

**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, an ice 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.

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

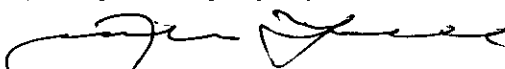
**PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Pleasanton at a special meeting held on August 24, 2010.

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:

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

  
\_\_\_\_\_  
Karen Diaz, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Jonathan P. Lowell, City Attorney

**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 site. The City of Pleasanton (the City) is the lead agency under the California 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 four-lane 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) rezoning 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 Road. The preferred project also assumes the Stoneridge Drive bridges will be 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 years 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 continuing care facility and surrounding neighborhood south 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 in 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 proposed project. Because the City adopts all of the mitigation measures 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 less-than-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 red-legged 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 red-legged 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 pile-driving activities about the estimated duration of the activity and prepare a list of measures to track and respond to

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.]

- Improve Santa Rita Road at I-580 Eastbound off ramp/Pimlico Road (#26), per MM TR-3C. 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 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)

{end}

**Exhibit 2**

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p><i>VQ-3.1 Prepare Lighting Plan.</i> All exterior lighting shall be directed downward and shielded to avoid shining on neighboring properties. Each developer shall submit a conceptual and final lighting plan, and include drawings and/or manufacturer's specification sheets showing the size and types of light fixtures proposed for the exterior areas, including exterior building lighting and parking lot lighting. The City will refer the conceptual lighting plan, including conceptual light fixtures and their locations, to the Alameda County ALUC, and to the FAA if requested by the FAA, prior to Planned Unit Development approval of the Community Development Director prior to the issuance of a building permit.</p> <p>Energy efficient lamp technologies shall be incorporated wherever possible. Mercury vapor shall be avoided. Incandescent light shall be avoided unless they are integrated with a control mechanism that limits their operation time. The use of such lighting shall help minimize impacts on reduced visibility of the night sky.</p>	<p>Referral of conceptual plans; review and approve construction Lighting Plan; field inspections.</p>	<p>Referral of conceptual plans to Alameda County Airport Land Use Commission (ALUC), and, if requested by the Federal Aviation Administration (FAA), referral to FAA; City of Pleasanton Planning Division.</p> <p>Review and approval of conceptual plans: City of Pleasanton City Council.</p> <p>Approval of final plans: City of Pleasanton Planning Division.</p> <p>Implementation: Project Developers.</p> <p>Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Referral of conceptual plans to Alameda County ALUC and, if requested by FAA, referral to FAA. Prior to Planned Unit Development (PUD) approval.</p> <p>Review and approval of conceptual plans: prior to PUD approval.</p> <p>Approval of final plans: Prior to the issuance of a building permit.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>VQ-3.2 Design Lighting System of the Auto Mall to Minimize Light and Glare Impacts.</i> The project developer for the auto mall shall design lighting systems to provide appropriate light illumination for the proposed</p>	<p>Verify inclusion of lighting system designs that minimize light and</p>	<p>Approval of final plans: City of Pleasanton Planning</p>	<p>Approval of final plans: Prior to the issuance of a</p>	<p>Signature _____</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p>auto mall and protect surrounding uses from spillover light and glare by incorporating the following guidelines and specifications.</p> <p>a. Prior to the issuance of a building permit, a lighting plan for the 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 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:</p> <p>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:</p> <ul style="list-style-type: none"> <li>• In designated display areas near each dealership where merchandise is presented to customers, the foot-candle level may be up to, but not exceed, 30.0 at ground level; and</li> <li>• At the senior continuing care community, foot-candle spill over from the auto mall shall not exceed 1.0 foot-candle at ground level.</li> </ul> <p>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.</p>	<p>glare in construction plans and specifications; field inspections.</p>	<p>Division. Implementation: Project Developer for the auto mall.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>building permit.  Field inspections: Prior to occupancy.</p>	<p>Title  Date</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/ <sup>Authority</sup>	Timing	Date Completed/ Signature
<p>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.</p> <p>The location of the designated display areas shall be submitted for review and approval with the PUD development plan.</p> <p>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.</p>				
<p><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.</p>	<p>Verify that all buildings turn off interior lighting during non-operational hours; field inspections.</p>	<p>Implementation: Project Developers.</p> <p>Field inspections: City of Pleasanton Community Development Department.</p>	<p>Implementation: On-going during operation.</p> <p>Field inspections: Immediately if receive complaint of non-compliance or have reason to believe implementation is not occurring.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
<p><i>VQ-3.4 Lighting Plan and Specifications for the Community and Neighborhood Parks.</i> The project developers for the subject parks shall submit a lighting plan for all proposed athletic facilities. The plan shall be reviewed and approved 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 plan shall be designed to minimize light and glare to area residents and motorists. Athletic fields and tennis court lighting systems shall protect</p>	<p>Verify inclusion of lighting plan and specification for parks in construction plans and specifications; field inspections.</p>	<p>Approval of final plans: City of Pleasanton Planning Division.</p> <p>Implementation: Project Developer for the athletic facilities.</p> <p>Field inspections: City of Pleasanton</p>	<p>Approval of final plans: Prior to construction of any lighted facilities.</p> <p>Field inspections: Prior to</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

<b>Mitigation Measures/Improvement Measures</b>	<b>Monitoring Action</b>	<b>Responsibility/Initiative</b>	<b>Timing</b>	<b>Date Completed/ Signature</b>
<p>surrounding uses from spillover light and glare by incorporating the following guidelines and specifications into the construction documents:</p> <ul style="list-style-type: none"> <li>• No more than 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 community property.</li> <li>• 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.</li> <li>• Proposed athletic fields, tennis courts, or other recreation facilities located within the Staples 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 optics, the arrangement of “baffles” and/or their mounting heights above the field or court surface.</li> <li>• 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.</li> <li>• During evening hours, park recreational activity lighting shall be turned off when not necessary for recreational purposes.</li> </ul>		<p>Building and Safety Division.</p>	<p>occupancy.</p>	



**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(Agency)</sup>	Timing	Date Completed/ Signature
<p><b>AQ-2.1 Implement construction dust measures.</b> The proposed project shall be required to implement the following mitigation measures during all construction phases to reduce impacts associated with construction dust to the extent feasible, as determined by the City Engineer. These measures shall be incorporated into the construction documents describing procedures and specifications for contractors to follow.</p> <ul style="list-style-type: none"> <li>• Water all active construction areas at least twice daily.</li> <li>• Cover all trucks hauling soil, sand, and other loose materials to or from the Project Area or require all trucks to maintain at least two feet of freeboard.</li> <li>• Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.</li> <li>• Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.</li> <li>• Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>• Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>• Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</li> <li>• Limit traffic speeds on unpaved roads to 15 mph.</li> <li>• Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>• Replant vegetation in disturbed areas as quickly as possible.</li> <li>• Suspend excavation and grading activities to the extent</li> </ul>	<p>Verify inclusion of dust control measures in construction plans and specifications; field inspections.</p>	<p>Verification of inclusion of control measures: City of Pleasanton Building and Safety Division and/or Engineering Division.</p> <p>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/or the Development Agreement.</p>	<p>Verification of inclusion of control measures: Prior to issuance of a grading or construction permit.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><b>Air Quality</b></p>		<p>Field inspections: City of Pleasanton Building and Safety</p>	<p>Field inspections: On-going during construction.</p>	

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(MUTUA)</sup>	Timing	Date Completed/ Signature
<p>feasible when instantaneous wind gusts exceed 25 mph.</p> <ul style="list-style-type: none"> <li>Limit, to the extent feasible, the number of areas adjacent to residences subject to excavation, grading and other construction activity at any one time.</li> </ul>	<p>Verify inclusion of measures to reduce operational air emissions in construction plans and specifications; field inspections.</p>	<p>Division.</p> <p>Verification: City of Pleasanton Planning Division.</p> <p>Implementation: Project Developers.</p>	<p>Verification: Prior to PUD approval.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>AQ-3.1 Develop and implement plan to reduce operational air emissions.</i></p> <p>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.</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>	<p>Verify that a health risk assessment was conducted for residential units within 500 feet of I-580; verify</p>	<p>Verification: City of Pleasanton Planning Division.</p> <p>Implementation:</p>	<p>Verification: Prior to PUD approval.</p>	<p>Signature _____</p> <p>Title _____</p>
<p><i>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 I-580. If Caltrans' widening plans have not been adopted by the time the</i></p>	<p>Verify that a health risk assessment was conducted for residential units within 500 feet of I-580; verify</p>	<p>Verification: City of Pleasanton Planning Division.</p> <p>Implementation:</p>	<p>Verification: Prior to PUD approval.</p>	<p>Signature _____</p> <p>Title _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup> /Initiative	Timing	Date Completed/ Signature
<p>health risk assessment is conducted, conduct a health risk assessment for residential units within 500 feet of the closest ultimate travel lane 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. Prior to the approval of final site design for the senior continuing care community, a health risk assessment (HRA) shall be prepared by a qualified air quality 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.</p> <p>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 systems as approved by the Director of Community Development.</p>	<p>inclusion of any recommended measures, such as filtration systems; field inspections.</p>	<p>Project Developer for the senior continuing care community.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Field inspections: Prior to occupancy.</p>	<p>Date _____ Signature _____</p>
<p><b>Biological Resources</b></p>				
<p><i>BIO-2.1 Conduct preconstruction surveys for CRLF.</i> To avoid and minimize impact to the CRLF, prior to bridge construction or activities within the Arroyo Mocho channel or its riparian vegetation, a qualified wildlife biologist with the required USFWS permits shall be retained by</p>	<p>Verify that a preconstruction survey for California red legged frog (CRLF) was conducted;</p>	<p>Contracting of qualified biologist for survey; notification to USFWS and City of Pleasanton</p>	<p>Survey construction area: No more than 48 hours prior to bridge</p>	<p>Signature _____ Title _____</p>

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<p>The Project Sponsor to conduct pre-construction clearance surveys in the construction area for the CRLF no more than 48 hours before construction activities begin. If no CRLF are determined to be in the impact area, then no further mitigation would be necessary. If CRLF are encountered 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.</p>	<p>notification of US Fish and Wildlife Service (USFWS) if CRLF found; removal of CRLF by a qualified biologist if CRLF found; field inspections.</p>	<p>Engineering Division if CRLF found; contracting of qualified biologist for removal of CRLF if CRLF found; ceasing construction if CRLF found during construction; Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnotes #5 and #6 apply. <sup>vi</sup></p>	<p>construction or activities within the Arroyo Mochoco 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.</p>	<p>Date _____ Signature _____</p>
<p><i>BIO-2.2 Implement ground disturbance restrictions associated with construction near the Arroyo Mochoco. To minimize disturbance to</i></p>	<p>Verify implementation of ground disturbance</p>	<p>Implementation; Project Sponsor for Engineering Division.</p>	<p>On-going during construction.</p>	<p>Signature _____</p>

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<p>dispersing or foraging CRLF, all construction activities within 100 feet of Arroyo Mochó 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 Mochó to keep the frog from entering the construction area.</p>	<p>restrictions during construction; field inspections.</p>	<p>the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and the Development Agreement.  Endnotes #5 and #6 apply.  Field inspections: City of Pleasanton Engineering Division.</p>		<p>_____ Title  _____ Date</p>
<p><i>BIO-2.3 Conduct construction monitoring for CRLF.</i> If preconstruction surveys identify CRLF in the Arroyo Mochó 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 Mochó 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 the USFWS through the consultation process to reduce impacts to this species.</p>	<p>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 consultation with USFWS, if required by USFWS, if CRLF monitor finds that CRLF could be directly affected by project construction; implementation of mitigation measures</p>	<p>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 USFWS, if required by USFWS, if CRLF monitor finds that CRLF could be directly affected by project construction; implement mitigation measures recommended by</p>	<p>Contracting of qualified biologist for monitoring and reviewing biologist's qualifications: Prior to construction activities.  Ceasing construction and notify USFWS and City of Pleasanton Engineering Division if CRLF monitor finds that CRLF could be directly affected by project</p>	<p>_____ Signature  _____ Title  _____ Date</p>

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<p><i>BIO-2.4 Conduct WEAP training.</i> The Project Sponsor shall conduct 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 habitat requirements and the portions of the Project Area where they may be found) and their legal status and protection.</p>	<p>recommended by USFWS if CRLF monitor finds that CRLF could be directly affected by project construction; field inspections.</p>	<p>USFWS if CRLF monitor finds that CRLF could be directly affected by project construction: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnotes #5 and #6 apply.  Review of qualifications of biologist: City of Pleasanton Engineering Division.</p>	<p>Field inspections: On-going during construction.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p><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</p>	<p>Verify that off-site habitat has been permanently preserved.</p>	<p>Purchase of credits from Springtown Preserve or</p>	<p>Purchase credits or record conservation</p>	<p>_____ Signature</p>

