plan Amendment; Project Sponsor for the construction of the sound wall; the City of Pleasanton for the repaving. Field inspections: City of Pleasanton Engineering Division. Field inspections: City of Pleasanton	S-NO-1.1 Repave Stoneridge Drive between Kamp Drive and Trevor Parkway with noise-attenuating pavement and replace sound wall nearest the Stoneridge Drive bridge Prior to the completion of the	Verify that Stoneridge Drive between Kamp and Trevor is repaved with noise-attenuating	Payment of funds for the repaving: Project Sponsor to the maximum amount	Prior to completion of Stoneridge Drive extension to El	Signature Title
wall. <i>nt for the Project</i> <i>continuing care</i>	between Kamp Drive and Trevor Parkway shall be repaved with noise- attenuating pavement and the sound wall closest to the south side of the Stoneridge Drive bridge (adjacent to the Maria/Curry Street residences) shall be replaced with a wall approximately one foot higher or, if the residents do not want their wall replaced, by constructing a new, higher	sound wall adjacent to the two homes on Maria/Curry closest to the bridge is replaced with a wall one foot higher than the existing	forth in the Specific Plan Amendment; any amount above that, the City of Pleasanton.		
ct Ct	wall on City right of way in front of the existing wall.	Wall.	Implementation: Project Sponsor for the construction of the sound wall; the City		
ct Field			repaving.		
Population and Housing PH-1.1 Deleted per FEIR. The Development Agreement for the Project will establish the phasing requirements for the senior continuing care community. See FEIR, pages 4-21, 4-22.			Field inspections: City of Pleasanton Engineering Division.		
PH-1.1 Deleted per FEIR. The Development Agreement for the Project will establish the phasing requirements for the senior continuing care community. See FEIR, pages 4-21, 4-22.	Population and Housing				-1
	PH-1.1 Deleted per FEIR. The Development Agreement for the Project will establish the phasing requirements for the senior continuing care community. See FEIR, pages 4-21, 4-22.				

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	pLES RANCH PROJEC just 24, 2010]			
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,ii}	Timing	Date Completed/ Signature
Transportation				
TR-1.1 Deleted –Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.				
<i>TR-1.2 Improve Hopyard Road at Owens Drive (#10).</i> To reduce project-related PM impacts to this intersection, the following lane configurations and modifications are recommended:	Verify payment of traffic development fee.	Payment of fee: Project Developers and, to the extent so provided in the	Prior to issuance of building permits.	Signature Title
 Northbound leg - 2 left-turn lanes, 3 through-lanes, and 1 right-turn lane Southbound leg - 3 left-turn lanes, 3 through-lanes, and 1 free right-turn lane Eastbound leg - 2 left-turn lanes, 2 through-lanes, 1 right-turn lane Westbound leg - 2 left-turn lanes, 2 through-lanes, 1 free right-turn lane Remove eastbound and westbound signalized splits Narrow lanes to reduce the total distance pedestrians are required to cross to 80 feet This mitigation would improve the PM operations from LOS F to LOS D. These improvements are included as projects in the City's Traffic Development Fee. The project developers shall pay the traffic fees to address this mitigation. 		development agreement, the City of Pleasanton. Collection: City of Pleasanton Building and Safety or Engineering Division. Implementation: City of Pleasanton, Engineering Division.		Date
<i>TR-1.3 Improve Hopyard Road at Stoneridge Drive (#11).</i> To reduce project-related PM impacts to this intersection, the proposed mitigation is signal retiming with a cycle length of 100 seconds in the PM and a required eastbound free right turn. Implementing this mitigation would	Verify payment of traffic development fee and that intersection improvements have	Funding: Project developers and, to the extent so provided in the development	Prior to issuance of building permits (as to the payment of traffic	Signature Title

STONERIDGE DRIVE SPECIFIC PLAN AMENDMEN1/STAPLES KANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	S KANCH PROJEC 24, 2010]	-		
Mitigation Measures/Improvement Measures Mon	Monitoring Action	Responsibility ^{i.ii.iii.iv}	Timing	Date Completed/ Signature
improve PM operations from LOS F to LOS D. been	been implemented.	agreement, the City of Pleasanton.	development fees); as	Date
The eastbound free right turn lane is a project in the City's Traffic		Collection: City of	determined by the City of Pleasanton	
Development Fee. The project developers will pay the traffic development fee as mitigation.		·	as to construction of the	
The City of Pleasanton shall be responsible for implementing the		Implementation and	improvements and signal retiming.	
improvement and the signal retiming.		verification: City of Pleasanton Engineering Division.		
TR 1.3(a) and S-TR-2.1. Improve Santa Rita Road at Stoneridge DriveVer(#32). To reduce project related AM and PM impacts at this intersection, the following lane configurations and modifications are recommended:Ver	Verify that payment has been made to the City as set forth in the Specific Plan Amendment.	Funding: Project Sponsor, to the maximum amount (\$1.5 million) as set forth in the Specific	Payment: at time of the first final map.	Signature Title
	rify construction of	Plan Amendment; any amount above that.	improvements: as	Date
 Restripe one of the Stoneridge Drive right turn lanes to an eastbound through lane only. Restripe one of the Stoneridge Drive eastbound right turn imp 	intersection inprovements.	arnount above that, the City of Pleasanton.	determined by the City of	
 Construct a northbound Santa Rita Road lane to provide a 		Collection: City of	Pleasanton.	
separate right turn lane to Stoneridge Drive (east).		Implementation.		
This mitigation will be the financial responsibility of the Project Sponsor		construction of		
to the maximum set forth in the Specific Plan Amendment.		improvements/cycle timing: City of		
In addition, the City of Pleasanton will change the cycle length to 130 seconds in the AM and to 120 seconds in the PM.		Pleasanton.		
These mitigations will improve the AM and PM operations from a LOS F to a LOS D.				

