EXHIBIT E

Addendum to the City of Pleasanton Housing Element and Climate Action Plan General Plan Amendment and Rezonings Supplemental Environmental Impact Report for the Anton Hacienda (PUD-95) City of Pleasanton, Alameda County, California

Prepared for:

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March 28, 2013

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SECTION 1: INTRODUCTION

1.1 - Project Details

1.	**Project Title and Number:**	Anton Hacienda Apartments (PUD-85-8-1D-4M)
2.	**Lead Agency Name and Address:**	City of Pleasanton 200 Old Bernal Avenue Pleasanton, CA 94566
3.	**Contact Person and Phone Number:**	Rosalind Rondash, Associate Planner (925) 931-5607
4.	**Project Location and APN:**	5729 West Las Positas Boulevard (941) 2764-015
5.	**Project Sponsor's Name & Address:**	St. Anton Partners 1801 I Street, Suite 200 Sacramento, CA 95811
6.	**General Plan Designation:**	Business Park/Mixed Use
7.	**Zoning:**	Planned Unit Development – High Density Residential (PUD-HDR)
8.	**Description of Project:**	168 residences located within two 3-story residential buildings and one 4-story residential building with a village green, clubhouse and pool.
9.	**Requested Permits/Approvals**	A. Planned Unit Development B. Grading Permit C. Building Permit D. Growth Management Approval C. Development Agreement
10.	**Other Public Agencies Whose Approval is Required:**	A. San Francisco Regional Water Quality Control Board

1.2 - Background

On July 21, 2009, the City of Pleasanton adopted the Pleasanton General Plan Update 2005-2025 based upon the certification of the Pleasanton General Plan Update 2005-2025 EIR (State Clearinghouse Number 2005122139). However, as a result of two lawsuits (*Urban Habitat Program v. City of Pleasanton,* and *State of California v. City of Pleasanton*) and a subsequent Settlement Agreement and Covenant Not to Sue, dated August 2010, the City was obligated to update its Housing Element to meet regional housing needs (including eliminating the housing cap) and adopt a Climate Action Plan, both of which are subject to the provisions of CEQA.

On January 4, 2012, under Resolution No. 12-493 (Appendix A), the City of Pleasanton certified the Supplemental Environmental Impact Report (EIR) for the City of Pleasanton Housing Element and

Climate Action Plan General Plan Amendment and Rezonings (State Clearinghouse Number 2011052002), hereinafter referred to as the Supplemental EIR. The document provided supplemental information for the City of Pleasanton General Plan Program EIR (State Clearinghouse No. 2005122139) relating to an updated Housing Element, the adoption of a Climate Action Plan, and related General Plan Amendments and Rezonings. The Supplemental EIR considered the potential impacts that were likely to result from implementation of the policies and programs contained within the updated Housing Element and Climate Action Plan and the changes in land use designations proposed in the General Plan Amendment and rezonings. Within the Supplement EIR, the City identified 21 potential sites for rezoning and the buildout potentials of those sites to provide an adequate inventory of housing to meet Pleasanton's share of regional housing needs through 2014 (City of Pleasanton 2011). Not all 21 sites were needed to meet Pleasanton's share of regional housing needs, and the City ultimately selected only nine of the 21 sites for rezoning. As such, the Supplemental EIR provides a conservative analysis of potential impacts resulting from the development of residential land uses on rezoned sites.

The subject property (project site) was included as a potential site for rezoning in the Supplemental EIR as site number 9. Within the Supplemental EIR, all of the site's 5.6 acres considered for potential rezoning for multi-family development. Any future development on the project site would be required to abide by all applicable mitigation included in the Supplemental EIR. Based on the Supplemental EIR, the project site was rezoned from Planned Unit Development – Industrial/ Commercial-Office (PUD-I/C-O) to Planned Unit Development – High Density Residential (PUD-HDR) (City of Pleasanton Ordinance No. 2033). The Supplemental EIR assumed future development of up to 168 residential units on this site. The PUD-HDR zoning for the project site allows residential development at a minimum density of 30 units per acre.

The Supplemental EIR concluded that all potential impacts resulting from the implementation of the Housing Element and Climate Action Plan were either less than significant or could be reduced to a less than significant level after mitigation, with the exception of two significant unavoidable impacts:

- The demolition of a potentially significant historic resource on Site 6.
- The addition of traffic to segments of Sunol Boulevard (First Street) and Hopyard Road, to the point at which these roadway segments would operate unacceptably under Cumulative Plus Project Conditions.

This document analyzes the conclusions of the Supplemental EIR to confirm whether the current project would result in any new significant environmental effect or increase the severity of any previously identified environmental effect, such that preparation of a subsequent EIR or Mitigated Negative Declaration would be necessary pursuant to CEQA Guidelines Section 15162. The City of Pleasanton General Plan Program EIR (State Clearinghouse No. 2005122139) and Supplemental Environmental Impact Report (EIR) for the City of Pleasanton Housing Element and Climate Action

Plan General Plan Amendment and Rezonings (State Clearinghouse Number 2011052002) are incorporated by reference into this document.

1.3 - Project Site

The project site consists of 5.6 acres located at 5729 West Las Positas Boulevard within the Hacienda Business Park in the City of Pleasanton, California (Exhibit 1). The project site is triangular in shape and is bounded by West Las Positas Boulevard to the south, Tassajara Creek to the northwest, and a two-story commercial office building (occupied by Valley Care Health System) to the northeast (Exhibit 2). Currently, the project site consists of approximately 323 surface parking spaces and related landscaping, a landscaped turf area, and an approximately 3,640-square-foot building. The building was constructed in 1983 and was previously used as an automotive service center by Hewlett-Packard when it occupied the commercial office building to the northeast.

The project frontage is planted with trees along West Las Positas Boulevard, and mature landscaping throughout the existing surface parking area and around the existing building.

The project site is adjacent to a variety of land uses, including the previously mentioned two-story office building occupied by Valley Care Health System to the northeast and a residential development to the south across West Las Positas Boulevard. Commercial office developments are located across Tassajara Creek. The project site is approximately 0.8 mile south of Interstate 580 (I-580), and approximately 1.0 mile southeast of the East Dublin/Pleasanton Bay Area Rapid Transit (BART) station.

The project site is zoned Planned Unit Development – High Density Residential (PUD-HDR) and has a General Plan land use designation of Business Park/Mixed Use.

1.4 - Proposed Project

The applicant proposes to build an apartment complex consisting of 168 apartment units, along with a clubhouse building/leasing office, parking, and on-site amenities such as an outdoor swimming pool, village green/children's play area, barbeque picnic area, pocket park, and water feature. (Exhibit 3a and Exhibit 3b).

The apartments would be distributed among three buildings. Two 3-story "U"-shaped buildings, each containing 62,352 square feet, would front West Los Positas Boulevard and would each contain 38 apartment units. A third apartment building containing four stories and 119,491 square feet would be set back from West Las Positas Boulevard, and would contain 92 units (Table 1). Each of the 168 units would have private open space in the form of a patio or balcony.

Table 1: Project Summary

Building	Residential Units	Total Square Footage
Building A	38	62,352
Building B	38	62,352
Building C	92	119,491
Clubhouse/Office	0	4,650
Total	**168**	**248,845**
Source: St. Anton Partners, 2012.		

The clubhouse, pool, and recreation area would be located between the two apartment buildings fronting West Las Positas; an additional 9,000-square-foot pocket park with a 3,600-square-foot stormwater basin is proposed in the western corner of the site as shown in Exhibit 3a and Exhibit 3b. The one-story clubhouse/leasing office is approximately 4,650 square feet and includes a fitness center, clubroom with kitchen, leasing offices and a seating area for community gatherings. The recreation area adjacent to the clubhouse/leasing office includes an 800-square-foot outdoor swimming pool, children's play area, grassy village green, barbeque picnic area, and water feature. The pocket park includes a large open lawn area, community vegetable garden, a fenced-in pet area, and areas with seating to be used for community gatherings.

In total, the project proposes a total of 26,600 square feet of group open space. Total on-site impervious surface area would be 190,492 square feet.

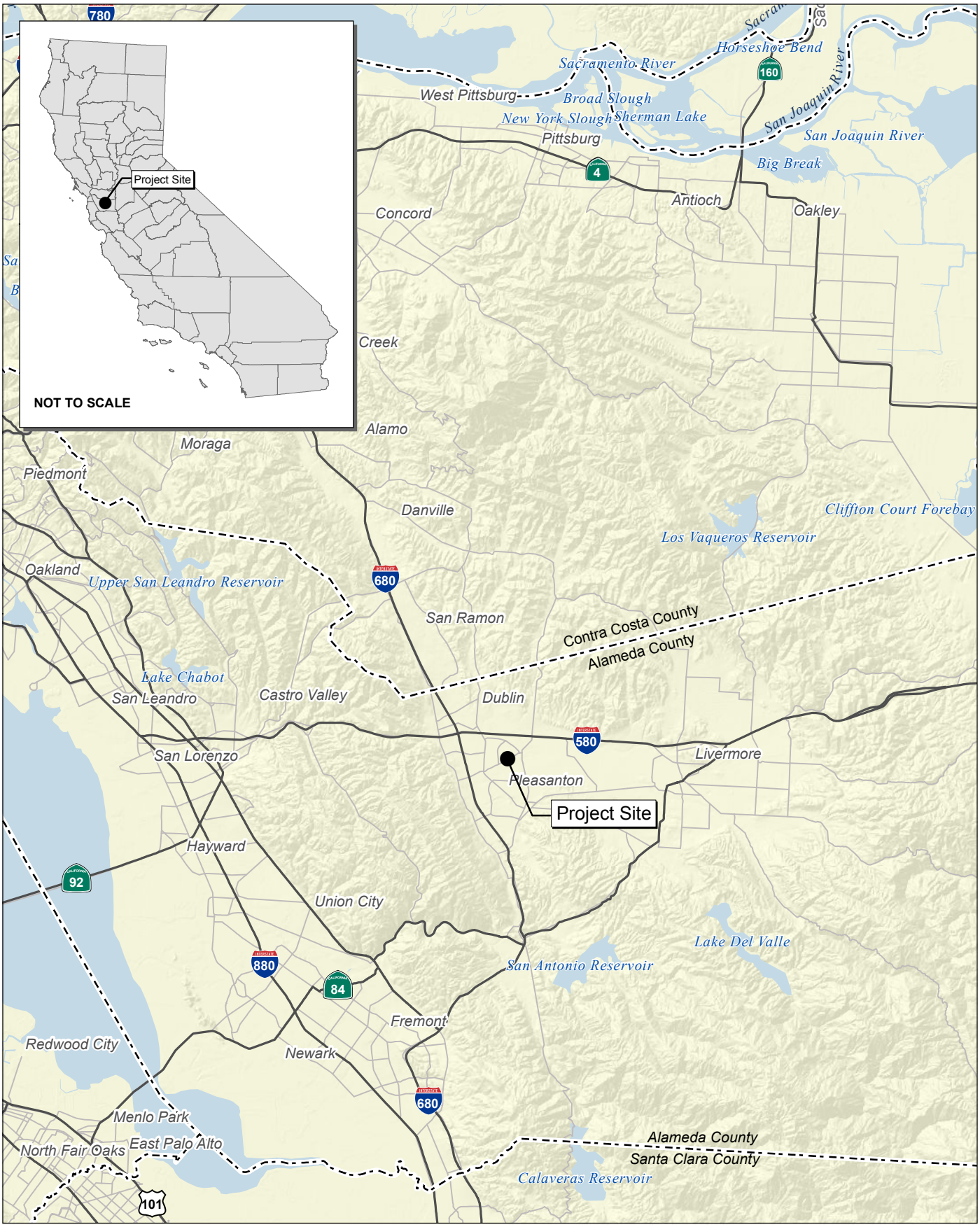
The proposed project would employ a hacienda architectural style, utilizing materials including stucco, limestone trim, stone veneer, wood-like trim, concrete roof S-tile, wrought iron work, and fabric awnings. The proposed project would require the removal of several existing ornamental trees but would include replacement trees and landscaping throughout.

The main access to the project site would be via West Las Positas Boulevard. Additional emergency vehicle access would be provided via Stoneridge Drive through the adjacent Valley Care Health System site. Direct pedestrian access from the residential buildings to West Las Positas Boulevard would be provided via eight paseos. The proposed project would also provide pedestrian access to the future Tassajara Creek Trail. Bicycle parking would be accommodated within the 90 proposed private garages and 45 separate bike storage rooms.

To ensure that the project construction air quality impacts are minimized, the following project design feature shall be implemented:

- During construction, all offroad construction equipment greater than 50 horsepower shall be equipped with a minimum of Tier 3 engine controls, and equipment over 150 horsepower shall be equipped with Level 3 diesel particulate filters.

To ensure the project meets or exceeds Title 24 residential interior noise standards upgraded sound transmission class (STC) rated 30 windows would be installed in second- and third-story facades located adjacent to West Las Positas Boulevard.



Source: Census 2000 Data, The CaSIL, MBA GIS 2013.

Michael Brandman Associates

NORTH

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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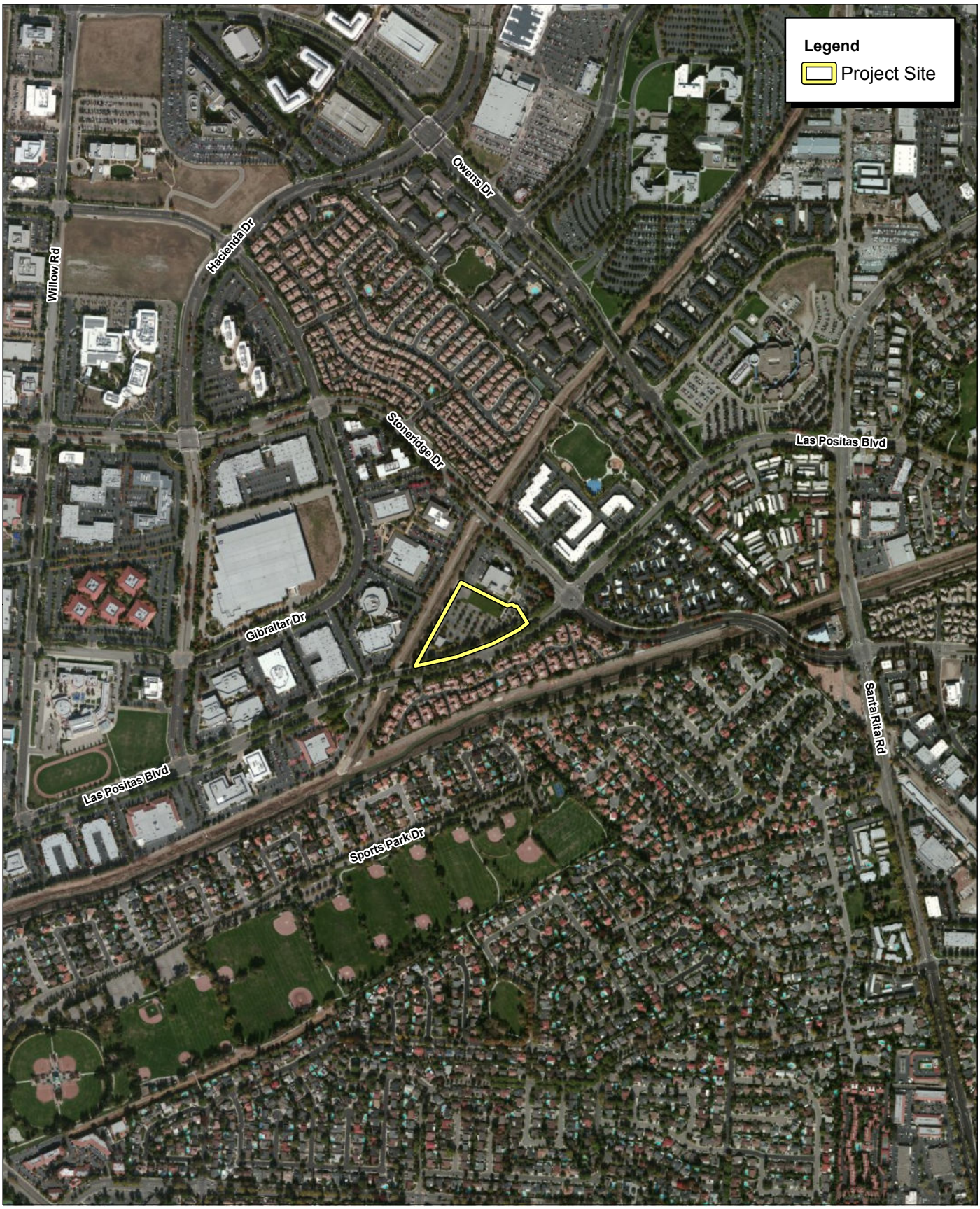
CITY OF PLEASANTON • ANTON HACIENDA
ADDENDUM TO THE CITY OF PLEASANTON HOUSING ELEMENT AND CAP
GENERAL PLAN AMENDMENT AND REZONINGS SUPPLEMENTAL EIR



Source: ESRI Aerial Imagery, MBA GIS 2013.

Exhibit 2
Local Vicinity Map
Aerial Base

NORTH

1,250 625 0 1,250 Feet

Michael Brandman Associates

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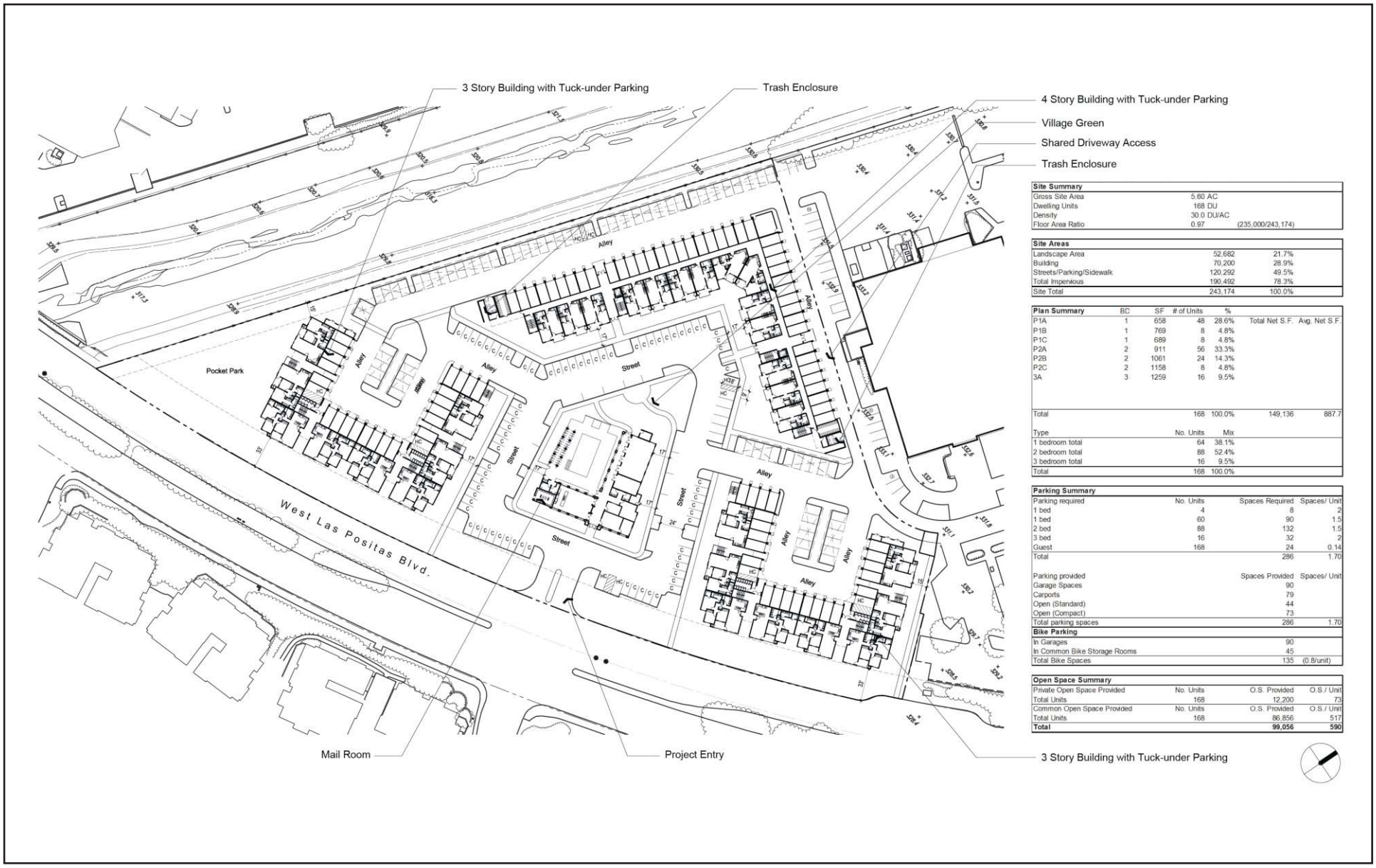
CITY OF PLEASANTON • ANTON HACIENDA APARTMENTS
ADDENDUM TO THE CITY OF PLEASANTON HOUSING ELEMENT AND CAP
GENERAL PLAN AMENDMENT AND REZONINGS SUPPLEMENTAL EIR



Site Summary		
Gross Site Area	5.60 AC	
Dwelling Units	168 DU	
Density	30.0 DU/AC	
Floor Area Ratio	0.97	(235,000/243,174)

Site Areas		
Landscape Area	52,682	21.7%
Building	70,200	28.9%
Streets/Parking/Sidewalk	120,292	49.5%
Total Impervious	190,492	78.3%
Site Total	243,174	100.0%

Plan Summary	BD	SF	# of Units	%	Total Net S.F.	Avg. Net S.F.
P1A	1	658	48	28.6%		
P1B	1	769	8	4.8%		
P1C	1	689	8	4.8%		
P2A	2	911	56	33.3%		
P2B	2	1061	24	14.3%		
P2C	2	1158	8	4.8%		
3A	3	1259	16	9.5%		
Total			168	100.0%	149,136	887.7

Type	No. Units	Mix
1 bedroom total	64	38.1%
2 bedroom total	88	52.4%
3 bedroom total	16	9.5%
Total	168	100.0%

Parking Summary			
Parking required	No. Units	Spaces Required	Spaces/ Unit
1 bed	4	8	2
1 bed	60	90	1.5
2 bed	88	132	1.5
3 bed	16	32	2
Guest	168	24	0.14
Total		286	1.70
Parking provided		Spaces Provided	Spaces/ Unit
Garage Spaces		90	
Carports		79	
Open (Standard)		44	
Open (Compact)		73	
Total parking spaces		286	1.70
Bike Parking			
In Garages		90	
In Common Bike Storage Rooms		45	
Total Bike Spaces		135	(0.8/unit)

Open Space Summary			
Private Open Space Provided	No. Units	O.S. Provided	O.S./ Unit
Total Units	168	12,200	73
Common Open Space Provided	No. Units	O.S. Provided	O.S./ Unit
Total Units	168	86,856	517
Total		**99,056**	**590**

Source: KTGY Group, Inc, 2012.

