

REVISED DRAFT
ENVIRONMENTAL IMPACT REPORT

**LUND RANCH II
PUD-25
1500 LUND RANCH ROAD**

STATE CLEARINGHOUSE # 2003092021

PREPARED BY
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IN ASSOCIATION WITH
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WILDLAND RESOURCES MANAGEMENT, INC.
WALTER LEVISON**

UNDER CONTRACT TO



REVISED
JULY 2014

EXECUTIVE SUMMARY

2.1 PROJECT DESCRIPTION

GHC Lund Ranch LLC is requesting approval of a Planned Unit Development (PUD) development plan, which would allow the construction of a total of 50 residential units on the 195-acre Lund Ranch II property. The project site is presently designated for Rural Density (1 dwelling unit per 5 gross acres) and Low Density (less than 2 dwelling units per gross acres) Residential uses. The subject property is zoned "PUD-LDR/OS," Planned Unit Development – Low Density Residential) District.

Approval of the PUD application would result in the development of residential uses on approximately 22.7 acres of the Lund Ranch site. The proposed gross residential density for the site would be 0.26 dwelling units per acre. The development proposal also includes the extension of Lund Ranch Road from its present terminus at the Lund Ranch property boundary to the southeast for approximately 1,500 feet onto the property. The proposed extension of this roadway would also entail the construction of three cul-de-sacs to serve the planned residential uses on the Lund Ranch site. Additionally, two driveways would be constructed from the ends of "Court C" and the Lund Ranch Road to provide access to the two estate lots proposed as part of this project.

The project plans designate the majority of the Lund Ranch property for open space uses. Approximately 161 acres (83%) of the site would be dedicated for public open space use, while 11.1 acres of the two estate lots would be undeveloped private open space area. The public open space would be owned by the City and maintained by either the City of the development's homeowners' association (HOA).

The project also provides access to the public open space with the development of trails that would extend from the ends of Sunset Creek Lane, Sycamore Creek Way, and the proposed Lund Ranch Road extension. The trails would generally follow an existing unpaved road from the western side of the property, cross the site's creek east of the proposed Lund Ranch subdivision, and climb to ridges on the eastern and northern portions of the subject property. The trails would end at the Foley property on the eastern edge of the project site and at its boundary with the Bonde Ranch property on the north. The latter trail terminus is proposed to connect with a trail that crosses the Bonde Ranch property.

The proposed project would be responsible only for trail construction on Lund Ranch property and for a short trail section (approximately 300 feet) that traverses the City's water reservoir site at the end of Sycamore Creek Way. The proposed Trail Plan includes the construction of a foot bridge across the site's creek channel immediately east of the future Lund Ranch Road cul-de-sac.

The following discussion includes a detailed description of the proposed project facilities, with additional information concerning residential and recreational uses, access, grading, landscaping, and other project improvements.

2.2 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

Based on analysis of the proposed project, technical studies completed by the applicant's consultants, City staff review, City-contracted peer review, and environmental consultant review, the project would not result in any significant environmental impacts that could not be mitigated to a less-than-significant level with recommended mitigation measures. Chapter 4 of the Draft EIR presents a description of the existing environmental setting, an analysis of environmental impacts resulting from development of the proposed project, and required or proposed mitigation measures. These impacts and mitigation measures are summarized in Table 2-1. Impacts are identified as either "Less Than Significant With Mitigation," "Less Than Significant," or "No Impact." If an impact is Less Than Significant With Mitigation, mitigation measures are identified to reduce the potentially significant impact to less-than-significant levels. Within Chapter 5 of the Draft EIR, Table 5-1 addresses the extent to which alternatives to the proposed project would mitigate the potentially significant effects found to be less than significant with mitigation associated with the proposed project.

SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

All significant and potentially significant impacts that are identified in this EIR for the proposed project would be mitigated to less-than-significant levels by mitigation measures specified in this EIR. Therefore, the project would not result in any significant unavoidable adverse impacts.

GROWTH-INDUCING IMPACTS

As required by Section 15126.2 (d), an EIR must discuss ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. The EIR must also discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, such as through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through the establishment of policies or precedents that directly or indirectly encourage additional growth.

In general, a project may foster growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of new access to an area, a change in zoning or general plan approval); or economic expansion in response to the project (e.g., changes in revenue base, employment expansion etc.). These circumstances are further described below:

- **Elimination of Obstacles to Growth:** This refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval.