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE just 24, 2010]	CT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i.ii.iii.iv}	Timing	Date Completed/ Signature
Also, although not a significant impact requiring mitigation, safety improvements consisting of new traffic signals shall be required at the intersections of Stoneridge Drive and Newton Way, Guzman Parkway and Trevor Parkway. The Project Sponsor shall have the financial responsibility for these improvements as set forth in the Specific Plan Amendment.				
<i>TR-1.4 Improve Santa Rita Road at Valley Avenue (#34).</i> To reduce project-related PM impacts to this intersection, construct the second Valley Avenue westbound left turn lane and either 1) widen the northbound approach to provide a separate right-turn lane, or 2) construct a third Santa Rita southbound left turn lane.	Verify payment of traffic development fees and implementation of improvements.	Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.	Payment of fee prior to issuance of building permits. Changing cycle length and	Signature Title Date
These improvements are included as projects in the City's Traffic Development Fee. The project developers shall pay the traffic fees to address this mitigation.		Pleasanton. Collection: City of Pleasanton, Building and Safety Division.	constructing other improvements: As determined by the City of Pleasanton	
The City of Pleasanton shall change cycle length to 130 seconds in the PM. This mitigation would improve PM operations from LOS E to LOS D.		Implementation: City of Pleasanton.		
TR-1.5 Deleted – Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.				
TR-2.1 Improve Fallon Road at Dublin Boulevard (#56). To reduce project-related AM and PM impacts to this intersection, the following lane configurations and modifications are recommended.	Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and	Confer with local agencies concerning fair-share mitigation costs: City of	Confer with local agencies concerning fair share mitigation	Signature Title
• Widen the northbound approach to provide a third left-turn lane and a second through lane.	Alameda County on a strategy to fund and complete mitigation measures within each	Pleasanton Engineering Division.	costs: Prior to recordation of a final map.	Date

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
 Widen the eastbound approach to provide a second right- 	other's jurisdictions with the goal to ensure	Intersection	Intersection	
This mitigation would improve the AM operations from LOS E to LOS C and the PM operations from LOS F to LOS D.	share mitigation costs if other jurisdictions are also willing to	City of Dublin.	As determined by the City of Dublin.	
If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.	reciprocate.			
This intersection is located in City of Dublin. See Mitigation Measure TR-2.3 below concerning an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.				
TR-2.2 Improve Murrieta / East Jack London (#EC 13). To reduce project-related AM and PM impacts to this intersection, the following	Verify that Pleasanton has conferred with the City of Dublin, the	Confer with local agencies concerning fair-share mitigation	Confer with local agencies concerning fair-	Signature
Adding a second easthound right-turn lane to provide dual	City of Livermore, and Alameda County on a	costs: City of Pleasanton	costs: Prior to	l itle
right-turn lanes.	strategy to fund and complete mitigation	Engineering Division.	recordation of a final map.	Date
• Restriping bike lanes and removing the existing median and improving the signal operations.	measures within each other's jurisdictions;	Intersection	Intersection	
This mitigation would improve the AM operations from LOS E to LOS D. PM operations would remain at LOS D, but with a smaller delay	ensure contribution of fair-share mitigation costs if other	Improvements: City of Livermore.	the City of	
(from 48 to 42).	jurisdictions are also willing reciprocate, as		Livermore.	
If the City of Livermore chooses not to implement this improvement, the impact would be significant and unavoidable.	stipulated per the mitigation measure.			
This intersection is located in City of Livermore. See Mitigation				

MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	G PLAN [August 24, 2010]	MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]		
Mitigation Measures/Improvement Measures	Monitoring Action	tion Responsibility ^{i, ii, iii, iii}	Timing	Date Completed/ Signature
agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.	ghboring			
<i>TR-2.3 Seek an Interagency Cooperative Agreement.</i> The City of Pleasanton will confer with the City of Livermore, the City of Dublin and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions. More specifically, the City	lin City	<u> </u>		Signature Title
 measures within each other s jurisdictions. More spectrically, the City of Pleasanton will seek to enter into one or more binding agreements with each of these other local agencies in order to facilitate a fair and equitable sub-regional approach to traffic mitigation, to the mutual benefit of all of the affected jurisdictions. Depending on the willingness of these other local agencies to enter into such agreements, the ultimate result may be a single multijurisdictional agreement or one or more agreements between Pleasanton and one or more of the other agencies. The strategy will address fair-share mitigation for projects approved by one jurisdictions and roadway segments in neighboring jurisdiction(s) with cumulatively substandard LOS. The applicable standard for LOS will be that established by each local agency for its current jurisdictional area and its sphere of influence. If spheres of influence overlap or jurisdiction over an intersection is split between two local agencies, the standard to be achieved by mitigation, where feasible, will be determined by mutual agreement of the jurisdictions involved. The City of Pleasanton is willing to ensure that projects it approves contribute fair share mitigation cost for improvements in other 	Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions; ensure contribution of fair-share mitigation fair-share mitigation fair-share mitigation of costs if other approved by willing reciprocate. If ction(s) with ction is split y mitigation, f the approves approves	y on a Pleasanton and Engineering Division. tion of ation ; also ate.	on. recordation of a final map.	Date