Michael Brandman Associates

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Exhibit 3a
Conceptual Site Plan

CITY OF PLEASANTON • ANTON HACIENDA
ADDENDUM TO THE CITY OF PLEASANTON HOUSING ELEMENT AND CAP
GENERAL PLAN AMENDMENT AND REZONINGS SUPPLEMENTAL EIR

Source: KTGY Group, Inc, 2012.

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Exhibit 3b
Site Plan On Aerial Base

CITY OF PLEASANTON • ANTON HACIENDA
ADDENDUM TO THE CITY OF PLEASANTON HOUSING ELEMENT AND CAP
GENERAL PLAN AMENDMENT AND REZONINGS SUPPLEMENTAL EIR

Source: St. Anton Partners, 2012.

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Exhibit 4
Site Photographs

CITY OF PLEASANTON • ANTON HACIENDA APARTMENTS
ADDENDUM TO THE CITY OF PLEASANTON HOUSING ELEMENT AND CAP
GENERAL PLAN AMENDMENT AND REZONINGS SUPPLEMENTAL EIR

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Determination

The Supplemental EIR analyzed the development of the project site with a maximum of 168 units. The project as currently envisioned includes development of 168 residential units, which matches the maximum units previously analyzed.

As indicated by CEQA Guidelines Section 15162, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the City determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
    (A) The project will have one or more significant effects not discussed in the previous EIR;
    (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

On the basis of the record and the analysis contained herein:

(1) The modifications proposed to the project do not require major revisions to the Supplemental EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(2) Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the Supplemental EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The circumstances under which the proposed project is undertaken are substantially the same as under the Supplemental EIR.

(3) There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Supplemental EIR was certified, that shows any of the following:
   (A) The project will have one or more significant effects not discussed in the previous Supplemental EIR;
   (B) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
   (C) Mitigation measures or alternatives which are considerably different from those analyzed in the previous Supplemental EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

On the basis of the record and this evaluation, it is concluded that an addendum to the Supplemental EIR is the appropriate document to be prepared.

Evaluation of Environmental Impacts

Discussion of Environmental Evaluation

The following analysis includes a discussion of each item identified in the current CEQA environmental checklist (Appendix G). Mitigation Measures included in the Supplemental EIR are identified where necessary to ensure impacts are less than significant, consistent with the Supplemental EIR. The 2009 Pleasanton General Plan Update EIR (State Clearinghouse Number 2005122139) and 2011 Housing Element and Climate Action Plan Subsequent Draft EIR (State Clearinghouse Number 2011052002) are herein incorporated by reference in accordance with Section 15150 of the CEQA Guidelines. Copies of these documents and all other documents referenced herein are available for review at the City Pleasanton Planning Division, 200 Old Bernal Avenue Pleasanton, California.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting

The project site is located in an urban area and is currently developed with surface parking, mature landscaping and a 3,640-square-foot building. Exhibit 4 provides photographs of the site and surrounding areas.

Findings

The Supplemental EIR concluded that residential development on the project site would have a less than significant impact related to each aesthetic checklist question, and no mitigation specific to the project site was required. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to either specific project components, physical attributes of the project site, or new information.

Scenic Vistas: The Supplemental EIR concluded that implementation of the goals, policies, and programs included as part of the proposed Housing Element, General Plan, applicable zoning requirements, and design guidelines and specific plans, would protect Pleasanton's visual resources—including hillsides and ridgelines—from impacts resulting from development facilitated by the proposed Housing Element, including that proposed for the project site.

Scenic resources include Mt. Diablo to the north, the Pleasanton Ridgelands west of I-680, and hills to the west, southeast, and east. Views of these resources from the project site are currently obstructed by mature trees and residential and commercial buildings. As such, the proposed project

would not introduce any new impacts to scenic vistas not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

State Scenic Highway: The project site is located approximately 0.8 mile south of I-580, which is designated as an Eligible State Scenic Highway but is not officially designated as a State Scenic Highway by the California Department of Transportation (Caltrans). The project site is not visible from I-580 because of its distance and intervening developed land uses, and would not introduce any new impacts to views from State Scenic Highways not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Visual Character: The Supplemental EIR concluded that potential adverse effects of new development on the visual character of the site and surrounding area would be reduced through the Design Review process required by Chapter 18.20 of the Pleasanton Municipal Code. The project as proposed is consistent with the land and intensity evaluated in the Supplemental EIR and is also subject to Design Review, which would ensure that the project would be consistent with the architectural style of the surrounding area and that the heights and massing of the buildings would be appropriate given the existing visual context. Furthermore, the City-approved Housing Site Development Standards and Design Guidelines also include guidelines to ensure compatibility with surrounding buildings. Therefore, visual character impacts due to new development would be less than significant.

In conclusion, the proposed project would not introduce any new impacts to visual character that were not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Light/Glare: The Supplemental EIR concluded that new residential development would introduce artificial light from residences and outdoor parking area as well as glare. However, compliance with the State's Nighttime Sky-Title 24 Outdoor Lighting Standards, and the City's General Plan policies and Municipal Code regulations regarding lighting and glare would reduce potential light and glare effects to a less than significant level.

The project has been designed in accordance with the City of Pleasanton's General Plan policies regarding lighting and glare as well as the Pleasanton Municipal Code regulations, including Sections 18.48.100, 18.88.040, and 18.96.020, and the site lighting guidelines of the Housing Site Development Standards and Design Guidelines. As such, the proposed project's lighting is appropriately designed to limit glare and spillover light as well as limit interior and exterior illumination. In addition, the proposed project would be consistent with Title 24 Outdoor Lighting Standards. As such, the proposed project would not introduce any new lighting or glare impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The proposed project would not result any aesthetic impacts beyond those considered in the Supplemental EIR. All impacts continue to be less than significant and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

The project site is not currently used for agricultural or forest purposes, nor are there any agricultural or forest uses in the surrounding area. The project site is developed, located in an urban area, and designated for urban uses by the General Plan and the Zoning Map. The area surrounding the project site is primarily composed of residential and commercial land uses. There are no Williamson Act lands within or near the project site.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have no impacts related to agricultural or timber resources, and no mitigation was required. No change has occurred regarding the presence of agricultural or timber land on or surrounding the project site since the adoption of the Supplemental EIR. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical changes on the property, or new information.

Important Farmland: The Supplemental EIR concluded that the project would not result in conversion of farmland to non-agricultural use. No changes have occurred to the status of the project site's non-farmland designation as indicated by the Farmland Mapping and Monitoring Program of the California Department of Agriculture. As such, the proposed project would not introduce any new agricultural land conversion impacts not previously disclosed. No impact would occur.

Agricultural Zoning or Williamson Act: The Supplemental EIR concluded that the project would not result in any impacts to lands zoned for agriculture or existing Williamson Act contracts. No changes have occurred to the status of the project site's zoning and the project site continues to be unencumbered by a Williamson Act contract. As such, the proposed project would not introduce any new agricultural zoning or Williamson Act impacts not previously disclosed. No impact would occur.

Forest Land or Timberland Zoning: The Supplemental EIR concluded that the project would not result in any impacts to forest land or timberland. The project site is not zoned for forest or timberland uses and does not contain any forest or timberland. As such, the proposed project would not introduce any new forest land or timberland zoning impacts not previously disclosed. No impact would occur.

Conversion or Loss of Forest or Agricultural Land: The Supplemental EIR concluded that the project would not result in any impacts related to the conversion or loss of agricultural land. No changes have occurred to the project or project site that would alter this conclusion.

The project site does not contain any forest or timberland and there no forest or timberlands in the surrounding area. As such, the proposed project would not result in the conversation or loss of forest or timberland land. No impacts would occur.

Conclusion

Consistent with the conclusions of the Supplemental EIR, the proposed project would not result in impacts to agricultural or timber resources. No impact would occur and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The project site is located in the Bay Area Air Quality Management District (BAAQMD). Since the certification of the Supplemental EIR by the City of Pleasanton on January 4, 2012, the Alameda County Superior Court issued a judgment, in *California Building Industry Association v. Bay Area Air Quality Management District*, finding that the BAAQMD had failed to comply with CEQA when it adopted its 2010 California Environmental Quality Act Air Quality Guidelines (2010 Air Quality Guidelines). The original Air Quality Guidelines were published in 1999. The 2010 Air Quality Guidelines were updated with minor edits in May 2011; however, for the purposes of clarity, the updated Air Quality Guidelines are referred to in this section by the 2010 adoption date (2010 Air Quality Guidelines). The Air Quality Guidelines were further updated in 2012, as described below.

The Guidelines detail an iterative process of first gathering project information and then comparing the project information with a number of screening criteria or significance thresholds. The first level of significance determination deals with the use of screening criteria. If a project exceeds the screening criteria, the next step is to perform a more detailed and refined analysis and then compare project impacts with a set of significance thresholds. If a project does not exceed the screening criteria or significance thresholds, then the project would have a less than significant impact and no

mitigation would be required. A project that exceeds the significance thresholds would be required to implement all feasible mitigation measures.

The 2010 Air Quality Guidelines included new screening levels and thresholds of significance (2010 Air Quality Thresholds) for construction-related criteria pollutants (exhaust PM_{10} and $PM_{2.5}$), ozone precursors (ROG and NO_x), and toxic air pollutants (TACs) and operational related cumulative TACs. In addition, the 2010 Air Quality Thresholds include reduced criteria pollutant thresholds for operational criteria pollutants and ozone precursors to provide a more conservative threshold.

On March 5, 2012, the Court ruled that the adoption of new thresholds (including new thresholds for toxic air contaminants and $PM_{2.5}$) is considered a "project" under CEQA, and, thus, the BAAQMD should have prepared the required CEQA review and documentation for the 2010 Air Quality Guidelines, which provided the 2010 Air Quality Thresholds. The court issued a writ of mandate ordering the BAAQMD to set aside the 2010 Air Quality Thresholds and cease dissemination of them until the BAAQMD had complied with CEQA. As such, this ruling effectively nullified the BAAQMD's adoption of the 2010 Air Quality Thresholds, and the BAAQMD has ceased recommending them for use in evaluating significance of projects. The BAAQMD currently recommends that lead agencies can use the 1999 Air Quality Thresholds or determine appropriate air quality thresholds of significance based on substantial evidence in the record. In the May 2012 update to the 2010 Air Quality Guidelines, the BAAQMD removed all references of the 2010 Air Quality Thresholds, including related screening criteria.

Table 2 and Table 3 compare the 2010 Air Quality Guidelines thresholds (2010 Air Quality Thresholds) to the thresholds established in the original 1999 Air Quality Guidelines. (The Supplemental EIR evaluated the project's compliance with the 2010 Air Quality Thresholds.)

Table 2: BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
ROG	None	54 lbs/day
NO_x	None	54 lbs/day
PM_{10}	None	82 lbs/day (exhaust)
$PM_{2.5}$	None	54 lbs/day (exhaust)
$PM_{10}/PM_{2.5}$ (fugitive dust)	BMPs	BMPs
TACs	None	• Increased cancer risk of >10 in a million • Increased non-cancer risk of >1 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase >0.3 $\mu g/m^3$ annual average

Table 2 (cont.): BAAQMD Project-Level Construction-Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds
Cumulative TACs	None	• Increased cancer risk of >100 in a million • Increased non-cancer risk of >10 Hazard Index (chronic) • Ambient $PM_{2.5}$ increase >0.8 µg/m^3 annual average

Notes:
lbs/day = pounds per day
O_x = nitrous oxides
CO = carbon monoxide
TACs = toxic air contaminants
ROG = reactive organic gases
PM = particulate mater
BMPs = best management practices
Source: Bay Area Air Quality Management District 1999, 2011.

Table 3: BAAQMD Project-Level Operational Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds	
		Average Daily Emissions	Maximum Annual Emissions
ROG	80 lbs/day	54 lbs/day	10 t/y
NO_x	80 lbs/day	54 lbs/day	10 t/y
PM_{10}	80 lbs/day	82 lbs/day	15 t/y
$PM_{2.5}$	None	54 lbs/day	10 t/y
Local CO	9.0 ppm (8-hour average), 20 ppm (1-hour average)	9.0 ppm (8-hour average), 20 ppm (1-hour average)	
TACs	• Increased cancer risk of >10 in a million • Increased non-cancer risk of >1 Hazard Index	• Increased cancer risk of >10 in a million • Increased non-cancer risk of >1 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase >0.3 µg/m3 annual average	
Cumulative TACs	None	• Increased cancer risk of >100 in a million • Increased non-cancer risk of >10 Hazard Index (chronic) • Ambient $PM_{2.5}$ increase >0.8 µg/m3 annual average	
Accidental Release	Storage or use of acutely hazardous materials near receptors or new receptors near stored or used acutely hazardous materials	Storage or use of acutely hazardous materials near receptors or new receptors near stored or used acutely hazardous materials	

Table 3 (cont.): BAAQMD Project-Level Operational Related Thresholds

Pollutant	1999 Air Quality Thresholds	2010 Air Quality Thresholds	
		Average Daily Emissions	Maximum Annual Emissions
Odor	>1 confirmed complaint per year averaged over three years or 3 unconfirmed complaints per year averaged over three years	5 confirmed complaints per year averaged over three years	

Notes:
ROG = reactive organic gases
PM = particulate mater
TACs = toxic air contaminants
lbs/day = pounds per day
NO_x = nitrous oxides
CO = carbon monoxide
ppm = parts per million
t/y = tons per year
Source: Bay Area Air Quality Management District 1999, 2011

As noted above, the Supplemental EIR utilized the 2010 Air Quality Guidelines and the 2010 Air Quality Thresholds and Screening Levels. As shown in Table 2 and Table 3, the 2010 Air Quality Thresholds are more stringent than the 1999 thresholds. Therefore, the 2010 Air Quality Guidelines and associated thresholds were utilized in this document for screening and analysis purposes. Pursuant to the Air Quality Guidelines if a project does not exceed the screening levels or thresholds contained within the 2010 Air Quality Guidelines, it will result in a less than significant impact.

As with the rezonings analyzed in the Supplemental EIR, the project as currently proposed would result in emissions related to construction and operation.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have a less than significant impact related to (1) compliance with the applicable air quality plan; (2) net increases of criteria pollutants, air quality standards or violations; (3) sensitive receptors; and (4) exposure to objectionable odors after the implementation of mitigation.

As shown in Table 1, the proposed project includes a high-density development of 168 apartment units, which is consistent with the maximum number of units anticipated by the Supplemental EIR, at 30 units per acre.

As discussed below, the proposed project would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due either to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant air quality effect or increase the severity of any previously identified air quality effect, including application of the 2010 Air Quality Guidelines.

Air Quality Plan Compliance: The Supplemental EIR concluded that the project would not conflict with the implementation Bay Area 2010 Clean Air Plan (2010 Clean Air Plan) because:

- The projected rate of vehicle miles traveled (VMT) associated with the Housing Element and associated rezonings would not be greater than the projected rate of increase in population, and
- The Housing Element and associated rezonings demonstrate reasonable efforts to implement control measures contained in the 2010 Clean Air Plan.

Implementation of following Circulation Element policies of the Pleasanton General Plan 2005-2025 would include transportation control measures (TCM) from the 2010 Clean Air Plan:

- **Policy 3:** Facilitate the free flow of vehicular traffic on major arterials.
- **Policy 4:** In the Downtown, facilitate the flow of traffic and access to Downtown businesses and activities consistent with maintaining a pedestrian-friendly environment.
- **Policy 5:** At gateway intersections, facilitate the flow of traffic and access into and out of the City, consistent with maintaining visual character, landscaping, and pedestrian convenience.
- **Policy 8:** Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.
- **Policy 9:** Work with other local jurisdictions and regional agencies such as the Metropolitan Transportation Commission (MTC), Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Improvement Authority (ACTIA), and Tri-Valley Transportation Council to plan and coordinate regional transportation improvements.
- **Policy 13:** Phase transit improvements to meet the demand for existing and future development.
- **Policy 14:** Encourage coordination and integration of Tri-Valley transit to create a seamless transportation system.
- **Policy 15:** Reduce the total number of average daily traffic trips throughout the city.
- **Policy 16:** Reduce the percentage of average daily traffic trips taken during peak hours.
- **Policy 17:** Support the continued and expanded operation of the Livermore Amador Valley Transit Authority (LAVTA).

A project would be judged to conflict with or obstruct implementation of the 2010 Clean Air Plan if it would result in substantial new regional emissions not foreseen in the air quality planning process. The proposed project would not result in a substantial unplanned increase in population, employment or regional growth in vehicle miles traveled, or emissions, so it could not conflict with or obstruct implementation of the air quality plan. As such, the proposed project would be consistent with the 2010 Clean Air Plan and would not introduce any new impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Air Quality Standards or Violations: The Supplemental EIR concluded that the General Plan Amendment and rezonings would result in increased long-term emissions of criteria pollutants

associated with construction activities that could contribute substantially to an air quality violation. Specifically, development anticipated by the Supplemental EIR would require demolition and removal of existing structures where applicable, grading, and site preparation and construction of new structures. Emissions generated during construction activities would include exhaust emissions from heavy-duty construction equipment, trucks used to haul construction materials to and from sites, worker vehicle emissions, as well as fugitive dust emissions associated with earth-disturbing activities. However, as indicated in the Supplemental EIR, implementation of mitigation would reduce this impact to less than significant. Compliance with Mitigation Measure 4.B-1a would ensure that impacts from fugitive dust would be less than significant as well as ensure the other construction emissions would adhere to the BAAQMD's requirements.