TABLE 2-1
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<i>Land Use</i>		
4.1-1: The project proposes to develop residential uses at densities that are consistent with the average densities assumed for buildout of the General Plan.	Less than Significant	None Required
4.1-2: The project would alter former and existing land uses on the site.	Less than Significant	None Required
<i>Aesthetics</i>		
4.2-1: The project development would potentially affect hillside views from Bernal Community Park (Pleasanton Avenue), Bernal Avenue, and Valley Floor viewpoints.	Less than Significant	None Required
4.2-2: The project development would potentially affect hillside and ridgeline views from Hopkins Way viewpoints.	Less than Significant	None Required
4.2-3: The project development would potentially affect hillside and ridgeline views from Lund Ranch Road.	Impacts to Views, but at Less than Significant Levels	None Required
4.2-4: The project could potentially affect nearby views from viewpoints in the vicinity of Livingston Way, Middleton Place and Livingston Place.	Impacts to Views, but at Less than Significant Levels	None Required
<i>Biological Resources</i>		
4.3-1: Project construction would result in a loss of oak woodland/savanna habitat and would require the removal of 146 trees, including 80 Heritage trees.	Less than Significant with Mitigation	<p>Mitigation Measure 4.3-1a: An Oak Woodland Restoration and Management Plan shall be prepared by a qualified biologist and submitted to the City prior to the issuance of a Grading Permit. This Plan shall include provisions to:</p> <ul style="list-style-type: none"> ▪ Maximize the diversity of plants and animals native to oak woodlands of the region; ▪ Encourage natural regeneration of native oaks (including blue oaks, valley oaks and coast live oaks) within undeveloped portions of the project site; ▪ Reduce fire hazards during the dry season; and ▪ Restrict livestock grazing. <p>The oak woodland management plan would address tree replacement requirements as stipulated through City consultation with the CDFW for the project. Presently, the CDFW generally specifies a replacement ratio of 3:1 for the replacement of native oaks, regardless of the lost trees' positions relative to the riparian zone. The management plan should include restrictions on livestock grazing to ensure natural regeneration of oaks within the open space areas.</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		<p>Mitigation Measure 4.3-1b: The relevant provisions of the City of Pleasanton's Tree Ordinance, including acquisition of a tree removal permit (Section 17.16.020), reporting requirements for new property development (Section 17.16.050) and protection of existing trees (Section 17.16.070) should be implemented. The Oak Woodland Restoration and Management Plan discussed above should indicate the ratio, location, species, source of plant material and timing for planting. It shall also describe plans for maintenance and irrigation. Heritage trees should be replaced at a ratio consistent with the City's tree ordinance with small nursery stock. These ratios shall compensate for habitat values lost from the removal of mature trees. Planting time between November and January is recommended. To preserve the genetic integrity of trees of the site, acorns and seeds to be propagated should be collected on-site. A minimum maintenance and irrigation time of three years is recommended.</p> <p>In order to optimize tree preservation on-site, the following measures formulated by HortScience shall be implemented to protect trees that are proposed to be retained:</p> <p><u>Design Recommendations</u></p> <ol style="list-style-type: none"> 1. Verify the location and tag numbers of all trees within 25 feet of the proposed construction areas. 2. Allow the Consulting Arborist to review all future project submittals including grading, utility, drainage, irrigation, and landscape plans. 3. Prepare a site work plan which identifies access and haul routes, construction trailer and storage areas, etc. 4. Establish a Tree Protection Zone around each tree to be preserved. For design purposes, the Tree Protection Zone shall be the edge of grading. No grading, excavation, construction or storage of materials shall occur within that Zone. 5. Install protection around all trees to be preserved, to be located three feet outside the limit of grading. No entry is permitted into a Tree Protection Zone without permission of the project superintendent. 6. Route underground services including utilities, sub-drains, water or sewer around the Tree Protection Zone. Where encroachment cannot be voided, special construction techniques such as hand digging or tunneling under roots shall be employed where necessary to minimize root injury. 7. Use only herbicides safe for use around trees and labeled for that use, even below pavement. 8. Design irrigation systems so that no trenching shall occur within the Tree Protection Zone. <p><u>Pre-Construction and Demolition Treatments and Recommendations</u></p> <ol style="list-style-type: none"> 1. The demolition contractor shall meet with the Consulting Arborist before beginning work to discuss work procedures and tree protection. 2. Trees to be removed shall be felled so as to fall away from Tree Protection Zone and avoid pulling and breaking of roots of trees to remain. If roots are entwined, the consultant may require first severing the major woody root mass before extracting the

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>4.3-2: The project would result in the loss of habitat for the California tiger salamander and individual California tiger salamanders may be taken during construction of the project</p>	<p>Less than Significant with Mitigation</p>	<p>trees, or grinding the stump below ground.</p> <p><u>Tree Protection During Construction</u></p> <ol style="list-style-type: none"> 1. Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the Consulting Arborist at the site to review all work procedures, access routes, storage areas and tree protection measures. 2. Any grading, construction, demolition or other work that is expected to encounter tree roots should be monitored by the Consulting Arborist. 3. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied. 4. Fences shall be erected to protect trees to be preserved. Fences are to remain until all site work has been completed. Fences may not be relocated or removed without permission of the project superintendent. 5. Construction trailers, traffic and storage areas must remain outside fenced areas at all times. 6. No materials, equipment, spoil, waste or wash-out water may be deposited, stored, or parked within the Tree Protection Zone (fenced areas). 7. Any additional tree pruning needed for clearance during construction must be performed by a qualified arborist and not by construction personnel. 8. All trees shall be irrigated on a schedule to be determined by the Consulting Arborist. Each irrigation shall wet the soil within the Tree Protection Zone to a depth of 30 inches. 9. Any roots damaged during grading or construction shall be exposed to sound tissue and cut cleanly with a saw. <p>Mitigation Measure 4.3-2a: To mitigate for the loss of aestivation habitat and potential impacts to any aestivating California Tiger Salamander (CTS) on-site, the project applicant shall permanently preserve and manage potential CTS upland aestivation habitat located on the project site between the proposed development area and Pond 2, located on the adjacent Oak Grove property. The amount of such preserved and managed habitat shall be not less than the amount of land developed as a result of project construction (i.e., 1:1 acreage ratio). The applicant shall preserve such habitat through the recording of a deed restriction, conservation easement, or other equivalent instrument which precludes future development or the construction of physical barriers to the movement of CTS across the preserved habitat. The applicant shall also develop, and arrange for the implementation of a habitat management plan for the preserved habitat. Prior to the issuance of a grading permit, the applicant shall provide a copy of the recorded instrument (which will identify the precise size and location of the permanently preserved habitat), the habitat management plan and the federal and state take authorizations to the City. The applicant shall also provide copies of the incidental take authorizations secured for the project from the USFWS and CDFG to the City.</p> <p>Mitigation Measure 4.3-2b: To avoid and minimize the loss of individual California Tiger Salamander (CTS), the applicant shall be responsible for implementing the</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>4.3-3: Project construction could disturb a maternity colony of bats and roosting special-status bats on the project site, resulting in the loss of individual bats or the abandonment of an active maternity colony.</p>	<p>Less than Significant with Mitigation</p>	<p>following measures prior to and during construction:</p> <ul style="list-style-type: none"> ▪ Prior to ground disturbance, an employee training program for operators/contractors shall be conducted by a qualified biologist to explain the endangered species concerns at the project site; ▪ Site grading shall be conducted outside of the rainy season months during which CTS would be breeding or migrating; ▪ A qualified biologist shall identify conduct a preconstruction survey prior to the onset of site grading. All suitable habitat features that may be used by aestivating CTS shall be identified, marked and mapped during the preconstruction survey. The removal or destruction of suitable habitat features shall be conducted under the direct supervision of the qualified biologist prior to the onset of site grading. Any observed CTS shall be turned over to the USFWS or CDFG personnel for relocation, or shall be relocated by a biologist possessing an Endangered Species Act 10(a)(1)(A) permit as directed by the USFWS and CDFG; ▪ Best Management Practices shall also be implemented to minimize the potential mortality, injury or other impacts to CTS. Any installed erosion control materials shall not include small-mesh plastic netting. All trash items shall be removed from the project site to reduce the potential for attracting predators of CTS, such as crows and ravens. <p>Mitigation Measure 4.3-3: The implementation of the following measures would ensure that maternity colonies of bats and roosting pallid bats and Townsend's big-eared bats would not be disturbed.</p> <ol style="list-style-type: none"> a. A qualified biologist, knowledgeable about local bat species and experienced with bat survey methods, shall inspect all structures and trees that could support bats in the project area prior to the start of site disturbance (e.g. demolition, vegetation removal and earthwork). Surveys should be conducted during appropriate weather to detect bats (not in high winds or during heavy rain events). One daytime and up to two nighttime surveys (starting at least 1 hour prior to dusk) should be conducted to determine if bats are present. If bats are detected, additional surveys utilizing acoustic monitoring or other methods may be necessary depending on the recommendations of the bat biologist. b. Preconstruction surveys for bats should be conducted within two weeks prior to the removal of any trees or structures that are deemed to have potential bat roosting habitat. If bats are detected on-site and would be impacted by the project, then appropriate mitigation measures would be developed through City consultation with the CDFW. Mitigation measures would include one or more of the following methods: using one-way doors to exclude non-breeding bats, opening up roof areas of structures to allow airflow that would deter bats from roosting, and taking individual trees down in sections to encourage bats to relocate to another roost site. Typically this work is conducted in the evening when bats are more active, and this work should be conducted under the guidance of an experienced bat biologist.