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<p>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.</p>		<p>preservation of other habitat through a conservation easement: ACSPA</p> <p>Review of credits or conservation easements: City of Pleasanton Engineering Division.</p>	<p>easement: Prior to issuance of first grading permit.</p> <p>Field inspections: Prior to commencement of grading.</p>	<p>Title _____ Date _____</p>
<p><i>B/O-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.</p>	<p>Verify that a preconstruction survey for western pond turtle was conducted; removal of western pond turtle by a qualified biologist if western pond turtle found; field inspections.</p>	<p>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.</p> <p>Endnotes #5 and #6 apply.</p>	<p>Survey construction area: Within 3 days prior to bridge construction or activities within the Arroyo Mocho channel, or its riparian vegetation.</p> <p>Notification to City of Pleasanton Engineering Division if western pond turtle found during construction: Immediately.</p> <p>Ceasing construction if western pond turtle found during construction:</p>	<p>Signature _____ Title _____ Date _____</p>

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<p><i>BIO-4.2 Provide Exclusion Fencing for Western Pond Turtle.</i> If western pond turtles are determined to be present in the Arroyo Mochó, exclusion fencing shall be erected around active construction zones near the Arroyo Mochó to prevent turtles from entering the site.</p>	<p>Verify that if western pond turtles are present exclusion fencing is erected; field inspections.</p>	<p>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.</p>	<p>Prior to construction activities if western pond turtles are present.</p>	<p>Signature _____ Title _____  Date _____</p>
<p><i>BIO-5.1 Conduct nesting bird surveys.</i> Prior to the beginning of tree removal or mass grading, between February 15 and August 15, including grading for major infrastructure improvements, an avian nesting survey shall be conducted of all habitat within 350 feet of any grading or</p>	<p>If nesting bird survey required, review qualifications of biologist, review report</p>	<p>Contracting of qualified biologist: Each Project Developer for its PUD</p>	<p>For activities between February 15 and August 15; prior to the</p>	<p>Signature _____ Title _____</p>



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<p>earthmoving activity. The survey shall be conducted by a qualified biologist, as determined by the City, and occur no more than 21 days prior to disturbance. If no active nests are found, no further action is required.</p> <p>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 and a minimum 250-foot buffer zone surrounding nests of other special-status avian species until the young have fledged. This buffer zone shall not extend beyond the Staples Ranch site. The appropriate buffer can be modified by the City in consultation with qualified biologists and the CDFG. No action other than avoidance shall be taken without CDFG consultation. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist, as determined by the City.</p> <p>The buffer zone shall be delineated by highly visible temporary construction fencing, and no intensive disturbance (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the established buffer zone of an active nest.</p>	<p>of survey by biologist; field inspections.</p>	<p>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 Agreement.</p> <p>Endnotes #5 and #6 apply.</p> <p>Review of qualifications of biologist: City of Pleasanton Community Development Department.</p> <p>Review of report of survey by biologist: City of Pleasanton Community Development Department.</p>	<p>beginning of tree removal or mass grading, including grading for major infrastructure improvements.</p>	<p>Date _____ Signature _____</p>

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<p><i>BIO-6.1 Obtain Streambed Alteration Agreement.</i> 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 stream corridor habitat damaged from project construction.</p>	<p>Verify that a Section 1600 Streambed Alteration Agreement was obtained from the CDFG.</p>	<p>Field inspections: City of Pleasanton Building and Safety Division or Engineering Division.</p> <p>Verification: City of Pleasanton Community Development Department.</p> <p>Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnotes #5 and #6 apply.</p>	<p>Prior to any construction activities that may result in any disturbance to stream corridors, including riparian vegetation.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
<p><i>BIO-6.2 Erect exclusion fencing around spearscale mitigation area.</i> Prior to construction along the banks of the Arroyo Mocho, the project developer shall ensure that construction crews erect an exclusion fence around the 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.</p>	<p>Verify that exclusion fencing is erected around spearscale mitigation area; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division.</p> <p>Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnotes #5 and #6 apply.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to construction along the banks of the Arroyo Mocho.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>

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<p><i>B/O-6.3 Replace removed vegetation.</i> Prior to any construction in or adjacent to the Arroyo Mochó or its riparian vegetation, the project developer shall hire a qualified biologist to survey all of the existing vegetation within the Arroyo Mochó which may be impacted by construction. Vegetation within the Arroyo Mochó 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 of the City and/or CDFG. The revegetation plan shall include the following:</p> <ol style="list-style-type: none"> <li>The details and procedures required to prepare the restoration site for planting (i.e., grading, soil preparations, soil stocking, etc.).</li> <li>The methods and procedures for the installation of the plant materials.</li> <li>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.</li> <li>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).</li> </ol>	<p>Verify that removed vegetation is replaced at a 1:1 ratio and a revegetation plan by a qualified biologist is completed; field inspections.</p>	<p>Contracting of qualified biologist; Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnotes #5 and #6 apply.  Review of qualifications of biologist; City of Pleasanton Engineering Division.  Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to any construction in or adjacent to the Arroyo Mochó or its riparian vegetation.</p>	<p>Signature _____ Title _____ Date _____</p>

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<p>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.</p>				
<p><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 shall be determined after consultation with the Corps, CDFG, and/or SFRWQCB during the permitting process.</p>	<p>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.</p>	<p>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.</p>	<p>Prior to construction activities.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>BIO-8.1 Minimize lighting spillover.</i> All outdoor lighting shall be equipped with devices that will direct lighting away from the Arroyo Mochó 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.</p>	<p>Verify that all outdoor lighting is directed away from the Arroyo Mochó; field inspections.</p>	<p>Verification: City of Pleasanton Community Development Department. Implementation: 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</p>	<p>Verification: Prior to the issuance of a building permit.</p>	<p>Signature _____ Title _____ Date _____</p>

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<p><i>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, and water for wildlife where appropriate.</i></p>	<p>Verify inclusion of wildlife habitat features in landscape plans and specifications; field inspections.</p>	<p>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.</p>	<p>Field inspections: During construction.</p>	<p>Signature _____ Title _____ Date _____</p>
		<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developer for the Community and Neighborhood Parks.  Endnote #6 applies.  Field inspections: City of Pleasanton Engineering Division.</p>	<p>Verification: Prior to the issuance of a building permit.  Field inspections: During construction.</p>	

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<p><i>B/O-9.1 Conduct tree appraisal.</i> Prior to Planned Unit Development 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.</p>	<p>Verify that a tree report was conducted using a City-approved arborist.</p>	<p>Verification: City of Pleasanton Planning Division.  Contracting of City-approved arborist: Project Developers.</p>	<p>Prior to Planned Unit Development approval.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p><i>B/O-9.2 Provide tree replacement.</i> Prior to Planned Unit Development approval, each project developer shall submit to the City a proposed tree preservation plan, prepared in accordance with the City's 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.</p>	<p>Verify that tree preservation plan was prepared and appropriate mitigation is implemented; field inspections.</p>	<p>Verification of submittal: City of Pleasanton Planning.  Implementation: Project Developers.  Field inspections: City of Pleasanton Planning Division and Building and Safety Division.</p>	<p>Verification of submittal: Prior to Planned Unit Development approval.  Implementation: Prior to occupancy.</p>	<p>_____ Signature _____ Title _____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/Authority	Timing	Date Completed/ Signature
<p><b>Hazards and Hazardous Materials</b></p> <p><i>HZ-2.1 Prevent disruption of on-site utilities.</i> The project developer(s) shall implement the following measures:</p> <p>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 the areas where their underground facilities are located near the construction site so that they may be avoided during project construction.</p> <p>b. Prior to construction activities within 50 feet of the PG&amp;E gas line, the project contractor shall identify and demarcate</p>				
	<p>Verify that the Underground Service Alert is contacted; PG&amp;E gas lines are identified and demarcated; an emergency response plan for disturbance of underground utilities is prepared; field inspections.</p>	<p>Verification: City of Pleasanton Building and Safety Division. Implementation: Project Developers. Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Prior to construction activities.</p>	<p>Signature _____ Title _____ Date _____</p>

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<p>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.</p> <p>c. The project developers shall develop an emergency response 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.</p>				

**Hydrology and Water Quality**

<p><i>HY-1.1 Implement Water Quality Management Plan with Targeted Pollutant Removal Rates.</i> In accordance with the applicable provisions of the Municipal Regional Permit (MRP)- NPDES Permit, implementation 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.</p> <p>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</p>	<p>Verify that a site-specific Water Quality Management Plan is prepared and implemented; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Developers. Field inspections: Engineering Division.</p>	<p>Prior to construction activities. Monitoring: On-going.</p>	<table border="0"> <tr> <td>Signature</td> <td>_____</td> </tr> <tr> <td>Title</td> <td>_____</td> </tr> <tr> <td>Date</td> <td>_____</td> </tr> </table>	Signature	_____	Title	_____	Date	_____
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**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>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.</p> <p>The WQMP shall include the following BMPs along with selected BMPs to target pollutant removal:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• Spill prevention and control BMPs.</li> <li>• Slope protection BMPs.</li> <li>• Water efficient irrigation practices.</li> <li>• Permanent erosion and sediment controls (e.g., hydroseeding, mulching, surface covers).</li> </ul> <p>Projects within the Project Area will be required to comply with the applicable provisions C.3.c of MRP, including Low Impact Development (LID) source control, site design, and stormwater treatment if applicable.</p> <p>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 the vertical distance from the base of any infiltration device to the</p>				

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(Title)</sup>	Timing	Date Completed/ Signature
<p>seasonal high groundwater mark shall be at least 10 feet.</p> <p>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 portion of the plan.</p>				
<p><i>HY-1.2 Implement an Integrated Pest Management Plan and Pesticide 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 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.</p> <p>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.</p>	<p>Verify that an integrated Pest Management Plan is prepared and implemented; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Developers and Property Owners.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Verification: Prior to occupancy permit.</p> <p>Field inspections: On-going as required by Pest Management Plan.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <small>Individual</small>	Timing	Date Completed/ Signature
<p><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.</p>	<p>Assure the operation and maintenance of the onsite detention basin and performance goals.</p>	<p>Monitoring: City of Pleasanton Engineering Division. Implementation: City of Pleasanton.</p>	<p>On-going.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><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.</p>	<p>Verify that a Conditional Letter of Map Revision is obtained from FEMA.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor.</p>	<p>Prior to construction activities.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><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 Mochó east of El Charro Road and the Arroyo las Positas. Facilities shall be designed in accordance with flow</p>	<p>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 Mochó is submitted to FEMA.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: City of Livermore or Project Sponsor.</p>	<p>Prior to issuing the certificate(s) of occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p>detention requirements outlined in the Conditional Letter of Map Revision.</p> <p>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 Mochco shall be submitted to FEMA.</p>				
<p><b>Land Use and Agricultural Resources</b></p>				
<p><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.</p>	<p>Verify that agreed upon additional amenities are provided; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division. Implementation: Project Developers.</p> <p>Field inspections: City of Pleasanton Building and Safety Division or Planning Division.</p>	<p>Verification: Prior to the Planned Unit Development approval of any commercial developments that would exceed 35 percent FAR.</p> <p>Field inspection: Prior to issuing the certificate(s) of occupancy.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
<p><i>LU-5.1 Require senior continuing care community airport disclosures, deed riders, and noise complaint procedures.</i> 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 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:</p>	<p>Verify that the senior continuing care community provides disclosures, and deed riders, and establishes airport noise complaint procedures.</p>	<p>Verification: City of Pleasanton Planning Division and City Attorney's Office. Implementation: The operators of the senior continuing care community.</p>	<p>Prior to residents occupying units in the senior continuing care community.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>initials</sup>	Timing	Date Completed/ Signature
<p>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 CNEI 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 subject property.</p>				
<p>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.</p>				
<p><i>LU-5.2 Require a deed rider or avigation easement on other development projects.</i> 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.</p> <p>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.</p>	<p>Verify that all property owners record language required in LU-5.1.</p>	<p>Verification: City of Pleasanton Planning and City Attorney's Office. Implementation: Project Developers.</p>	<p>Prior to occupation of PUD site.</p>	<p>Signature _____ Title _____ Date _____</p>