The proposed project includes development of 168 apartment units, which is consistent with the maximum number of dwelling units allotted for the site (30 units per acre) and analyzed in the Supplemental EIR. Consistent with the BAAQMD's guidance, the Supplemental EIR contained a plan-level analysis of the Housing Element and associated rezonings' air quality impacts. As such, the Supplemental EIR did not analyze the project's potential to generate a localized CO hotspot, or quantify construction emissions. The Supplemental EIR noted that subsequent projects would require analysis for project level impacts.

The following analysis evaluates the project's potential to create a CO hot spot and also includes quantification of construction emissions, as required by the Supplemental EIR.

Carbon Monoxide Hotspot: A significant impact related to carbon monoxide hotspots is identified if a project would exceed the BAAQMD Local CO threshold. The BAAQMD's 2010 Air Quality Guidelines contain a preliminary screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in CO emissions that exceed the CO thresholds of significance. If a project meets the preliminary screening methodology, quantification of CO emissions is not necessary.

A development project would result in a less than significant impact to localized CO concentrations if the following screening criteria were met:

- The project is consistent with an applicable congestion management program established by the county Congestion Management Agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As noted in Section 2.16, Transportation/Traffic of this addendum, the project as currently modified would be consistent with applicable transportation policies establishing effectiveness. The proposed project would not cause any signalized study intersections to operate below acceptable level of service (LOS) standards after the implementation of mitigation and compliance with General Plan Transportation Element Program 1.1. Further, because the proposed project is consistent with the Housing Element of the General Plan, it is also consistent with other applicable transportation related policies of the General Plan. As such, the proposed project would not introduce any new impacts related to Applicable Transportation Plans and Policies not previously disclosed.

As indicated in the Traffic Impact Analysis (Hexagon Transportation Consultants 2013) signalized intersections are expected to continue operating at overall acceptable service levels after the implementation of mitigation and compliance with General Plan Transportation Element Program 1.1.

Based on existing surface road volumes in the project vicinity, the project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, and would have no effect on any intersections where vertical and/or horizontal mixing is substantially limited. As shown in the Traffic Impact Analysis, Appendix H, Santa Rita Road/Stoneridge Drive is the project-affected intersection with the current highest volume, which experiences a PM peak-hour volume of 10,054 vehicles. Based on the BAAQMD screening methodology, this volume of traffic would have a less than significant impact on carbon monoxide concentrations. As such, the proposed project would not introduce any new impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary.

Construction Fugitive Dust Emissions: The Supplemental EIR concluded that the General Plan Amendment and rezonings would result in increased long-term emissions of criteria pollutants associated with construction activities that could contribute substantially to an air quality violation. Specifically, development anticipated by the Supplemental EIR would require demolition and removal of existing structures where applicable, grading, and site preparation and construction of new structures. Emissions generated during construction activities would include exhaust emissions from heavy-duty construction equipment, trucks used to haul construction materials to and from sites, worker vehicle emissions, as well as fugitive dust emissions associated with earth disturbing activities. However, as indicated in the Supplemental EIR, implementation of mitigation would reduce this impact to less than significant. Compliance with Mitigation Measure 4.B-1a would ensure that impacts from fugitive dust would be less than significant as well as ensure the other construction emissions would adhere to the BAAQMD's requirements.

In summary, the proposed project would not introduce any new impacts related to air quality standards or violations not previously disclosed. Impacts would continue to be less than significant with the implementation of Mitigation Measure 4.B-1a from the Supplemental EIR.

Cumulatively Considerable Net Increase of a Nonattainment Pollutant: The Supplemental EIR concluded that the project would have less than significant impacts related to cumulatively considerable net increases of criteria pollutants for which the project region is nonattainment after implementation of Mitigation Measure 4.B-4. The proposed project would develop 168 apartment units as anticipated by the Supplemental EIR. As discussed below, the proposed project would not introduce any new significant impacts not previously disclosed. Further analysis of the project's potential impacts and emissions modeling output is provided below and in Appendix B.

*Construction Exhaust Pollutants***:** The 2010 Air Quality Guidelines provide screening criteria developed for criteria pollutants and precursors during construction. According to the 2010 Air Quality Guidelines, if the project meets the screening criteria, then its air quality impacts relative to criteria pollutants may be considered less than significant. In developing the 2010 Air Quality Guidelines, BAAQMD also considered the emission levels for which a project's individual emissions would be cumulatively considerable. As shown in Table 4, the project's proposed land use is less than the BAAQMD's construction screening size for criteria air pollutants and precursors. Therefore, the project would have a less than significant impact on criteria pollutants and ozone precursors, individually and cumulatively during construction.

Table 4: Criteria Air Pollutant and Precursors Screening for Construction Emissions

Land Use	Screening Size	Project Size	Percent of Screening Size
Apartment Mid Rise	240 DU	168 DU	70%
Total Project Size Relative to Screening Size			**70%**

Note:
DU = dwelling units
Source: BAAQMD 2011.

Operational Pollutants: The 2010 Air Quality Guidelines provide screening criteria developed for criteria pollutants and precursors during project operations. According to the 2010 Air Quality Guidelines, if the project meets the screening criteria then its air quality impacts relative to criteria pollutants may be considered less than significant. In developing the 2010 Air Quality Guidelines, BAAQMD also considered the emission levels for which a project's individual emissions would be cumulatively considerable. As shown in Table 5, the project's proposed land use is less than the BAAQMD's operational screening size for criteria air pollutants and precursors. Therefore, the project would have a less than significant impact with respect to criteria pollutants and ozone precursors, individually and cumulatively during operations.

Table 5: Criteria Air Pollutant and Precursors Screening for Operational Emissions

Land Use	Screening Size	Project Size	Percent of Screening Size
Apartment Mid Rise	494 DU	168 DU	34%
Total Project size relative to Screening size			**34%**

Note:
DU = dwelling units
Source: BAAQMD 2011.

In summary, the proposed project would not introduce any new impacts related to cumulatively considerable net increases of nonattainment pollutants not previously disclosed. Impacts would continue to be less than significant.

Expose Receptors to Substantial Pollutants: The Supplemental EIR concluded that the project would not subject residents, neighbors, or customers and employees of nearby businesses to substantial concentrations of air pollutants after incorporation of mitigation.

Implementation of Mitigation Measure 4.B-4 requires project-specific health risk assessments, as well as the incorporation of design features, trees, high-efficiency central heating and ventilation systems, and other measures to reduce receptor exposures. As discussed below, the proposed project would not introduce any new substantial impacts not previously disclosed. Further analysis of the project's potential toxic air contaminant (TACs) impacts and emissions modeling output are provided below and in the Cancer Risk Screening Analysis Memorandum prepared by Dudek on January 21, 2013 (Appendix B) for the proposed project consistent with Mitigation Measure 4.B-4.

Construction Localized Fugitive Dust: Activities associated with site preparation, and construction would generate short-term emissions of fugitive dust. The effects of construction activities would increase dustfall and locally elevated levels of PM_{10} and $PM_{2.5}$ downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties. Consistent with BAAQMD's 2010 Air Quality Guidelines, the Supplemental EIR included Mitigation Measure 4.B-1a to ensure that the current best management practices (BMPs) would be implemented to reduce fugitive dust emissions from construction activities to less than significant. Implementation of Mitigation Measure 4.B-1a by the proposed project would ensure impacts would remain less than significant.

Construction Toxic Air Contaminants Generation: The 2010 Air Quality Guidelines include new construction toxic air contaminant thresholds. As stated in the Environmental Setting section, the new thresholds were rescinded by court order; however, for purposes of evaluating this project the 2010 Air Quality Guidelines are utilized. Therefore, this analyses assesses the potential for project construction toxic air contaminant impacts.

It is assumed that only a quarter of the project site would be actively demolished, graded, or have other off-road equipment activity on any one day. Therefore, approximately 1.4 acres would have active grading or demolition activity. As stated in the project description, the project plans and specifications incorporate a construction emissions minimization plan designed to reduce the creation of construction-period TACs in accordance with 2010 Air Quality Guidelines. Specifically, equipment over 50 horsepower will be a minimum of Tier 3, and equipment over 150 horsepower will have Level 3 diesel particulate filters. Incorporation of these emission-reducing measures as well as implementation of Mitigation Measure 4.B-1a would ensure that construction emissions would remain below the construction toxic air contaminant thresholds from the 2010 Air Quality Guidelines. This would be a less than significant impact.

Operational Toxic Air Contaminants Exposure: The project would expose future residents to mobile and stationary sources of TACs that currently affect the site from nearby sources of TACs such as stationary and mobile sources. To assess community risks and hazards, BAAQMD's 2010 Air Quality Guidelines recommend that any proposed project involving sensitive receptors should assess associated impacts within 1,000 feet of the project, taking into account both individual and nearby cumulative sources. Cumulative sources represent the combined total risk values of each individual source within the 1,000-foot evaluation zone. The project's potential to expose residents of the project site to nearby stationary sources was analyzed and summarized below. In addition, the potential exposure of residents of the project site to nearby mobile sources was analyzed in the Cancer Risk Screening Analysis prepared by Dudek and is provided in Appendix B. These analyses pursuant to the 2010 Guidance related to TACs, are provided below.

Mobile Sources: The 2010 Air Quality Guidelines methodology for mobile source risks considers highways and heavily travelled surface streets (carrying 10,000 or more daily vehicle trips) within 1,000 feet of the project site. Two roadways with daily traffic greater than 10,000 vehicles were identified within 1,000 feet of the project boundary: West Las Positas Boulevard and Stoneridge Drive. The BAAQMD's Highway Screening Analysis Tool was used to conservatively estimate risks associated with proximity to these roadways. Table 6 shows the cancer risk, chronic and acute hazard index, and annual $PM_{2.5}$ concentration from these two roadways at the closest receptor along the property boundary, which are below BAAQMD individual source significance thresholds. The detailed analysis is provided in Appendix B. Note that the risks shown in Table 6 do not incorporate the reductions in risk associated with Mitigation Measure 4.B-4. After application of Mitigation Measure 4.B-4, the cancer risks would be reduced to less than 1 in a million for cancer risk, less than 0.01 for chronic and acute hazard indexes, and less than 0.03 $\mu g/m^3$ for $PM_{2.5}$. Therefore, the project would not expose on-site residents to a significant health risk from adjacent roadways.

Table 6: Surface Street Screening Analysis (Without Mitigation)

Roadway	Lifetime Excess Cancer Risk (in a million)	Chronic Hazard Index	Acute Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^2$)
West Los Positas Blvd	4.6	<0.03	<0.02	0.19
Stoneridge Drive	3.9	<0.03	<0.02	0.03
Individual Source Threshold	10.0	1.0	1.0	0.3
Exceeds Threshold?	No	No	No	No
Source: Dudek 2013; BAAQMD 2011				

Permitted Stationary Sources: BAAQMD has developed a Stationary Source and Risk Analysis Tool (BAAQMD Risk Analysis Tool) for permitted sources within Alameda County to identify stationary sources of TACs. The BAAQMD database of permitted stationary sources indicates that there are two permitted sources of air pollutants within the 1,000-foot zone of influence of the project with non-trivial TAC emissions. Risk information for permitted sources was provided by the BAAQMD. Table 7 shows the results from the stationary source screening analysis. The cancer risks from the Terremark Worldwide facility are shown to exceed the BAAQMD's cancer risk threshold of 10 in a million. As such, impacts would be potentially significant.

Table 7: Offsite Stationary Source Analysis (Without Mitigation)

Facility Name (BAAQMD ID)	Lifetime Excess Cancer Risk (in a million)	Chronic Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^2$)
Terremark Worldwide (18671)[(1)]	14.5	0.005	0.0033
Robert Half (19892)	N/A	N/A	N/A
Individual Source Threshold	10.0	1.0	0.3
Exceeds Threshold?	Yes	No	No

Note:
(1) The cancer risks for the Terremark Worldwide facility result from the operation of a diesel generator. The cancer risks shown in the above table have been adjusted by a factor of 0.22 using the BAAQMD's Diesel Adjustment Multiplier Tool for Diesel Internal Combustion Engines for a distance of 100 meters.
Source: BAAQMD 2011.

As shown in Table 8, the application of Mitigation Measure 4.B-4 would reduce the estimated cancer risks to approximately 2 in one million, less than the BAAQMD cancer risk threshold of 10 in a million. In addition, the hazard indices and $PM_{2.5}$ would be reduced to less than 0.001 and 0.001 $\mu g/m^3$, respectively.

Cumulative Risks: A summary of the cumulative health risks after implementation of mitigation is shown in Table 8. As shown therein, the cumulative health risk impacts do not exceed the BAAQMD's cumulative health risk significance thresholds.

Table 8: Summary of Cumulative Health Risks (After Mitigation)

TAC Emission Source	Lifetime Excess Cancer Risk (in a million)	Chronic Hazard Index	$PM_{2.5}$ Concentration ($\mu g/m^2$)
Stationary Sources	2.0	<0.001	<0.001
Mobile Sources	1.0	<0.01	0.03
Total (all sources)	3.0	<0.01	0.03
Cumulative Source Threshold	100	10	0.8
Exceeds Threshold?	No	No	No
Source: BAAQMD 2011 Significance Thresholds.			

In summary, the combined estimated $PM_{2.5}$ concentration, lifetime cancer risk and chronic non-cancer health risk from mobile and permitted sources were found to be below the BAAQMD cumulative Community Risks and Hazards thresholds. Cumulative risks are therefore less than significant and no mitigation is required.

Odors: The Supplemental EIR concluded that the project would not subject residents to objectionable odors after incorporation of mitigation.

The proposed project would not include uses that have been identified by BAAQMD as potential sources of objectionable odors. Sources of odors include manufacturing plants, and agricultural operations and industrial operations such as wastewater treatment plants and solid waste transfer stations or landfills.

As a new sensitive receptor for odors, the project is distant from the types of land uses that identified by the BAAQMD as having potential to create objectionable odors. As shown in the Supplemental EIR, the project site is beyond the 2-mile screening distance for odor sources. Therefore the proposed project would have a less than significant odor impact because it would not frequently create substantial objectionable odors affecting a substantial number of people. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts to air quality than those considered in the Supplemental EIR. All impacts would continue to be less than

significant with the implementation of mitigation as contained within the Supplemental EIR, as cited in the following.

Mitigation Measures

The following mitigation measures appear in the Supplemental EIR, and apply to the project:

Mitigation Measure 4.B-1a: Prior to the issuance of a grading or building permit, whichever is sooner, the project applicant for a potential site for rezoning shall submit an air quality construction plan detailing the proposed air quality construction measures related to the project such as construction phasing, construction equipment, and dust control measures, and such plan shall be approved by the Director of Community Development. Air quality construction measures shall include Basic Construction Mitigation Measures (BAAQMD, May 2012) and, where construction-related emissions would exceed the applicable thresholds, Additional Construction Mitigation Measures (BAAQMD, May 2012) shall be instituted. The air quality construction plan shall be included on all grading, utility, building, landscaping, and improvement plans during all phases of construction.

Mitigation Measure 4.B-4: **Indoor Air Quality.** In accordance with the recommendations of BAAQMD, appropriate measures shall be incorporated into building design in order to reduce the potential health risk due to exposure to TACs to achieve an acceptable interior air quality level for sensitive receptors. The appropriate measures shall include one of the following methods:

1) Project applicants shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the BAAQMD requirements to determine the exposure of project residents/occupants/users to air pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Community Development Department for review and approval. The applicant shall implement the approved HRA recommendations, if any.

2) Project applicants shall implement all of the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These features shall be submitted to the Community Development

Department for review and approval prior to the on an ongoing basis during operation of the projects.

a) Redesign the site layout to locate sensitive receptors as far as possible from any freeways, major roadways, or other sources of air pollution (e.g., loading docks, parking lots). [The City acknowledges that this measure is not applicable to the Anton Hacienda project.]

b) Incorporate tiered plantings of trees (redwood, deodar cedar, live oak, and/or oleander) to the maximum extent feasible between the sources of pollution and the sensitive receptors.

c) Install, operate, and maintain in good working order a central heating and ventilation (HV) system or other air intake system in the building, or in each individual residential unit, that meets or exceeds an efficiency standard of MERV [Minimum Efficiency Reporting Value] 13. The HV system shall include the following features: Installation of a high-efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.

d) Retain a qualified HV consultant or HERS [Home Energy Rating Standards] rater during the design phase of the project to locate the HV system based on exposure modeling from the pollutant sources.

e) Install indoor air quality monitoring units in buildings.

f) Project applicants shall maintain, repair and/or replace HV systems on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HV systems and the filters. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the CC&Rs for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowner's manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HV system and the filters.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

Ecologically, the project site consists of urban/developed land, including a parking lot with mature landscaping. The project site is surrounded by urban/developed land, including other residential and commercial properties. Tassajara Creek forms the northwestern border of the project site.

Wildlife within the project area is limited to those adapted to urban activities and human disturbance. As with most urbanized environments, landscape features within the project areas such as trees, bushes, grasses, and ruderal vegetation may provide roosting habitat for bird or bat species and may

provide foraging habitat. Riparian corridors such as Tassajara Creek may provide food, water, migration and dispersal corridors, breeding sites, and thermal cover for wildlife. Development adjacent to riparian habitat may degrade the habitat values of stream reaches throughout the project area through the introduction of human activity, feral animals, and contaminants that are typical of urban uses.

The project would remove on-site trees and landscaping and would provide new landscaping throughout the proposed common areas.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have a less than significant impact related to local policies or ordinances protecting biological resources, or habitat conservation plans. The Supplemental EIR concluded that the project would have a less than significant impact related to sensitive species, riparian habitat, wetlands, fish or wildlife movement with the implementation of mitigation. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Sensitive Species: The Supplemental EIR concluded that removal of trees or other vegetation associated with the project could result in direct losses of nesting habitat, nests, eggs, nestlings, or roosting special-status bats; and that such impacts would be considered significant. As indicated in the Supplemental EIR, these impacts would require mitigation to ensure that any impacts to special-status bird and bat species are avoided or minimized. As such, the Supplemental EIR included Mitigation Measure 4.C-1a and 4.C-1b as follows:

Mitigation Measure 4.C-1a: *Pre-construction Breeding Bird Surveys*. The City shall ensure that prior to development of all potential sites for rezoning (Sites 1-4, 6-11, 13, 14, and 16-21) and each phase of project activities that have the potential to result in impacts on breeding birds, the project applicant shall take the following steps to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success:

- If grading or construction activities occur only during the non-breeding season, between August 31 and February 1, no surveys will be required.
- Pruning and removal of trees and other vegetation, including grading of grasslands, should occur whenever feasible, outside the breeding season (February 1 through August 31).

- During the breeding bird season (February 1 through August 31) a qualified biologist will survey activity sites for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys will include all line-of-sight trees within 500 feet (for raptors) and all vegetation (including bare ground) within 250 feet for all other species.
- Based on the results of the surveys, avoidance procedures will be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.
- Bird nests initiated during construction are presumed to be unaffected, and no buffer would be necessary, except to avoid direct destruction of a nest or mortality of nestlings.
- If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been determined to be unoccupied by nesting or other special-status birds may be pruned or removed.

Mitigation Measure 4.C-1b: *Pre-Construction Bat Surveys*. Conditions of approval for building and grading permits issued for demolition and construction on Sites 6, 8, 9, 10, 13, 20, and 21 shall include a requirement for pre-construction special-status bat surveys when large trees are to be removed or underutilized or vacant buildings are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer of 100 feet shall be created around active bat roosts being used for maternity or hibernation purposes. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would [be] necessary.

With the implementation of Mitigation Measure 4.C-1a and 4.C-1b from the Supplemental EIR, the project's potential impacts would continue to be less than significant as concluded in the Supplemental EIR.

Riparian Habitat: The Supplemental EIR concluded that construction of the project may result in degradation of water quality and aquatic habitat; degradation of wetland habitat; and accidental discharge of sediment or toxic materials into Tassajara Creek. The project would be required to comply with the City's General Plan Policies related to protection of riparian habitat, which require

site plans, design, and best management practices (BMPs) to be consistent with applicable water quality regulations including the applicable National Pollutant Discharge Elimination System (NPDES) permit. Adherence to these policies would provide protection for identified riparian habitat along Tassajara Creek.