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>4.3-4: Project construction could adversely affect raptor and/or other migratory bird nesting activity on the project site, result in the loss of individual birds, eggs or nestlings, or the abandonment of active nests. Project construction could also result in the loss of occupied burrowing owl habitat if burrowing owls or signs of owls are observed within the project development area.</p>	<p>Less than Significant with Mitigation</p>	<p>c. Mitigation for impacts to a maternity bat roost, if detected, would be determined through consultation with CDFG and may include construction of structures that provide suitable bat roosting habitat (i.e. bat houses, bat condos) for the particular specie(s) impacted.</p> <p>Mitigation Measure 4.3-4: The implementation of the following measures would ensure that raptors (hawks and owls) and other migratory birds are not disturbed during the breeding season and that burrowing owls and occupied habitat are not taken at any time of year:</p> <p>a. A qualified ornithologist shall conduct a pre-construction survey for nesting raptors (including both tree and ground nesting raptors) and other migratory birds on-site within two weeks of the onset of site disturbance (e.g. demolition, vegetation removal and earthwork), if ground disturbance is to occur during the breeding season (February 1 to August 31). These surveys shall be based on the accepted protocols for the target species. These surveys shall explicitly consider the burrowing owl as a potential target species and pre-construction efforts shall be conducted according to the most recent protocol. If a nesting raptor or active nest of another migratory bird were to be detected, an appropriate no disturbance buffer would be established in consultation with CDFW. In general, no-disturbance buffers around active nests of raptors are 250-300 feet, while the buffers around the nests of passerines (perching) are 50 feet. The actual size of buffer would depend on species, topography, and type of construction activity that would occur in the vicinity of the nest. The location of no-disturbance buffers would be marked in the field and communicated to the construction team during the preconstruction environmental training meeting described above in Mitigation Measure 4.3-2b.</p> <p>b. A qualified ornithologist shall conduct pre-construction surveys for burrowing owls during the non-breeding season. Pre-construction surveys during the non-breeding season are not necessary for tree nesting raptors, as they are expected to abandon their roosts during construction. If pre-construction surveys (conducted either during the breeding or non-breeding season) determine that burrowing owls occupy the site, mitigation consistent with the Staff Report on Burrowing Owl Mitigation (CDFG, 2012) would be implemented. Mitigation measures may include take avoidance, site surveillance, minimizing impacts through the use of no disturbance buffers, burrow exclusion and closure (blocking burrows with one-way doors) and compensation for the loss of occupied habitat. These measures may be necessary to ensure that owls are not harmed or injured during construction, and that the loss of occupied habitat is mitigated. Mitigation for the loss of occupied habitat could be accomplished on or off the property, subject to approval of a mitigation land management plan by CDFG.</p>
<p>4.3-5: Project construction would require the filling of seasonal drainage channels and in-channel wetlands.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.3-5: The proposed project would impact 0.022 acre of Waters of the United States (0.016 acre and 243 lineal feet of drainage channel waters, and 0.006 acre of in-channel wetlands). While compensation for Waters of the United States should occur at a minimum of a 1:1 replacement ratio, the CDFG and RWQCB generally</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.3-6: Development of the project could result in the degradation of water quality in seasonal drainages, and downstream waters and affect associated habitat quality.	Less than Significant	<p>require a replacement ratio of 2:1 or better. To the degree possible, the applicant should replace lost wetland resources in kind. Thus, the project would create at least 243 feet (0.016 acre) of channel (1:1 ratio) and 0.006 acres of seasonal wetland on the Lund Ranch property. Creation of new channels can be logistically difficult as there are finite areas within a site to accomplish this type of mitigation. Therefore, some mitigation for the seasonal channel may have to be out-of-kind. This could be accomplished by creating additional seasonal wetlands. The creation of not less than 0.022 acre of wetland and/or seasonal channel would be required.</p> <p>The site supports sufficient opportunities to accommodate creation of wetland habitat. Even if the project could not create 243 feet of channel, there are a number of areas along Drainage Areas A and B and within the non-jurisdictional drainage swales on the site that could easily accommodate this type of creation mitigation.</p> <p>The goal of this mitigation should be to create new wetlands and enhance existing wetlands in a way that replaces the functions and values of the wetlands that are proposed to be filled. A qualified biologist should develop a restoration plan that identifies the full extent of the impact, location of suitable sites to create or enhance wetlands of the necessary acreage, and develop success criteria specific to the actual wetland creation design. The mitigation site should be monitored for at least five years. A detailed wetland restoration plan should be developed for this mitigation area during the regulatory permitting phase of the project. The plan will be subject to the review and approval of the USACE, RWQCB, CDFG and the City of Pleasanton. This plan should incorporate additional studies and details, including the following:</p> <ul style="list-style-type: none"> ▪ Type and acreage of wetland to be impacted and goals for wetland creation ▪ Detailed assessment of soil suitability for wetland creation ▪ Description of site hydrology, including depth and duration of inundation, potential for scour or deposit of sediments, etc. ▪ Site preparation measures, including grading methods, to relieve compaction and/or ensure low potential for scouring of soils ▪ Revegetation and erosion control on slopes surrounding the mitigation site ▪ Description of buffer areas around the mitigation ▪ Maintenance program ▪ Long term monitoring program, including performance and success criteria. ▪ Measures to assure protection from human disturbance and to protect the area from development in perpetuity.
4.3-7: Project development would convert 12 percent of the site to urban uses.	Less than Significant	None Required