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/Utility	Timing	Date Completed/ Signature
<p><b>Noise</b></p> <p><i>NO-1.1 Provide 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 submit to the City noise analyses prepared by a qualified acoustical consultant that demonstrate that all structures will meet City interior noise 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 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.</i></p>	<p>Verify inclusion of exterior-to-interior noise reduction features to meet City standards in construction plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division and Building and Safety Division.  Implementation: Project Developers.</p>	<p>Prior to issuance of a Building Permit.  Field inspections: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>NO-1.2 Provide exterior-to-interior noise reduction features to meet single-event noise level standards (<math>L_{max}</math>). 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 will sleep and the health care facility can meet the City standard for single-event noise levels, i.e., the maximum sound levels (<math>L_{max}</math>) 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.</i></p>	<p>Verify inclusion of exterior-to-interior noise reduction features to meet single event noise level standards in construction plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division and Building and Safety Division.  Implementation: Project Developer for the senior continuing care community.  Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to issuance of a Building Permit.  Field inspections: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(Affiliate)</sup>	Timing	Date Completed/ Signature
<p><i>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.</i> 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" 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.</p>	<p>Verify inclusion of exterior noise reduction features by I-580 to meet City standard in construction plans and specifications, field inspections.</p>	<p>Verification: City of Pleasanton City Council. Implementation: Project Developer for the senior continuing care community. Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval. Field inspections: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>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.</i> To limit exposure to noise levels above 65 CNEL in the 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 connect to the regional trail, or to a proposed or anticipated sidewalk/trail on the adjacent retail center site.</p>	<p>Verify that areas within the 65 CNEL are limited to open space and trails; field inspection.</p>	<p>Verification: City of Pleasanton Planning Division. Implementation: City of Pleasanton. Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to approval of construction plans for the Community Park. Field inspections: Prior to certification of completion.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><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.</p>	<p>Verify that noise levels from auto mall car wash station do not exceed 60 dBA at the senior continuing care community facility; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division. Implementation: Project Developer for the auto mall. Field inspections during construction:</p>	<p>Prior to issuance of a Building Permit. Field inspections: Prior to</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/Authority	Timing	Date Completed/ Signature
<p><i>NO-2.1 Reduce potential pile driving vibration effects on nearby structures below the structural damage threshold.</i> 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 by the City Engineer prior to final approval of the bridge plans to ensure that 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.</p>	<p>Verify that a site-specific engineering assessment is completed and reviewed by the City Engineer; pile driving is supervised by a qualified vibration consultant; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnote #5 applies. Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Prior to pile driving activities.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><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 for review and approval. These measures shall include but not limited to:</p> <ul style="list-style-type: none"> <li>• A procedure for notifying the City of Pleasanton;</li> <li>• A plan for posting signs on-site pertaining to permitted construction days and hours, and complaint procedures, and who to notify in the event of a problem;</li> <li>• A listing of telephone numbers (during regular construction hours and off-hours);</li> <li>• The designation of an on-site construction complaint manager for the bridge project;</li> </ul>	<p>Verify that early notice procedures are conducted.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnote #5 applies.</p>	<p>Prior to final approval of the Stoneridge Drive bridge plans.</p>	<p>Signature _____ Title _____ Date _____</p>



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/Initiator	Timing	Date Completed/ Signature
<ul style="list-style-type: none"> <li>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.</li> </ul>				
<p><i>NO-3.1 Require project developers to implement construction best management practices to reduce construction noise, including:</i></p> <ol style="list-style-type: none"> <li>Locate stationary construction equipment as far from adjacent occupied buildings as possible.</li> <li>Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including residences, and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.</li> <li>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-foundation/floor pouring), if it can be demonstrated to the</li> </ol>	<p>Verify that construction best management practices to reduce construction noise are implemented; field inspections.</p>	<p>Verification: City of Pleasanton Building and Safety Division and Engineering Division. Implementation: Project Developers. Field inspections: City of Pleasanton Building and Safety Division and Engineering Division.</p>	<p>On-going during construction.</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/Initiative	Timing	Date Completed/ Signature
<p>satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents.</p> <p>d. All construction equipment must meet DMV noise standards and shall be equipped with muffling devices.</p> <p>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 Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.</p>				
<p><i>NO-4.1 Provide noise attenuating pavement to new portions of Stoneridge Drive.</i> The project sponsor shall be required to provide noise attenuation on the new portions of Stoneridge Drive. Noise attenuation shall be achieved with the implementation of open grade asphalt, which provides approximately a 3 dBA decrease in traffic noise level, in order 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 uses.</p>	<p>Verify that noise attenuating pavement is used for the new portions of Stoneridge Drive; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor. Endnote #5 applies. Field inspections: City of Pleasanton Engineering Division.</p>	<p>During construction of Stoneridge Drive.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>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.</i> Prior to the completion of the Stoneridge Drive extension to El Charro Road, Stoneridge Drive 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</p>	<p>Verify that Stoneridge Drive between Kamp and Trevor is repaved with noise-attenuating pavement and that the sound wall adjacent to the two homes on Maria/Curry closest to</p>	<p>Payment of funds for the repaving: Project Sponsor to the maximum amount (\$1.5 million) as set forth in the Specific Plan Amendment; any amount above that, the</p>	<p>Prior to completion of Stoneridge Drive extension to El Charro Road.</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/Initiator	Timing	Date Completed/ Signature
<p>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.</p>	<p>the bridge is replaced with a wall one foot higher than the existing wall.</p>	<p>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.</p>		
<p><b>Population and Housing</b></p>				
<p><i>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.</i></p>				
<p><b>Transportation</b></p>				
<p><i>TR-1.1 Deleted –Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.</i></p>				
<p><i>TR-1.2 Improve Hopyard Road at Owens Drive (#10). To reduce project-related PM impacts to this intersection, the following lane configurations and modifications are recommended:</i></p> <ul style="list-style-type: none"> <li>• Northbound leg – 2 left-turn lanes, 3 through-lanes, and 1 right-turn lane</li> <li>• Southbound leg – 3 left-turn lanes, 3 through-lanes, and 1 free right-turn lane</li> <li>• Eastbound leg – 2 left-turn lanes, 2 through-lanes, 1 right-turn lane</li> <li>• Westbound leg – 2 left-turn lanes, 2 through-lanes, 1 free</li> </ul>	<p>Verify payment of traffic development fee.</p>	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton. Collection: City of Pleasanton Building and Safety or Engineering Division.</p>	<p>Prior to issuance of building permits.</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1/11/11/11</sup>	Timing	Date Completed/ Signature
<p>right-turn lane</p> <ul style="list-style-type: none"> <li>Remove eastbound and westbound signalized splits</li> <li>Narrow lanes to reduce the total distance pedestrians are required to cross to 80 feet</li> </ul> <p>This mitigation would improve the PM operations from LOS F to LOS D.</p> <p>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.</p>		<p>Implementation: City of Pleasanton, Engineering Division.</p>		<p>_____</p> <p>Signature</p> <p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>
<p><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 improve PM operations from LOS F to LOS D.</p> <p>The eastbound free right turn lane is a project in the City's Traffic Development Fee. The project developers will pay the traffic development fee as mitigation.</p> <p>The City of Pleasanton shall be responsible for implementing the improvement and the signal retiming.</p>	<p>Verify payment of traffic development fee and that intersection improvements have been implemented.</p>	<p>Funding: Project developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton, Building and Safety Division.</p> <p>Implementation and verification: City of Pleasanton Engineering Division.</p>	<p>Prior to issuance of building permits (as to the payment of traffic development fees): as determined by the City of Pleasanton as to construction of the improvements and signal retiming.</p>	<p>_____</p> <p>Signature</p> <p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>
<p><i>TR 1.3(a) and S-TR-2.1. Improve Santa Rita Road at Stoneridge Drive (#32).</i> To reduce project related AM and PM impacts at this intersection, the following lane configurations and modifications are recommended:</p> <ul style="list-style-type: none"> <li>Restripe one of the Stoneridge Drive right turn lanes to an eastbound through lane only.</li> <li>Restripe one of the Stoneridge Drive eastbound right turn</li> </ul>	<p>Verify that payment has been made to the City as set forth in the Specific Plan Amendment.</p> <p>Verify construction of intersection</p>	<p>Funding: Project Sponsor, to the maximum amount (\$1.5 million) as set forth in the Specific Plan Amendment; any amount above that, the City of Pleasanton.</p>	<p>Payment: at time of the first final map.</p> <p>Construction of improvements: as determined by the</p>	<p>_____</p> <p>Signature</p> <p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>lanes to a free right turn lane.</p> <ul style="list-style-type: none"> <li>Construct a northbound Santa Rita Road lane to provide a separate right turn lane to Stoneridge Drive (east).</li> </ul> <p>This mitigation will be the financial responsibility of the Project Sponsor to the maximum set forth in the Specific Plan Amendment.</p> <p>In addition, the City of Pleasanton will change the cycle length to 130 seconds in the AM and to 120 seconds in the PM.</p> <p>These mitigations will improve the AM and PM operations from a LOS F to a LOS D.</p> <p>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.</p>	<p>improvements.</p>	<p>Collection: City of Pleasanton.</p> <p>Implementation: construction of improvements/cycle timing: City of Pleasanton.</p>	<p>City of Pleasanton.</p>	<p>_____</p> <p>Signature</p> <p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>
<p><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.</p> <p>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.</p> <p>The City of Pleasanton shall change cycle length to 130 seconds in the</p>	<p>Verify payment of traffic development fees and implementation of improvements.</p>	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton, Building and Safety Division.</p> <p>Implementation:</p>	<p>Payment of fee prior to issuance of building permits.</p> <p>Changing cycle length and constructing other improvements: As determined by the City of Pleasanton.</p>	<p>_____</p> <p>Signature</p> <p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(MHA/MLV)</sup>	Timing	Date Completed/ Signature
<p>PM. This mitigation would improve PM operations from LOS E to LOS D.</p>		City of Pleasanton.		
<p><i>TR-1.5 Deleted –Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.</i></p>				
<p><i>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.</i></p> <ul style="list-style-type: none"> <li>• Widen the northbound approach to provide a third left-turn lane and a second through lane.</li> <li>• Widen the eastbound approach to provide a second right-turn lane.</li> </ul> <p>This mitigation would improve the AM operations from LOS E to LOS C and the PM operations from LOS F to LOS D.</p> <p>If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.</p>	<p>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 to reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.</p> <p>Intersection improvements: City of Dublin.</p>	<p>Confer with local agencies concerning fair share mitigation costs: Prior to recordation of a final map.</p> <p>Intersection improvements: As determined by the City of Dublin.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p>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.</p>				
<p><i>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.</i></p> <ul style="list-style-type: none"> <li>• Adding a second eastbound right-turn lane to provide dual right-turn lanes.</li> <li>• Restriping bike lanes and removing the existing median and</li> </ul>	<p>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</p>	<p>Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: Prior to recordation of a final map.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>initially</sup>	Timing	Date Completed/ Signature
<p>improving the signal operations.</p> <p>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 (from 48 to 42).</p> <p>If the City of Livermore chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>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.</p>	<p>other's jurisdictions; ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate, as stipulated per the mitigation measure.</p>	<p>Intersection improvements: City of Livermore.</p>	<p>Intersection improvements: As determined by the City of Livermore.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><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 multi-jurisdictional 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 LOS.</p> <p>The applicable standard for LOS will be that established by each local agency for its current jurisdictional area and its sphere of influence. If</p>	<p>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; ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: Prior to recordation of a final map.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

<b>Mitigation Measures/Improvement Measures</b>	<b>Monitoring Action</b>	<b>Responsibility</b> <small>Initiative</small>	<b>Timing</b>	<b>Date Completed/ Signature</b>
<p>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.</p> <p>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.</p> <p>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.</p>				



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(Initials)</sup>	Timing	Date Completed/ Signature
<p>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.</p>				
<p><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 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 shift south 32 feet.</p>	<p>Verify the inclusion of adequate I-580 frontage setbacks in development plans for the senior continuing care community and auto mall; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developers for the auto mall and senior continuing care community.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval.  Implementation: During construction.  Field inspections: During construction.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p><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 access shall be subject to the review and approval of the City of Pleasanton.</p>	<p>Verify inclusion of a minimum of two points of emergency access for each development in development plan; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developers.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval.  Implementation: During construction.  Field inspections: During construction.</p>	<p>_____ Signature _____ Title _____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>Utility</sup>	Timing	Date Completed/ Signature
<p><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 Project Sponsor shall work with the City to develop appropriate pedestrian and bicycle access to the future regional trail along the Arroyo Mochó as well as bicycle access on Stoneridge Drive.</p>	<p>Verify inclusion of acceptable bicycle and pedestrian access in development plan; field inspections.</p>	<p>Verification: City of Pleasanton Community Development Department.</p>	<p>Verification: Prior to Planned Unit Development approval for each PUD development; prior to tentative map approval for Project Sponsor's areas of responsibility.</p>	<p>_____ Signature _____ Title _____ Date</p>
		<p>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 Agreement.</p>	<p>Implementation: During construction.</p>	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p><i>TR-9.2 Provide adequate bus and paratransit access.</i> The following measures shall be provided:</p> <ul style="list-style-type: none"> <li>a. The City shall encourage LAVTA to provide regular bus service to the Project Area as soon as possible.</li> <li>b. 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.</li> <li>c. The senior continuing care community developer shall work with the City of Pleasanton to develop a shuttle system for the residents that will minimize any potential impacts on existing paratransit services.</li> </ul>	<p>Verify inclusion of adequate bus and paratransit access in development plan; field inspections.</p>	<p>Endnote #6 applies.</p> <p>Field inspections: City of Pleasanton Building and Safety Division and Engineering Division.</p> <p>Verification: a - b, City of Pleasanton Engineering Division.</p> <p>c. City of Pleasanton Engineering Division, Parks and Community Services Department, and Planning Division.</p> <p>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</p>	<p>a - b.: Prior to occupancy.</p> <p>c. Prior to Planned Unit Development approval.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p><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:</p> <ul style="list-style-type: none"> <li>• Using El Charro Road for construction-related access for all phases of development, to the maximum extent feasible.</li> <li>• A set of comprehensive traffic control measures, including 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 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.</li> <li>• Provisions of parking management and spaces for all construction workers for each phase of construction.</li> <li>• Notification procedures for adjacent property owners</li> </ul>	<p>Verify that each developer submitted a construction access plan; field inspection.</p>	<p>Amendment and the Development Agreement.  Endnote #6 applies.  Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to issuance of final improvement plans or grading permit.</p> <p>Field inspections: During construction.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p>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</p>	<p>Implementation: During construction.</p>			