As indicated in the Supplemental EIR, this impact would require implementation of Mitigation Measure 4.C-2 as follows:

Mitigation Measure 4.C-2: *Riparian and Wetland Setbacks.* Consistent with the Alameda County Watercourse Protection Ordinance, no new grading or development at [the project site] shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerline, as delineated by a qualified, City-approved biologist.

Areas on-site adjacent to the Tassajara Creek corridor that would be disturbed by the proposed project currently contain existing landscaping vegetation and parking areas and would be redeveloped with similar uses. The distance from the top of bank to the project site's property line is 20 feet. Therefore, no new grading or development would occur on-site within 20 feet of Tassajara Creek's top of bank. The project as designed is consistent with the requirements of Mitigation Measure 4.C-2. As such, the project's impacts would continue to be less than significant as concluded in the Supplemental EIR.

Wetlands: As previously mentioned, the Supplemental EIR concluded that construction of the project may result in degradation of water quality and aquatic habitat, degradation of wetland habitat, and accidental discharge of sediment or toxic materials into wetlands. There are no wetlands on-site. The project would be required to comply with the City's General Plan Policies related to protection of water quality, which require site plans, design, and best management practices (BMPs) to be consistent with applicable water quality regulations including the applicable National Pollutant Discharge Elimination System (NPDES) permit. Adherence to these policies would provide adequate protection for any nearby wetland habitats that could be affected by water quality degradation.

Fish or Wildlife Movement: The Supplemental EIR concluded that while the project site is developed and lacks habitat value, Tassajara Creek and landscaped areas within the vicinity provide wildlife corridors for fish, waterfowl, other birds, bats, and mammals. As indicated in the Supplemental EIR, this impact would require implementation of Mitigation Measures 4.C-1a, 4.C-1b, and 4.C-2 as previously provided. Implementation of these mitigation measures would ensure that any impacts to special-status species within the Tassajara Creek riparian corridor are avoided or minimized. As such, the project's impacts would continue to be less than significant as concluded in the Supplemental EIR.

Tree Preservation: The Supplemental EIR concluded that residential development on rezoned sites could occur in locations where heritage trees would be adversely affected, through damage to root zones, tree canopy, or outright removal. The Supplemental EIR concluded that impacts to heritage trees would be less than significant with required adherence to the Tree Preservation Ordinance and mitigation would not be required. Chapter 17.16 of the Pleasanton Municipal Code outlines the City's Tree Preservation Ordinance, which protects heritage trees, considered important resources by the City. It is the City's policy to preserve heritage trees, whenever possible. However, when circumstances do not allow for retention, the City requires permits to remove trees that are within its jurisdiction. The City's Municipal Code requires mitigation for the removal of trees, including replacement with new trees and payment to the City's Urban Forestry Fund. In addition, removal of or construction around trees that are protected by the heritage tree ordinance requires permission and inspection by the Director of Public Works and Utilities or the Director's designated representative. This ordinance provides adequate protection for Heritage trees in the City of Pleasanton, and compliance would avoid significant impacts to these trees that could result from new development facilitated by the Housing Element.

According to the Tree Report prepared by Hort Science (Appendix C), the project site contains 137 trees, of which 55 are considered heritage trees under Chapter 17.16 of the Pleasanton Municipal Code. Two of the heritage trees are located within the project footprint and would be removed; an additional 17 heritage trees are located outside the building footprint but are identified as being in poor condition and are recommended for removal. The remaining 36 heritage trees would be preserved.

Consistent with Chapter 17.16 of the Pleasanton Municipal Code the project includes a request for a heritage tree removal permit as part of the development application. The existing heritage trees proposed for removal either are in poor condition or are located in such a manner that they prohibit the construction of proposed improvements for the economic enjoyment of the property. The landscaping plan includes the planting of additional trees to offset the removal of mature vegetation and heritage tress consistent with the Tree Preservation Ordinance. As such, removal of on-site trees and heritage trees would be implemented in accordance with Chapter 17.16 of the Pleasanton Municipal Code and would not be considered a significant impact to the site's visual character.

Habitat or Natural Community Conservation Plans: The Supplemental EIR concluded that no impact would occur with respect to conflicts with a habitat or natural community conservation plan because the City is not located within such a designated area. No changes have occurred that would alter this conclusion.

Conclusion

The project would not introduce any new substantial or more severe impacts to biological resources than those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation proposed in the Supplemental EIR, as cited below.

Mitigation Measures

The following mitigation measures appear in the Supplemental EIR, and apply to the project:

Sensitive Species

Mitigation Measure -4.C-1a: *Pre-construction Breeding Bird Surveys*. The City shall ensure that prior to development of all potential sites for rezoning (Sites 1-4, 6-11, 13, 14, and 16-21) and each phase of project activities that have the potential to result in impacts on breeding birds, the project applicant shall take the following steps to avoid direct losses of nests, eggs, and nestlings and indirect impacts to avian breeding success:

- If grading or construction activities occur only during the non-breeding season, between August 31 and February 1, no surveys will be required.
- Pruning and removal of trees and other vegetation, including grading of grasslands, should occur whenever feasible, outside the breeding season (February 1 through August 31). During the breeding bird season (February 1 through August 31) a qualified biologist will survey activity sites for nesting raptors and passerine birds not more than 14 days prior to any ground-disturbing activity or vegetation removal. Surveys will include all line-of-sight trees within 500 feet (for raptors) and all vegetation (including bare ground) within 250 feet for all other species.
- Based on the results of the surveys, avoidance procedures will be adopted, if necessary, on a case-by-case basis. These may include construction buffer areas (up to several hundred feet in the case of raptors) or seasonal avoidance.
- Bird nests initiated during construction are presumed to be unaffected, and no buffer would be necessary, except to avoid direct destruction of a nest or mortality of nestlings.
- If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs that have been

determined to be unoccupied by nesting or other special-status birds may be pruned or removed.

Mitigation Measure 4.C-1b: *Pre-Construction Bat Surveys*. Conditions of approval for building and grading permits issued for demolition and construction [of the project] shall include a requirement for pre-construction special-status bat surveys when large trees are to be removed or underutilized or vacant buildings are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer of 100 feet shall be created around active bat roosts being used for maternity or hibernation purposes. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would [be] necessary.

Riparian Habitat

Mitigation Measure 4.C-2: *Riparian and Wetland Setbacks*. Consistent with the Alameda County Watercourse Protection Ordinance, no new grading or development [at the project site] shall be allowed within 20 feet of the edge of riparian vegetation or top of bank, whichever is further from the creek centerline, as delineated by a qualified, City-approved biologist.

Fish or Wildlife Movement

Mitigation Measure 4.C-1a: Implement this mitigation measure, as listed above.

Mitigation Measure 4.C-1b: Implement this mitigation measure, as listed above.

Mitigation Measure 4.C-2: Implement this mitigation measure, as listed above.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental Setting

No historic properties or archaeological resources were identified on the project site during the cultural resource assessment conducted for the Supplemental EIR. No unique paleontological resource or unique geologic features are present on the project site.

The project site is located in an urban, densely developed area, and is currently developed with a 3,640-square-foot building, surface parking and landscaping. Historical aerial photographs indicate that the project site was essentially agricultural from at least 1939 until 1983 when the current development was constructed (Raney Geotechnical 2012).

Findings

The Subsequent EIR concluded that rezoning of the project site for eventual residential development would result in less than significant impacts to archeological resources and human remains after the implementation of mitigation.

The Supplemental EIR concluded that a significant unavoidable impact would occur with the demolition of a potentially significant historic resource on Site 6. The Anton Hacienda project is located on Site 9 and therefore would not contribute to the impact to Site 6 identified in the Supplemental EIR.

The Supplemental EIR concluded that no impact to paleontological resources or unique geologic features would occur as a result of development of the project site.

The project as currently proposed would not disturb any new areas that were not previously impacted by the construction of the current facilities, which occurred in 1983. Coupled with the fact that the area was disturbed by agricultural activities since at least 1939, there is a reduced likelihood of any intact cultural resources beneath the existing development. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Historical Resources: The Supplemental EIR showed no information indicating the presence of historic structures in the vicinity of the project site. The current Valley Care Health System building and the associated parking lot were constructed in 1983 and do not meet the threshold for consideration as a potential historic resource.

The Supplemental EIR also concluded that the project site is located in a "Low Sensitivity" zone for cultural resources, which includes historical resources, because the site is not located within the Downtown Historic Neighborhoods and Structure Area or no historical structures are in the vicinity of the project site (refer to Figure 4.D-1 of the Supplemental EIR). Therefore, no impacts to historic resources are anticipated.

Archeological Resources: The Supplemental EIR indicated that project-related construction activities involving ground disturbance during construction could result in significant impacts if any unknown culturally significant sites are discovered. The Supplemental EIR states that:

> In general, it may be expected that portions of the city lying in the flat valley would reveal a low sensitivity for prehistoric sites, except along drainages. In contrast, the hills to the south and west, particularly around springs and creeks, would be expected to have a relatively high sensitivity for containing prehistoric sites. While the majority of the potential sites for rezoning identified in the proposed Housing Element are located in the flat valley area and on parcels that have had some level of previous development or disturbance, some sites, such as Sites 6 or 7 may have only been minimally disturbed in the past and, while they are located in the flat valley and are expected to reveal a low sensitivity for prehistoric sites, they may contain unknown archaeological resources.

The proposed project clearly lies within the flat valley areas of the City in an area that has been extensively disturbed by agriculture activities for at least 40 years and subsequent development in 1983. Therefore, the potential for archeological resources to remain is low.

The City requires a standard condition of approval for projects requiring Planning Department approval that would require that all construction stop in the event that cultural resources were uncovered during excavation. With implementation of this standard condition, the proposed project would be expected to have a less than significant effect on unknown cultural resources. As such, the

proposed project would not introduce any new impacts to archeological resources that were not previously disclosed. Impacts would be less than significant and no mitigation is necessary.

Paleontological Resources: The Supplemental EIR concluded that Pleasanton is directly underlain by Quaternary Alluvium (see Section 4.F, Geology and Soils of the Supplemental EIR), which is unlikely to contain vertebrate fossils. However, it is possible that the City is also underlain by older Quaternary deposits that are known to contain vertebrate fossils. Fossils have been found within 5 miles of areas in similar deposits. Therefore, the City has moderate paleontological sensitivity. While shallow excavation or grading is unlikely to uncover paleontological resources, deeper excavation into older sediments may uncover significant fossils.

If a paleontological resource is uncovered and inadvertently damaged, the impact to the resource could be substantial. The City implements a standard condition of approval that requires all construction to stop in the event that paleontological resources were uncovered during excavation. With implementation of this standard condition, future projects in the Planning Area would be expected to have a less than significant effect on unknown paleontological resources. In addition, the Supplemental EIR included Mitigation Measure 4.D-3 as follows:

Mitigation Measure 4.D-3: In the event that paleontological resources are encountered during the course of development, all construction activity must temporarily cease in the affected area(s) until the uncovered fossils are properly assessed by a qualified paleontologist and subsequent recommendations for appropriate documentation and conservation are evaluated by the Lead Agency. Excavation or disturbance may continue in other areas of the site that are not reasonably suspected to overlie adjacent or additional paleontological resources.

With the implementation of the City's standard conditions of approval regarding paleontological discovery and Mitigation Measure 4.D-3, the proposed project's potential impacts would be reduced to less than significant, consistent with the conclusions of the Supplemental EIR.

Human Remains: The Supplemental EIR states that there is no indication in the archaeological record that the project site has been used for human burial purposes in the recent or distant past. However, in the unlikely event that human remains are discovered during project construction, including those interred outside of formal cemeteries, human remains could be inadvertently disturbed, which would be a significant impact. The City implements a standard condition of approval that requires all construction to stop in the event that cultural resources are uncovered during excavation. In addition, the Supplemental EIR included Mitigation Measure 4.D-4 as follows:

Mitigation Measure 4.D-4: In the event that human remains are discovered during grading and construction of development facilities by the Housing Element, work shall stop immediately. There shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify the persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains.

With implementation the City's standard conditions of approval and Mitigation Measure 4.D-4, the proposed project's potential impacts to inadvertently disturb human remains would be less than significant.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts to cultural resources than those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation proposed in the Supplemental EIR, as cited below.

Mitigation Measures

The following mitigation measures appear in the Supplemental EIR, and apply to the project:

Mitigation Measure 4.D-3: In the event that paleontological resources are encountered during the course of development, all construction activity must temporarily cease in the affected area(s) until the uncovered fossils are properly assessed by a qualified paleontologist and subsequent recommendations for appropriate documentation and conservation are evaluated by the Lead Agency. Excavation or disturbance may continue in other areas of the site that are not reasonably suspected to overlie adjacent or additional paleontological resources.

Mitigation Measure 4.D-4: The site has no known human remains, including those interred outside of formal cemeteries. However, it is impossible to be sure about the presence or absence of human remains on a site until site excavation and grading occurs. As required by State law, in the event that such remains are encountered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent

human remains. The County Coroner would be contacted and appropriate measures implemented. These actions would be consistent with the State Health and Safety Code Section 7050.5, which prohibits disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐

Environmental Setting

The project site is generally flat and is located in an area with minimal topographical relief. According to the General Plan, active faults in or near the Pleasanton Planning Area include the Calaveras, Verona, Concord-Green Valley, Greenville, Hayward, Mt. Diablo Thrust, and San Andreas Faults. Figure 5-3 of the General Plan indicates that the project site is located in an area susceptible to severe to violent intensity of peak ground shaking during earthquakes. The Calaveras and Verona Faults are the nearest faults designated as Alquist-Priolo Earthquake Fault Zones; however, these faults do not transverse the project site (City of Pleasanton 2009).

Raney Geotechnical, Inc. conducted a Geotechnical Investigation, dated June 25, 2012, for the proposed project (Appendix D). According to the Geotechnical Investigation, the surface of the project site primarily consists of asphalt concrete of 2.5 to 3 inches in thickness. Below the asphalt concrete, the soil profile is very uniform and is dominated by silty clays of moderate to high plasticity and heavier clays of very high plasticity.

Figure 5-4 of the City of Pleasanton General Plan indicates the project site is not located in an area susceptible to liquefaction. As indicated by the Geotechnical Investigation, the on-site clay soils are not considered liquefiable materials. While gravels were engaged at a depth of 37 feet coincident with presence of free groundwater (typically precursors for liquefaction susceptibility), the consistency and confinement of these granular materials appear to preclude liquefaction.

The project site contains a 15-foot-wide levee and slope easement along the northwestern property line in connection with the adjacent Tassajara Creek. City staff has noted the existence of longitudinal cracking as if the area is sloughing into the channel. City staff does not support habitable structures within the easement, and the proposed project does not propose any development of habitable structures within the easement.

Subsidence has occurred within West Las Positas Boulevard directly west of the project site, resulting in a depression within the roadway right-of-way; however, no areas of subsidence have been noted within the project boundaries.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have less than significant impacts related to fault rupture, seismic ground shaking, seismic-related ground failure, landslides, erosion, or unstable soils. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Fault Rupture: The Supplemental EIR concluded that development facilitated by the proposed Housing Element would result in less than significant exposures of people and structures to surface rupture on a known earthquake. The Supplemental EIR indicated that while an Alquist-Priolo zone associated with the Calaveras fault occurs near the City, it is not located within the project site. In addition, the Alquist-Priolo zone associated with the Verona Fault is not located within the project site. No changes have occurred to the project site that would alter this conclusion. As such, the proposed project would not result in any impacts related to fault rupture.

Seismic Ground Shaking: The Supplemental EIR concluded that groundshaking in the City of Pleasanton could cause significant damage to housing units developed on potential sites for rezoning

if not engineered appropriately. However, as indicated in the Supplemental EIR, the proposed project would be subject to goals and policies of the Public Safety Element of the Pleasanton General Plan that would minimize the risk from groundshaking, including a requirement for site-specific soil and geological studies that include recommendations for minimizing seismic hazards. Consistent with Goal 2, Policy 5 of the Public Safety Element of the Pleasanton General Plan, a Geotechnical Investigation has been prepared for the proposed project. In addition, compliance with the California Building Code, as adopted by the City of Pleasanton would mitigate, to the extent feasible, structural failure resulting form seismic-related ground shaking. Compliance with the California Building Code is required under state law and as a condition of building occupancy permits. As such, the proposed project would not introduce any new impacts related to seismic ground shaking not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Seismic-Related Ground Failure: The Supplemental EIR concluded that seismic-related ground failure is a risk that exists throughout much of the City, particularly risks related to liquefaction. The Supplemental EIR specifically identified the project site as a site within a liquefaction hazard zone. The Supplemental EIR indicated that compliance with the soil and foundation support parameters in Chapter 16 and 18 of the California Building Code (CBC), as well as the grading requirements in Chapter 18 of the CBC, as required by city and state law, would ensure the maximum practicable protection available from ground failure for structures and their foundations. However, based upon the Geotechnical Investigation conducted by Raney Geotechnical Inc, liquefaction is not a legitimated design concern at the project site. As stated previously, clayey soils predominately make up the site profile, which are not liquefiable materials.

Landslides: The Supplemental EIR indicated that because of the flat topography, the development facilitated by the proposed General Plan Amendment and rezonings would not expose people or structures to landslides. The project site is generally flat and is developed, no changes have occurred to the project site that would alter this conclusion. As such, the proposed project would not introduce any new landslide-related impacts not previously disclosed. Impacts would continue to be less than significant.

Erosion: The Supplemental EIR concluded that the potential impacts related to erosion as the result of site grading would be less than significant. The Supplemental EIR indicated that the project site would be required to adhere to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit, which contains requirements for erosion control of exposed soils including implementation of a Stormwater Prevention Plan's Best Management Practices. In addition, policies in the Public Safety Element of the General Plan minimize the risk of soil erosion and mitigate its effects further (Goal 1, Policy 2; Goal 2, Policy 5). No project site or regulatory conditions have changed that would alter this conclusion. As such, the proposed project would not introduce any new erosion-related impacts not previously disclosed. Impacts would continue to be less than significant.

Unstable Soils: The Supplemental EIR concluded that residential development would be required to implement geotechnical tests and reports specific to the development site to identify the suitability of soils and measures to minimize unsuitable soil conditions must be applied. The Supplemental EIR also indicated that the design of foundation support must conform to the analysis and implementation criteria described in the CBC, Chapters 16 and 18. Adherence to the City's codes and policies would ensure maximum practicable protection from unstable soils and less than significant impact would occur.

As previously noted, subsidence has occurred within West Las Positas Boulevard directly west of the project site, resulting in a depression within the roadway right-of-way; however, no areas of similar subsidence have been noted within the project boundaries. In accordance with Goal 2, Policy 5, a Geotechnical Investigation has been prepared for the proposed project. The Geotechnical Investigation provided site-specific soil remediation and construction practices that would ensure geologic stability on-site. The construction practices cited in the Geotechnical Investigation specifically address areas of high plasticity and expansive soils that may have caused the depression within West Las Positas Boulevard. Programs 5.1, 5.2, and 5.3 of Goal 2, Policy 5 of the Public Safety Element of the General Plan requires a site-specific geotechnical engineering study and mitigation measures to mitigate potential geologic safety hazards for a project site. Mitigation measures identified by the site engineering studies must be incorporated into the project design. Consistent with these policies, the proposed project has incorporated the recommendations identified by the Geotechnical Investigation into the project design. Implementation of the recommendations would ensure that appropriate earthwork is performed prior to building construction to ensure that subsidence does not occur. As such, the proposed project would not introduce any new impacts related to unstable soils not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Expansive Soils: The Supplemental EIR concluded that expansive soils are typically found within the upper 5 feet of ground surface, and are often found in low-lying alluvial valleys such as the valley in which Pleasanton is located. The Supplemental EIR indicated that adherence to the City's codes and policies and the California Building Code Chapter 16 and 18, would ensure maximum practicable protection from expansive soils, thereby reducing impacts to a less than significant level.