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
reciprocate for projects within their jurisdictions that contribute considerably to traffic occurring within the City of Pleasanton. The strategy also may allocate mitigation responsibility to each jurisdiction for improvements within its jurisdiction on the understanding that each jurisdiction will be addressing the cumulative contributions from projects in neighboring jurisdictions.				
If a mutually agreeable strategy cannot be reached with the City of Livermore, City of Dublin and Alameda County, or any one of them, then the City of Pleasanton will not require the contribution of				
mitigations for contributions to impacts in any other jurisdiction unwilling to agree to reciprocity within the City of Pleasanton. This is because, under such circumstances, the City could not be assured that				
projects it approves are being assessed for mitigation only in proportion to their impact and because the City may need to require reallocation of the mitigation contribution to intersections and roadway segments within				
Pleasanton itself, lacking assurance of mitigation funding from projects that may be approved by other jurisdictions. In the event that a mutually agreed upon strategy is not reached, then mitigation of the project's				
contribution to the impacted intersection or roadway segment would be infeasible, and the impact would be considered significant and unavoidable.				
Assuming a cooperative agreement, the Staples Ranch owners/developers will pay their share of costs of improvements in				
question in proportion to the benefits received. The fair-share costs will be contributed to the local agency that has entered into an agreement				
with the City of Pleasanton when the local agency is ready to implement the improvements at issue, provided the aforementioned strategy has				
been mutually agreed upon by the City of Pleasanton and such other				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
local agency prior to final approval of Staples Ranch development.				
<i>TR-5.1 Maintain adequate I-580 frontage setbacks.</i> As part of the Planned Unit Development (PUD) review and approval process, the City of Pleasanton shall ensure that development plans for the proposed senior continuing care community and auto mall do not conflict with	Verify the inclusion of adequate I-580 frontage setbacks in development plans for the senior continuing	Verification: City of Pleasanton Planning Division.	Verification: Prior to Planned Unit Development approval.	Signature Title
potential future I-580 corridor acquisition and improvements by requiring that all buildings be located outside the anticipated Caltrans widening area. If Caltrans' widening plans have not been adopted by the time of PUD approval, the City will assume that the closest travel lane (including the off ramp) by CLC and Hendrick Automotive Group will	care community and auto mall; field inspections.	Implementation: Project Developers for the auto mall and senior continuing care community.	Implementation: During construction.	Date
shift south 32 feet.		Field inspections: City of Plcasanton Building and Safety Division.	Field inspections: During construction.	
<i>TR-7.1 Provide adequate Emergency Vehicle Access</i> . Each development shall include a minimum of two points of emergency vehicle access consistent with the City of Pleasanton's Circulation Element (Policy 5, Program 5.2). The location and the design of the emergency vehicle	Verify inclusion of a minimum of two points of emergency access for each development	Verification: City of Pleasanton Planning Division.	Verification: Prior to Planned Unit Development approval.	Signature Title
access shall be subject to the review and approval of the City of Pleasanton.	field inspections.	Implementation: Project Developers.	Implementation: During construction.	Date
		Field inspections: City of Pleasanton Building and Safety Division.	Field inspections: During construction.	
<i>TR-9.1 Provide acceptable bicycle and pedestrian access.</i> As part of the PUD process, each individual project developer shall work with the City to develop acceptable on-site pedestrian and bicycle facilities, including access to planned sidewalks and bike lanes on Stoneridge Drive. The	Verify inclusion of acceptable bicycle and pedestrian access in development plan; field inspections.	Verification: City of Pleasanton Community Development Department.	Verification: Prior to Planned Unit Development approval for each PUD	Signature Title

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	ust 24, 2010]			
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{1,11,111,111,111}	Timing	Date Completed/ Signature
Project Sponsor shall work with the City to develop appropriate pedestrian and bicycle access to the future regional trail along the Arroyo Mocho as well as bicycle access on Stoneridge Drive.			development; prior to tentative map approval for Project Sponsor's areas of responsibility.	Date
		Implementation: Each Project Developer for its PUD site and	Implementation: During construction.	
		constructed by it per		
		approval, the		
		Stoneridge Drive Specific Plan		
		Amendment, and/or the Development		
		Agreement; Project Sponsor for the bridge		
		and all construction activities to be		
		constructed by it per		
		Specific Plan		
		Amendment and the Development		
		Agreement.		
		Endnote #6 applies.		
		Field inspections: City of Pleasanton Building and Safety Division	Field inspections: During construction.	

Mitigation Measures/Improvement MeasuresMonitoring ActionResponsibility*****TimingDac Completed'TR-9.2 Provide adequate bas and paratransit access. The following nessures shall be provided:Verify inclusion of provide regular bus service to the Project Area as soon as possible.Verify inclusion paratransit access in service to the Project Area as soon as possible.Verify inclusion paratransit access in provide regular bus provide the senior continuing are community and the neighborhood park, and the access number of the senior continuing care community and the neighborhood park, and the residents that with the City of Pleasanton to developer shall work with the City of Pleasanton to developer shall work with the City of Pleasanton to developer shall work with the City of Pleasanton to developer shall work services on the residents that will minimize any potential imperson the residents that will minimize any potential imperson the resident star wite:Verify inclusion are community acted by the City provide uses.City of Pleasanton the senior continuing care community developer shall work project Developer for the residents that will minimize any potential imperson any potential imperson provide uses.City of Pleasanton the residents that will minimize any potential imperson provide uses.City of Pleasanton the residents that will minimize any potential imperson provide uses.DateDatec.The senior continuing care community developer shall work with the City of Pleasanton to develop a shutle system for the residents that will minimize any potential imperson provide uses.Pleasanton to develop a shutle system for the residents that will minimize any potential imperson someridge Drive someridge Drive	STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE just 24, 2010]	CT		
s and paratransit access. The following s and paratransit access. The followingVerify inclusion of adequate bus and paratransit access in development plan; fieldVerification: a b. City of plasanton 	Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{1.41.40.40}	Timing	Date Completed/ Signature
trand paratransti access.The followingVerify inclusion of adequate bus and paratransti access in accupaneu plan; fieldVerification: 					
The City shall encourage LAVTA to provide regular bus service to the Project Area as soon as possible.inspections.c. City of Pleasanton Engineering Division, Parks and Community Services Department, and Planning Division, Parks and Community Services Department, and Planning Division, Parks and Community Division, Parks and Community Division, Parks and Community Division, Project Developer for its PUD site and related construction activities to be existing paratransit services.c. Prior to Pages Project Developer for its PUD site and Project Developer for activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/orc. Prior to	s and paratransit access.	Verify inclusion of adequate bus and paratransit access in development plan; field	Verification: a b., City of Pleasanton Engineering Division.	a b.: Prior to occupancy.	Signature Title
The Project Sponsor shall provide bus turnouts on Stoneridge Drive near the access road to the senior continuing care community and the neighborhood park, and near the auto mall/retail intersection, if required by the City prior to the first occupancy of any of the uses.Parks and Community services Department, and Planning Division. Implementation: Each Project Developer for its PUD site and related construction activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or		inspections.	c. City of Pleasanton Engineering Division,	c. Prior to Planned Unit	Date
the Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the			Parks and Community Services Department, and Planning Division. Implementation: Each Project Developer for its PUD site and related construction activities to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or the Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the	Development approval.	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
		Agreement.		
		Endnote #6 applies.		
		Field inspections: City of Pleasanton Engineering Division.	Field inspections: During construction.	
<i>TR-12.1 Develop Construction Access Plan.</i> Prior to the issuance of final improvement plans or grading permits, each developer within the project and the Project Sponsor shall develop and provide a construction access plan to be reviewed and approved by the City's Engineering Department. This plan will include, at a minimum, the following construction traffic management strategies for each phase of development.	Verify that each developer submitted a construction access plan; field inspection.	Verification: City of Pleasanton Engineering Division.	Prior to issuance of final improvement plans or grading permit.	Signature Title Date
 Using El Charro Road for construction-related access for all phases of development, to the maximum extent feasible. 		Implementation: Each Project Developer for its PUD site and related construction	Implementation: During construction.	
 A set of comprehensive traffic control measures, including the scheduling of major truck trips and deliveries to avoid neak traffic hours, detour signs and flag persons if 		activities to be constructed by it per PUD conditions of approval, the		
required, lane closure procedures, signs, cones for drivers, and designated construction access routes. In addition, the information will include a construction staging plan for any		Stoneridge Drive Specific Plan Amendment, and/or the Development		
public right-of-way used of each phase of the proposed project.		Agreement; Project Sponsor for the bridge and all construction		
• Provisions of parking management and spaces for all construction workers for each phase of construction.		activities to be constructed by it per the Stoneridge Drive		