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/Initiative	Timing	Date Completed/ Signature
<p>regarding when major deliveries, detours, and lane closures will occur.</p> <ul style="list-style-type: none"> <li>The location of construction staging areas for materials, equipment and vehicles.</li> <li>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.</li> <li>A process for responding to, and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager.</li> </ul>		<p>Specific Plan Amendment and the Development Agreement.</p> <p>Endnote #6 applies.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Field inspections: During construction.</p>	
<p><i>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></p> <p><i>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.</i></p>	<p>Verify payment of TVTC fees.</p>	<p>Payment of TVTC fee: Project developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Verification of payment: City of Pleasanton.</p>	<p>Prior to issuance of building permits.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<b>Water Supply</b>				
<p><i>WS-1.1 Verify water supply prior to tentative map approval. The conditions of approval for any tentative subdivision map shall include a</i></p>	<p>Verify water supply verification is</p>	<p>Verification: City of Pleasanton Planning</p>	<p>Prior to a tentative map approval.</p>	<p>Signature _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p>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.</p>	<p>completed.</p>	<p>Division. Implementation: Project Sponsor and Project Developers.</p>		<p>_____ Title _____ Date</p>
<p><b>4.0 Other CEQA Considerations Cumulative Impacts</b></p>				
<p><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.</p>				
<p><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:</p> <ul style="list-style-type: none"> <li>• Eastbound leg – Provide free right turn lane</li> <li>• Change cycle length to 120 seconds</li> </ul> <p>This mitigation would improve the cumulative PM operations from LOS F to LOS D.</p> <p>This project is included in the City of Pleasanton Traffic Development Fee and payment of fees by project developers would mitigate this impact.</p>	<p>Verification of fee payment.</p>	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton Building and Safety Division or Engineering Division.</p> <p>Implementation: City of Pleasanton, Engineering Division.</p>	<p>Prior to issuance of building permits.</p> <p>Construction of improvements: As determined by the City of Pleasanton.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p><i>TR-3C Improve Santa Rita Road at I-580 Eastbound off-ramp/Pinlico Road (#26).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, widen the southbound leg to provide a second</p>	<p>Verification of fee payment if revised traffic development fee has been adopted;</p>	<p>Payment of fee: (if revised development fee has been adopted): Project Developers</p>	<p>Prior to issuance of building permits if revised traffic</p>	<p>_____ Signature _____ Title</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p>left-turn lane and change the cycle length.</p> <p>This mitigation would improve the cumulative PM operations from LOS E to LOS D.</p> <p>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.</p>	<p>otherwise, verify improvements have been constructed.</p>	<p>and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton Building and Safety Division or Engineering Division.</p> <p>Implementation: if revised traffic development fee has not been adopted, City of Pleasanton, Engineering Division.</p>	<p>development fee has been adopted.</p> <p>Construction of improvements (if revised traffic development fee has not been adopted): As determined by the City of Pleasanton.</p>	<p>Date _____</p> <p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>TR-4C Improve West Las Positas at Stoneridge Drive (#30).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, the following lane configurations and modifications are recommended:</p> <ul style="list-style-type: none"> <li>• Widen the southbound approach to provide a second left-turn lane</li> <li>• Restripe the eastbound approach to provide an exclusive right-turn lane; and removing one left-turn lane</li> <li>• Change the cycle length to 120 seconds in the PM</li> </ul> <p>This mitigation would improve the cumulative PM operations from LOS E to LOS D.</p> <p>This project is not currently included in the City of Pleasanton Development Fee. The City of Pleasanton Traffic Development Fee is</p>	<p>Verification of fee payment if revised traffic development fee has been adopted; otherwise, verify improvements have been constructed.</p>	<p>Payment of fee: (if revised traffic development fee has been adopted): Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: Building and Safety Division or Engineering Division.</p> <p>Implementation: (if revised traffic development fee has</p>	<p>Prior to issuance of building permits if revised traffic development fee has been adopted.</p> <p>Construction of improvements (if traffic development fee has not been adopted): As determined by the City of Pleasanton.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>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.</p>		<p>not been adopted), As determined by the City of Pleasanton.</p>		
<p><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.</p>				
<p><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:</p> <ul style="list-style-type: none"> <li>• Restripe one Eastbound Left Turn Lane to shared Eastbound Left/Right Turn Lane</li> </ul> <p>This mitigation would improve the cumulative AM operations from LOS E to LOS C.</p>	<p>Verify intersection improvements are implemented.</p>	<p>City of Livermore or City of Pleasanton, per the 2007 Cost-Sharing agreement.  Verification: City of Pleasanton Engineering Division.</p>	<p>Prior to issuing the certificate(s) of occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>
<p>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.</p>				



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>Alameda</sup>	Timing	Date Completed/ Signature
<p><i>TR-7C Deleted per FEIR, at page 4-23. Intersection improvements will be constructed as part of the Project.</i></p>				
<p><i>TR-8C Improve Fallon Road at Dublin Boulevard (#56). 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.</i></p> <p>If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>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.</p>	<p>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.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as provided in the mitigation measure: City of Pleasanton Engineering Division.</p> <p>Intersection improvements: City of Dublin.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p> <p>Intersection improvements: As determined by the City of Dublin.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>TR-9C Improve Tassajara Road at Central Parkway (#60). 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.</i></p> <p>If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>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.</p>	<p>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 a goal to ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton Engineering Division.</p> <p>Intersection improvements: City of Dublin.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p> <p>Intersection improvements: As determined by the City of Dublin.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>TR-10C Deleted—Per FEIR. As stated on page 3-69 of the FEIR, the City</i></p>				

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p><i>of Dublin has determined that mitigation for this significant and unavoidable impact is infeasible.</i></p> <p><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 Pleasanton shall 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 multi-jurisdictional 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 LOS.</p> <p>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.</p> <p>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</p>	<p>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.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>Municipal</sup>	Timing	Date Completed/ Signature
<p>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.</p> <p>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.</p> <p>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.</p>				

**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]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(initials)</sup>	Timing	Date Completed/ Signature
<p><i>CR-1 Each project developer and the Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric archaeology. The archaeological consultant shall determine if planned development could potentially impact important archaeological resources and shall then design an appropriate archaeological monitoring program. Upon completing the archaeological monitoring program, the archaeological consultant shall submit a written report of findings first and directly to the Director of the Department of Planning and Community Development. At a minimum, the archaeological monitoring program shall include the following:</i></p> <ul style="list-style-type: none"> <li>• An archaeological monitor shall be on site during native soils disturbing activities.</li> <li>• The archaeological consultant shall advise all project contractors to be on the alert for evidence of expected resources, of how to identify the evidence of the expected resources, and of the appropriate protocol in the event of discovering an archaeological resource.</li> <li>• The archaeological monitor shall be present on the Staples Ranch site until the Director of the Planning and Community Development Department, in consultation with the archaeological consultant, determines that project construction activities could have no effects on significant archaeological resources.</li> <li>• The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.</li> <li>• If an intact archaeological deposit were to be encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The City shall empower the archaeological</li> </ul>	<p>Verify retention of a qualified archaeologist; in the event of a discovery, submittal of recommended actions and appropriate reports by said archaeologist; contacting the County Coroner and California State Native American Heritage Commission, if required; verifying mechanical subsurface trenching, if required.</p>	<p>Contracting of qualified archaeological consultant; implementation of all mitigations recommended by qualified archaeological consultant; subsurface mechanical trenching, if required; contacting County Coroner if human remains found; notifying California State Native American Heritage Commission if Native American remains found; filing report with appropriate state office if remains found; 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 applicable project Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per</p>	<p>Verify retention and review qualifications of archaeologist: Prior to construction activity. Monitoring and reporting: During construction and post construction if and as recommended by archaeological monitoring program. Contacting County Coroner if human remains found: Immediately. If County Coroner determines Native American remains found, contacting California State Native American Heritage Commission: Immediately.</p>	<p>Signature _____ Title _____ Date _____</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup> /Affiliate	Timing	Date Completed/ Signature
<p>monitor to temporarily redirect demolition/excavation/construction crews and heavy equipment until the resource is evaluated. The archaeological consultant shall immediately notify the Director of the Planning and Community Development Department of the encountered resources.</p> <ul style="list-style-type: none"> <li>Should archaeological resources be encountered during construction, the Project Developer/Sponsor shall consult with City and tribal representatives to determine the appropriate disposition of findings. Mitigation measures shall include one of the three alternatives below:</li> </ul> <ol style="list-style-type: none"> <li><b>In-Situ Preservation:</b> 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.</li> <li><b>Excavation/Recovery:</b> 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.</li> <li><b>Excavation/Removal:</b> 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.</li> </ol>		<p>the Stoneridge Drive Specific Plan Amendment and applicable project Development Agreements.</p> <p>Endnote #5 applies.</p> <p>Review of qualifications of archaeological consultant: City of Pleasanton Planning Division.</p> <p>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.</p>	<p>Verification of filing report with appropriate state agencies, if required: Prior to occupancy.</p>	

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>Agency</sup>	Timing	Date Completed/ Signature
<p>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.</p> <p>If development plans call for trenching within 200 feet of the Arroyo Mochó, 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 Mochó, 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.</p> <p>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.</p> <p>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.</p>	<p>Verify that a master geotechnical report for the entire Staples Ranch site is submitted; verify</p>	<p>Verification of geotechnical report submittals and qualifications of</p>	<p>Report submittals and verification of geotechnical engineer's</p>	<p>Signature _____ Title _____</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>initial</sup>	Timing	Date Completed/ Signature
<p>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 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.</p>	<p>that each project developer submits a detailed geotechnical report; verify all buildings set back a minimum of 20 feet from top of arroyo bank; field inspections.</p>	<p>geotechnical engineer: City of Pleasanton Engineering Division. Submittal of master geotechnical report: Project Sponsor or designee approved by the City of Pleasanton.</p> <p>Submittal of detailed geotechnical reports: Project Developers.</p> <p>Endnote #5 applies.</p> <p>Field inspections: City of Pleasanton Building and Safety Division and Engineering Division.</p>	<p>qualification: Prior to Tentative Map approval.</p>	<p>Date _____ Signature _____</p>
<p>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.</p>		<p>Verify building setback: City of Pleasanton Planning Division.</p>	<p>Verify building setback: Prior to issuance of a building permit.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>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 amendment, as recommended by a qualified landscape architect.</i></p>	<p>Verify irrigation plans include low-flow irrigation techniques and proper soil preparation for landscaped areas; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.</p> <p>Implementation: Each Project Developer for its PUD site and related construction activities</p>	<p>Verification: Prior to issuance of a Building Permit.</p> <p>Implementation: During construction.</p>	<p>Signature _____ Title _____ Date _____</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
		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 Agreement.	Field inspections: Prior to issuance of final building permit.	

**ENDNOTES**

- 1 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.



- 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 monitoring activities related to their parcel(s).
- iii 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 Pleasanton) shall be established by the City of Pleasanton. The applicable Project Developer shall deposit funding into the Mitigation Monitoring fund (or other funding mechanism acceptable to the City of Pleasanton) to cover estimated City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's mitigation-related responsibilities. The initial deposit amount shall be determined by the City of Pleasanton. In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future costs borne by the City of Pleasanton, the property owner of the project development site will be responsible for the City of Pleasanton's costs to review monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's PUD site.
- iv 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) shall be established by the City of Pleasanton. The Project Sponsor shall deposit funding into the Mitigation Monitoring fund to cover estimated City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other 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. In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future expenses, the Project 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 inspections, attend meetings, and conduct other monitoring activities related to the Project Sponsor's construction-related responsibilities.
- v 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 that connection.
- vi 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 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 Project Sponsor, is reached.