In accordance with Goal 2, Policy 5, a Geotechnical Investigation has been prepared for the proposed project. As indicated by the Geotechnical Investigation, the upper 30 feet of on-site soils consist of moderate to high plasticity soils with high expansion potential. As such, the Geotechnical Investigation recommended the use of post-tensioned foundations/slabs for the proposed on-site buildings. Other shallow supported elements of the proposed project would also be subject to the effects of soil expansion. As such, the use of imported non-expansive soils is required. Adherence to the City's codes and policies, and the California Building Code, Chapters 16 and 18 would ensure the recommendations made by the Geotechnical Investigation are incorporated into the proposed project

and would reduce on-site soil expansion. As such, the proposed project would not introduce any new impacts related to soil expansion not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Septic Tanks: The Supplemental EIR did not analyze the use of septic tanks. However, the proposed project would be required to connect to the City sewer system and would not utilize a septic tank or alternative wastewater disposal system. As such, no impact would occur related to the use of a septic system or alternative wastewater disposal system.

Conclusion

The proposed project would not introduce any new substantial or more severe geologic or soils impacts than those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

After the City certified the Supplemental EIR on January 4, 2012, the Alameda County Superior Court issued a judgment, in *California Building Industry Association v. Bay Area Air Quality Management District*, finding that the BAAQMD had failed to comply with CEQA when it adopted its 2010 California Environmental Quality Act Air Quality Guidelines (2010 Air Quality Guidelines). The 2010 Air Quality Guidelines were updated with minor amendments in May 2011; however, for the purposes of clarity, the Air Quality Guidelines are referred to in this section by the 2010 adoption date (2010 Air Quality Guidelines). The Air Quality Guidelines were further updated in 2012, as described further below. The 2010 Air Quality Guidelines included new quantitative and qualitative thresholds of significance (2010 Air Quality Thresholds) for plan-level and project-level greenhouse gas generation.

On March 5, 2012, the Court ruled that the adoption of new thresholds is considered a "project" under CEQA, and, thus, the BAAQMD should have prepared the required CEQA review and documentation. The court issued a writ of mandate ordering the BAAQMD to set aside the 2010 Air Quality Thresholds and cease dissemination of them until the BAAQMD had complied with CEQA. As such, this ruling effectively nullified the BAAQMD's adoption of the 2010 Air Quality Thresholds, and the BAAQMD has ceased recommending them for use in evaluating significance of projects. The BAAQMD currently recommends that lead agencies to determine appropriate air quality thresholds of significance based on substantial evidence in the record. In the May 2012 update to the 2010 Air Quality Guidelines, the BAAQMD removed all references of the 2010 Air Quality Thresholds, including related screening criteria.

Table 9 compares the 2010 Air Quality Guidelines thresholds (2010 Air Quality Thresholds) to the thresholds established in 1999 (1999 Air Quality Thresholds). (The 2012 Supplemental EIR evaluated the project's compliance with the 2010 Air Quality Thresholds.)

Table 9: BAAQMD Operational Greenhouse Gas Thresholds

Analysis Level	1999 Air Quality Thresholds	2010 Air Quality Thresholds
Project-level	None	• Compliance with a Qualified GHG Reduction Strategy, or • 1,100 MT of CO_2e/yr, or • 4.6 MT of CO_2e/SP/yr
Plan-level	None	• Compliance with a Qualified GHG Reduction Strategy, or • 6.6 MT of CO_2e/SP/yr

Notes:
MT = metric tons CO_2e = carbon dioxide equivalent
yr = year SP = service population (employees + residents)
Source: Bay Area Air Quality Management District 1999, 2011.

The Supplemental EIR utilized the 2010 Air Quality Guidelines and 2010 Air Quality Thresholds. In addition, the 2010 Air Quality Thresholds are more stringent than the 1999 Air Quality Thresholds, as shown above. Therefore, the 2010 Air Quality Guidelines and associated thresholds were utilized in this document for screening and analysis purposes. As with the rezonings analyzed in the Supplemental EIR, the proposed project would result in emissions related to construction and operation.

Findings

The Supplemental EIR included both a quantitative and qualitative approach to analyzing the potential significance of the rezoning of the 21 sites for residential development. It concluded that rezoning of the project site for eventual residential development would have a less than significant impact related to generation of greenhouse gases and consistency with an applicable plan, policy, or regulation of an appropriate regulatory agency adopted for the purposes of reducing greenhouse gas emissions.

As shown in Table 1, the project includes a total of 168 apartment units consistent with the number of units analyzed in the Supplemental EIR. The proposed project would incorporate greenhouse gas emissions reducing features such as energy efficient appliances and water efficient fixtures. In addition, the project's in-fill location and proximity to adjacent commercial land uses and the East Dublin/Pleasanton BART station support alternative transportation uses.

As discussed below, the project as currently modified would not result in any new substantial impacts and would not exceed the level of impacts previously identified, due either to project modifications, physical changes on the property, or new information or changed circumstances that would result in any new significant greenhouse gas impact or increase the severity of any previously identified greenhouse gas impact.

Greenhouse Gas Generation and Plan Consistency: For the purposes of analyzing the proposed project, the BAAQMD's 2011 Air Quality Guidelines were used. The Supplemental EIR determined that, because the quantifiable thresholds established in the BAAQMD 2011 Air Quality Guidelines were based on AB 23 reduction strategies, a project cannot exceed the numeric thresholds without also conflicting with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Supplemental EIR utilized the BAAQMD's 2011 plan-level threshold of 6.6 metric tons of carbon dioxide equivalent ($MTCO_2e$) per service population (SP) per year to determine significance.

The Supplemental EIR quantified emissions from the development of the project site as a component of the development facilitated by the Housing Element and associated rezonings. URBEMIS2002 and the BAAQMD's Greenhouse Gas Model (BGM) were used to quantify emissions in the Supplemental EIR. For this analysis, the CalEEMod program was used to estimate construction and operational emission of greenhouse gases for the proposed project.

Project construction emissions were calculated as 814 $MTCO_2e$, to be emitted over the construction period. Construction emissions are generally considered separately from operational emissions because construction emissions are a one-time event, while operational emissions would be continuous over the life of the project. The 2010 Air Quality Guidelines do not contain a threshold for construction-generated greenhouse gases, but recommends quantification and disclosure of these emissions. Because the Supplemental EIR included the annualized construction emissions in the significance analysis, the construction greenhouse gas generation is included in the significance analysis below.

Operational GHG emissions by source are shown in Table 10. Total operational emissions were estimated at 1,221 $MTCO_2e$, with an assumption of 469 residents based on an average of 2.79 persons per household as indicated by the Supplemental EIR. The project would generate approximately 2.6 $MTCO_2e$ per service person at year 2020. Therefore the project would not exceed the BAAQMD's 2011 thresholds and would not have a significant generation of greenhouse gases (The CalEEMod output is included in Appendix B).

Table 10: Project Greenhouse Gas Emissions

Source	Annual Emissions ($MTCO_2e$)
Area Sources	36
Energy	98
Mobile (Vehicles)	1,042
Waste	35
Water	10

Table 10 (cont.): Project Greenhouse Gas Emissions

Source	Annual Emissions ($MTCO_2e$)
Total Emissions*	**1,221**
Service Population (Residents)	**469**
Project Emission Generation	**2.6 $MTCO_2e$/SP**
BAAQMD 2010 Threshold	**4.6 $MTCO_2e$/SP**
Does project exceed threshold?	**No**

Notes:
* Based on non-rounded emissions output
$MTCO_2e$ = metric tons of carbon dioxide equivalent
Source: MBA 2012, Appendix B

The City adopted a Climate Action Plan as part of the adoption of the Supplemental EIR. As described in the Supplemental EIR, the Climate Action Plan includes the project site in its community-wide analysis of vehicle miles traveled and associated greenhouse gas emissions. The Supplemental EIR analysis of the Climate Action Plan shows that the City of Pleasanton can meet a community-wide 2020 emissions reduction target that is consistent with the provisions of AB 32, as interpreted by BAAQMD. The Supplemental EIR further found that the Housing Element, associated rezonings, and Climate Action Plan would improve the local jobs-housing balance and provide for additional greenhouse gas emissions mitigation, and would not conflict with AB 32 or any plan, policy or regulation regarding greenhouse gases.

This project would construct 168 apartment units on-site which is consistent with the parameters analyzed within the Supplemental EIR. Therefore, the project would not conflict with City's Climate Action Plan, or any other applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses.

Applying the City's General Plan Policies and Climate Action Plan, this project will not result in the City exceeding the levels set forth above. As a result, the greenhouse gas impacts are less than significant.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts to greenhouse gas emissions than those of the prior project. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☒	☐	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Environmental Setting

The project site currently consists of a surface parking lot with landscaped areas, and a 3,640-square-foot building constructed in 1983. The building was previously used as an automotive service center by Hewlett-Packard when it occupied the commercial office building to the northeast. The

automotive service center included two below ground hydraulic car lifts, three underground storage tanks, a carwash, and an underground oil/water separator. Since decommissioning of the automotive service center, the building has alternately been used for storage or left vacant.

According to the Phase I Environmental Site Assessment (ESA) prepared by Raney Geotechnical, Inc., dated June 19, 2012 (Appendix E), the project site is listed on three databases related to the past permitting for storage/handling of hazardous materials/wastes, and past use of underground storage tanks associated with the former automotive service center:

- Facility Manifest Data (HAZNET)
- California Facility Inventory database for underground storage tanks (CA FID UST)
- Statewide Environmental Database for underground storage tank listings (SWEEPS UST)

In addition, multiple sites were listed on various databases of hazardous sites within 1 mile of the project site, however none of these sites were identified as posing an environmental concern to the project site.

Between the mid-1990s and 2000s, a number of environmental investigations were performed on the project site pertaining to the decommissioning of the former on-site automotive service center. Activities included removal of the three underground storage tanks, two subsurface lifts, car wash, and the abandonment of an oil/water separator. Appendix E contains a summary of the previously prepared reports, which indicated relatively low concentrations of residual petroleum hydrocarbons in on-site soils. Closure letters were issued indicating that remediation of the former automotive service center was completed satisfactorily, and no further actions were recommended.

Findings

The Supplemental EIR concluded that, after mitigation, implementation of housing development on sites contemplated for rezoning, including the project site, would have less than significant impacts related to hazards and hazardous materials after the implementation of mitigation. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical changes on the property, or new information.

Routine Hazardous Material Use: The Supplemental EIR concluded that residential development consistent with the proposed Housing Element would involve demolition activities, and use of construction equipment that would require the use of hazardous materials such as fuel or solvents. These materials could accidently spill and may cause a potentially significant impact to the public and/or environment. However, the Supplemental EIR indicated development such as the proposed project would be required to comply with all applicable regulations for management of hazardous materials during construction and demolition. These policies include Title 22 and 26 of the California

Code of Regulations governing hazardous material transport, Title 8 Standards for handling asbestos and lead during demolition/construction, and Title 19 of the California Code of Regulations and Chapter 6.95 of the Health and Safety Code for site remediation. In addition, the Pleasanton General Plan's Public Safety Element's Goal 5 and Policies 16 through 19 include regulations regarding the use and transport of hazardous materials and waste. Compliance with these regulations would ensure potential hazards resulting from hazardous material use during construction activities would be less than significant. Furthermore, because the existing on-site building was built in 1983, it is unlikely that demolition activities would encounter lead or asbestos containing materials.

The Supplemental EIR also concluded that new residential development, such as the proposed project, may routinely use commonly available hazardous substances such as fuels, lubricants, and household cleaners. The proposed project would also consist of retail uses that would be likely to use similar substances. However, such use typically consists of limited quantities and would not be expected to present a significant risk to the environment.

Overall, the Supplemental EIR concluded that because of a limited potential for exposure of people or the environment to hazardous materials—largely as a result of compliance with federal, state, and local regulations—impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant. No changes have occurred to the project site or to the proposed development that would alter this conclusion. As such, the proposed project impacts related to the routine use of hazardous materials would continue to be less than significant and no mitigation is necessary.

Hazardous Material Upset or Accident: The Supplemental EIR concluded that construction of residences on sites for rezoning would disturb soils that could be contaminated from past releases of hazardous substances into the soil or groundwater. The project site was not identified in the Supplemental EIR as potentially containing contaminated soil or groundwater. Nonetheless, implementation of Mitigation Measure 4.G-2 as required by the Supplemental EIR required both the preparation of a Phase I ESA to determine the potential presence of on-site contamination and the provision of documentation indicating that any on-site contamination has been appropriately remediated. The Supplemental EIR concluded that with the implementation of Mitigation Measure 4.G-2, and adherence to General Plan Public Safety Element Policy 17—which requires contamination to be remediated prior to development—impacts related hazardous materials or accidents would be reduced to a less than significant level.

Below is Mitigation Measure 4.G-2 from the Supplemental EIR:

Mitigation Measure 4.G-2: The City shall ensure that each project applicant retain a qualified environmental consulting firm to prepare a Phase I environmental site assessment in accordance with ASTM E1527-05 which would ensure

that the City is aware of any hazardous materials on the site and can require the right course of action. The Phase I shall determine the presence of recognized environmental conditions and provide recommendations for further investigation, if applicable. Prior to receiving a building or grading permit, project applicant shall provide documentation from overseeing agency (e.g., ACEH or RWQCB) that sites with identified contamination have been remediated to levels where no threat to human health or the environment remains for the proposed uses.

In accordance with Supplemental EIR Mitigation Measure 4.G-2, a Phase I ESA was prepared by Raney Geotechnical, Inc. dated June 19, 2012. As indicated in the Phase I ESA, no evidence of recognized environmental conditions in connection with the property were identified with the exception of the potential for relatively low concentrations of residual petroleum hydrocarbons to remain in on-site soils near the former automotive service center. As previously noted, General Plan Safety Element Policy 17, requires that hazardous materials and potential contamination are remediated prior to development. In compliance with this policy, the proposed project is required to further investigate the potential for residual petroleum hydrocarbons to remain in on-site soils and perform necessary remediation and documentation prior to development.

The Supplemental EIR also indicated that excavation involved in construction and maintenance of development facilitated by the Housing Element could lead to the rupture of a PG&E or other pipeline. The project site was not identified as containing or being close to a PG&E pipeline. As noted in the Supplemental EIR, prior to commencement of site development the project proponents would be required to coordinate with the City of Pleasanton's Public Works Department and utility owners through notification of the Underground Service Alert system to precisely locate any subsurface utilities, thereby ensuring avoidance of utility interference.

In summary, the proposed project would not introduce any new impacts related to hazardous material upset or accident not previously disclosed. Mitigation Measure 4.G-2 has already been implemented through the preparation of Phase I ESA for the project site. If the project is approved, General Plan Safety Element Policy 17 would require further investigation and, if necessary, remediation of any remaining contaminated on-site soils prior to development. Because standard city policies will ensure that any remaining contamination is appropriately remediated or removed from the site, impacts would be less than significant as concluded in the Supplemental EIR. No further mitigation is required.

Hazardous Materials in Proximity to Schools: The Supplemental EIR concluded that development facilitated by the Housing Element would not result in the handling of significant quantities of hazardous materials, substances, or wastes; therefore, risk of hazardous material releases within the

vicinity of schools would be less than significant. Furthermore, there are no schools within 0.25 mile of the proposed project. As such, the proposed project would not introduce any new impacts related to hazardous materials in proximity to schools not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Contaminated Site: The Supplemental EIR concluded that development of sites known to be contaminated by hazardous materials or wastes could occur on potential sites for rezoning. However, the project site was not identified by the Supplemental EIR as containing hazardous materials. In compliance with Mitigation Measure 4.G-2, as discussed above, a Phase I ESA has been completed for the project site that identified the potential for relatively low concentrations of residual petroleum hydrocarbons to remain in on-site soils near the former automotive service center. As previously noted, General Plan Safety Element Policy 17 requires that hazardous materials and potential contamination are remediated prior to development. In compliance with this policy, the proposed project is required to further investigate the potential for residual petroleum hydrocarbons to remain in on-site soils and perform necessary remediation and documentation prior to development. As such, the proposed project would not introduce any new impacts related to hazardous material sites not previously disclosed. Because Mitigation Measure 4.G-2 has already been implemented through the preparation of Phase I ESA for the project site and compliance with General Plan Safety Element Policy 17 would require any potential on-site contaminated soils to be remediated prior to development, impacts would be less than significant as concluded in the Supplemental EIR. No further mitigation is required.

Public Airport Safety: The Supplemental EIR concluded that a conflict between the Livermore Municipal Airport Land Use Compatibility Plan (ALUCP) and potential rezoning sites for housing development was not anticipated. However, at the time the Supplemental EIR was written, the ALUCP was being revised; therefore, the Supplemental EIR indicated that, without specific project site details and a newly adopted ALUCP, additional analysis regarding residential development consistency with the Livermore Municipal Airport would be speculative. As such, the Supplemental EIR included Mitigation Measure 4.G-5 as follows:

Mitigation Measure 4.G-5:

a. Prior to PUD approval for Sites 11 (Kiewit), 14 (Legacy Partners), 6 (Irby-Kaplan-Zia), 8 (Auf de Maur/Richenback), 10 (CarrAmerica), 16 (Vintage Hills Shopping Center), 17 (Axis Community Health), and 21 (4202 Stanley): 1) the project applicant shall submit information to the Director of Community Development demonstrating compliance with the ALUPP, as applicable, including its height guidance; and 2) the Director of Community Development shall forward this information and the proposed PUD development plans to the ALUC for review.

b. Prior to any use permit approval for Sites 11 (Kiewit), and 14 (Legacy Partners): the project applicant shall submit information to the Director of Community Development demonstrating compliance with the ALUPP, as applicable; and 2) the Director of Community Development shall forward this information and the proposed use permit to the ALUC for review.

c. The following condition shall be included in any PUD development approval for all the potential sites for rezoning: Prior to the issuance of a grading permit or building permit, whichever is sooner, the project applicant shall submit verification from the FAA, or other verification to the satisfaction of the City Engineer or Chief Building Official, of compliance with the FAA Part 77 (Form 7460 review) review for construction on the project site.

Since the completion of the Supplemental EIR, a revised Airport Land Use Compatibility Plan (ALUCP) for the Livermore Municipal Airport has been completed. The project site is located approximately 3.1 miles west of the Livermore Municipal Airport and is not located within Airport Protection Area, Airport Influence Area, or Federal Aviation Regulation (FAR) Part 77 height restriction space as indicated by the ALUCP. Furthermore, none of the proposed on-site buildings would exceed 200 feet in height. As such, Mitigation Measure 4.G-5 part a. no longer applies as the project site is not regulated by the newly adopted ALUCP.

Furthermore, Mitigation Measure 4.G-5 part b. does not apply to the project. However, as required by part c. of Mitigation Measure 4.G-5, prior to the issuance of a grading or building permit for the proposed project, verification of compliance with the FAA Part 77 would be required. As such, the proposed project would not introduce any new impacts related to air safety not previously disclosed. Impacts would continue to be less than significant with the implementation of mitigation.

Private Airport Safety: The Supplemental EIR concluded that no private airstrips exist in the vicinity of the City. Therefore, there would be no safety hazards related to the use of private airstrips and no impact would occur related to the development of housing under the General Plan Amendment and rezonings. No changes have occurred to the location of private airports in the vicinity of the project site. As such, the proposed project would not introduce any new private airstrip safety hazards not previously disclosed. No impact would occur.

Emergency Response or Evacuation Plan: The Supplemental EIR concluded that the buildout of the proposed Housing Element would not interfere with current guidelines set forth in the Pleasanton Comprehensive Emergency Management Plan and impacts would be less than significant. No changes have occurred that would alter this conclusion. As such, the proposed project would not

impact implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would continue to be less than significant.

Wildland Fires: The Supplemental EIR concluded that all of the sites considered for rezoning, including the project site, are located outside of the designated wildland-urban interface threat areas within Pleasanton; therefore, impacts related to wildlife fires would be less than significant. Furthermore, the project would be required to comply with policies of the Public Safety Element of the City of Pleasanton General Plan and the Pleasanton Building Code that set standards for building sprinklers, fire response systems and built-in fire protection systems. No changes have occurred to the status of the project site's location outside of the wildland-urban interface area. As such, the proposed project would not introduce any new wildland fire hazards not previously disclosed and impacts would continue to be less than significant.

Conclusion

The proposed project would not introduce any new substantial or more severe hazards or hazardous materials impacts than those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation included in the Supplemental EIR and are provided below.