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
 Notification procedures for adjacent property owners regarding when major deliveries, detours, and lane closures will occur. 		Specific Plan Amendment and the Development Agreement.		
• The location of construction staging areas for materials, equipment and vehicles.		Endnote #6 applies.		
• The identification of haul routes for the movement of construction vehicles that would minimize impacts on vehicular traffic circulation and safety, and a provision		Field inspections: City of Pleasanton Engineering Division.	During construction.	
for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul tracks can be identified and corrected by the project developers.				
• A process for responding to, and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager.				
S-TR-2.1 Improve Santa Rita Road at Stoneridge Drive (#32). S-TR-2.1 has been incorporated into TR-1.3(a).				
<i>S-TR-4.1</i> Payment of Regional Tri-Valley Transportation Development Fees. Payment of TVTC fees to fund improvements to State Route 84, and HOV lanes on I-580 and I-680. Improvements to parallel corridors will provide alternative routes and additional capacity to reduce local traffic impacts.	Verify payment of TVTC fees.	Payment of TVTC fee: Project developers and, to the extent so provided in the development agreement, the City of Pleasanton.	Prior to issuance of building permits.	Signature Title Date
		Verification of payment: City of Pleasanton.		

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE just 24, 2010])CT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i.ii.iii.iv.}	Timing	Date Completed/ Signature
<i>WS-1.1 Verify water supply prior to tentative map approval.</i> The conditions of approval for any tentative subdivision map shall include a condition requiring that sufficient water supply shall be available for the project. The water supply verification must include documentation of historical water deliveries for the previous 20 years, as well as a description of reasonably foreseeable impacts of the proposed subdivision on the availability of water resources of the region.	Verify water supply verification is completed.	Verification: City of Pleasanton Planning Division. Implementation: Project Sponsor and Project Developers.	Prior to a tentative map approval.	Signature Title Date
4.0 Other CEQA Considerations Cumulative Impacts				
<i>TR-1C Improve Hopyard Road at Owens Drive (#10)</i> . Mitigation Measures TR-1C has been incorporated into Mitigation Measure TR-1.3 as mitigation for the approved project. Mitigation Measure TR-1.3 will therefore also reduce cumulative impacts to a less than significant level.				
<i>TR-2C Improve Hopyard Road at Stoneridge Drive (#11).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, the following lane configurations and modifications are recommended:	Verification of fee payment.	Payment of fee: Project Developers and, to the extent so provided in the	Prior to issuance of building permits.	Signature Title
 Eastbound leg – Provide free right turn lane Change cycle length to 120 seconds 		development agreement, the City of Pleasanton.	Construction of improvements: As determined by	Date
This mitigation would improve the cumulative PM operations from LOS F to LOS D.		Collection: City of Pleasanton	the City of Pleasanton.	
This project is included in the City of Pleasanton Traffic Development Fee and payment of fees by project developers would mitigate this impact.		Building and Safety Division or Engineering Division.		
		Implementation: City of Pleasanton, Engineering Division.		

			_	This mitigation would improve the cumulative PM operations from LOS
	has not been	Building and Safety		
	development fee	Collection:		Change the cycle length to 120 seconds in the PM
	traffic			right-turn lane; and removing one left-turn lane
	improvements (if	Pleasanton		• Restripe the eastbound approach to provide an exclusive
	Construction of	in the development	been constructed.	turn lane
Date	has been adopted.	the extent so provided	improvements have	• Widen the southbound approach to provide a second left-
	development fee	Developers and, to	otherwise, verify	
Title	traffic	been adopted): Project	has been adopted;	the following lane configurations and modifications are recommended:
	permits if revised	development fee has	traffic development fee	the project's contribution to cumulative FM impacts to this intersection,
Signature	of building	revised traffic	payment if revised	IN-4C Improve West Las I ostias at diviering e prive (poy). To reduce
	Prior to issuance	Payment of fee: (if	Verification of fee	TD AC Immenia Wast I as Desitas at Stanaridae Drive (#30) To reduce
		Engineering Division.		
		City of Pleasanton,		
		not been adopted,		
		development fee has		
	-	revised traffic		w III dilucitane direse mulproventerito.
		Implementation: if		will undertable these improvements
	Pleasanton.			will mitigate this impact. If the fee undate is not so completed, the City
	City of	Engineering Division.		fees by the Project Developers; the payment of the revised traffic fee
	determined by the	Division of		anticipated that the fee update will be completed prior to the payment of
	adopted): As	Building and Safety		updated and this project will be included in the new traffic fee. It is
	has not been	City of Pleasanton		
	development fee	Collection:		This project is not currently included in the City of Ficasation
	revised traffic			The product is not assessed in the fits of Discounton
	improvements (if	Pleasanton.		
	Construction of	agreement, the City of		E to LOS D.
		development	been constructed.	This mitigation would improve the cumulative PM operations from LOS
Date	has been adopted.	provided in the	improvements have	
	development fee	and, to the extent so	otherwise, verify	second left-turn lane and change the cycle length.
Title	traffic	Project Developers	has been adopted;	impacts to this intersection, widen the southbound leg to provide a
	permits if revised	fee has been adopted):	traffic development fee	<i>Road</i> ($\#$ 26). To reduce the project's contribution to cumulative PM
Signature	of building	revised development	payment if revised	IM-5C Improve suma fun freu a 1-500 zustownie of runder mines
	Prior to issuance	Payment of fee: (if	Verification of fee	TR-3C Improve Sonta Rita Road at 1-580 Fastbound off-ramp/Pimlico
Signature	Timing	Responsibility ^{i,ii,ii,iv}	Monitoring Action	Mitigation Measures/Improvement Measures
Date Completed/				
			ust 24, 2010]	MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]
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STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE just 24, 2010])CT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i.ii.iii.iv}	Timing	Date Completed/ Signature
E to LOS D.		Division or Engineering Division.	adopted): As determined by the City of	
This project is not currently included in the City of Pleasanton Development Fee. The City of Pleasanton Traffic Development Fee is currently being updated and this project will be included in the new traffic fee. It is anticipated that the fee update will be completed prior to the payment of fees by the Project Developers; the payment of the revised traffic fee will mitigate this impact. If the fee update is not so completed, the City will undertake these improvements.		Implementation: (if revised traffic development fee has not been adopted), As determined by the City of Pleasanton.	Pleasanton.	
TR-5C Improve Santa Rita Road at Valley Avenue (#34). Mitigation				
reflect full extension of Stoneridge Drive as part of the approved project. Mitigation Measure TR-1.4 will therefore also reduce cumulative impacts to a less than significant level.				
TR-6C Improve El Charro at I-580 EB Off (#51). To reduce cumulative contribution to AM impacts to this intersection, the following lane	Verify intersection improvements are	City of Livermore or City of Pleasanton, per the 2007 Cost-	Prior to issuing the certificate(s) of occupancy.	Signature
 Restripe one Eastbound Left Turn Lane to shared Eastbound Left/Right Turn Lane 		Verification: City of Pleasanton		Date
This mitigation would improve the cumulative AM operations from LOS E to LOS C.		Engineering Division.		
This project is not included in the Phase 1 Interchange Improvement to be constructed by the City of Dublin. This improvement has been identified in the City of Livermore's El Charro Specific Plan EIR. As provided in the Cost Sharing Agreement dated September 4, 2007 between the Cities of Pleasanton and Livermore and the Surplus				