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.3-8: Project development would not interfere with corridor-type wildlife movements.	Less than Significant	None Required
<i>Geology and Soils</i>		
4.4-1: As is true for the entire region, the project would likely be subject to one or more severe earthquakes and associated seismic hazards during the life of the project.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-1a: In general, landslide debris shall be removed where present and replaced with engineered fill in accordance with the approved corrective grading plan. More detailed information regarding the location, extent, and depth of the required landslide mitigation shall be depicted on the final project corrective grading plan to be submitted with the final grading plan, subject to review and approval by the City of Pleasanton Building and Safety Services Division.</p> <p>Mitigation Measure 4.4-1b: Landslide repairs shall be conducted on the natural slope behind Lots 24 and 25 (Landslide 17) and the proposed cut and fill slope adjacent to the driveway south of Lots 24 and 25 shall also be regarded. The finished slopes should be graded to approximately re-create the existing slope contours and to conform as much as possible with the adjacent natural slopes.</p>
4.4-2: Construction of the project on steep slopes could result in soil erosion or the loss of topsoil.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-2a: In the event of a work stoppage due to rain during construction, the contractor shall construct positive slopes to carry water surface runoff away from steep slopes to storm drainage structures or other areas where erosion can be controlled. In no event shall a completed slope be left standing through the winter season without erosion control features being provided.</p> <p>Mitigation Measure 4.4-2b: The onsite geotechnical engineer shall determine the depth of topsoil in the field during grading. Identified top soil shall be reserved and placed on graded slopes. Excess top soil that is not suitable for use as engineered fill may be used in approved open space of landscape areas, if approved by the landscape architect.</p> <p>Mitigation Measure 4.4-2c: All landscaped slopes shall be maintained in a vegetated state after project completion using drought-tolerant vegetation requiring infrequent drip irrigation. No pressurized irrigations shall be placed at or near the tops of graded slopes.</p>
4.4-3: Some residences would be constructed near slopes with colluvial materials. These slopes, and slopes constructed as part of the project, could become unstable and potentially result in on- or off-site damage.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-3a: Debris catchment walls shall be constructed along the rear sides of the building pads on Lots 14, 15, and 22 through 25 where they border adjacent slopes. The walls shall be a minimum of 5 feet high and designed in accordance with the recommendations of the geotechnical exploration in regards to retaining walls. Walls may not be required if pad grading provides sufficient space via rear yard slopes or retaining walls. The final design of the walls or catchment area shall be reviewed by ENGEO when the detailed project plans are prepared. Proper access to the catchment areas shall be provided and all debris catchment walls or designated catchment areas shall be periodically maintained by removing and disposing of accumulated slope detritus.</p> <p>Mitigation Measure 4.4-3b: Debris catchment measures shall be constructed along Lots 5 and 25 which are located at the mouths of existing drainage courses. The catchment</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		<p>measures shall include a minimum 5-foot berm placed across the mouth of the drainage with clog-resistant surface drainage inlets provided. The final dimensions, placement, and design shall be determined in the detailed project plans.</p> <p>Mitigation Measure 4.4-3c: The final corrective grading plans shall show detailed locations of keyways, subdrains, debris benches, and subexcavation areas. The sequence of grading issues, such as placement of various cut materials in specific locations, should also be evaluated during review of the final 40-scale grading plans.</p> <p>Mitigation Measure 4.4-3d: The Geotechnical Engineer or qualified representative should be present during all phases of grading operations to observe demolition, site preparation, grading operations, and subdrain placement. After grading operations commence, geologic observations of cut areas should be made at frequent intervals so that revised geologic recommendations can be incorporated into updated grading plans as grading proceeds. During slope grading, all cut slopes should be viewed by the Engineering Geologist for adverse bedding, seepage, or bedrock conditions that may affect slope stability. In the event that adverse conditions are identified, overexcavation and reconstruction of the slopes may be required. Track rolling to compact slope faces is not sufficient. All fill slopes should be overbuilt at least two feet and cut back to design grades.</p> <p>Mitigation Measure 4.4-3e: Keyways equipped with a subsurface drainage system shall be constructed. Each keyway shall be keyed into firm natural materials unaffected by shrinkage cracks. The keyway shall be filled with materials derived from the Livermore Gravels compacted to 95 percent relative compaction for non-expansive materials and 90 percent relative compaction for expansive materials. The required depth of the keyways shall be determined in the field by the geotechnical engineer during grading. Fill above the keyways shall be benched into firm, competent soil or bedrock and drained as appropriate. Unless otherwise recommended by the Geotechnical Engineer, benches shall be constructed at vertical intervals of not less than five feet.</p> <p>Mitigation Measure 4.4-3f: Subsurface drainage systems should be installed in all key ways, swales or natural drainage areas, and landslide removal areas in accordance with the recommendations of the geotechnical exploration. Depending on the actual conditions encountered during grading, similar subsurface drainage facilities may be recommended within existing stock ponds, springs, low-lying areas, or at lots where wet conditions are encountered during excavation. In addition, new sources of seepage may be created by a combination of modified topography, future irrigation practices, and potential utility leakage. If discovered, these conditions should be brought to the attention of the Geotechnical Engineer so that remedial actions may be initiated, if necessary.</p> <p>Mitigation Measure 4.4-3g: Structural retaining walls shall be constructed in accordance with the recommendations of the geotechnical exploration and provided with drainage facilities to prevent the buildup of hydrostatic pressures behind the walls.</p> <p>Mitigation Measure 4.4-3h: Where steeper slopes greater than 3:1 are desired, supplemental slope stabilization measures such as geogrid enforcement and/or the use of</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.4-4: Expansive soils and bedrock materials are present within project boundaries and construction on expansive soil could cause foundation and other structural failures, particularly at lots traversed by a cut/fill transition.	Less than Significant with Mitigation	<p>select fill shall be employed. Drainage benches shall also be provided at a 30-foot minimum intervals, and construction shall follow the structural setbacks of the CBC. Accordingly, structures shall be: (1) set back from the top of the slope by a minimum of one-third of the slope height or a maximum of 40 feet; and (2) set back from the bottom of the slope by a minimum of one-half of the slope height or a maximum of 15 feet. Alternative setbacks may be addressed on a per lot and foundation design basis.</p> <p>Mitigation Measure 4.4-4: Cut lots shall be overexcavated 2 feet, scarified 12 inches, and recompact so as to provide a zone of at least 3 feet of reworked and compacted soil. Additionally, cut/fill transition lots should be overexcavated so as to provide a minimum of 3 feet of a uniform thickness of engineered fill within the entire foundation area. In addition, exposed soils shall be kept moist by watering for several days before placement of concrete.</p>
4.4-5: Compressible soils and non-engineered fills are present within project boundaries and construction on these soils could cause foundation and other structural failures.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-5: All existing non-engineered fill, vegetation, and soft or compressible soils and colluvium in existing canyons, creeks, stock ponds, drainages, and other areas to be graded shall be removed as necessary for project requirements. The depth of removal shall be determined by the geotechnical engineer in the field at the time of grading. Evaluation of unsuitable deposits shall be performed during grading by sampling and laboratory analysis.</p>
4.4-6: Fill placed during construction could settle following construction and cause structural damage.	Less than Significant with Mitigation	<p>Mitigation Measure 4.4-6a: The differential fill thickness across a lot should be less than 15 feet. Lots requiring local subexcavation of soil and replacement with engineered fill to achieve this limit should be identified on the final corrective action grading plan.</p> <p>Mitigation Measure 4.4-6b: Following clearing and stripping, all areas to receive fill, slabs-on-grade, or pavement should be scarified to a depth of at least 12 inches, moisture conditioned, and compacted to the requirements for engineered fill.</p> <p>Mitigation Measure 4.4-6c: Site soils and bedrock used for engineered fill shall have organic content of less than 3 percent. Rocks greater than 6-inches in size shall not be placed at depths greater than 10 feet from finished grade. Rocks greater than 18 inches in size should be broken down such that their maximum dimension is less than 12 to 18-inches, or placed in non-structural fills below slopes or under one of the proposed detention basins. Alternatively, these rocks could be used in landscaping and/or creek restoration projects.</p> <p>Mitigation Measure 4.4-6d: Engineered fills shall be compacted to the specifications stated in the geotechnical framework. Over compaction of expansive materials (with a plasticity index of greater than 12) should be avoided within the upper five feet of building areas. All fills shall be placed in lifts not exceeding 12 inches, or the depth of penetration of the compaction equipment used, whichever is less.</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<i>Hydrology and Water Quality</i>		
4.5-1: The proposed project could incrementally increase impervious surfaces and redirect surface water runoff that would otherwise recharge the underlying groundwater system, but would not lead to substantial groundwater depletion.	Less than Significant	None Required
4.5-2: The proposed project would involve grading that could cause erosion and associated sedimentation of surface water features, and a release of hazardous materials could occur during construction, potentially resulting in water quality degradation.	Less than Significant with Mitigation	Mitigation Measure 4.5-3: See Mitigation Measures 4.4-2a through 4.4-2c in Section 4.4, Geology, Soils, and Seismicity.
4.5-3: The proposed project would involve grading and construction of new impervious surfaces, but would not alter the existing drainage patterns in a manner that would increase erosion or flooding on or off-site.	Less than Significant	None Required
4.5-4: The proposed project would incrementally increase surface runoff from additional impervious surfaces and provide an additional source of polluted runoff, but would not exceed the capacity of the storm drain system.	Less than Significant with Mitigation	Mitigation Measure 4.5-4: The project sponsor, working with the Alameda Countywide Clean Water Program, shall implement a program to educate buyers about the potential water quality effects of stormwater pollution and effective measures to prevent the generation of stormwater pollutants from residential land uses. At a minimum, the program shall address stormwater pollutants such as hazardous materials commonly used in household applications; spilled oil, fuel, and other fluids such as antifreeze from vehicles; construction debris; landscape chemicals such as pesticides, herbicides, and copper-based algaecides; used packing materials; paint products; trash and litter; excess irrigation; and car washing. Educational materials developed under this program shall identify alternative products that are more environmentally friendly as well as methods to control stormwater pollutants at their source. The materials shall also be consistent with materials available from the Alameda Countywide Clean Water Program and shall be provided to the buyer at the time of purchase.
<i>Traffic and Circulation</i>		
4.6-1: During project construction, the project would result in temporary increases in traffic on local streets during non-peak periods.	Less than Significant	None Required
4.6-2: The project would result in long-term traffic increases at local intersections and incrementally degrade level of service operation at these intersections.	Less than Significant with Mitigation	Mitigation Measure 4.6-2 (applies to all alternative access scenarios): The project's impact on study intersections would be mitigated by the payment of traffic impact fees, which is proposed by the project