Mitigation Measures

The following mitigation measures appear in the Supplemental EIR, and apply to the project:

Mitigation Measure 4.G-5: c. The following condition shall be included in any PUD development approval for all the potential sites for rezoning: Prior to the issuance of a grading permit or building permit, whichever is sooner, the project applicant shall submit verification from the FAA, or other verification to the satisfaction of the City Engineer or Chief Building Official, of compliance with the FAA Part 77 (Form 7460 review) review for construction on the project site.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

The site currently includes 166,152 square feet of impervious surfaces, and an existing stormwater collection and discharge system. As a result of the project, the total impervious would increase to 190,492 square feet, an increase of 24,340 square feet or 15 percent as indicated by the project's Impervious Surface Form (Appendix F).

The project includes a bioretention basin in compliance with current C.3 guidelines of the San Francisco Regional Water Quality Control Board (SFRWQCB). In accordance with C.3 guidance, stormwater flows would be directed to the bioretention area prior to discharge into the storm drain system, thereby reducing stormwater runoff and improving the quality of the stormwater that is discharged to the city system. Overflow from the retention basin would be directed to a stormwater trunk line located within West Las Positas Boulevard. The project would not emit stormwater directly to Tassajara Creek.

The site contains a 15-foot-wide levee and slope easement for Tassajara Creek, along the northwestern property line. The easement is for drainage during a 100-year storm event, but has been intermittently abandoned by the Zone 7 Water Agency both upstream and downstream of the project site.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would have less than significant impacts related to hydrology and water quality. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information

Water Quality, Flooding or Polluted Runoff: The Supplemental EIR concluded that development on rezoned sites could affect drainage patterns and create new impervious surfaces that can cause changes to stormwater flows and affect water quality. However, the Supplemental EIR indicated that compliance with the Alameda Countywide Clean Water Program (ACCWP) NPDES Permit, including the C.3 provision, and implementation of a Construction SWPPP would reduce impacts to a less than significant level. As part of issuance of building and/or grading permits, the proposed project would be required to demonstrate compliance with these regulations. Compliance would be further ensured by the City and/or SFRWQCB through their review and approval of applicable permits, ensuring that the proposed project would not substantially worsen existing water quality problems and no net increase in stormwater rates and runoff would occur. In compliance with C.3 requirements, the project includes a bioretention basin located in the southwestern corner of the project site. The bioretention basin would slow and capture stormwater, to ensure no net increase in offsite flow during storm events. The proposed project's grading and drainage plans are in the

process of being reviewed by the City's Engineering Division of the Community Development Department. The review and implementation of resulting recommendations and requirements would ensure compliance with city codes regarding flooding and drainage (including properly sized storm sewers and building within FEMA flood hazard zones). As such, the proposed project would not introduce any new water quality, flooding, or polluted runoff related impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant and no mitigation is necessary

Groundwater: The Supplemental EIR concluded that development of impervious surfaces on rezoning sites could potentially reduce groundwater infiltration and that the addition of new housing would result in an increase in residential consumption of municipal water supply, which could potentially increase demand on groundwater supplies. However, these impacts were determined to be less than significant, because the City has already planned for the residential growth on the existing project site and because the Housing Element includes policies to protect water supplies.

Because the development of the project site was considered in the Supplemental EIR and is now included in the City of Pleasanton's General Plan, the project site's growth has been included in future water supply planning and would not deplete groundwater supplies. Furthermore, the project site currently contains impervious surfaces in the form of surface parking and a building and does not currently provide substantial groundwater recharge. Implementation of the project would increase the total impervious surface area by approximately 15 percent, which is not expected to substantially interfere with groundwater recharge. Furthermore, landscaping and bioretention areas included in the proposed project would allow for groundwater recharge to occur on-site. In summary, the proposed project would not introduce any new groundwater impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

Drainage Resulting in Erosion or Flooding: The Supplemental EIR concluded that compliance with existing regulatory requirements including the NPDES Construction General Permit requirements, provision C.3 of the ACCWP NPEDES permit, and Goal 6 of the Public Facilities and Community Programs Element of the City of Pleasanton General Plan would ensure that development resulting from the Housing Element would not result in any erosion or flooding. As previously discussed under Water Quality, Flooding, or Polluted Runoff, the proposed project would be required to demonstrate compliance with these regulations as part of issuance of building and/or grading permits. As such, the proposed project would not introduce any new groundwater impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

Flood Hazards: The Supplemental EIR concluded that development proposals resulting from the Housing Element are in the process of being reviewed by the City's Engineering Division of the Community Development Department. The review and implementation of resulting recommendations and requirements would ensure compliance with city codes regarding flooding and

drainage (including properly sized storm sewers and building within FEMA flood hazard zones). The Supplemental EIR indicated that compliance with applicable regulations would ensure that development within flood hazard zones would be less than significant.

As indicated by Federal Emergency Management Agency Flood Insurance Rate Map 06001C0317G, the project site is located within Zone X and is not located within a 100-year flood zone. Tassajara Creek, which borders the site to the west, is located within Zone AE; however, 100-year flood waters are contained in the creek's channel and would not be expected to affect the project site. As such, the proposed project would not introduce any new flood hazard impacts not previously disclosed in the Supplemental EIR. Impacts would continue to be less than significant.

Levee or Dam Failure: The Supplemental EIR indicated that most of the City of Pleasanton is within the 5- to 40-minute inundation area in the event of the failure of Del Valle Dam. However, catastrophic dam failure is considered highly unlikely, as the dam is regularly maintained and inspected. Flood retention facilities, including levees, throughout the City are undergoing updates under the Stream Management Master Plan. Residential development is not allowed within levee failure zones without being designed to acceptable flood protection standards. The site contains a 15-foot-wide levee and slope easement along the northwestern property line in connection with the adjacent Tassajara Creek. No development is proposed within this easement. Accordingly, the Supplemental EIR concluded that impacts related to levee or dam failure would be less than significant. As such, the proposed project would not introduce any new levee or dam failure hazard impacts not previously disclosed in the Supplemental EIR and impacts would be less than significant.

Seiche, Tsunami or Mudflow: The Supplemental EIR concluded that no impacts would occur related to seiche, tsunami, or mudflow because the City is inland from the ocean and in a relatively flat area. No changes have occurred that would alter this conclusion.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts related to hydrology and water quality than those considered in the Supplemental EIR. All impacts would continue to be less than significant with adherence to applicable regulations.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Environmental Setting

The project site is located in an area of residential and commercial land uses within the Hacienda Business Park. The project site has a General Plan designation of Mixed Use/Business Park, and is zoned Planned Unit Development – High Density Residential (PUD-HDR).

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would have less than significant impact related to conflicts with applicable land use plans, policies or regulations, or the division of an established community. No impact was found regarding conflict with habitat conservation or natural community conservation plans. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Division of an Established Community: The Supplemental EIR indicated that sites selected for rezoning met certain criteria established by the City as being suitable for high-density housing development, including compatibility with surrounding residential development and location within existing neighborhoods. As such, the Supplemental EIR concluded construction of residential units as allowed by the Housing Element would result in less than significant impacts related to the division of an established community. The proposed project would consist of 168 apartment units in an area surrounded by commercial and multi-family residential land uses. The project would be consistent with the surrounding existing uses and with the zoning designation of the site. As such, the

proposed project would not introduce any new impacts related to the division of an established community. Impacts would continue to be less than significant

Land Use Plan, Policy or Regulation Consistency: The Supplemental EIR indicated that several of the potential sites for rezoning are located in areas that, if not properly addressed, could result in conflicts with General Plan policies related to air quality and noise, due to their proximity to point sources of air pollution and to noise sources. However, the Supplemental EIR indicated that compliance with mitigation measures set forth in Section 4.B, Air Quality and 4.J, Noise, as well as consistency with applicable policies of the Housing Element would ensure that sites rezoned for residential development would be consistent with the General Plan and impacts would be less than significant.

General Plan Consistency: The project site is located within the Hacienda Business Park, which includes over 7.9 million square feet of office, research, development, and commercial uses, and as many as 1,530 residential units (City of Pleasanton 2009). As indicated by the General Plan, the Hacienda Business Park will move towards more mixed-use development, and the project site's General Plan designation is Business Park/Mixed Use. The proposed project would include the development of 168 apartment units on 5.6 acres adjacent to existing commercial and residential land uses. The development of the proposed project's multi-family residential land use would be consistent with the existing and planned uses for the Hacienda Business Park.

The General Plan identifies mixed-Use development as the combination of various land uses such as office, commercial, hotel, institutional, and residential in a single building, on a single site, or on adjacent sites that are physically and functionally inter-related. The purpose of mixed-use development is to provide additional housing close to jobs, services, and transit as a way to create land-efficient development in-fill areas and to reduce the number of auto-related trips, compared to conventional development (City of Pleasanton 2009). The proposed project's 168 residential units on a single site in close proximity to existing jobs and services and the East Dublin/Pleasanton BART station would contribute to the mixed-use development envisioned for the project area. As such, the proposed project would be consistent with the purpose of the mixed-use land designation.

Zoning Consistency: Since the certification of the Supplemental EIR, and because of City of Pleasanton Ordinance No. 2033 (January 4, 2012), the 5.6 acre project site has been rezoned to Planned Unit Development/High Density Residential (PUD-HDR). PUD-HDR zoning allows residential development at a minimum density of 30 units per acre. Consistent with this requirement, the proposed project would result in a residential density of 30 units per acre.

As part of the rezoning of the project site, the City of Pleasanton adopted Ordinance No. 2047, the Housing Site Development Standards and Design Guidelines, which provide direction regarding use, density, building mass and height, setbacks, architectural features, parking, access, and street

character. The project has been designed to be consistent with the Housing Site Development Standards and Guidelines including the provision of pedestrian and bicycle connections, group usable open space, landscaping and lighting. Furthermore, the development application for the project site must be reviewed through the PUD process, which includes review and recommendations by the Planning Commission and approval or denial by the City Council. Finally, the project site would also be subject to applicable regulations of the Hacienda Business Park Design Guidelines and PUD Development Plan.

In Summary, the proposed project has been designed to be consistent with existing General Plan and Zoning Designations, as well as the Housing Site Development Standards and Design Guidelines. Impacts would continue to be less than significant as concluded in the Supplemental EIR and no mitigation is necessary.

Habitat or Natural Community Conservation Plan: The Supplemental EIR concluded that no impact would occur with respect to conflicts with a habitat or natural community conservation plan because the City is not located within such a designated area. No changes have occurred that would alter this conclusion.

Conclusion

The proposed project would not introduce any new substantial or more severe land use impacts than those considered in the Supplemental EIR. All impacts would continue to be less than significant with no mitigation required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

The project site is located in the Mineral Resource Zone (MRZ) 1, which includes no significant mineral deposits (ESA 2011).

Findings

The Supplemental EIR concluded that the residential development facilitated by the General Plan Amendment and rezoning would have no impact related to each mineral resource checklist question, and no mitigation was required.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts to mineral resources than those identified in the Supplemental EIR. No impact would occur and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Noise *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Environmental Setting

The project site is located in a developed area and in proximity to existing transportation and commercial noise sources. I-580 and BART are located approximately 1 mile to the north of the project site, and as indicated by General Plan Figure 11-2, the project site is located within the future (2025) 65 dBA L_{dn} noise contour of I-580.

The project site is also adjacent to West Las Positas Boulevard, a four-lane arterial roadway. The Supplemental EIR indicated that existing traffic noise on West Las Positas Boulevard is 67 dB L_{dn} to 69 dB L_{dn} at a distance of 60 feet from the centerline. The General Plan indicates that by year 2025, increases in traffic noise will result in noise contours of 70 dBA L_{dn} at 60 feet from the centerline, 65 dBA L_{dn} at 120 feet from the centerline, and 60 dBA L_{dn} at 270 feet from the centerline of West Las Positas Boulevard.

As indicated on General Plan Figure 11-4, high-density residential areas considered to be noise sensitive receptors are located directly to the south of the project site across West Las Positas Boulevard (City of Pleasanton 2009).

The Noise Element of the City of Pleasanton General Plan contains guidelines for land use compatibility. The proposed new residential uses are a noise sensitive land use and are subject to the following guidelines:

- Exterior traffic noise exposure limits (applied at common recreation areas) of 60 dB L_{dn} and 65 dB L_{dn} for single-family and multi-family residential uses, respectively. Acceptable exposure limits may be as high as 75 dB L_{dn} given a detailed analysis of all reasonable noise mitigation and compliance with the interior and exterior noise exposure criterion (General Plan Noise Element).
- Interior traffic noise exposure limits of 45 dB L_{dn} (General Plan Noise Element).

The City of Pleasanton Municipal Code also establishes noise limits as follows:

- Stationary/non-transportation noise limit of 60 dB L_{max} at any point outside of the property plane (City of Pleasanton Municipal Code).
- Construction noise limit from individual construction equipment/tools of 83 dB L_{eq} at a distance of 25 feet or a cumulative construction noise limit of 86 dB L_{eq} outside of the project boundary (City of Pleasanton Municipal Code Section 9.04.100).

The State of California maintains noise standards applicable to multi-family uses. The standards are contained in Title 24, Part 2, of the State Building Code, which sets forth Noise Insulation Standards applicable to new multi-family housing. The environmental portion of the standard applies to projects located in a noise environment of 60 L_{dn} or greater and establishes a maximum interior noise limit of 45 L_{dn}.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would have less than significant impacts related to noise with the implementation of mitigation. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Construction Noise Levels: The Supplemental EIR indicated that construction activities on rezoning sites would involve the use of heavy equipment in addition to small power tools, generators, and hand tools. Noise would vary based on construction location relative to receptors and type and quantity of construction equipment. The Supplemental EIR concluded that because the development projects would be required to comply with Municipal Code 9.04.100, individual project construction

equipment would not produce a noise level in excess of 83 dB L_{eq} at a distance of 25 feet, nor would total construction noise exposure exceed 86 dB L_{eq} outside of project boundaries. In addition, to ensure construction noise resulting from project development resulted in less than significant impacts, the Supplemental EIR included Mitigation Measure 4.J-1 as follows:

Mitigation Measure 4.J-1: In addition to requiring that all project developers comply with the applicable construction noise exposure criteria established within the City's Municipal Code 9.04.100, the City shall require developers on the potential sites for rezoning to implement construction best management practices to reduce construction noise, including:

a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.

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 much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.

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.

d. All construction equipment must meet DMV noise standards and shall be equipped with muffling devices.

e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.

The nearest sensitive receptors to the project site are multi-family residences located approximately 160 feet to the southwest and approximately 130 feet to the southeast. As indicated in Table 4.J-5 of the Supplemental EIR, the use of pneumatic tools would be one of the loudest pieces of construction equipment with a noise level of 85 dB L_{max} at 50 feet. At a distance of 160 feet, pneumatic tool noise would be at a level of approximately 75 dB L_{max}, and will not exceed the acceptable maximum construction noise levels at the project boundaries or at nearby receptors. As the Supplemental EIR indicated, the proposed project would be required to abide by construction noise limits outlined by Municipal Code 9.04.100 and would be required to implement Mitigation Measure 4.J-1. As such, the proposed project would not introduce any new impacts related to construction noise not previously disclosed. Impacts would continue to be less than significant after the implementation of mitigation.

Construction Vibration Levels: The Supplemental EIR concluded that vibration exposure at neighboring sensitive uses, which are expected to be greater than 100 feet removed from the rezoned construction sites, would not be expected to exceed the applicable criteria outlined by the Caltrans Transportation- and Construction-Induced Vibration Guidance Manual, except in situations where pile driving occurs. Should pile driving occur, the Supplemental EIR concluded that implementation of Mitigation Measure 4.J-2 would reduce construction-related vibration to a less than significant level.

The project site is more than 100 feet from nearby sensitive receptors; therefore, typical construction vibration levels would not exceed acceptable levels at nearby receptors. According to the Geotechnical Investigation (Raney Geotechnical 2012), post-tensioned slab foundations have been recommended for all proposed on-site buildings, pile driving would not be required. As such, the proposed project would not introduce any new construction-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Exposure to Train Noise: The Supplemental EIR concluded that train-related noise exposure would require the implementation of Mitigation Measure 4.J-3 for sites that are close to the Union Pacific Railroad mainline tracks. The project site is not located close to railroad tracks, and would not expose future residents to excessive train-related noise that would require implementation of Mitigation Measure 4.J-3. As such, the proposed project would not introduce any new train-related noise impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Exposure to Train Vibration: The Supplemental EIR concluded that train-related vibration exposure may be substantial for sites that are close to the Union Pacific Railroad mainline tracks. However, as noted in the Supplemental EIR, the project site is not located close to railroad tracks and would not expose future residents to excessive train-related vibration. As such, the proposed project

would not introduce any new train-related vibration impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Traffic Noise Increase: The Supplemental EIR indicated that existing plus project traffic noise level increases from traffic pattern changes due to the land use changes on the rezoning sites would be expected in the range of 1 to 3 dB along some roadway segments. The Supplemental EIR concluded that project-related traffic noise level increases of 1 dB along two segments (Hopyard Road between West Las Positas Boulevard and Valley Avenue, and Stoneridge Drive between West Las Positas Boulevard and Santa Rita Road) may increase traffic noise exposure to above 60 dB L_{dn} within single-family residential back yards and therefore would be potentially significant. To reduce this impact to less than significant, the supplemental EIR included Mitigation Measure 4.J-5a, which required rezoned residential sites that would add traffic noise in excess of 55 dBA as described in Table 4.J-6 of the Supplemental EIR to conduct an offsite noise study to determine the project's contribution to offsite roadway noise and contribute its fair-share to mitigate the established noise impact.

To determine the project's potential contribution to offsite traffic noise impacts, a Traffic Noise Analysis was prepared by Bollard Acoustical Consultants, Inc. dated January 22, 2013 (Appendix G). As indicated in the Traffic Noise Analysis, according to Table 4.J-6 of the Supplemental EIR, the existing traffic noise level on West Las Positas Boulevard, east of Hacienda Drive (directly in front of the project site) is 63 dB L_{dn}. The noise analysis concludes that the project-related traffic noise *increase* on this segment of roadway would be 0 dB L_{dn}. An increase of 0 db L_{dn} indicated that noise levels related to the project are at least 10 dB below the existing traffic noise levels, i.e., 53dB L_{dn} or less. Because the project would not add traffic noise in excess of 55 dBA, an offsite noise study is not required according to Mitigation Measure 4.J-5a. As such, the proposed project would not substantially contribute to offsite traffic noise impacts in the existing plus project scenario.

The Supplemental EIR also considered roadway noise impacts in the cumulative noise scenario (Year 2035). Potentially significant, cumulatively considerable traffic noise increases were identified along two additional roadway segments: Stoneridge Drive between Johnson Drive and Hopyard Road, and Hopyard Road between Stoneridge Drive and West Las Positas Boulevard. At these locations, increased traffic noise exposure may exceed the City's 60 dB L_{dn} limit within neighboring single-family residential backyards. To reduce this impact to less than significant, the supplemental EIR included Mitigation Measure 4.J-9 which, similar to Mitigation Measure 4.J-5a, required projects that would add traffic noise in excess of 55 dBA as described in Table 4.J-7 of the Supplemental EIR to conduct an offsite noise study to determine the project's contribution to offsite roadway noise and contribute its fair-share to mitigate the established noise impact. As explained above, the project-related traffic noise is estimated to be 53 dB L_{dn} or less, which does not trigger the need for an offsite noise study and would not result in a considerable contribution to the cumulative noise scenario.

The Supplemental EIR also concluded that developments on rezoned sites may be exposed to exterior traffic noise in excess of 65 dB and interior traffic-related noise exposure in excess of the acceptable 45 dB L_{dn} threshold; therefore, impacts would be potentially significant. To ensure compliance and reduce impacts to less than significant, the Supplemental EIR included Mitigation Measure 4.J-5b and 4.J-5c as follows:

Mitigation Measure 4.J-5b: Any residential or office buildings shall be built to California's interior-noise insulation standard so that interior traffic noise exposure does not exceed 45 dB L_{dn}. Before building permits are issued, the project applicant shall be required to submit an acoustical analysis demonstrating that the buildings have been designed to limit interior traffic noise exposure to a level of 45 dB L_{dn}/CNEL or less.

Mitigation Measure 4.J-5c: Any locations of outdoor activity for sensitive uses associated with the project site shall be designed so that the noise exposure from traffic does not exceed 65 dB L_{dn} at these activity areas. This shall be done thru site orientation (i.e., location of activity areas away from roadways or shielded by project buildings) or with the inclusion of appropriate noise barriers. Prior to PUD approval, the project applicant shall be required to submit an acoustical analysis demonstrating that outdoor activity spaces associated with sensitive uses do not exceed 65 dB L_{dn} within these spaces.