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJEC just 24, 2010]	ΟT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
Property Authority of Alameda County, if the City of Livermore has not constructed the modification to the Caltrans I-580/Fallon Road Interchange Modification (Project #04-257604) that is identified in this EIR, the City of Pleasanton will be responsible to construct the modification.				
TR-7C Deleted per FEIR, at page 4-23. Intersection improvements will be constructed as part of the Project.				
<i>TR-8C Improve Fallon Road at Dublin Boulevard (#56).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, provide a free single eastbound right-turn lane. This mitigation would improve the cumulative PM operations from LOS E to LOS D.	Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and	Confer with local agencies concerning fair-share mitigation costs as provided in the mitigation measure: City of	Confer with local agencies concerning fair- share mitigation costs as stipulated per the mitigation	Signature Title Date
If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.	complete mitigation measures within each other's jurisdictions	Pleasanton Engineering Division.	measure: Prior to recordation of a final map.	
This intersection is located in the City of Dublin. See Mitigation Measure TR-11C about an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.	with the goal to ensure contribution of fair- share mitigation costs if other jurisdictions are also willing reciprocate.	Intersection improvements: City of Dublin.	Intersection improvements: As determined by the City of Dublin.	
<i>TR-9C Improve Tassajara Road at Central Parkway (#60)</i> . To reduce the project's contribution to cumulative PM impacts to this intersection, widen the eastbound lane to provide a separate right-turn lane. This mitigation would improve the cumulative PM operations from LOS E to LOS D.	Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation	Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton	Confer with local agencies concerning fair- share mitigation costs as stipulated per the mitigation measure: Prior to	Signature Title Date
If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.	measures within each other's jurisdictions	Engineering Division.	recordation of a final map.	

MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]			
Mitigation Measures/Improvement Measures Moni	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
This intersection is located in the City of Dublin. See Mitigation Measure TR-11C about an interagency cooperative agreement that could provide a mechanism for cost sharing among multiple jurisdictions to aldress a project's impact in a neighboring community.with a 	with a goal to ensure contribution of fair- share mitigation costs if other jurisdictions are also willing reciprocate.	Intersection improvements: City of Dublin.	Intersection improvements: As determined by the City of Dublin.	
TR-10C Deleted—Per FEIR. As stated on page 3-69 of the FEIR, the City of Dublin has determined that mitigation for this significant and unavoidable impact is infeasible.				
 <i>TR-11C Seek an Interagency Cooperative Agreement.</i> The City of Pleasanton will confer with the City of Livermore, the City of Dublin and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions. More specifically, the City of Alam equitable sub-regional approach to traffic mitigation, to the mutual benefit of all of the affected jurisdictions. Depending on the willingness of these other local agencies to enter into such agreements, the ultimate result may be a single multijurisdictional agreement or one or more of the will address fair-share mitigation for projects approved by one jurisdiction that contribute cumulatively considerable traffic to intersections and roadway segments in neighboring jurisdiction(s) with cumulatively substandard LOS. The applicable standard for LOS will be that established by each local agencies, the standard to be achieved by mitigation, where feasible will be determined by mutual agreement of the 	Verify that Pleasanton has conferred with the City of Dublin, the City of Livermore, and Alameda County on a strategy to fund and complete mitigation measures within each other's jurisdictions with the goal to ensure contribution of fair- share mitigation costs if other jurisdictions are also willing reciprocate.	Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton Engineering Division.	Confer with local agencies concerning fair- share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.	Signature Title Date