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		applicant. The need to signalize the Sunol Boulevard/I-680 Northbound Ramp and Sunol Boulevard/I-680 Southbound Ramp intersections have been identified in the City's General Plan as future planned improvements to which the project would contribute through the payment of traffic impact fees. With signalization, these intersections would operate at acceptable service levels, reducing this impact to a less-than-significant level.
4.6-3: The project would result in long-term traffic increases on local neighborhood streets providing site access.	Less than Significant	None Required
4.6-4: Project development would not significantly increase traffic safety in the project vicinity.	Less than Significant	None Required
4.6-5: The project would extend the existing Lund Ranch Road cul-de-sac by an additional 1,600 feet, but would not adversely affect emergency access to the site or site vicinity.	Less than Significant	None Required
4.6-6: The project would not substantially affect regional transit facilities, or local pedestrian and bicycle facilities, and proposed trail connections would improve pedestrian access	Less than Significant; Beneficial	None Required
4.6-7: The project would contribute to cumulative degradation of service level operation on local streets and at study intersections, but the project's contribution would be less than cumulatively considerable.	Less than Significant	None Required
<i>Noise</i>		
4.7-1: Project construction would result in temporary short-term noise increases due to the operation of heavy equipment and expose people to noise levels in excess of standards established by the City of Pleasanton Noise Ordinance.	Less than Significant with Mitigation	<p>Mitigation Measure 4.7-1: Project contractors will be required to comply with Pleasanton Municipal Code (Section 9.04.100), which would restrict noise generation by construction to the hours of 8:00 a.m. and 8:00 p.m. on Mondays through Saturdays. All construction equipment shall generate noise levels no greater than 83 dBA (Leq) at 25 feet. Feasible noise controls that could be implemented to reduce equipment noise levels include the following:</p> <ul style="list-style-type: none"> ▪ Implement best available noise control techniques such as mufflers, intake silencers, ducts, engine enclosures, acoustically attenuating shields or shrouds. ▪ Equipment used for project construction shall be hydraulically- or electrically-powered impact tools (e.g., jackhammers, pavement breakers, and rock drills) wherever possible to avoid noise associated with compressed air exhaust from