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>initials</sup>	Timing	Date Completed/ Signature
<p><b>Aesthetics and Visual Quality</b></p> <p><i>VQ-3.1 Prepare Lighting Plan.</i> All exterior lighting shall be directed downward and shielded to avoid shining on neighboring properties. Each developer shall submit a conceptual and final lighting plan, and include drawings and/or manufacturer's specification sheets showing the size and types of light fixtures proposed for the exterior areas, including exterior building lighting and parking lot lighting. The City will refer the conceptual lighting plan, including conceptual light fixtures and their locations, to the Alameda County ALUC, and to the FAA if requested by the FAA, prior to Planned Unit Development approval of the Community Development Director prior to the issuance of a building permit.</p> <p>Energy efficient lamp technologies shall be incorporated wherever possible. Mercury vapor shall be avoided. Incandescent light shall be avoided unless they are integrated with a control mechanism that limits their operation time. The use of such lighting shall help minimize impacts on reduced visibility of the night sky.</p>	<p>Referral of conceptual plans; review and approve construction Lighting Plan; field inspections.</p>	<p>Referral of conceptual plans to Alameda County Airport Land Use Commission (ALUC), and, if requested by the Federal Aviation Administration (FAA), referral to FAA: City of Pleasanton Planning Division.</p> <p>Review and approval of conceptual plans: City of Pleasanton City Council.</p>	<p>Referral of conceptual plans to Alameda County ALUC and, if requested by FAA, referral to FAA: Prior to Planned Unit Development (PUD) approval.</p> <p>Review and approval of conceptual plans: prior to PUD approval.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>VQ-3.2 Design Lighting System of the Auto Mall to Minimize Light and</i></p>	<p>Verify inclusion of</p>	<p>Approval of final</p>	<p>Approval of final</p>	<p>_____</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1,2,3,4,5</sup>	Timing	Date Completed/ Signature
<p><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 glare by incorporating the following guidelines and specifications.</p> <p>a. Prior to the issuance of a building permit, a lighting plan for the 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 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:</p> <p>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:</p> <ul style="list-style-type: none"> <li>• In designated display areas near each dealership where merchandise is presented to customers, the foot-candle level may be up to, but not exceed, 30.0 at ground level; and</li> <li>• At the senior continuing care community, foot-candle spill over from the auto mall shall not exceed 1.0 foot-candle at ground level.</li> </ul>	<p>lighting system designs that minimize light and glare in construction plans and specifications; field inspections.</p>	<p>plans: City of Pleasanton Planning Division. Implementation: Project Developer for the auto mall.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>plans: Prior to the issuance of a building permit.  Field inspections: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>

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<p>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.</p> <p>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.</p> <p>The location of the designated display areas shall be submitted for review and approval with the PUD development plan.</p> <p>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.</p>				<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
<p><b>VQ-3.3 Commercial Lighting Operations.</b> 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.</p>	<p>Verify that all buildings turn off interior lighting during non-operational hours; field inspections.</p>	<p>Implementation: Project Developers.  Field inspections: City of Pleasanton Community Development Department.</p>	<p>Implementation: On-going during operation.  Field inspections: Immediately if receive complaint of non-compliance or have reason to believe implementation is not occurring.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
<p><b>VQ-3.4 Lighting Plan and Specifications for the Community and Neighborhood Parks.</b> The project developers for the subject parks shall submit a lighting plan for all proposed athletic facilities. The plan shall be reviewed and approved 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</p>	<p>Verify inclusion of lighting plan and specification for parks in construction plans and specifications; field inspections.</p>	<p>Approval of final plans: City of Pleasanton Planning Division.  Implementation: Project Developer for</p>	<p>Approval of final plans: Prior to construction of any lighted facilities.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>of the</sup>	Timing	Date Completed/ Signature
<p>foot-candles, produced by the proposed lighting fixtures. The lighting plan shall be designed to minimize light and glare to area residents and motorists. Athletic fields and tennis court lighting systems shall protect surrounding uses from spillover light and glare by incorporating the following guidelines and specifications into the construction documents:</p> <ul style="list-style-type: none"> <li>• No more than 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 community property.</li> <li>• 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.</li> <li>• Proposed athletic fields, tennis courts, or other recreation facilities located within the Staples 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 optics, the arrangement of "baffles" and/or their mounting heights above the field or court surface.</li> <li>• 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.</li> <li>• During evening hours, park recreational activity lighting shall be turned off when not necessary for recreational purposes.</li> </ul>		<p>the athletic facilities. Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Field inspections: Prior to occupancy.</p>	

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p><b>AQ-2.1 Implement construction dust measures.</b> The proposed project shall be required to implement the following mitigation measures during all construction phases to reduce impacts associated with construction dust to the extent feasible, as determined by the City Engineer. These measures shall be incorporated into the construction documents describing procedures and specifications for contractors to follow.</p> <ul style="list-style-type: none"> <li>• Water all active construction areas at least twice daily.</li> <li>• Cover all trucks hauling soil, sand, and other loose materials to or from the Project Area or require all trucks to maintain at least two feet of freeboard.</li> <li>• Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.</li> <li>• Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.</li> <li>• Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.</li> <li>• Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).</li> <li>• Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).</li> <li>• Limit traffic speeds on unpaved roads to 15 mph.</li> <li>• Install sandbags or other erosion control measures to prevent silt runoff to public roadways.</li> <li>• Replant vegetation in disturbed areas as quickly as possible.</li> </ul>	<p>Verify inclusion of dust control measures in construction plans and specifications; field inspections.</p>	<p>Verification of inclusion of control measures: City of Pleasanton Building and Safety Division and/or Engineering Division.</p> <p>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/or the Development Agreement.</p>	<p>Verification of inclusion of control measures: Prior to issuance of a grading or construction permit.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
<p><b>Air Quality</b></p>				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<ul style="list-style-type: none"> <li>• Suspend excavation and grading activities to the extent feasible when instantaneous wind gusts exceed 25 mph.</li> <li>• Limit, to the extent feasible, the number of areas adjacent to residences subject to excavation, grading and other construction activity at any one time.</li> </ul>	<p>Verify inclusion of measures to reduce operational air emissions in construction plans and specifications; field inspections.</p>	<p>City of Pleasanton Building and Safety Division.</p>	<p>On-going during construction.</p>	<p>_____</p> <p>Signature</p> <p>_____</p> <p>Title</p> <p>_____</p> <p>Date</p>
<p><i>AQ-3.1 Develop and implement plan to reduce operational air emissions.</i></p> <p>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.</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>		<p>Verification: City of Pleasanton Planning Division.</p>	<p>Field inspections: Immediately if receive complaint of non-compliance or have reason to believe implementation is not occurring.</p>	<p>_____</p> <p>Signature</p> <p>_____</p>
<p><i>AQ-5.1 Conduct a health risk assessment for proposed residential units</i></p>	<p>Verify that a health risk assessment was</p>	<p>Verification: City of Pleasanton Planning</p>	<p>Verification: Prior to PUD approval.</p>	<p>_____</p> <p>Signature</p> <p>_____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p><i>within 500 feet of the closest ultimate travel lane adjacent to the Staples Ranch site assumed under Caltrans' ultimate freeway expansion plans for I-580.</i> If Caltrans' widening plans have not been adopted by the time the health risk assessment is conducted, conduct a health risk assessment for residential units within 500 feet of the closest ultimate travel lane 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. Prior to the approval of final site design for the senior continuing care community, a health risk assessment (HRA) shall be prepared by a qualified air quality 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.</p> <p>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 systems as approved by the Director of Community Development.</p>	<p>conducted for residential units within 500 feet of I-580; verify inclusion of any recommended measures, such as filtration systems; field inspections.</p>	<p>Division: Implementation: Project Developer for the senior continuing care community.</p> <p>Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Field inspections: Prior to occupancy.</p>	<p>_____ Title _____ Date</p>

**Biological Resources**



**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1,4,6,11,15</sup>	Timing	Date Completed/ Signature
<p><i>BIO-2.1 Conduct preconstruction surveys for CRLF.</i> To avoid and minimize impact to the CRLF, prior to bridge construction or activities within the Arroyo Mochó channel or its riparian vegetation, a qualified wildlife biologist with the required USFWS permits shall be retained by the Project Sponsor to conduct pre-construction clearance surveys in the construction area for the CRLF no more than 48 hours before construction activities begin. If no CRLF are determined to be in the impact area, then no further mitigation would be necessary. If CRLF are encountered 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.</p>	<p>Verify that a preconstruction survey for California red legged frog (CRLF) was conducted; notification of US Fish and Wildlife Service (USFWS) if CRLF found; removal of CRLF by a qualified biologist if CRLF found; field inspections.</p>	<p>Contracting of qualified biologist for survey; notification to USFWS and City of Pleasanton Engineering Division if CRLF found; contracting of qualified biologist for removal of CRLF if CRLF found; ceasing construction if CRLF found during construction; Project Sponsor; for potential pedestrian/bike bridge; City of Pleasanton. Endnotes #5 and #6 apply.<sup>11</sup></p>	<p>Survey construction area: No more than 48 hours prior to bridge construction or activities within the Arroyo Mochó channel, or its riparian vegetation. Notification to USFWS and City of Pleasanton Engineering Division if CRLF found during construction; Immediately.</p>	<p>_____ Signature _____ Title _____ Date</p>
		<p>Review of qualifications of biologist and review of survey: City of Pleasanton Engineering Division.</p>	<p>Review of qualifications of biologist and survey: Prior to construction.</p>	

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p><i>BIO-2.2 Implement ground disturbance restrictions associated with construction near the Arroyo Mochó. To minimize disturbance to dispersing or foraging CRLF, all construction activities within 100 feet of Arroyo Mochó 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 Mochó to keep the frog from entering the construction area.</i></p>	<p>Verify implementation of ground disturbance restrictions during construction; field inspections.</p>	<p>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.  Endnotes #5 and #6 apply.  Field inspections: City of Pleasanton Engineering Division.</p>	<p>On-going during construction.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>BIO-2.3 Conduct construction monitoring for CRLF. If preconstruction surveys identify CRLF in the Arroyo Mochó 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 Mochó 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</i></p>	<p>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</p>	<p>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</p>	<p>Contracting of qualified biologist for monitoring and reviewing biologist's qualifications: Prior to construction activities. Ceasing construction and</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1,2,3,4,5,6</sup>	Timing	Date Completed/ Signature
<p>the USFWS through the consultation process to reduce impacts to this species.</p>	<p>consultation with USFWS, if required by USFWS, if CRLF monitor finds that CRLF could be directly affected by project construction; implementation of mitigation measures recommended by USFWS if CRLF monitor finds that CRLF could be directly affected by project construction; field inspections.</p>	<p>USFWS, if required by USFWS, if CRLF monitor finds that CRLF could be directly affected by project construction; implement mitigation measures recommended by USFWS if CRLF monitor finds that CRLF could be directly affected by project construction; Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnotes #5 and #6 apply.</p> <p>Review of qualifications of biologist: City of Pleasanton Engineering Division.</p>	<p>notify USFWS and City of Pleasanton Engineering Division if CRLF monitor finds that CRLF could be directly affected by project construction; Immediately.</p> <p>Implement mitigation measures recommended by USFWS if CRLF monitor finds that CRLF could be directly affected by project construction: As recommended by USFWS.</p>	<p>Field inspections: On-going during construction.</p>
<p>BIO-2.4 Conduct WEAP training. The Project Sponsor shall conduct</p>	<p>Verify that WEAP</p>	<p>Verification: The City Engineering Division.</p>	<p>Prior to</p>	<p>_____</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1, 2, 3, 4, 5, 6</sup>	Timing	Date Completed/ Signature
<p>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 habitat requirements and the portions of the Project Area where they may be found) and their legal status and protection.</p>	<p>training of construction crews was conducted.</p>	<p>of Pleasanton Engineering Division. Endnotes #5 and #6 apply.  Implementation: Project Sponsor.</p>	<p>construction activities within the arroyo.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><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 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.</p>	<p>Verify that off-site habitat has been permanently preserved.</p>	<p>Purchase of credits from Springtown Preserve or preservation of other habitat through a conservation easement: ACSPA  Review of credits or conservation easements: City of Pleasanton Engineering Division.</p>	<p>Purchase credits or record conservation easement: Prior to issuance of first grading permit.  Field inspections: Prior to commencement of grading.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><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.</p>	<p>Verify that a preconstruction survey for western pond turtle was conducted; removal of western pond turtle by a qualified biologist if western pond turtle found; field inspections.</p>	<p>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</p>	<p>Survey construction area: Within 3 days prior to bridge construction or activities within the Arroyo Mocho channel, or its riparian vegetation.  Notification to</p>	<p>Signature _____ Title _____ Date _____</p>

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
		<p>western pond turtle found during construction: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.</p> <p>Endnotes #5 and #6 apply.</p>	<p>City of Pleasanton Engineering Division if western pond turtle found during construction: Immediately.</p> <p>Ceasing construction if western pond turtle found during construction: Immediately.</p>	
<p><i>BIO-4.2 Provide Exclusion Fencing for Western Pond Turtle.</i> If western pond turtles are determined to be present in the Arroyo Mochó, exclusion fencing shall be erected around active construction zones near the Arroyo Mochó to prevent turtles from entering the site.</p>	<p>Verify that if western pond turtles are present exclusion fencing is erected; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation:</p>	<p>Prior to construction activities if western pond turtles are</p>	<p>Signature _____ Title _____</p>

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>initial</sup>	Timing	Date Completed/ Signature
<p><i>BIO-5.1 Conduct nesting bird surveys.</i> Prior to the beginning of tree removal or mass grading, between February 15 and August 15, including grading for major infrastructure improvements, an avian nesting survey shall be conducted of all habitat within 350 feet of any grading or earthmoving activity. The survey shall be conducted by a qualified biologist, as determined by the City, and occur no more than 21 days prior to disturbance. If no active nests are found, no further action is required.</p> <p>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 and a minimum 250-foot buffer zone surrounding nests of other special-status avian species until the young have fledged. This buffer zone shall not extend beyond the Staples Ranch site. The appropriate buffer can be modified by the City in consultation with qualified biologists and the CDFG. No action other than avoidance shall be taken without CDFG consultation. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist, as determined by the City.</p>	<p>If nesting bird survey required, review qualifications of biologist; review report of survey by biologist; field inspections.</p>	<p>Contracting of qualified biologist; 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</p>	<p>present.</p> <p>For activities between February 15 and August 15: prior to the beginning of tree removal or mass grading, including grading for major infrastructure improvements.</p>	<p>Date</p> <p>Signature</p> <p>Title</p> <p>Date</p>