Improvement Measures Monitoring Action In is willing to ensure that projects it approves intigation cost for improvements in other intriductions are also willing to the within their jurisdictions are also willing to the contribute contribute services and purisdiction on the understanding that each difference of the understanding that each difference contributions from projects citons. Is strategy cannot be reached with the City of heasanton. The care mitigation responsibility to each jurisdiction of be understanding that each difference contributions from projects citons to impacts in any other jurisdiction function in the City of Pleasanton. This is incumstances, the City could not be assured that reciprocity within the City of Pleasanton. This is incumstances, the City could not be assured that the being assessed for mitigation only in proportion cause the City may need to require reallocation of ution to intersections and roadway segments within fing assurance of mitigation funding from project's spacet dimensection or roadway segment would be considered significant and and and and and and and a segment and and and and a segment and and and a segment and and and a segment and and a segment would be considered significant and and a segment and a segment would be considered significant and a segment and a segment.					
risdictions involved. In City of Pleasannon is willing to ensure that projects it approves onribute fair stare mitigation cost for improvements in other risdictions but only if the other jurisdictions are also willing to eciprocate for projects within their jurisdictions that contribute onsiderably to traffic occurring within the City of Pleasannon. The risdiction will be addressing the cumulative contributions from projects a neighboring jurisdictions. I a nutually agreeable strategy cannot be reached with the City of ivermore. City of Dublin and Alameda County, or any one of them, hen the City of Pleasannon will not require the contribution of hen the City of Pleasannon will not require the contribution of hen the city of reasanton will not require the contribution of hen the city of pleasanton will not require the contribution of he mitigation contributions to impacts in any other jurisdiction mwilling to agree to reciprocity within the City of Pleasanton. This is recause, under such circumstances, the City could not be assured that rojects it approves are being assessed for mitigation only in proportion o their impact and because the City may need to require reallocation of he mitigation contribution to intersections and roadway segments within Pleasannon itself, lacking assurance of mitigation funding from projects har may be approved by other jurisdictions. In the event that a mutually greed upon strategy is not reached, then mitigation of the Project's contribution to the impacted intersection or roadway segment would be mavoidable. hased on this cooperative agreement, the Staples Ranch Specific Plan	Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility^{1,11,11,11,11}	Timing	Date Completed/ Signature
he City of Pleasanton is willing to ensure that projects it approves ourribute fair share mitigation cost for improvements in other irrisdictions but only if the other jurisdictions are also willing to eciprocate for projects within their jurisdictions that contribute onsiderably to traffic occurring within the City of Pleasanton. The tradegy also may allocate mitigation responsibility to each jurisdiction or improvements within its jurisdiction on the understanding that each irrisdiction will be addressing the cumulative contributions from projects in neighboring jurisdictions. If a mutually agreeable strategy cannot be reached with the City of <i>ivermore</i> , City of Dublin and Alameda County, or any one of them, ine the City of Pleasanton will not require the contribution of inigations for contributions to impacts in any other jurisdiction inviting to agree to reciprocity within the City of Pleasanton. This is ecause, under such circumstances, the City could not be assured that rojects it approves are being assessed for mitigation norly in proportion o their impact and because the City may need to require reallocation of the mitigation contribution to intersections and roadway segments within fleasanton itself, lacking assurance of mitigation funding from project's and may be approved by other jurisdictions. In the event that a mutually greed upon strategy is not reached, then mitigation of the Project's ourtbuilon to the impacted intersection or roadway segment would be intensible, and the impacted intersection or roadway segment would be intravidable. assed on this cooperative agreement, the Staples Ranch Specific Plan	jurisdictions involved.				
eciprocate for projects within their jurisdictions that contribute onsiderably to traffic occurring within the City of Pleasanton. The trategy also may allocate mitigation responsibility to each jurisdiction or improvements within its jurisdiction on the understanding that each trisdiction will be addressing the cumulative contributions from projects a neighboring jurisdictions. I neighboring jurisdictions the reached with the City of internore. City of Dublin and Alameda County, or any one of them, hen the City of Pleasanton will not require the contribution of intigations for contributions to impacts in any other jurisdiction mwilling to agree to reciprocity within the City could not be assured that rojects it approves are being assessed for mitigation only in proportion o their impact and because the City may need to require reallocation of he mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects hat may be approved by other jurisdictions. In the event that a mutually greed upon strategy is not reached, then mitigation of the Project's contribution to the impact dimersection or roadway segment would be measible, and the impact would be considered significant and mavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	The City of Pleasanton is willing to ensure that projects it approves contribute fair share mitigation cost for improvements in other jurisdictions but only if the other jurisdictions are also willing to				
trategy also may allocate mitigation responsibility to each jurisdiction or improvements within its jurisdiction on the understanding that each risdiction will be addressing the cumulative contributions from projects a neighboring jurisdictions. f a mutually agreeable strategy cannot be reached with the City of ivermore, City of Dublin and Alameda County, or any one of them, hen the City of Pleasanton will not require the contribution of nitigations for contributions to impacts in any other jurisdiction nwilling to agree to reciprocity within the City of Pleasanton. This is eccause, under such circumstances, the City could not be assured that rojects it approves are being assessed for mitigation only in proportion o their impact and because the City may need to require reallocation of he mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from project's nat may be approved by other jurisdictions. In the event that a mutually greed upon strategy is not reached, then mitigation of the Project's contribution to the impact would be considered significant and inavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	reciprocate for projects within their jurisdictions that contribute considerably to traffic occurring within the City of Pleasanton. The				
rrisdiction will be addressing the cumulative contributions from projects a neighboring jurisdictions. f a mutually agreeable strategy cannot be reached with the City of invermore. City of Dublin and Alameda County, or any one of them, hen the City of Pleasanton will not require the contribution of nitigations for contributions to impacts in any other jurisdiction nwilling to agree to reciprocity within the City of Pleasanton. This is recause, under such circumstances, the City could not be assured that rrojects it approves are being assessed for mitigation only in proportion o their impact and because the City may need to require reallocation of the mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects har may be approved by other jurisdictions. In the event that a mutually greed upon strategy is not reached, then mitigation of the Project's inary be approved by other intersection or roadway segment would be miteasible, and the impact intersection or roadway segment would be inavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	strategy also may allocate mitigation responsibility to each jurisdiction for improvements within its jurisdiction on the understanding that each				
f a mutually agreeable strategy cannot be reached with the City of ivermore, City of Dublin and Alameda County, or any one of them, nen the City of Pleasanton will not require the contribution of initigations for contributions to impacts in any other jurisdiction nwilling to agree to reciprocity within the City of Pleasanton. This is reccause, under such circumstances, the City could not be assured that rojects it approves are being assessed for mitigation only in proportion o their impact and because the City may need to require reallocation of he mitigation contribution to intersections and roadway segments within Peasanton itself, lacking assurance of mitigation funding from projects hat may be approved by other jurisdictions. In the event that a mutually greed upon strategy is not reached, then mitigation of the Project's contribution to the impacted intersection or roadway segment would be nfeasible, and the impact would be considered significant and mavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	in neighboring jurisdictions.				
 Jivermore, City of Dublin and Alameda County, or any one of them, hen the City of Pleasanton will not require the contribution of nitigations for contributions to impacts in any other jurisdiction mwilling to agree to reciprocity within the City of Pleasanton. This is eccause, under such circumstances, the City could not be assured that rojects it approves are being assessed for mitigation only in proportion of their impact and because the City may need to require reallocation of the mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects hat may be approved by other jurisdictions. In the event that a mutually greed upon strategy is not reached, then mitigation of the Project's contribution to the impact dintersection or roadway segment would be nifeasible, and the impact would be considered significant and inavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan 	If a mutually agreeable strategy cannot be reached with the City of				
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nitigations for contributions to impacts in any other jurisdiction inwilling to agree to reciprocity within the City of Pleasanton. This is eccause, under such circumstances, the City could not be assured that rojects it approves are being assessed for mitigation only in proportion o their impact and because the City may need to require reallocation of he mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects hat may be approved by other jurisdictions. In the event that a mutually greed upon strategy is not reached, then mitigation of the Project's ontribution to the impacted intersection or roadway segment would be infeasible, and the impact would be considered significant and mavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	then the City of Pleasanton will not require the contribution of				
assed on this cooperative agreement, the Staples Ranch Specific Plan	mitigations for contributions to impacts in any other jurisdiction				
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he mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects hat may be approved by other jurisdictions. In the event that a mutually igreed upon strategy is not reached, then mitigation of the Project's contribution to the impacted intersection or roadway segment would be nfeasible, and the impact would be considered significant and inavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	to their impact and because the City may need to require reallocation of				
hat may be approved by other jurisdictions. In the event that a mutually igreed upon strategy is not reached, then mitigation of the Project's contribution to the impacted intersection or roadway segment would be nfeasible, and the impact would be considered significant and inavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	the mitigation contribution to intersections and roadway segments within Pleasanton itself, lacking assurance of mitigation funding from projects				
greed upon strategy is not reached, then mitigation of the Project's contribution to the impacted intersection or roadway segment would be nfeasible, and the impact would be considered significant and mavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	that may be approved by other jurisdictions. In the event that a mutually				
ontribution to the impacted intersection or roadway segment would be nfeasible, and the impact would be considered significant and inavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	agreed upon strategy is not reached, then mitigation of the Project's				
nreasible, and the impact would be considered significant and inavoidable. Based on this cooperative agreement, the Staples Ranch Specific Plan	contribution to the impacted intersection or roadway segment would be				
3ased on this cooperative agreement, the Staples Ranch Specific Plan	unavoidable.				
	Based on this cooperative agreement, the Staples Ranch Specific Plan				