Potential impacts related to the project's interior and exterior noise levels are discussed separately below.

Interior Noise: Residential development is required to comply with Title 24 of the California Code of Regulations, which requires an interior noise exposure of 45 dB L_{dn}/CNEL or less within any habitable room and requires an acoustical analysis demonstrating how dwelling units have been designed to meet this interior standard. The Traffic Noise Analysis concluded that the building facade nearest to West Las Positas Boulevard would be expected to experience noise levels of 69 dB L_{dn}. Because of reduced ground absorption of sound at elevated locations, traffic noise levels are expected to be approximately 2 dB higher at second and third floor facades (71 dB L_{dn}).

Standard residential construction (sound transmission class [STC]-rated 27 windows, door weather-stripping, exterior wall insulation, etc.), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. As indicated in the Traffic Noise Analysis, standard construction would be acceptable for shielded first-floor facades where noise levels would be reduced from 69 dB to 44 dB. Given future worst-case exterior noise level of

71 dB L_{dn} at second and third floor facades, a building façade noise reduction of 26 dB would be required to achieve an interior noise level of 45 dB L_{dn}.

As recommended by the Traffic Noise Analysis, the project would employ upgraded STC rated 30 windows to achieve the required 26 dB noise reduction at the second and third story facades located adjacent to West Las Positas Boulevard. Furthermore, all units on all floors would include air conditioning to allow occupants to close doors and windows as desired for additional acoustical isolation. Implementation of the upgraded STC rated 30 windows and incorporation of air conditioning for all units would ensure that interior noise levels would not exceed 45 dB L_{dn} standards. The project design and associated traffic noise analysis fulfills the requirements of Mitigation Measure 4.J-b and ensures that impacts related to interior traffic noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

Exterior Noise: The acoustical analysis concluded that the proposed outdoor activity areas (swimming pool area, tot lot, and lawn area) of the development would be exposed to future traffic noise levels between 59 and 64 dB L_{dn}, below the 65 dB L_{dn} threshold identified in the Supplemental EIR. The submittal of the acoustical analysis fulfills the requirements of Mitigation Measure 4.J-5c and ensures impacts related to exterior noise would be less than significant as concluded in the Supplemental EIR. No additional mitigation is necessary.

Exposure to Stationary Noise Sources: The Supplemental EIR concluded that development on rezoned sites could be exposed to stationary noise sources (e.g., industrial/commercial area loading noise and late or 24-hour operations noise) and that impacts would be potentially significant. To ensure impacts would be reduced to a less than significant level, the Supplemental EIR included the following mitigation measures:

Mitigation Measure 4.J-6a: For all of the potential sites for rezoning the City shall require site-specific acoustical assessments to determine noise exposure, impact, and mitigation regarding non-transportation sources. Noise exposure shall be mitigated to satisfy the applicable City Code criterion using appropriate housing site design.

Mitigation Measure 4.J-6c: For all of the potential sites for rezoning, the City shall require noise disclosures and noise complaint procedures for new residents at the project site. The requirement shall include a) a disclosure of potential noise sources in the project vicinity; b) establish procedures and a contact phone number for a site manager the residents can call to address any noise complaints.

The Traffic Noise Analysis concluded that the project site is not adversely affected by offsite, non-transportation noise sources, and that the proposed non-transportation noise sources associated with the project would not adversely affect other sensitive uses located on- or offsite. As such, the Traffic Noise Analysis fulfills the requirements of Mitigation Measure 4.J-6a. The project would be required to implement Mitigation Measure 4.J-6c, requiring implementation of noise disclosures and noise complaint procedures. In conclusion, the proposed project would not introduce any new stationary noise source exposure impacts not previously disclosed. Impacts would continue to be less than significant with the implementation of Mitigation Measure 4.J-6c.

Aviation Noise: The Supplemental EIR concluded that maximum noise levels from aircraft departures to the west from Livermore Municipal Airport may exceed the applicable 50/55 dB L_{max} criteria within habitable rooms at sites near the left-hand pattern of Runway 25L, resulting in potentially significant impacts. To ensure impacts would be reduced to a less than significant level, the Supplemental EIR included Mitigation Measure 4.J-7 for sites located in affected areas. However, the proposed project is not located near the left-hand pattern of Runway 25L and, therefore, would not be exposed to aircraft-related noise. As such, the proposed project would not introduce any new aviation noise impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The proposed project would not introduce any new substantial or more severe noise impacts than noise considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation as provided below.

Mitigation Measures

Mitigation Measure 4.J-1: In addition to requiring that all project developers comply with the applicable construction noise exposure criteria established within the City's Municipal Code 9.04.100, the City shall require developers on the potential sites for rezoning to implement construction best management practices to reduce construction noise, including:

a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.

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 much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.

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.

d. All construction equipment must meet DMV noise standards and shall be equipped with muffling devices.

e. Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise-sensitive areas.

Mitigation Measure 4.J-6c: For all of the potential sites for rezoning, the City shall require noise disclosures and noise complaint procedures for new residents at the project site. The requirement shall include a) a disclosure of potential noise sources in the project vicinity; b) establish procedures and a contact phone number for a site manager the residents can call to address any noise complaints.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Environmental Setting

According to the California Department of Finance, as of January 2012, the City of Pleasanton had a population of 71,269 persons, an average of 2.79 persons per household, and a total of 26,132 housing units (California Department of Finance 2012). The proposed project would result in the construction of 168 apartment units.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential development would have less than significant impacts related to population and housing, and no mitigation was required. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Substantial Population Growth: The Supplemental EIR concluded that development of all the sites considered for rezoning could result in substantial population growth, resulting in significant impacts. However, only nine of the 21 sites contemplated for rezoning under the Supplemental EIR have been rezoned. The remaining sites considered for rezoning are not currently needed to meet the City of Pleasanton's Regional Housing Needs Allocation. Furthermore, the Supplemental EIR indicated that implementation of Housing Element policies would reduce any potential impacts related to future population and housing to less than significant while still meeting Regional Housing Needs Allocation (RHNA) need and without exceeding the City's current infrastructure by requiring infrastructure improvement funding, growth management reporting, encouraging development where

infrastructure is adequate or can be made adequate, and zoning sites at densities compatible with infrastructure capacity.

The proposed project site is one of the nine sites that have been rezoned as ordered by the Court to ensure the city meets its RHNA housing allocations. The Supplemental EIR assumed that the project site would contain up to 168 residences. At a rate of 2.79 persons per household, the proposed project would house approximately 469 people. The additional housing could result in direct population growth. The project would not include the extension of road or infrastructure that could result in indirect population growth. The proposed project has been designed to be consistent with the policies included in the Housing Element and would assist the City in meeting the housing allocation as determined by RHNA. As such, impacts would continue to be less than significant and no mitigation is necessary.

Displace Housing: The Supplemental EIR concluded that impacts related to the displacement of existing homes, necessitating the construction of replacement housing elsewhere would be less than significant. The Supplemental EIR identified four existing homes that may be displaced as a result of rezoning; however, the project site does not contain any housing. The proposed project would result in the addition of 168 apartment units that would assist the City in meeting RHNA needs. As such, impacts would continue to be less than significant and no mitigation is needed.

Displace Persons: The project site does not contain any existing housing, and would not result in the displacement of people. The proposed project would result in the addition of 168 residences that would assist the City in meeting RHNA needs. As such, impacts would continue to be less than significant and no mitigation is needed.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts to population or housing than those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Setting

Fire protection is provided by the Livermore-Pleasanton Fire Department (LPFD). The nearest fire station to the project site is located at 3200 Santa Rita Road, approximately 0.5 mile northeast of the project site.

Police services are provided by the City of Pleasanton Police Department. The nearest police station is approximately 2.1 miles south of the project site, located on Bernal Avenue.

The Pleasanton Unified School District would provide education services for the project site.

The City of Pleasanton offers 42 community and neighborhood parks, the closest of which are Creekside Park, located on West Las Positas Boulevard, and Pleasanton Sports and Recreation Park located south of Parkside Drive. Park facilities are intended for community wide use and offer a variety of amenities. The city also includes approximately 24 miles of trails, the closest of which is the Arroyo Mocho Trail located to the south of West Las Positas Boulevard.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential and retail development would have less than significant impacts related to fire, police, school, parks, and other public service facilities. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Fire Protection: The Supplemental EIR concluded that impacts to fire protection services would be less than significant because all the proposed rezoning sites, including the project site, are located

within a 5-minute response radius of a fire station; and, as required by the General Plan's Public Safety Element, Program 8.2, new development would be required to pay for related fire safety improvements.

In accordance with General Plan's Public Safety Element, Program 8.2, the project developer is required to pay a Public Facilities Fee. Payment of this fee would effectively mitigate any increase in demand for services. As such, the proposed project would not introduce any new impacts related to fire services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Police Protection: The Supplemental EIR concluded that impacts to police protection would be less than significant because the General Plan Public Safety Element's Program 26.2 requires that all new development pay for police safety improvements required of that development.

In accordance with Program 26.2, the project developer would be required to pay for police safety improvements required of the proposed project, which would provide for capital facilities and equipment costs. As such, the proposed project would not introduce any new impacts related to police protection not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

School Services: The Supplemental EIR indicated that new development on sites proposed for rezoning, such as the project site, would increase enrollment at schools, which could require additional facilities and staff. The Supplemental EIR concluded that with the payment of developer fees as collected by the Pleasanton Unified School District, impacts to schools would be less than significant.

The proposed project would result in the construction of 168 apartment units that would increase enrollment at nearby schools. However, the project developer would be required to pay fees to the Pleasanton Unified School District that would cover related facility costs. As such, the proposed project would not introduce any new impacts related to school services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Park Services: The Supplemental EIR indicated that additional population resulting from sites rezoned for residential development, including the project site, could result in impacts to park services. The Supplemental EIR concluded impacts to park services would be less than significant because the City plans to build approximately 131 acres of new community parks in Pleasanton by 2025.

The proposed project would provide on-site recreation opportunities to serve the existing residents. Furthermore, the project would be subject to park fees that would support the City's plans to construct additional parks to serve the expected population growth of the City, including the population growth

of the proposed project. As such, the proposed project would not introduce any new impacts to park services not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Other Public Facility Services: The Supplemental EIR did not specifically address public facility services other than fire, police, school, and recreation. However, the project is located in an urbanized area currently served by a variety of public facilities; therefore, the proposed in-fill project would not be expected to significantly change or impact public services or require the construction of new or remodeled public service facilities. As previously noted, the proposed project would be required to pay applicable development fees related to incremental increases in demand on public services. As such, impacts would be less than significant and no mitigation is required.

Conclusion

The proposed project would not introduce any new substantial or more severe public service impacts than those than those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is necessary.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Setting

There are no existing recreational or park facilities on the project site. As indicated by Figure 3-13 of the Pleasanton General Plan, the Tassajara Canal Trail is planned along Tassajara Creek on the project's western border. The parks nearest to the project site are the Pleasanton Sports and Recreation Park and Creekside Park.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential and retail development would result in less than significant impacts related to the use or construction recreational facilities. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Construction or Expansion: The Supplemental EIR indicated that that future park development has been planned for and accounted for in the General Plan and the impacts of this development have been analyzed in the General Plan EIR. Therefore, the Supplemental EIR concluded that adverse physical impacts associated with new parks and recreational facilities would be less than significant.

The proposed project would include recreational amenities, including connections to the future Tassajara Canal Trail, pet zones, garden areas, a clubhouse featuring a fitness center, clubroom with kitchen and seating for community gatherings, outdoor swimming pool, children's play area, barbeque picnic area, and water feature. The environmental effects of constructing these components have been considered in this document, and the implementation of mitigation and compliance with applicable regulations as discussed throughout would ensure that any potential impacts are reduced to less than significant. Furthermore, increased offsite recreational facility use resulting from the

proposed project has been planned for in the General Plan and analyzed by the General Plan EIR. As such, the proposed project would not introduce any new impacts related to the construction or expansion of recreational facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Use of Recreational Facilities: The Supplemental EIR indicated that rezoned sites, such as the project site, would result in additional residents and a corresponding increased demand for park and recreational facilities. However, because the City plans to build approximately 131 acres of new community parks by 2025, the City would be able to offer 5.9 acres of parkland per capita and would exceed the goal of 5 acres per capita established in the General Plan. Based on this planned expansion of park facilities, the Supplemental EIR concluded that impacts to recreational facilities associated with buildout of the rezoned sites would be less than significant.

Although the Supplemental EIR indicates that recreational impacts would be less than significant, the proposed project would provide additional on-site recreation amenities to serve the existing residents that would decrease the project's overall demand for public recreational facilities and would further reduce potential impacts related to recreational resources. The proposed project would not introduce any new impacts related to the substantial physical deterioration of a recreational facility. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The proposed project would not introduce any new substantial or more severe recreation impacts than those than those considered in the Supplemental EIR. All impacts would continue to be less than significant and no mitigation is required.

Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Transportation/Traffic *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Environmental Setting

The project site is currently accessed via a full access driveway on West Las Positas Boulevard. The project site can also be accessed via a right-in/right-out driveway and a full access driveway from Stoneridge Drive serving the adjacent Valley Care Health System parcel.

Local roadways that serve the project site include West Las Positas Boulevard, Stoneridge Drive, Hacienda Drive, and Santa Rita Road. The project site is located approximately 1 mile southeast of the East Dublin/Pleasanton Bay Area Rapid Transit (BART) station. The project site is served by the Livermore-Amador Valley Transit Authority (LAVTA) Wheels Bus Service (Wheels). There are

currently existing bus pullouts with shelters located in the project vicinity, on the north side of West Las Positas Boulevard and on the east side of Stoneridge Drive. All streets in the project vicinity have sidewalks and crosswalks at signalized intersections. Stoneridge Drive has striped bike lanes and West Las Positas Boulevard is currently signed as a bike route along the project frontage. According to the City of Pleasanton Pedestrian and Bicycle Master Plan, the segment of West Las Positas Boulevard adjacent to the project site is planned to include future bike lanes.

Hexagon Transportation Consultants prepared a Traffic Impact Analysis for the proposed project dated February 21, 2013 (Appendix H).

Study Area and Analysis Scenarios

The following signalized intersections were analyzed in the Traffic Impact Analysis as they provide access to the project site and are likely to be affected by the proposed project:

1. Hacienda Drive and Stoneridge Drive
2. Hacienda Drive and Gibraltar Drive South
3. Hacienda Drive and West Las Positas Boulevard
4. Gibraltar Drive and Stoneridge Drive
5. Stoneridge Drive and West Las Positas Boulevard
6. Owens Drive and West Las Positas Boulevard
7. Santa Rita Road and West Las Positas Boulevard
8. Santa Rita Road and Stoneridge Drive

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour is typically between 7:00 and 9:00 a.m. and the PM peak hour is typically between 4:00 and 6:00 p.m. It is during these periods that the most congested traffic conditions occur on an average day. The operations of the study intersections were evaluated for the following scenarios:

- **Existing Conditions**. Existing traffic volumes are based on traffic counts from the year 2012 and obtained from the City of Pleasanton's Synchro database.
- **Existing Plus Project Conditions**. Existing plus project conditions were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.
- **Existing Plus Approved Conditions**. Traffic volumes were obtained from the City of Pleasanton Synchro database. The City of Pleasanton Synchro database reflects all approved development in the city, including the Housing Element update (which includes the proposed project). Therefore, the existing plus approved traffic volumes supplied by the City include the proposed project. The existing plus approved without project conditions were estimated by

subtracting the traffic generated by the project from the existing plus approved traffic volumes. Existing plus approved with project conditions were evaluated relative to existing plus approved without project conditions in order to determine potential near-term project impacts.

- **Buildout Conditions.** Buildout conditions represent buildout of both the General Plan and the City's Housing Element. Traffic volumes were obtained from the City of Pleasanton Synchro database. The buildout traffic volumes supplied by the City also include the proposed project. The buildout without project conditions were estimated by subtracting the traffic generated by the project from the buildout traffic volumes. Buildout with project conditions were evaluated relative to buildout without project conditions in order to determine potential far-term project impacts.

As shown in Table 11, the project is expected to generate 1,117 daily vehicle trips, with 86 trips occurring during the AM peak hour and 104 trips occurring during the PM peak hour.

Table 11: Project Trip Generation Estimates

Land Use	Size	Rate			Daily Trips	AM Peak Hour			PM Peak Hour		
		Daily	AM	PM		In	Out	Total	In	Out	Total
Apartments	168 units	6.65	0.51	0.62	1,117	17	69	86	68	36	104

Note:
Rates based on ITE Trip Generation, 9th Edition, 2012: average rates for Apartments (ITE 220).
Source: Hexagon Transportation Consultants 2013.

The trip distribution pattern for the proposed project was estimated based on a select-zone analysis from the Pleasanton Travel Demand Forecast model. In addition to adding traffic to the roadway network, the project would result in some redistribution of existing traffic at the site's access driveways and the intersection of Stoneridge Drive and West Las Positas Boulevard. With construction of the proposed project, existing vehicles that access the medical center via the West Las Positas driveway may find it quicker to access the medical center via the existing Stoneridge Drive driveway, rather than their current route. Details regarding project trip distribution and assignment as well as the redistribution of existing traffic is shown in Appendix H.

Findings

The Supplemental EIR concluded that development facilitated by the General Plan Amendment and rezoning would have less than significant impacts to the levels of service at local intersections under existing plus project conditions and cumulative plus project conditions. The Supplemental EIR also concluded that less than significant impacts would result related to traffic safety hazards, emergency vehicle access, temporary construction traffic, and consistency with adopted policies, plans, or

programs supporting alternative transportation. The Supplemental EIR concluded that no impact would result related to air traffic.

The Supplemental EIR concluded that impacts to the regional roadway network under cumulative plus project conditions would be significant and unavoidable. As discussed below, the proposed project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Consistency with Applicable Transportation Plans and Policies Establishing Effectiveness: The Supplemental EIR concluded that development facilitated by the rezoning of sites for residential development would be consistent with applicable transportation policies establishing effectiveness.

As discussed below, upon payment of fair-share fees consistent with General Plan Circulation Element Program 1.1, the proposed project would not cause any study intersections to operate below an acceptable level of service (LOS). Furthermore, because the proposed project is consistent with the Housing Element of the General Plan, it is also consistent with other applicable transportation related policies of the General Plan and would not introduce any new impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Level of Service Standards: The Supplemental EIR concluded that development facilitated by rezonings would result in less than significant impacts to levels of service at the local study intersections under existing plus project conditions because all of the study intersections would continue to operate at LOS D or better during both peak periods evaluated.

As indicated in the Traffic Impact Analysis and shown here in Table 12, all of the study intersections would continue to operate at acceptable levels of service during the AM and PM peak hours under existing plus project conditions, and existing plus project plus approved projects conditions.

The Traffic Impact Analysis indicates that the intersection of Stoneridge Drive and Santa Rita Road would operate at an unacceptable LOS E during the AM peak hour, under both buildout "no project" and buildout "with project" conditions. All other study intersections would operate at acceptable levels of service under buildout conditions during both the AM and PM peak hours with or without the proposed project.

Intersection improvements for the Stoneridge Drive and Santa Rita Road intersection are included in the City's Traffic Impact Fee and Nexus Report (May 2010) and the Capital Improvement Program for Fiscal Year 2012-2013. The City awarded the construction contract for these improvements in March of 2013. It is anticipated that the improvements identified in the General Plan for this intersection will be completed by the fall of 2013. Planned improvements include converting the second eastbound right-turn lane to an eastbound through lane and converting the remaining

eastbound right turn to a free right-turn lane. Improvements also include constructing a northbound right-turn lane, and converting a northbound through lane to a third northbound left-turn lane. As shown in the Traffic Impact Analysis, implementation of these improvements would improve the intersection operation from LOS E to an acceptable LOS D.

Because the improvements will be implemented well in advance of the buildout scenario, the potential impact at the intersection of Stoneridge Drive and Santa Rita Road would not occur and no mitigation is required.