**STONERIDGE DRIVE SPECIFIC PLAN AMENDMENT/STAPLES RANCH PROJECT  
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p>The buffer zone shall be delineated by highly visible temporary construction fencing, and no intensive disturbance (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project-related activities that could cause nest abandonment or forced fledging, shall be initiated within the established buffer zone of an active nest.</p>		<p>Agreement. Endnotes #5 and #6 apply.  Review of qualifications of biologist: City of Pleasanton Community Development Department.  Review of report of survey by biologist: City of Pleasanton Community Development Department.  Field inspections: City of Pleasanton Building and Safety Division or Engineering Division.</p>		<p>Signature _____ Title _____ Date _____</p>
<p><i>BIO-6.1 Obtain Streambed Alteration Agreement.</i> 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</p>	<p>Verify that a Section 1600 Streambed Alteration Agreement was obtained from the CDFG.</p>	<p>Verification: City of Pleasanton Community Development Department. Implementation: Project Sponsor; for potential pedestrian/bike</p>	<p>Prior to any construction activities that may result in any disturbance to stream corridors, including riparian vegetation.</p>	<p>Signature _____ Title _____ Date _____</p>

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>stream corridor habitat damaged from project construction.</p>		<p>bridge, City of Pleasanton. Endnotes #5 and #6 apply.</p>		
<p><i>BIO-6.2 Erect exclusion fencing around spearscale mitigation area.</i> Prior to construction along the banks of the Arroyo Mochó, the project developer shall ensure that construction crews erect an exclusion fence around the 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.</p>	<p>Verify that exclusion fencing is erected around spearscale mitigation area; field inspections.</p>	<p>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.</p>	<p>Prior to construction along the banks of the Arroyo Mochó.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>BIO-6.3 Replace removed vegetation.</i> Prior to any construction in or adjacent to the Arroyo Mochó or its riparian vegetation, the project developer shall hire a qualified biologist to survey all of the existing vegetation within the Arroyo Mochó which may be impacted by construction. Vegetation within the Arroyo Mochó 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</p>	<p>Verify that removed vegetation is replaced at a 1:1 ratio and a revegetation plan by a qualified biologist is completed; field inspections.</p>	<p>Contracting of qualified biologist: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton. Endnotes #5 and #6 apply. Review of</p>	<p>Prior to any construction in or adjacent to the Arroyo Mochó or its riparian vegetation.</p>	<p>Signature _____ Title _____ Date _____</p>



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>of the City and/or CDFG. The revegetation plan shall include the following:</p> <ul style="list-style-type: none"> <li>a. The details and procedures required to prepare the restoration site for planting (i.e., grading, soil preparations, soil stocking, etc.).</li> <li>b. The methods and procedures for the installation of the plant materials.</li> <li>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.</li> <li>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).</li> <li>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.</li> </ul>		<p>qualifications of biologist: City of Pleasanton Engineering Division. Field inspections: City of Pleasanton Engineering Division.</p>		<p>Signature _____</p>
<p><i>BIO-7.1 Provide compensation for impacts to jurisdictional waters. If the Corps or SFRWQCB requires mitigation for impacts to waters of the</i></p>	<p>Verify that the US Army Corps of Engineers (Corps),</p>	<p>Verification: City of Pleasanton Engineering Division.</p>	<p>Prior to construction activities.</p>	<p>Signature _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>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, CDFG, and/or SFRWQCB during the permitting process.</p>	<p>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.</p>	<p>Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnotes #5 and #6 apply.  Field inspections: City of Pleasanton Engineering Division.</p>		<p>Title _____ Date _____</p>
<p><i>BIO-8.1 Minimize lighting spillover.</i> All outdoor lighting shall be equipped with devices that will direct lighting away from the Arroyo Mochó 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.</p>	<p>Verify that all outdoor lighting is directed away from the Arroyo Mochó; field inspections.</p>	<p>Verification: City of Pleasanton Community Development Department.  Implementation: 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 constructed by it within 200 feet of the Arroyo centerline per the Stoneridge Drive Specific Plan Amendment and the</p>	<p>Verification: Prior to the issuance of a building permit.</p>	<p>Signature _____ Title _____ Date _____</p>

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility/Initiate	Timing	Date Completed/ Signature
<p><i>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, and water for wildlife where appropriate.</i></p>	<p>Verify inclusion of wildlife habitat features in landscape plans and specifications; field inspections.</p>	<p>Development Agreement. Endnotes #5 and #6 apply.  Field inspections: City of Pleasanton Engineering Division or the Building and Safety Division.</p>	<p>Field inspections: During construction.</p>	<p>Signature _____ Title _____ Date _____</p>
		<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developer for the Community and Neighborhood Parks.  Endnote #6 applies.  Field inspections: City of Pleasanton Engineering Division.</p>	<p>Verification: Prior to the issuance of a building permit.  Field inspections: During construction.</p>	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1, 2, 3, 4, 5, 6</sup>	Timing	Date Completed/ Signature
<p><i>BIO-9.1 Conduct tree appraisal.</i> Prior to Planned Unit Development 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.</p>	<p>Verify that a tree report was conducted using a City-approved arborist.</p>	<p>Verification: City of Pleasanton Planning Division.  Contracting of City-approved arborist: Project Developers.</p>	<p>Prior to Planned Unit Development approval.</p>	<p>_____ Signature  _____ Title  _____ Date</p>
<p><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 plan, prepared in accordance with the City's 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.</p>	<p>Verify that tree preservation plan was prepared and appropriate mitigation is implemented; field inspections.</p>	<p>Verification of submittal: City of Pleasanton Planning.  Implementation: Project Developers.  Field inspections: City of Pleasanton Planning Division and Building and Safety Division.</p>	<p>Verification of submittal: Prior to Planned Unit Development approval.  Implementation: Prior to occupancy.</p>	<p>_____ Signature  _____ Title  _____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature

**Hazards and Hazardous Materials**

<p><i>HZ-2.1 Prevent disruption of on-site utilities.</i> The project developer(s) shall implement the following measures:</p> <p>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 the areas where their underground facilities are located near the construction site so that they may be avoided during project construction.</p> <p>b. Prior to construction activities within 50 feet of the PG&amp;E</p>	<p>Verify that the Underground Service Alert is contacted; PG&amp;E gas lines are identified and demarcated; an emergency response plan for disturbance of underground utilities is prepared; field inspections.</p>	<p>Verification: City of Pleasanton Building and Safety Division. Implementation: Project Developers. Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Prior to construction activities.</p>	<p>Signature _____ Title _____ Date _____</p>
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(initials)</sup>	Timing	Date Completed/ Signature
<p>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 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.</p> <p>c. The project developers shall develop an emergency response 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.</p>				
<p><b>Hydrology and Water Quality</b></p>				
<p><i>HY-1.1 Implement Water Quality Management Plan with Targeted Pollutant Removal Rates.</i> In accordance with the applicable provisions of the Municipal Regional Permit (MRP)- NPDES Permit, implementation 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.</p> <p>This WQMP shall identify specific stormwater BMPs for reducing potential pollutants in stormwater runoff. BMPs shall be selected to</p>	<p>Verify that a site-specific Water Quality Management Plan is prepared and implemented; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Developers. Field inspections: Engineering Division.</p>	<p>Prior to construction activities. Monitoring: On-going.</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>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.</p> <p>The WQMP shall include the following BMPs along with selected BMPs to target pollutant removal:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• Spill prevention and control BMPs.</li> <li>• Slope protection BMPs.</li> <li>• Water efficient irrigation practices.</li> <li>• Permanent erosion and sediment controls (e.g., hydroseeding, mulching, surface covers).</li> </ul> <p>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.</p> <p>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</p>				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>and that the vertical distance from the base of any infiltration device to the seasonal high groundwater mark shall be at least 10 feet.</p> <p>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 portion of the plan.</p>				<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
<p><i>HY-1.2 Implement an Integrated Pest Management Plan and Pesticide 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 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.</p>	<p>Verify that an integrated Pest Management Plan is prepared and implemented; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Developers and Property Owners.  Field inspections: City of Pleasanton Engineering Division.</p>	<p>Verification: Prior to occupancy permit.</p> <p>Field inspections: On-going as required by Pest Management Plan.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>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.</p>				<p>Signature _____ Title _____ Date _____</p>
<p><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.</p>	<p>Assure the operation and maintenance of the onsite detention basin and performance goals.</p>	<p>Monitoring: City of Pleasanton Engineering Division. Implementation: City of Pleasanton.</p>	<p>On-going.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><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.</p>	<p>Verify that a Conditional Letter of Map Revision is obtained from FEMA.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor.</p>	<p>Prior to construction activities.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><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</p>	<p>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</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: City of Livermore or Project Sponsor.</p>	<p>Prior to issuing the certificate(s) of occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>

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<p>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 Mochó 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.</p> <p>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 Mochó shall be submitted to FEMA.</p>	<p>Arroyo Mochó is submitted to FEMA.</p>			
<p><b>Land Use and Agricultural Resources</b></p>				
<p><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.</p>	<p>Verify that agreed upon additional amenities are provided; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developers.  Field inspections: City of Pleasanton Building and Safety Division or Planning Division.</p>	<p>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.</p>	<p>Signature _____ Title _____  Date _____</p>
<p><i>LU-5.1 Require senior continuing care community airport disclosures, deed riders, and noise complaint procedures.</i> The senior continuing care community will a) disclose to all potential residents the proximity of</p>	<p>Verify that the senior continuing care community provides disclosures, and deed</p>	<p>Verification: City of Pleasanton Planning Division and City Attorney's Office.</p>	<p>Prior to residents occupying units in the senior continuing care</p>	<p>Signature _____ Title _____</p>

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<p>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:</p> <p>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 subject property.</p> <p>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.</p>	<p>rider, and establishes airport noise complaint procedures.</p>	<p>Implementation: The operators of the senior continuing care community.</p>	<p>community.</p>	<p>Date _____ Signature _____</p>
<p><i>LU-5.2 Require a deed rider or avigation easement on other development projects.</i> All other property owners with development projects located on the Staples Ranch site will be required to either</p>	<p>Verify that all property owners record language required in LU-5.1.</p>	<p>Verification: City of Pleasanton Planning and City Attorney's</p>	<p>Prior to occupation of PUD site.</p>	<p>Signature _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>affiliates</sup>	Timing	Date Completed/ Signature
<p>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.</p> <p>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.</p>		<p>Office. Implementation: Project Developers.</p>		<p>Title _____ Date _____</p>
<b>Noise</b>				
<p><i>NO-1.1 Provide exterior-to-interior noise reduction features for residential, retail, and commercial structures to meet City interior noise level standards.</i> Prior to the City's issuing building permits, the senior continuing care community, auto mall, and commercial developers shall submit to the City noise analyses prepared by a qualified acoustical consultant that demonstrate that all structures will meet City interior noise 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 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.</p>	<p>Verify inclusion of exterior-to-interior noise reduction features to meet City standards in construction plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division and Building and Safety Division.  Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Prior to issuance of a Building Permit.  Field inspections: Prior to occupancy.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>NO-1.2 Provide exterior-to-interior noise reduction features to meet single-event noise level standards (L<sub>max</sub>).</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</p>	<p>Verify inclusion of exterior-to-interior noise reduction features to meet single event noise level standards in</p>	<p>Verification: City of Pleasanton Planning Division and Building and Safety Division.</p>	<p>Verification: Prior to issuance of a Building Permit.</p>	<p>Signature _____ Title _____</p>

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<p>will sleep and the health care facility can meet the City standard for single-event noise levels, i.e., the maximum sound levels (L<sub>max</sub>) 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.</p>	<p>construction plans and specifications; field inspections.</p>	<p>Implementation: Project Developer for the senior continuing care community.  Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Field inspections: Prior to occupancy.</p>	<p>Date Signature</p>
<p><i>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.</i> 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" 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.</p>	<p>Verify inclusion of exterior noise reduction features by I-580 to meet City standard in construction plans and specifications; field inspections.</p>	<p>Verification: City of Pleasanton City Council.  Implementation: Project Developer for the senior continuing care community.  Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval.  Field inspections: Prior to occupancy.</p>	<p>Date Signature Title</p>
<p><i>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.</i> To limit exposure to noise levels above 65 CNEL in the 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 connect to the regional trail, or to a proposed or anticipated sidewalk/trail on the adjacent retail center site.</p>	<p>Verify that areas within the 65 CNEL are limited to open space and trails; field inspection.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: City of Pleasanton.  Field inspections: City of Pleasanton Engineering Division.</p>	<p>Prior to approval of construction plans for the Community Park.  Field inspections: Prior to</p>	<p>Date Signature Title</p>