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{1,11,11,11} ,1v	Timing	Date Completed/ Signature
construction activities could have no effects on significant		to be constructed by it	American remains	
 The archaeological monitor shall record and be authorized 		approval, the	California State	
to collect soil samples and artifactual/ecofactual material as		Specific Plan	Heritage	
warranted for analysis.		Amendment, and/or	Commission:	
• If an intact archaeological deposit were to be encountered,		applicable project	Immediately.	
all soils disturbing activities in the vicinity of the deposit		Development		
shall cease. The City shall empower the archaeological		Agreement; Project		
monitor to temporally redirect		and all construction		
demolition/excavation/construction crews and heavy		activities to be		
equipment until the resource is evaluated. The		constructed by it per		
archaeological consultant shall immediately notify the		the Stoneridge Drive		
Director of the Planning and Community Development		Specific Plan		
Department of the encountered resources.		Amendment and		_
 Should archaeological resources be encountered during 		Applicable project		_
construction, the Project Developer/Sponsor shall consult		Agreements.		_
with City and tribal representatives to determine the				_
appropriate disposition of findings. Mitigation measures		Endnote #5 applies.		_
shall include one of the three alternatives below:		Review of		
1 In-Sith Preservation: The project developer/sponsor		qualifications of		
shall preserve artifacts and resources as found and		archaeological		
shall apply suitable open space, capping, or		City of Pleasanton		
monumentation to the site. The project				
developer/sponsor shall alter development plans to			4 7 · · · · · · · · · · · · · · · · · ·	
accommodate this alternative, as necessary.		Keview of report(s)	Verification of	
2. Excavation/Recovery: The archaeological consultant		from archaeological	annronriate state	
		City of Pleasanton	agencies if	
			and the test of the	-
			required: Prior to	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
developer/sponsor shall maintain sufficient bufferingbetween development subsurface construction and thelocation of resources.3. Excavation/Removal: The archaeological consultant		of report with appropriate state offices: City of Pleasanton Planning Division.		
shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.			· · ·	
If the City requires data recovery, the archaeological consultant shall first prepare an Archaeological Data Recovery Plan that s/he shall				
submit to the Director of the Planning and Community Development Department for review and approval.				
If development plans call for trenching within 200 feet of the Arroyo Mocho, a program of subsurface mechanical trenching along the impacted route chall precede project trenching in an attempt to locate				
additional archaeological sites and/or the original meander of the Mocho, where such sites would most likely be. If additional sites were to be found, the project developer/sponsor shall adhere to the above				
If human remains are discovered, the project developer/sponsor shall				
the human remains are Native American remains, the Project Developer/Sponsor shall notify the California State Native American Heritage Commission.				
The archaeological consultant shall prepare a Final Archaeological Resources Report, meeting City and state standards, evaluating the				
			-	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,iv}	Timing	Date Completed/ Signature
archaeological and historical research methods employed in the testing, monitoring, and data recovery programs. The Director of the Planning and Community Development Department shall review and approve this document. The project developer/sponsor shall file the report with appropriate state offices.				
GEO-1 The Project Sponsor, or a designee approved by the City, shall submit a master geotechnical report for the entire Staples Ranch site. The master geotechnical report shall be subject to the review and approval of the City of Pleasanton Engineer prior to Tentative Map	Verify that a master geotechnical report for the entire Staples Ranch site is submitted; verify that each project	Verification of geotechnical report submittals and qualifications of geotechnical engineer:	Report submittals and verification of geotechnical engineer's qualification:	Signature Title
approval. The content of the report shall be subject to the review and approval of the City Engineer and shall address general items for the site such as removing expansive soil, general secondary earthquake impacts, stockpiling native soils as fill. Each project developer shall submit detailed geotechnical engineering studies specific to its development project for the review and approval of the City of Pleasanton Engineer for review prior to the issuance of a building permit for its development project.	developer submits a detailed geotechnical report; verify all buildings set back a minimum of 20 feet from top of arroyo bank; field inspections.	City of Pleasanton Engineering Division. Submittal of master geotechnical report: Project Sponsor or designee approved by the City of Pleasanton. Submittal of detailed	Prior to Tentative Map approval.	Date
All buildings shall be set back a minimum of 20 feet from the top of the arroyo bank, in case there is a seismically induced bank failure.		Submittal of detailed geotechnical reports: Project Developers. Endnote #5 applies.		
		Field inspections: City of Pleasanton Building and Safety Division and Engineering Division.	Field inspections: On-going during construction.	
		Verify building setback: City of Pleasanton Planning	Verify building setback: Prior to issuance of a	