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>4.7-2: Project construction would increase construction-related traffic on local streets for the duration of project construction.</p>	<p>Less than Significant with Mitigation</p>	<p>pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler should lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible, and this should achieve a reduction of 5 dBA. Quieter procedures such as drilling rather than impact equipment shall be used whenever feasible.</p> <ul style="list-style-type: none"> ▪ Stationary noise sources shall be located as far from residential receptors as possible. If they must be located near residential receptors, they should be adequately muffled and enclosed within temporary sheds. ▪ Limit continuous operation of heavy equipment near sensitive receptors. ▪ The name and phone number of the designated project liaison shall be posted at the project site boundary so that the public can contact the liaison if noise disturbance occurs. This liaison shall immediately take steps to resolve any complaints received, including modifying construction practices as necessary to address the noise complaint. <p>Mitigation Measure 4.7-2: To minimize the number of residents exposed to temporary increases in truck traffic noise, construction-related trucks shall be required to use Independence Drive to Bernal Avenue to access Sunol Boulevard and the I-680 freeway. In addition, haul and delivery truck operations shall be limited to the daytime weekday hours (7:00 a.m. to 7:00 p.m.) to minimize noise disturbance.</p>
<p>4.7-3: Construction activities would not result in excessive groundborne vibration at the closest adjacent residences.</p>	<p>Less than Significant</p>	<p>None Required</p>
<p>4.7-4: Operation of proposed residences would result in noise increases from residential activities on-site as well as project-related traffic increases on local residential streets.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.7-4: The City shall require the project applicant to reduce the project's estimated 5.6 dBA increase on Lund Ranch Road to 4 dBA or less. Such a reduction could be achieved by either: (a) reducing the number of residential units to 29 in order to sufficiently reduce noise generated by project-related traffic volumes; or (b) requiring resurfacing Lund Ranch Road (Independence Drive to project site boundary) and Independence Drive (from Lund Ranch Road to Hopkins Way) with rubberized asphalt to be installed, at discretion of the City Engineer, prior to project completion.</p>
<p>4.7-5: The proposed residences would be located in a noise environment that is normally acceptable for residential uses.</p>	<p>Less than Significant</p>	<p>None Required</p>
<p>4.7-6: The project's contribution of construction-related and operational traffic noise increases on the local street network would not be cumulatively considerable since traffic generated by approved and pending projects would not affect the same local street network.</p>	<p>Less than Significant</p>	<p>None Required</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<i>Air Quality</i>		
<p>4.8-1: Construction activities associated with proposed construction would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.8-1: To limit the project's construction-related dust and criteria pollutant emissions, the following BAAQMD-recommended Basic Construction Mitigation Measures shall be included in the contractor specifications for the proposed project:</p> <ul style="list-style-type: none"> a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. All vehicle speeds on unpaved roads shall be limited to 15 mph. e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. h. A publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints shall be posted at the site. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable <i>regulations</i>. <p>Mitigation Measure 4.8-2 (applies to all alternative access scenarios): To reduce the project's construction-related NO_x emissions, the following provisions shall be included in the contractor specifications for the proposed project:</p> <ul style="list-style-type: none"> a. To reduce NO_x during construction, all excavators, dozers, scrapers, tractors, loaders, and backhoes used for project construction shall be equipped with Tier 3-rated engines. Alternatively, the number of pieces of diesel-powered equipment operating simultaneously could be limited in order to achieve the same level of NO_x reduction. b. All contractors shall use equipment that meets the CARB's most recent certification standard for off-road heavy-duty diesel engines for a given model year engine.
<p>4.8-2: Project construction would not expose sensitive receptors to substantial pollutant concentrations.</p>	<p>Less than Significant</p>	<p>None Required</p>
<p>4.8-3: Construction of the proposed project would have the</p>	<p>Less than Significant</p>	<p>None Required</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
potential to generate odors.		
4.8-4: Project operations would not violate air quality standards or contribute substantially to an existing air quality violation.	Less than Significant	None Required
4.8-5: Project operations would not expose sensitive receptors to substantial pollutant concentrations.	No Impact	None Required
4.8-6: Project operations would not create objectionable odors affecting a substantial number of people.	No Impact	None Required
4.8-7: Implementation of the proposed project would not conflict with or obstruct implementation of the 2010 Clean Air Plan.	Less than Significant	None Required
4.8-8: The project would contribute to cumulative increases in criteria pollutants during project construction and operation.	Less than Significant	None Required
Greenhouse Gas Emissions		
4.9-1: Project construction would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.	Less than Significant	None Required
4.9-2: Project operations would generate GHG emissions, but not at levels that would result in a significant impact on the environment.	Less than Significant	None Required
4.9-3: Project operations would not conflict with any plan, policy, or regulation adopted for the purpose of reducing GHG emissions.	Less than Significant	None Required
4.9-4: The proposed project would not result in a cumulatively considerable contribution to GHG emissions.	Less than Significant	None Required
Cultural Resources		
4.10-1: Construction activities proposed by the proposed project could disturb unknown subsurface cultural resources.	Less than Significant with Mitigation	Mitigation Measure 4.10-1: The following mitigation measures shall be required to reduce potential cultural resources impacts to a less-than-significant level:

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.10-2: The project proposes to remove the entire ranch complex and most of the vegetation associated with it.	Less than Significant with Mitigation	<p>a. A program of archaeological monitoring should be undertaken for all construction related earthmoving activities in the vicinity of the ranch complex and within 100 feet of the drainage as it exits the compound and flows west out of the Lund Ranch project area. The duration of the monitoring program should be determined by the project archaeologist in conjunction with the project sponsor and the Pleasanton Planning Department. In the event of any discovery, work should be stopped within 50 feet of any discovery until a proposal for the evaluation of the resource as required by CEQA guidelines has been submitted to the lead agency for approval. If evaluation of the resource through a program of hand excavation demonstrates that the resource is eligible for inclusion on the California Register of Historic Resources, a proposal for mitigation of impacts to the resource should be submitted to the lead agency for approval before work is allowed to recommence in the area of recorded archaeological deposit.</p> <p>In the event that historic archaeological deposits are uncovered during site monitoring, work should be halted within 20 feet of any discovery until the deposit has been evaluated for potential significance through a program of hand excavation if necessary. If it is determined that the deposit qualifies for inclusion on the California Register, a plan for mitigation of impacts to the resource should be submitted to the lead agency for approval before any actual mitigation efforts are undertaken prior to the continuation of grading operations. Mitigation can include the recording in situ and/or removal of additional historical materials by an archaeological team for later analysis combined with continued monitoring of earthmoving activities in the vicinity of any discovery.</p> <p>Mitigation Measure 4.10-2: The following mitigation measures shall be under-taken prior to the issuance of a demolition permit for the ranch complex: Historical site records shall be prepared which include the description of all existing elements of the ranch complex along with photo documentation of them, including: (1) all structures and/or remains of structures mentioned in the 1990 and 1999 report and others; (2) the Quonset hut located up creek from the main house; (3) all other historical features mentioned in the 1990, 1999, and 2003 reports, such as the landscaping elements, piles of historic debris, and the variety of vehicles now abandoned there.</p> <p>Some materials and/or items, such as the horse drawn wagon, may be of interest to local historical societies or groups. An attempt should be made to consult with organizations who may have an interest in materials for re-</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		use before they are cleared from the construction site.
<i>Public Services</i>		
4.11-1: Construction of a residential development on the project site would require police protection services for future residents, visitors, and property improvements.	Less than Significant	None Required
4.11-2: Construction of a residential development on the project site would require fire protection services for future residents, visitors, and property improvements.	Less than Significant	None Required
4.11-3: The proposed residential project would generate new students and contribute to the cumulative increase in demand for educational services within the service area of the Pleasanton Unified School District.	Less than Significant	None Required
4.11-4: The proposed project would generate new residents and contribute to the increase in demand for recreational services within the city.	Less than Significant	None Required
4.11-5: The proposed project would generate new residents and contribute to the cumulative increase in demand for public safety and recreational services within the city.	Less than Significant	None Required
<i>Hazards and Hazardous Materials</i>		
4.12-1: The proposed project would result in increased generation of household hazardous wastes that could cause human health and environmental effects if improperly disposed.	Less than Significant with Mitigation	Mitigation Measure 4.12-1: The project sponsor, working with the City of Pleasanton and Alameda County Household Hazardous Waste Program, shall implement a Buyer Education Program for Household Hazardous Waste, developing materials to educate buyers about the identification of household hazardous wastes, appropriate disposal methods, and available drop off facilities. At a minimum, the materials shall provide a list of example household hazardous wastes, discuss the environmental impacts of improper disposal, and provide a list of available drop off facilities. The educational materials shall be provided to the buyer at the time of purchase.
4.12-2: Excavation for the proposed project could potentially encounter previously identified soil contamination, potentially	Less than Significant with Mitigation	Mitigation Measure 4.12-2: Contingency Plan. The project sponsor shall require the construction contractor(s) to observe for previously

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
<p>exposing workers and the public to hazardous materials, or resulting in a release to the environment during construction.</p>		<p>unidentified hazardous materials and have a contingency plan for sampling and analysis of potential hazardous materials in soil. If any hazardous materials are identified, the contractor(s) shall be required to prepare a Health and Safety Plan, conduct sampling to assess the chemicals present, and identify appropriate disposal methods. Evidence of potential contamination includes soil discoloration, suspicious odors, the presence of USTs, or the presence of buried building materials. The project sponsor shall also be required to notify the regulatory agencies if the concentration of any chemical exceeds its respective screening level. The assigned lead agency shall oversee all aspects of the site investigation and remedial action and determine the adequacy of the site investigation and remediation activities at the site.</p>
<p>4.12-3: Demolition of the existing ranch structures at the project site could potentially expose workers and the public to hazardous building materials including asbestos-containing materials, lead-based paint, PCBs, DEHP, and mercury, or result in a release of these materials to the environment during construction.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.12-3: Prior to demolition of the on-site buildings, the project sponsor shall ensure that a Hazardous Building Materials Survey is completed by a Registered Environmental Assessor or a registered engineer to confirm the absence or presence of asbestos-containing materials and lead-based paint in structures to be demolished. This survey shall be completed prior to any demolition activities associated with the project. Adequate abatement practices, such as containment and/or removal for all asbestos-containing materials and lead-based paint, shall be implemented in accordance with applicable laws prior to demolition. Any PCB-containing equipment, fluorescent light tubes containing mercury vapors, and fluorescent light ballasts containing DEHP shall also be removed and legally disposed of.</p>
<p>4.12-4: Project construction activities would result in a temporary increase in fire risks at the site.</p>	<p>Less than Significant with Mitigation</p>	<p>Mitigation Measure 4.12-4a: During periods of high fire danger or during red flag conditions, operation of equipment with small motors for vegetation/landscape maintenance shall be prohibited. All mechanical equipment shall have approved spark arrestors and comply with California Public Resources Code (PRC) Sections 4431, 4435, 4442 and 4437 to limit potential for ignition of incidental fires.</p> <p>Mitigation Measure 4.12-4b: Comply with the WUIP, which requires that vegetation be managed, that hydrants be operational, and that an approved Fire Prevention Plan be completed prior to construction. The Fire Prevention Plan requires on-site fire suppression resources to include shovel, water pump, fire extinguisher, and two-way radio or communications for fire reporting.</p>