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<p><i>NO-1.5 Limit noise levels from auto mall car wash stations to 60 dBA at the senior 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. 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.</i></p>	<p>Verify that noise levels from auto mall car wash station do not exceed 60 dBA at the senior continuing care community facility; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developer for the auto mall.  Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Prior to issuance of a Building Permit.  Field inspections: Prior to occupancy.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p><i>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 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 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.</i></p>	<p>Verify that a site-specific engineering assessment is completed and reviewed by the City Engineer; pile driving is supervised by a qualified vibration consultant; field inspections.</p>	<p>Verification: City of Pleasanton Engineering Division.  Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnote #5 applies.  Field inspections during construction: City of Pleasanton Building and Safety Division.</p>	<p>Prior to pile driving activities.  Field inspections: Prior to occupancy.</p>	<p>_____ Signature _____ Title _____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>(initials)</sup>	Timing	Date Completed/ Signature
<p><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 for review and approval. These measures shall include but not limited to:</p> <ul style="list-style-type: none"> <li>• A procedure for notifying the City of Pleasanton;</li> <li>• A plan for posting signs on-site pertaining to permitted construction days and hours, and complaint procedures, and who to notify in the event of a problem;</li> <li>• A listing of telephone numbers (during regular construction hours and off-hours);</li> <li>• The designation of an on-site construction complaint manager for the bridge project;</li> <li>• 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.</li> </ul>	<p>Verify that early notice procedures are conducted.</p>	<p>Verification: City of Pleasanton Engineering Division. Implementation: Project Sponsor; for potential pedestrian/bike bridge, City of Pleasanton.  Endnote #5 applies.</p>	<p>Prior to final approval of the Stoneridge Drive bridge plans.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p><i>NO-3.1 Require project developers to implement construction best management practices to reduce construction noise, including:</i></p> <ol style="list-style-type: none"> <li>a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.</li> <li>b. Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including residences, and outdoor recreation areas, are avoided as</li> </ol>	<p>Verify that construction best management practices to reduce construction noise are implemented; field inspections.</p>	<p>Verification: City of Pleasanton Building and Safety Division and Engineering Division. Implementation: Project Developers. Field inspections: City</p>	<p>On-going during construction.</p>	<p>_____ Signature _____ Title _____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1,2,3,4,5,6</sup>	Timing	Date Completed/ Signature
<p>much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.</p> <p>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-foundation/floor pouring), if it can be demonstrated to the satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents.</p> <p>d. All construction equipment must meet DMV noise standards and shall be equipped with muffling devices.</p> <p>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 Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.</p>		<p>of Pleasanton Building and Safety Division and Engineering Division.</p>		<p>Signature _____ Title _____</p>
<p><i>NO-4.1 Provide noise attenuating pavement to new portions of Stoneridge Drive.</i> The project sponsor shall be required to provide noise attenuation on the new portions of Stoneridge Drive. Noise attenuation</p>	<p>Verify that noise attenuating pavement is used for the new portions of Stoneridge</p>	<p>Verification: City of Pleasanton Engineering Division.</p>	<p>During construction of Stoneridge Drive.</p>	<p>Signature _____ Title _____</p>



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1, 2, 3, 4, 5, 6</sup>	Timing	Date Completed/ Signature
<p>shall be achieved with the implementation of open grade asphalt, which provides approximately a 3 dBA decrease in traffic noise level, in order 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 uses.</p>	<p>Drive; field inspections.</p>	<p>Implementation: Project Sponsor.  Endnote #5 applies.  Field inspections: City of Pleasanton Engineering Division.</p>		<p>Date _____  Signature _____ Title _____ Date _____</p>
<p><i>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</i> Prior to the completion of the Stoneridge Drive extension to El Charro Road, Stoneridge Drive 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 wall on City right of way in front of the existing wall.</p>	<p>Verify that Stoneridge Drive between Kamp and Trevor is repaved with noise-attenuating pavement and that the 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 wall.</p>	<p>Payment of funds for the repaving: Project Sponsor to the maximum amount (\$1.5 million) as set forth in the Specific Plan Amendment; any amount above that, the 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.</p>	<p>Prior to completion of Stoneridge Drive extension to El Charro Road.</p>	
<p><b>Population and Housing</b></p>				
<p><i>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.</i></p>				

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<b>Transportation</b>				
<i>TR-1.1 Deleted -Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.</i>				
<p><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:</p> <ul style="list-style-type: none"> <li>• Northbound leg - 2 left-turn lanes, 3 through-lanes, and 1 right-turn lane</li> <li>• Southbound leg - 3 left-turn lanes, 3 through-lanes, and 1 free right-turn lane</li> <li>• Eastbound leg - 2 left-turn lanes, 2 through-lanes, 1 right-turn lane</li> <li>• Westbound leg - 2 left-turn lanes, 2 through-lanes, 1 free right-turn lane</li> <li>• Remove eastbound and westbound signalized splits</li> <li>• Narrow lanes to reduce the total distance pedestrians are required to cross to 80 feet</li> </ul> <p>This mitigation would improve the PM operations from LOS F to LOS D.</p> <p>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.</p>	Verify payment of traffic development fee.	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton Building and Safety or Engineering Division.</p> <p>Implementation: City of Pleasanton, Engineering Division.</p>	Prior to issuance of building permits.	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><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</p>	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	<p>Signature _____</p> <p>Title _____</p>

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<p>improve PM operations from LOS F to LOS D.</p> <p>The eastbound free right turn lane is a project in the City's Traffic Development Fee. The project developers will pay the traffic development fee as mitigation.</p> <p>The City of Pleasanton shall be responsible for implementing the improvement and the signal retiming.</p>	<p>been implemented.</p>	<p>agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton, Building and Safety Division.</p> <p>Implementation and verification: City of Pleasanton Engineering Division.</p>	<p>development fees); as determined by the City of Pleasanton as to construction of the improvements and signal retiming.</p>	<p>Date _____ Signature _____</p>
<p><i>TR 1.3(a) and S-TR-2.1. Improve Santa Rita Road at Stoneridge Drive (#32).</i> To reduce project related AM and PM impacts at this intersection, the following lane configurations and modifications are recommended:</p> <ul style="list-style-type: none"> <li>• Restripe one of the Stoneridge Drive right turn lanes to an eastbound through lane only.</li> <li>• Restripe one of the Stoneridge Drive eastbound right turn lanes to a free right turn lane.</li> <li>• Construct a northbound Santa Rita Road lane to provide a separate right turn lane to Stoneridge Drive (east).</li> </ul> <p>This mitigation will be the financial responsibility of the Project Sponsor to the maximum set forth in the Specific Plan Amendment.</p> <p>In addition, the City of Pleasanton will change the cycle length to 130 seconds in the AM and to 120 seconds in the PM.</p> <p>These mitigations will improve the AM and PM operations from a LOS F to a LOS D.</p>	<p>Verify that payment has been made to the City as set forth in the Specific Plan Amendment.</p> <p>Verify construction of intersection improvements.</p>	<p>Funding: Project Sponsor, to the maximum amount (\$1.5 million) as set forth in the Specific Plan Amendment; any amount above that, the City of Pleasanton.</p> <p>Collection: City of Pleasanton.</p> <p>Implementation: construction of improvements/cycle timing: City of Pleasanton.</p>	<p>Payment: at time of the first final map.</p> <p>Construction of improvements: as determined by the City of Pleasanton.</p>	<p>Date _____ Title _____ Signature _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>Responsible</sup>	Timing	Date Completed/ Signature
<p>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.</p>				
<p><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.</p> <p>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.</p> <p>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.</p>	<p>Verify payment of traffic development fees and implementation of improvements.</p>	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton, Building and Safety Division.</p> <p>Implementation: City of Pleasanton.</p>	<p>Payment of fee prior to issuance of building permits.</p> <p>Changing cycle length and constructing other improvements: As determined by the City of Pleasanton.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><i>TR-1.5 Deleted - Per FEIR, at page 3-22. Impact less than significant with extension of Stoneridge Drive.</i></p>				
<p><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.</p> <ul style="list-style-type: none"> <li>Widen the northbound approach to provide a third left-turn lane and a second through lane.</li> </ul>	<p>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</p>	<p>Confer with local agencies concerning far-share mitigation costs: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair share mitigation costs: Prior to recordation of a final map.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>• Widen the eastbound approach to provide a second right-turn lane.</p> <p>This mitigation would improve the AM operations from LOS E to LOS C and the PM operations from LOS F to LOS D.</p> <p>If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>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.</p>	<p>other's jurisdictions with the goal to ensure contribution of fair-share mitigation costs if other jurisdictions are also willing to reciprocate.</p>	<p>Intersection improvements: City of Dublin.</p>	<p>Intersection improvements: As determined by the City of Dublin.</p>	<p>_____ Signature</p>
<p><i>TR-2.2 Improve Murrieta / East Jack London (#EC 13).</i> To reduce project-related AM and PM impacts to this intersection, the following lane configurations and modifications are recommended.</p> <ul style="list-style-type: none"> <li>• Adding a second eastbound right-turn lane to provide dual right-turn lanes.</li> <li>• Restriping bike lanes and removing the existing median and improving the signal operations.</li> </ul> <p>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 (from 48 to 42).</p> <p>If the City of Livermore chooses not to implement this improvement, the impact would be significant and unavoidable.</p> <p>This intersection is located in City of Livermore. See Mitigation Measure TR-2.3 below concerning an interagency cooperative</p>	<p>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; ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate, as stipulated per the mitigation measure.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.</p> <p>Intersection improvements: City of Livermore.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: Prior to recordation of a final map.</p> <p>Intersection improvements: As determined by the City of Livermore.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1,2,3,4,5,6</sup>	Timing	Date Completed/ Signature
<p>agreement that could provide a mechanism for cost sharing among multiple jurisdictions to address a project's impact in a neighboring community.</p>				
<p><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 LOS.</p>	<p>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; ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs: Prior to recordation of a final map.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p>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.</p>				
<p>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</p>				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>Jurisdiction</sup>	Timing	Date Completed/ Signature
<p>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.</p> <p>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.</p> <p>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</p>				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>local agency prior to final approval of Staples Ranch development.</p>				<p>_____ Signature _____ Title</p>
<p><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 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 shift south 32 feet.</p>	<p>Verify the inclusion of adequate I-580 frontage setbacks in development plans for the senior continuing care community and auto mall; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developers for the auto mall and senior continuing care community.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval.  Implementation: During construction.  Field inspections: During construction.</p>	<p>_____ Signature _____ Title  _____ Date</p>
<p><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 access shall be subject to the review and approval of the City of Pleasanton.</p>	<p>Verify inclusion of a minimum of two points of emergency access for each development in development plan; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.  Implementation: Project Developers.  Field inspections: City of Pleasanton Building and Safety Division.</p>	<p>Verification: Prior to Planned Unit Development approval.  Implementation: During construction.  Field inspections: During construction.</p>	<p>_____ Signature _____ Title  _____ Date</p>
<p><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</p>	<p>Verify inclusion of acceptable bicycle and pedestrian access in development plan; field inspections.</p>	<p>Verification: City of Pleasanton Community Development Department.</p>	<p>Verification: Prior to Planned Unit Development approval for each PUD</p>	<p>_____ Signature _____ Title</p>



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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <small>(Individuals)</small>	Timing	Date Completed/ Signature
<p>Project Sponsor shall work with the City to develop appropriate pedestrian and bicycle access to the future regional trail along the Arroyo Mochó as well as bicycle access on Stoneridge Drive.</p>		<p>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 Agreement.  Endnote #6 applies.</p>	<p>development; prior to tentative map approval for Project Sponsor's areas of responsibility.  Implementation: During construction.</p>	<p>Date</p>
		<p>Field inspections: City of Pleasanton Building and Safety Division</p>	<p>Field inspections: During construction.</p>	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p><i>TR-9.2 Provide adequate bus and paratransit access. The following measures shall be provided:</i></p> <ul style="list-style-type: none"> <li>a. The City shall encourage LAVTA to provide regular bus service to the Project Area as soon as possible.</li> <li>b. 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.</li> <li>c. The senior continuing care community developer shall work with the City of Pleasanton to develop a shuttle system for the residents that will minimize any potential impacts on existing paratransit services.</li> </ul>	<p>Verify inclusion of adequate bus and paratransit access in development plan; field inspections.</p>	<p>Verification: a. - b., City of Pleasanton Engineering Division. c. City of Pleasanton Engineering Division, 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</p>	<p>a. - b.: Prior to occupancy. c. Prior to Planned Unit Development approval.</p>	<p>_____ Signature _____ Title _____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1, 2, 3, 4, 5, 6</sup>	Timing	Date Completed/ Signature
<p><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:</p> <ul style="list-style-type: none"> <li>• Using El Charro Road for construction-related access for all phases of development, to the maximum extent feasible.</li> <li>• A set of comprehensive traffic control measures, including 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 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.</li> <li>• Provisions of parking management and spaces for all construction workers for each phase of construction.</li> </ul>	<p>Verify that each developer submitted a construction access plan: field inspection.</p>	<p>Verification: City of Pleasanton Engineering Division.</p> <p>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</p>	<p>Prior to issuance of final improvement plans or grading permit.</p> <p>Implementation: During construction.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<ul style="list-style-type: none"> <li>• Notification procedures for adjacent property owners regarding when major deliveries, detours, and lane closures will occur.</li> <li>• The location of construction staging areas for materials, equipment and vehicles.</li> <li>• 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.</li> <li>• A process for responding to, and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager.</li> </ul>		<p>Specific Plan Amendment and the Development Agreement.</p> <p>Endnote #6 applies.</p> <p>Field inspections: City of Pleasanton Engineering Division.</p>	<p>Field inspections: During construction.</p>	
<p><i>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></p>				
<p><i>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.</i></p>	<p>Verify payment of TVTC fees.</p>	<p>Payment of TVTC fee: Project developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Verification of payment: City of Pleasanton.</p>	<p>Prior to issuance of building permits.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p><b>Water Supply</b></p>				