Mitigation Measures/Improvement Measures Monitoring A	Monitoring Action	Responsibility ^{i,ii,iii,iv}	Timing	Date Completed/ Signature
		Division.	building permit.	
UT-1 Irrigation plans shall incorporate low-flow irrigation head and/or drip irrigation with electric controllers set to water after 7:00 p.m. and before 10:00 a.m., and proper soil preparation for landscaped areas	Verify irrigation plans include low-flow irrigation techniques	Verification: City of Pleasanton Planning Division.	Verification: Prior to issuance of a Building Permit.	Signature
organic soil amendment, as recommended by a qualified landscape	preparation ior landscaned areas: field	Implementation:	Implementation:	Date
architect.	inspections.	Each Project	During	
		PUD site and related	construction.	
		construction activities		
		to be constructed by it		
		approval, the		
		Stoneridge Drive		
		the Development		
		Agreement; Project Sponsor for the bridge		
		and all construction		
		constructed by it per		
		the Stoneridge Drive		
		Specific Plan		
		Amendment and the Development		
		Agreement.		
		Field inspections:	Field inspections:	
		City of Pleasanton	Prior to issuance	
		Building and Safety	of final building	
		Whater (Frazination		

STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]	PLES RANCH PROJE ust 24, 2010]	ECT		
Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility ^{i,ii,ii,iv}	Timing	Date Completed/ Signature
		Division.		
ENDNOTES				
i If it is determined through field inspections and/or monitoring that a site is not in compliance with a mitigation/improvement measure, the responsible party for implementation of the mitigation/improvement measure is the responsible party to bring the mitigation/improvement measure into compliance. The City of Pleasanton may require the responsible party to conduct a peer review report by a consultant chosen by the City of Pleasanton to determine compliance and to recommend measures to correct noncompliance. All peer review costs shall be borne by the party responsible for the implementation of the mitigation/improvement measure.	itoring that a site is not in compliance with sure is the responsible party to bring the mit- uct a peer review report by a consultant chos All peer review costs shall be borne by	nce with a mitigation/imp ig the mitigation/improver ltant chosen by the City o borne by the party resp	a mitigation/improvement measure, the responsible party igation/improvement measure into compliance. The City en by the City of Pleasanton to determine compliance and y the party responsible for the implementation of the	he responsible party mpliance. The City nine compliance and plementation of the
ii As parcels are sold (following the recordation of a final map), new property owner(s) will be responsible for all of the their parcel's "Project Developer" responsibilities, including but not limited to: implementing mitigations, monitoring, reporting, bringing mitigation/improvement measures in nonconformance into conformance, and reimbursing the City of Pleasanton for costs borne by the City of Pleasanton to review monitoring reports and conduct other	ew property owner(s) wi tions, monitoring, reporti costs borne by the City	ill be responsible for all (ing, bringing mitigation/ir y of Pleasanton to reviev	of the their parcel's " nprovement measures v monitoring reports	"Project Developer" in nonconformance and conduct other

Ħ meetings, and conduct other monitoring activities related to the Project Developer's PUD site. will be responsible for the City of Pleasanton's costs to review monitoring reports, contract with peer review consultants, conduct field inspections, attend acceptable funding mechanism) does not adequately cover future costs borne by the City of Pleasanton, the property owner of the project development site related responsibilities. The initial deposit amount shall be determined by the City of Pleasanton. In the event that the Mitigation Monitoring fund (or other with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's mitigation-Prior to the issuance of a building permit for a Project Developer's PUD site, a Mitigation Monitoring fund (or other funding mechanism acceptable to the (or other funding mechanism acceptable to the City of Pleasanton) to cover estimated City of Pleasanton costs to review future monitoring reports, contract City of Pleasanton) shall be established by the City of Pleasanton. The applicable Project Developer shall deposit funding into the Mitigation Monitoring fund

monitoring activities related to their parcel(s)

۲. of Pleasanton. other monitoring activities related to the Project Sponsor's mitigation-related responsibilities. The amount of the initial deposit shall be determined by the City City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct Prior to the recording of the final map for the Staples Ranch site, a Mitigation Monitoring fund (or other funding mechanism acceptable to the City of conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Sponsor's construction-related responsibilities. Project Sponsor will be responsible for paying for the City of Pleasanton's costs to review future monitoring reports, contract with peer review consultants Pleasanton) shall be established by the City of Pleasanton. The Project Sponsor shall deposit funding into the Mitigation Monitoring fund to cover estimated In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future expenses, the

- < that connection. The Project Sponsor will be responsible for the construction of a four-lane Stoneridge Drive that will connect the extension of Stoneridge Drive from its eastern terminus to El Charro Road, including a second two-lane Arroyo Mocho bridge (with bike lanes and sidewalks) and all mitigation measures related to
- ⊴. unless prior to the transfer of the Community Park site to the City of Pleasanton an agreement regarding responsibility, acceptable to both the City of The City of Pleasanton shall be responsible for the biological-related notification, consultation, mitigation, and monitoring required for construction to occur at the Community Park site as required by any of the environmental permitting agencies (USFWS, CDFG, US Army Corps of Engineers, and SFRWQCB), Pleasanton and the Project Sponsor, is reached.