Table 12: Peak-Hour Intersection Levels of Service

Intersection	Control	Peak Hour	Existing		Existing + Project		Existing + Approved No Project		Existing + Approved With Project		Buildout – No Project		Buildout – With Project	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Hacienda Drive and Stoneridge Drive	Signal	AM PM	22.1 26.7	C C	22.3 26.7	C C	24.9 23.7	C C	25.0 23.7	C C	26.3 21.7	C C	26.4 21.9	C C
2. Hacienda Drive and Gibraltar Drive South	Signal	AM PM	8.0 6.4	A A	8.0 6.4	A A	7.4 6.5	A A	7.4 6.5	A A	7.9 6.7	A A	7.9 6.7	A A
3. Hacienda Drive and West Las Positas Boulevard	Signal	AM PM	15.8 18.0	B B	15.7 17.9	B B	19.0 16.6	B B	18.5 16.5	B B	19.7 18.2	B B	19.8 18.2	B B
4. Gibraltar Drive and Stoneridge Drive	Signal	AM PM	8.5 9.4	A A	8.5 9.5	A A	9.2 20.7	A C	9.2 21.1	A C	9.9 18.5	A B	9.9 18.9	A B
5. Stoneridge Drive and West Las Positas Boulevard	Signal	AM PM	17.6 23.1	B C	18.4 23.2	B C	27.9 36.6	C D	29.0 37.0	C D	39.6 34.9	D C	43.0 35.7	D D
6. Owens Drive and West Las Positas Boulevard	Signal	AM PM	11.6 12.6	B B	11.9 12.7	B B	9.7 14.3	A B	9.9 14.4	A B	11.3 15.7	B B	11.6 15.9	B B
7. Santa Rita Road and West Las Positas Boulevard	Signal	AM PM	33.9 28.0	C C	34.0 28.1	C C	28.9 25.2	C C	28.9 25.2	C C	34.9 24.5	C C	35.0 24.5	C C
8. Santa Rita Road and Stoneridge Drive	Signal Signal	AM PM	41.6 33.7	D C	41.6 33.8	D C	51.5 39.3	D D	51.7 39.5	D D	63.9 38.8	E D	64.0 38.9	E D (E)[1]

Notes:
[1] Implementation of planned improvements to the Santa Rita Road and Stoneridge Drive intersection by the City prior to project implementation would ensure that LOS at buildout with the project would remain at an acceptable LOS E.
Signalized intersection levels of service and delays reported are for overall average delay.
Source: Hexagon Transportation Consultants, Inc., 2013.

The Supplemental EIR concluded that development facilitated on the potential sites for rezoning, such as the proposed project, would result in significant unavoidable impacts to the regional roadway network under both Year 2015 and Year 2025 scenarios to the Sunol Boulevard (First Street) roadway segment between Vineyard Avenue and Stanley Boulevard and the Hopyard Road roadway segment (Year 2025 only) between Owens Drive and I-580. Development would worsen preexisting LOS F conditions and would increase the volume to capacity ratio by more than 0.03. As indicated in the Supplemental EIR, widening of these roadways is not feasible or desirable because of the surrounding built environment and improvements to nearby parallel corridors to create more attractive alternative routes and additional capacity is preferred. As such, the Supplemental EIR included Mitigation Measure 4.N-7 as follows:

Mitigation Measure 4.N-7: The City shall require developers on the potential sites for rezoning to contribute fair-share funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements to local and regional roadways.

The proposed project would be required to pay any applicable fair-share funds as required by Mitigation Measure 4.N-7 and, as previously, mentioned, consistent with General Plan Transportation Element Program 1.1.

In summary, the proposed project would not introduce any new impacts related to LOS not previously disclosed. Impacts would continue to be less than significant with the implementation of Mitigation Measure 4.N-7.

Vehicle Queues: A vehicle queuing analysis was conducted for the left turn movements where the project would add traffic at the intersection of Stoneridge Drive and West Las Positas Boulevard. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. Results from the analysis show that left turn storage would be adequate at the intersection of Stoneridge Drive and West Las Positas Boulevard for all project scenarios.

Air Traffic Patterns: As discussed in Section 8, Hazards and Hazardous Materials, of this document, the Supplemental EIR concluded that a conflict between the Livermore Municipal Airport Land Use Compatibility Plan (ALUCP) and potential rezoning sites for housing development was not anticipated. However, at the time the Supplemental EIR was written, the ALUCP was being revised; therefore, the Supplemental EIR indicated that without specific project site details and a newly

adopted ALUCP, additional analysis regarding residential development consistency with the Livermore Municipal Airport would be speculative. As such, the Supplemental EIR included Mitigation Measure 4.G-5 requiring compliance with the ALUCP and verification of compliance with the FAA Part 77 air space.

Since the completion of the Supplemental EIR, a revised ALUCP for the Livermore Municipal Airport has been completed. The project site is located approximately 3 miles west of the Livermore Municipal Airport and is not located within Airport Protection Area, Airport Influence Area, or Federal Aviation Regulation (FAR) Part 77 height restriction space as indicated by the ALUCP. Therefore, verification of compliance with FAR Part 77 as required by HAZ-4.G-5 is not necessary and no impacts to air traffic patterns would occur.

Roadway Hazards: The Supplemental EIR concluded that impacts related to roadway hazards and traffic safety would be less than significant because each individual residential development would be required to adhere to design standards and traffic safety protocols outlined in the City's General Plan, Caltrans's Highway Design Manual, the California Manual of Uniform Traffic Control Devices, and the City Standard Specifications and Details.

*Emergency Access***:** The Supplemental EIR concluded that impacts related to emergency access would be less than significant because development facilitated by the proposed Housing Element, such as the proposed project, would not significantly alter or modify the circulation system in the Planning Area and therefore would not adversely affect travel times of emergency vehicles. Further, compliance the City's Fire Code and Subdivision regulations would ensure adequate on-site emergency vehicle access.

The proposed project's roadways and circulation infrastructure have been designed in accordance with the applicable regulations and would not be expected to result in any roadway hazards or traffic safety issues. Emergency access to the project site would be provided via existing driveways on West Las Positas Boulevard and Stoneridge Drive. Both driveways are stop-controlled on the driveway approaches and have one inbound and one outbound lane. The West Las Positas Boulevard driveway is a full-access driveway that would provide direct access to the project site. The primary access from Stoneridge Drive would occur at the northern full-access medical center driveway, where vehicles would travel through the medical center's northwest drive aisle to the project site. The project site and the medical center have a reciprocal easement agreement allowing vehicular access over and across the roads and driveways of each parcel. Project site access has been presented to the Fire Department via a graphic showing turning templates. The figure shows that fire trucks would be able to adequately maneuver throughout the project site. Based on the level of access to the site, and the extent of the internal roadway system, the project is not expected to result in inadequate emergency access. The project's plans are subject to review by the City and the Fire Department as part of the standard building permit process to ensure consistency with the City's Fire Code to allow apparatus access and maneuverability. As such, the proposed project would not introduce any new impacts

related to roadway hazards not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Alternative Transportation: The Supplemental EIR concluded that residential development resulting from rezoned sites would not eliminate or modify existing or planned pedestrian or bicycle facilities and transit ridership generated would be accommodated by existing services that have available capacity to accommodate future demand. Further, future residential development would be required to adhere to General Plan policies regarding alternative transportation. As such, the Supplemental EIR concluded that impacts to alternative transportation including policies in support of alternative transportation would be less than significant.

Pedestrian: According to the U.S. Census, pedestrian trips comprise approximately 3 percent of the total commute mode share in the City of Pleasanton. For the proposed project, this would equate to approximately 2 or 3 new pedestrian trips during both the AM and PM peak hours. In addition, the project would generate some pedestrian trips to/from transit stops (see further discussion below) and recreational areas. All of the streets in the project vicinity have sidewalks and crosswalks at signalized intersections. The proposed project would include a pedestrian network connecting to existing sidewalks and future connection to the Tassajara Creek Trail. Overall, the volume of pedestrian trips generated by the project would not exceed the carrying capacity of the existing sidewalks and crosswalks on streets surrounding the site and, therefore, would not be expected to create a significant impact to the pedestrian system in the vicinity of the site.

Transit: The Livermore-Amador Valley Transit Authority (LAVTA) currently provides bus service (the Wheels Bus System) to the project area, including lines 9, 54, 604, and 610. There are currently existing bus pullouts with shelters located on the north side of West Las Positas Boulevard and on the east side of Stoneridge Drive. Routes 9 and 54 have bus stops along Stoneridge Drive and West Las Positas Boulevard near the project site. Route 604 is a school-focused route and provides service and bus stops along Stoneridge Drive near the project site. Route 610 is a school-focused route and provides service and bus stops along West Las Positas Boulevard near the project site. According to the LAVTA Short Range Transit Plan (FY 2012 to 2021), most vehicles in the fleet have a seating capacity of 39 riders with an additional capacity of 21 standees. The bus routes that serve the project area average between 12.3 and 24.7 passengers per hour. According to the U.S. Census, transit trips comprise approximately 7 percent of the total commute mode share in the City of Pleasanton. For the proposed project, a 7-percent mode share would equate to approximately 6 or 7 new transit trips during both the AM and PM peak hours. This volume of riders would not exceed the carrying capacity of the existing bus service near the project site. Therefore, no improvements to the existing transit facilities would be necessary in conjunction with the proposed project. It should be noted that residents living within the Hacienda Business Park are eligible for free ECO Passes, which allows them free access to the Wheels Bus System.

Bicycles: According to the U.S. Census, bicycle trips comprise less than 1 percent of the total commute mode share in the City of Pleasanton. For the proposed project, this would equate to approximately one or two new bike trips during both the AM and PM peak hours. The low volume of bicycle trips generated by the project would not exceed the bicycle-carrying capacity of streets and trails surrounding the site, and the increase in bicycle trips would not by itself require new offsite bicycle facilities. The project would provide direct access to the proposed Tassajara Creek trail, which borders the project to the northwest. The proposed Tassajara Creek trail would run from West Las Positas Boulevard north to I-580, where it would continue into the City of Dublin. Stoneridge Drive has striped bike lanes along the southbound travelled way north and south of West Las Positas Boulevard and striped bike lanes along the northbound travelled way south of West Las Positas Boulevard. Along the project frontage, West Las Positas Boulevard is currently signed as a bike route. According to the City of Pleasanton Pedestrian and Bicycle Master Plan, the segment of West Las Positas Boulevard adjacent to the project site is planned to include future bike lanes. To accommodate the future bike lanes, the plan states the existing travel lanes would be restriped to 11 feet wide and 5.5-foot-wide bike lanes would be added. On-site, the project is proposing to provide a total of 135 bicycle parking spaces (90 spaces in the private parking garages, and 45 spaces in separate bike storage rooms).

As indicated in the Supplemental EIR, sufficient alternative transportation capacity and infrastructure exists to accommodate future demand. The project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities. As such, the proposed project would not introduce any new impacts related to alternative transportation not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The proposed project would not introduce any new substantial or more severe transportation/traffic impacts than those than those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation proposed in the Supplemental EIR, as cited below.

Mitigation Measures

The following mitigation measure appears in the Supplemental EIR, and applies to the project:

Mitigation Measure 4.N-7: The City shall require developers on the potential sites for rezoning to contribute fair-share funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements to local and regional roadways.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting

Utilities and services including water, sewer, stormwater, and solid waste collection are provided to the project site by the City of Pleasanton. The project site currently has existing water and stormwater infrastructure. Water, sewer, and stormwater facilities are located within the West Las Positas Boulevard right-of-way.

Findings

The Supplemental EIR concluded that the rezoning of the project site for eventual residential and retail development would require mitigation to reduce impacts related to water supply, but that impacts to wastewater treatment, stormwater, landfills, and solid waste regulations would be less than

significant. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified due to specific project components, physical attributes of the project site, or new information.

Wastewater Treatment Requirements of the RWQCB: The Supplemental EIR indicated that the rezonings would result in a less than significant impact regarding wastewater treatment requirements of the RWQCB.

The proposed project would be served by the City of Pleasanton's sewer collection services, which directs wastewater to the Dublin-San Ramon Services District's Regional Wastewater Treatment Facility. The Treatment Facility treats and disposes of wastewater in accordance with applicable requirements of the RWQCB. As noted in the Supplemental EIR, the treatment facility has adequate capacity to serve the buildout demand associated with the rezonings. As such, impacts related to the exceedance of wastewater treatment requirements would be less than significant and no mitigation is necessary.

Construction or Expansion of Water or Wastewater Treatment Facilities: The Supplemental EIR indicated that development on rezoned sites would increase demand for water. The Supplemental EIR concluded that because the City of Pleasanton has planned for such residential growth by supporting Zone 7's capital improvement projects, impacts related to the construction or expansion of water treatment facilities would be less than significant. The Supplemental EIR also concluded that because sufficient wastewater treatment capacity is available now and in the future at the Dublin-San Ramon Services District Regional Wastewater Treatment Facility, impacts related to the construction or expansion of wastewater treatment facilities would be less than significant.

The proposed project would include the construction of 168 apartment units, all of which were considered as part of the demand generated by the rezonings contemplated in the Supplemental EIR. As such, the proposed project would not result in impacts related to the construction or expansion of water or wastewater treatment facilities not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Stormwater Drainage Facilities: The Supplemental EIR discussed stormwater drainage in Section 4.H, Hydrology and Water Quality. As indicated therein, development on rezoned sites would be required to implement C.3 provisions of the ACCWP NPDES Permit requiring that there be no net increase in stormwater rates and runoff after project construction through preparation of a hydromodification and stormwater management plan. The City and/or the RWQCB would ensure compliance with the NPDES Permit through review and approval of applicable permits and grading and drainage plans. As such, the Supplemental EIR concluded that impacts related to stormwater drainage facilities would be less than significant.

The project includes a bioretention basin in the southwestern corner of the site, and up to 73,308 square feet of landscaping which would act as rainwater capture areas located throughout the project

site. These areas would slow stormwater runoff rates to ensure no net increase in offsite stormwater flow in accordance with C.3 guidelines. Furthermore, the City has reviewed the project's grading and drainage plan for compliance with C.3 guidelines. As such, the proposed project would not require or result in the construction of new offsite water or wastewater treatment facilities or expansion of existing facilities. Impacts would continue to be less than significant and no mitigation is necessary.

Water Supply: The Supplemental EIR indicated that new development as facilitated on the potential sites for rezoning would increase demand for water and could require new water supply sources. However, because the City has already planned for this growth by supporting Zone 7's capital improvement projects to secure more water, and the residential development contemplated in the Supplemental EIR would not exceed Zone 7's allocated of contractual water supply, sufficient water supply exists and impacts would be less than significant. To further ensure supply is adequate, the City's 2011 Water Supply Assessment (WSA) includes a condition of approval for residential development on the potential sites for rezoning, including the project site. The WSA's condition of approval was included in the Supplemental EIR as Mitigation Measure 4.L-2 as follows:

Mitigation Measure 4.L-2: Prior to the recordation of a Final Map, the issuance of a grading permit, the issuance of a building permit, or utility extension approval to the site, whichever is sooner, the applicant shall submit written verification from Zone 7 Water Agency or the City of Pleasanton's Utility Planning Division that water is available for the project. To receive the verification, the applicant may need to offset the project's water demand. This approval does not guarantee the availability of sufficient water capacity to serve the project.

With the implementation of Mitigation Measure 4.L-2 and applicable water conserving programs included in the General Plan's Water Element, the Supplemental EIR concluded that impacts on water supply would be less than significant.

The proposed project would result in 168 apartment units that would require water service in excess of what is currently used at the project site. The project would include water saving features such as low-flow fixtures, high-efficiency irrigation systems, drought-tolerant native landscaping, and minimized turf areas. As such, impacts would continue to be less than significant with the implementation of Mitigation Measure 4.L-2.

Landfill Capacity: The Supplemental EIR indicated that development on rezoned sites would contribute to an increase in solid waste generation within the City of Pleasanton. The Supplemental EIR concluded that because waste would be diverted from landfills pursuant to AB 939, sufficient space remains at the Vasco Landfill for waste that cannot be diverted, and residential projects are

required to implement a Waste Diversion Plan consistent with General Plan Program 26.18, impacts related to landfill capacity would be less than significant.

The proposed project's 168 apartment units would be expected to produce solid waste to be disposed of at the Vasco Road Landfill via the Pleasanton Garbage Service. The project would implement a Waste Diversion Plan consistent with General Plan Program 26.18, which would include on-site disposal, composting and recycling facilities, as well as construction debris and disposal recycling. This plan will be reviewed and approved by the City as part of the land entitlement process. As such, the proposed project would not introduce any new impacts related to landfill capacity not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Solid Waste Regulations: The Supplemental EIR concluded that impacts related to solid waste regulations would be less than significant because of the City's compliance with AB 939 and the General Plan's Program 26.18 requiring Waste Diversion Plans to be implemented by residential development.

As indicated, the project would implement a Waste Diversion Plan consistent with General Plan Program 26.18, which would include on-site disposal, composting and recycling facilities, as well as construction debris and disposal recycling. This plan will be reviewed and approved by the City as part of the land entitlement process. As such, the proposed project would not introduce any new solid waste regulation impacts not previously disclosed. Impacts would continue to be less than significant and no mitigation is necessary.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts to utility and service systems than those than those considered in the Supplemental EIR. All impacts would continue to be less than significant with the implementation of mitigation proposed in the Supplemental EIR, as cited below.

Mitigation Measures

The following mitigation measure appears in the Supplemental EIR, and applies to the project:

Mitigation Measure 4.L-2: Prior to the recordation of a Final Map, the issuance of a grading permit, the issuance of a building permit, or utility extension approval to the site, whichever is sooner, the applicant shall submit written verification from Zone 7 Water Agency or the City of Pleasanton's Utility Planning Division that water is available for the project. To receive the verification, the applicant may need to offset the project's water demand. This approval does not guarantee the availability of sufficient water capacity to serve the project.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Environmental Setting

The project site is located in an urban area, and is currently developed as a parking lot with mature landscaping, and a 3,640-square-foot building. The project proposes the demolition of the parking lot building and associated landscaping, and the subsequent construction of 168 apartment residences and associated amenities.

Findings

The Supplemental EIR concluded that rezoning of the project site for eventual residential development would require mitigation associated with adverse effects on human beings that would be reduced to less than significant with the implementation of mitigation. The Supplemental EIR also concluded that cumulatively considerable and unavoidable impacts would result related to regional transportation. As discussed below, the project would not result in any new impacts and would not exceed the level of impacts previously identified, due to specific project components, physical attributes of the project site, or new information.

Impacts to the Environment, Animals, Plants, or Historic/Prehistoric Resources: The Supplemental EIR concluded that the project would result in less than significant impacts regarding the potential to significantly degrade the quality of the environment, including effects on animals or plants, or eliminate historic or prehistoric resources.

As discussed in the preceding sections, mitigation from the Supplemental EIR is required to reduce the modified project's impacts to a less than significant level. With the implementation of mitigation measures from the Supplemental EIR, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric resources.

Cumulatively Considerable Impacts: The Supplemental EIR concluded that implementation of the proposed project in combination with potential development in the surrounding areas would result in significant and unavoidable impacts under cumulative conditions related to transportation. As indicated in the Supplemental EIR, transportation impacts are considered significant and unavoidable on regional roadways under the buildout of the General Plan. The proposed project's generation of traffic on regional roadways was considered as part of the Buildout Scenario in the Supplemental EIR, and was therefore identified as a contributor to this significant and unavoidable cumulative impact. The project as currently proposed is consistent with the level of impact already identified, and would not result in a greater effect that has already been disclosed and evaluated as part of the Supplemental EIR.

Adverse Effects on Human Beings: The Supplemental EIR concluded that the project would have less than significant impacts related to direct or indirect adverse effects on human beings, after the implementation of mitigation.

The proposed project would result in similar impacts that may affect human beings including air quality emissions and noise. Implementation of mitigation measures included in the Supplemental EIR as included herein would ensure impacts to human beings remain less than significant.

Conclusion

The proposed project would not introduce any new substantial or more severe impacts than those considered in the Supplemental EIR. Implementation of the applicable mitigation measures contained in the Supplemental EIR and as outlined herein, the conditions of approval as defined by the City, consistency with applicable General Plan policies, and project plans would ensure that impacts related to mandatory findings of significance would be less than significant with the exception of cumulatively considerable impacts related to regional transportation impacts.

Mitigation Measures

Refer to mitigation measures throughout this document.

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