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p><i>WS-1.1 Verify water supply prior to tentative map approval. 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.</i></p>	<p>Verify water supply verification is completed.</p>	<p>Verification: City of Pleasanton Planning Division. Implementation: Project Sponsor and Project Developers.</p>	<p>Prior to a tentative map approval.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><b>4.0 Other CEQA Considerations Cumulative Impacts</b></p>				
<p><i>TR-1C Improve Hopyard Road at Owens Drive (#10). 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></p>				
<p><i>TR-2C Improve Hopyard Road at Stoneridge Drive (#11). To reduce the project's contribution to cumulative PM impacts to this intersection, the following lane configurations and modifications are recommended:</i></p> <ul style="list-style-type: none"> <li>• Eastbound leg - Provide free right turn lane</li> <li>• Change cycle length to 120 seconds</li> </ul> <p><i>This mitigation would improve the cumulative PM operations from LOS F to LOS D.</i></p>	<p>Verification of fee payment.</p>	<p>Payment of fee: Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton Building and Safety Division or Engineering Division.</p>	<p>Prior to issuance of building permits. Construction of improvements: As determined by the City of Pleasanton.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>This project is included in the City of Pleasanton Traffic Development Fee and payment of fees by project developers would mitigate this impact.</i></p>		<p>Implementation: City of Pleasanton, Engineering Division.</p>		

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1,2,3,4,5,6</sup>	Timing	Date Completed/ Signature
<p><i>TR-3C Improve Santa Rita Road at I-580 Eastbound off-ramp/Pinlico Road (#26).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, widen the southbound leg to provide a second left-turn lane and change the cycle length.</p> <p>This mitigation would improve the cumulative PM operations from LOS E to LOS D.</p>	<p>Verification of fee payment if revised traffic development fee has been adopted; otherwise, verify improvements have been constructed.</p>	<p>Payment of fee: (if revised development fee has been adopted): Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: City of Pleasanton Building and Safety Division or Engineering Division.</p> <p>Implementation: if revised traffic development fee has not been adopted, City of Pleasanton, Engineering Division.</p>	<p>Prior to issuance of building permits if revised traffic development fee has been adopted.</p> <p>Construction of improvements (if revised traffic development fee has not been adopted): As determined by the City of Pleasanton.</p>	<p>Signature _____ Title _____ Date _____</p>
<p>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.</p>				<p>Signature _____ Title _____ Date _____</p>
<p><i>TR-4C Improve West Las Positas at Stoneridge Drive (#30).</i> To reduce the project's contribution to cumulative PM impacts to this intersection, the following lane configurations and modifications are recommended:</p> <ul style="list-style-type: none"> <li>• Widen the southbound approach to provide a second left-turn lane</li> <li>• Restripe the eastbound approach to provide an exclusive right-turn lane; and removing one left-turn lane</li> <li>• Change the cycle length to 120 seconds in the PM</li> </ul> <p>This mitigation would improve the cumulative PM operations from LOS</p>	<p>Verification of fee payment if revised traffic development fee has been adopted; otherwise, verify improvements have been constructed.</p>	<p>Payment of fee: (if revised traffic development fee has been adopted): Project Developers and, to the extent so provided in the development agreement, the City of Pleasanton.</p> <p>Collection: Building and Safety</p>	<p>Prior to issuance of building permits if revised traffic development fee has been adopted.</p> <p>Construction of improvements (if traffic development fee has not been</p>	<p>Signature _____ Title _____ Date _____</p>

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>JULIEN, AS</sup>	Timing	Date Completed/ Signature
<p>E to LOS D.</p> <p>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.</p>		<p>Division or Engineering Division. Implementation: (if revised traffic development fee has not been adopted), As determined by the City of Pleasanton.</p>	<p>adopted): As determined by the City of Pleasanton.</p>	
<p><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.</p>				
<p><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:</p> <ul style="list-style-type: none"> <li>• Restripe one Eastbound Left Turn Lane to shared Eastbound Left/Right Turn Lane</li> </ul> <p>This mitigation would improve the cumulative AM operations from LOS E to LOS C.</p>	<p>Verify intersection improvements are implemented.</p>	<p>City of Livermore or City of Pleasanton, per the 2007 Cost-Sharing agreement.</p> <p>Verification: City of Pleasanton Engineering Division.</p>	<p>Prior to issuing the certificate(s) of occupancy.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p>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</p>				

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<p>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.</p>				
<p><i>TR-7C Deleted per FEIR, at page 4-23. Intersection improvements will be constructed as part of the Project.</i></p>				
<p><i>TR-8C Improve Fallon Road at Dublin Boulevard (#56). 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.</i></p>	<p>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.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as provided in the mitigation measure: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p>	<p>Signature _____ Title _____ Date _____</p>
<p>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.</p>	<p>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</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p>	<p>Signature _____ Title _____ Date _____</p>
<p><i>TR-9C Improve Tassajara Road at Central Parkway (#60). 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.</i></p> <p>If the City of Dublin chooses not to implement this improvement, the impact would be significant and unavoidable.</p>				



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<p>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.</p>	<p>with a goal to ensure contribution of fair-share mitigation costs if other jurisdictions are also willing reciprocate.</p>	<p>Intersection improvements: City of Dublin.</p>	<p>Intersection improvements: As determined by the City of Dublin.</p>	
<p><i>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></p>				
<p><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 Pleasanton shall 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 LOS.</p>	<p>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.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: City of Pleasanton Engineering Division.</p>	<p>Confer with local agencies concerning fair-share mitigation costs as stipulated per the mitigation measure: Prior to recordation of a final map.</p>	<p>_____ Signature _____ Title _____ Date</p>
<p>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</p>				

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MITIGATION MONITORING AND REPORTING PLAN [August 24, 2010]**

Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1</sup>	Timing	Date Completed/ Signature
<p>jurisdictions involved.</p> <p>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.</p> <p>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.</p> <p>Based on this cooperative agreement, the Staples Ranch Specific Plan area owners/developers will pay their share of costs of improvements in</p>				

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<p>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.</p>				

**4.0 Other CEQA Considerations Effects Found Not to be Significant**

<p><i>CR-1 Each project developer and the Project Sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric archaeology.</i> The archaeological consultant shall determine if planned development could potentially impact important archaeological resources and shall then design an appropriate archaeological monitoring program. Upon completing the archaeological monitoring program, the archaeological consultant shall submit a written report of findings first and directly to the Director of the Department of Planning and Community Development. At a minimum, the archaeological monitoring program shall include the following:</p> <ul style="list-style-type: none"> <li>• An archaeological monitor shall be on site during native soils disturbing activities.</li> <li>• The archaeological consultant shall advise all project contractors to be on the alert for evidence of expected resources, of how to identify the evidence of the expected resources, and of the appropriate protocol in the event of discovering an archaeological resource.</li> <li>• The archaeological monitor shall be present on the Staples Ranch site until the Director of the Planning and Community Development Department, in consultation with the archaeological consultant, determines that project</li> </ul>	<p>Verify retention of a qualified archaeologist; in the event of a discovery, submittal of recommended actions and appropriate reports by said archaeologist; contacting the County Coroner and California State Native American Heritage Commission, if required; verifying mechanical subsurface trenching, if required.</p>	<p>Contracting of qualified archaeological consultant; implementation of all recommended by qualified archaeological consultant; subsurface mechanical trenching, if required; contacting County Coroner if human remains found; notifying California State Native American Heritage Commission if Native American remains found; filing report with appropriate state office if remains found: Each Project Developer for its PUD site and related construction activities</p>	<p>Verify retention and review qualifications of archaeologist: Prior to construction activity. Monitoring and reporting: During construction and post construction if and as recommended by archaeological monitoring program.</p> <p>Contacting County Coroner if human remains found: Immediately.</p> <p>If County Coroner determines Native</p>	<p>Signature _____ Title _____ Date _____</p>
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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>construction activities could have no effects on significant archaeological resources.</p> <ul style="list-style-type: none"> <li>The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.</li> <li>If an intact archaeological deposit were to be encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The City shall empower the archaeological monitor to temporarily redirect demolition/excavation/construction crews and heavy equipment until the resource is evaluated. The archaeological consultant shall immediately notify the Director of the Planning and Community Development Department of the encountered resources.</li> <li>Should archaeological resources be encountered during construction, the Project Developer/Sponsor shall consult with City and tribal representatives to determine the appropriate disposition of findings. Mitigation measures shall include one of the three alternatives below:               <ol style="list-style-type: none"> <li><b>In-Situ Preservation:</b> 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.</li> <li><b>Excavation/Recovery:</b> 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</li> </ol> </li> </ul>		<p>to be constructed by it per PUD conditions of approval, the Stoneridge Drive Specific Plan Amendment, and/or applicable project Development Agreement; Project Sponsor for the bridge and all construction activities to be constructed by it per the Stoneridge Drive Specific Plan Amendment and applicable project Development Agreements.</p> <p>Endnote #5 applies.</p> <p>Review of qualifications of archaeological consultant: City of Pleasanton Planning Division.</p> <p>Review of report(s) from archaeological consultant: City of Pleasanton Planning Division.</p> <p>Verification of filing</p>	<p>American remains found, contacting California State Native American Heritage Commission: Immediately.</p>	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <sup>1, 2, 3, 4, 5</sup>	Timing	Date Completed/ Signature
<p>developer/sponsor shall maintain sufficient buffering between development subsurface construction and the location of resources.</p> <p>3. 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.</p> <p>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.</p> <p>If development plans call for trenching within 200 feet of the Arroyo Mochó, 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 Mochó, 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.</p> <p>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.</p> <p>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</p>		<p>of report with appropriate state offices: City of Pleasanton Planning Division.</p>		

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	Timing	Date Completed/ Signature
<p>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.</p>				
<p><i>GEO-1 The Project Sponsor, or a designee approved by the City, shall submit a master geotechnical report for the entire Staples Ranch site.</i></p> <p>The master geotechnical report shall be subject to the review and approval of 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 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.</p>	<p>Verify that a master geotechnical report for the entire Staples Ranch site is submitted; verify that each project developer submits a detailed geotechnical report; verify all buildings set back a minimum of 20 feet from top of arroyo bank; field inspections.</p>	<p>Verification of geotechnical report submittals and qualifications of geotechnical engineer: City of Pleasanton Engineering Division. Submittal of master geotechnical report: Project Sponsor or designee approved by the City of Pleasanton.</p> <p>Submittal of detailed geotechnical reports: Project Developers.</p> <p>Endnote #5 applies.</p>	<p>Report submittals and verification of geotechnical engineer's qualification: Prior to Tentative Map approval.</p>	<p>Signature _____</p> <p>Title _____</p> <p>Date _____</p>
<p>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.</p>		<p>Field inspections: City of Pleasanton Building and Safety Division and Engineering Division.</p> <p>Verify building setback: City of Pleasanton Planning</p>	<p>Field inspections: On-going during construction.</p> <p>Verify building setback: Prior to issuance of a</p>	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility <small>(Initials)</small>	Timing	Date Completed/ Signature
<p><i>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 amendment, as recommended by a qualified landscape architect.</i></p>	<p>Verify irrigation plans include low-flow irrigation techniques and proper soil preparation for landscaped areas; field inspections.</p>	<p>Verification: City of Pleasanton Planning Division.</p> <p>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 Agreement.</p>	<p>Verification: Prior to issuance of a Building Permit.</p> <p>Implementation: During construction.</p>	<p>_____ Signature</p> <p>_____ Title</p> <p>_____ Date</p>
		<p>Field inspections: City of Pleasanton Building and Safety Division or Public Works/Engineering</p>	<p>Field inspections: Prior to issuance of final building permit.</p>	

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Mitigation Measures/Improvement Measures	Monitoring Action	Responsibility	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.
- 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 monitoring activities related to their parcel(s).
- iii 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 Pleasanton) shall be established by the City of Pleasanton. The applicable Project Developer shall deposit funding into the Mitigation Monitoring fund (or other funding mechanism acceptable to the City of Pleasanton) to cover estimated City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's mitigation-related responsibilities. The initial deposit amount shall be determined by the City of Pleasanton. In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future costs borne by the City of Pleasanton, the property owner of the project development site will be responsible for the City of Pleasanton's costs to review monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's PUD site.
- iv 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) shall be established by the City of Pleasanton. The Project Sponsor shall deposit funding into the Mitigation Monitoring fund to cover estimated City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other 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. In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future expenses, the Project 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 inspections, attend meetings, and conduct other monitoring activities related to the Project Sponsor's construction-related responsibilities.



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- v 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 Mochó bridge (with bike lanes and sidewalks) and all mitigation measures related to that connection.
  
  - vi 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 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 Project Sponsor, is reached.