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
4.12-5: Development and occupation of project homes and maintenance of the project's open space areas would increase fire risks at the project site.	Less than Significant with Mitigation	<p>Mitigation Measure 4.12-5a: During periods of high fire danger or during red flag conditions, operation of equipment with small motors for vegetation/landscape maintenance shall be prohibited. All mechanical equipment shall have approved spark arrestors and comply with California Public Resources Code (PRC) Sections 4431, 4435, 4442 and 4437 to limit potential for ignition of incidental fires.</p> <p>Mitigation Measure 4.12-5b: The project sponsor shall prepare a Fire Safety Awareness Program to address fire safe behaviors and fuel management. The project would include the disclosure of the Program's requirements as part of the CC&Rs for the project development. Alternatively, in consultation with the City, the proposed project could include the formation of an Open Space Maintenance District to ensure the implementation of routine maintenance measures for fire protection purposes.</p> <p>Mitigation Measure 4.12-5c: The project sponsor shall incorporate design measures and implement fuel management measures listed in the Wildland Urban Interface Plan (WUIP is included as Appendix E). Vegetation management measures included in this Plan shall continue to be implemented according to the CC&Rs for the proposed residences, and/or an Open Space Maintenance District. This Plan presents measures to: make structures less ignition-prone; make vegetation burn with less intensity; educate and prepare residents regarding wildland fire; properly manage fuels on private lots and in the periphery of the open space; and ensure that fuel management inspections are conducted annually. The City shall review and update the WUIP every five years to ensure that it reflects any updates to the City's Fire and Building Codes.</p>
<i>Energy Conservation</i>		
4.14-1: Demolition of existing buildings and construction of the new residential uses would not encourage activities that use fuel, water, or energy in a wasteful, inefficient, or unnecessary manner.	Less than Significant with Mitigation	Mitigation Measure 4.14-1: See Mitigation Measure 4.8-1 in Section 4.8, Air Quality.
4.14-2: Operation of residences would not encourage activities that use fuel, water, or energy in a wasteful, inefficient, or unnecessary manner.	Less than Significant with Mitigation	Mitigation Measure 4.14-2: Prior to issuance of any Grading or Demolition Permit, the City Engineer and the Chief Building Official shall confirm that the

TABLE 2-1 (CONTINUED)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Potential Impact	Impact Significance	Mitigation Measure
		<p>building plans and specifications incorporate the following features:</p> <ul style="list-style-type: none"> a. Roofs that are strong enough and have roof truss spacing to hold photovoltaic panels, where feasible and cost effective, in compliance with Program 7.5 of the Energy Element of the Pleasanton General Plan 2005 - 2025. b. Solar water heating and/or photovoltaic-ready roofs in new construction, i.e., roofs with wiring installed for a roof-mounted photovoltaic system, where feasible, in compliance with Program 7.5 of the Energy Element of the <i>Pleasanton General Plan 2005 - 2025</i>.

- **Economic Effects:** This refers to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as the Multiplier Effect. A “multiplier” is an economic term used to describe inter-relationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the on-site employment and population growth of each project is not the complete picture of growth caused by the project.

With proposed addition of 50 residential units, the proposed project would contribute to growth in the local population. The proposed 50-unit project would increase the city’s population by approximately 142 residents. This added population would represent 0.2% of the city’s General Plan buildout population for 2025. Since development of 50 units on this site is included in the General Plan and accounted for in the General Plan Buildout population, the project would be part of the city’s planned growth and not considered to be growth-inducing.

The project would, however, extend Lund Ranch Road and utilities onto the site. Road and infrastructure improvements would not extend to any undeveloped properties and thereby, not induce new development. The proposed residential and open space uses occur within the boundary of lands designated for urban development by the General Plan and since the Urban Growth Boundary is located the project’s southern and eastern boundary, proposed development of this site would not facilitate additional future growth in this area. In addition, the proposed development of 50 residential units would be subject to the City’s Growth Management Ordinance and this ordinance would ensure that growth within the city occurs at a predictable rate.

CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 require the analysis of cumulative impacts that may be associated with the proposed project when they are significant. According to CEQA Guidelines Section 15355, “Cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Project-specific impacts which are considered individually minor may be significant when combined with the environmental effects of other projects; significant cumulative impacts must be addressed, but not necessarily in “as great detail” as the discussion of project-related impacts.

The CEQA Guidelines provide that a lead agency may describe the cumulative environment by either a listing of pending, proposed, or reasonably anticipated projects, or a summary of projections contained in an adopted general plan or a related planning document that describes area-wide or regional cumulative conditions. This analysis follows the former, list method. Projects located within the project area and within the City of Pleasanton that have been approved but not yet constructed or constructed but not yet fully occupied are listed and located in Appendix F.

No cumulative increases in construction-related on-site noise is expected to occur since none of the approved or pending projects (see list and map of projects in Appendix F) is located in the immediate project vicinity nor would they be served by the same access roads as project-related construction traffic. Therefore, the potential cumulative impacts that could result from development of the proposed project in conjunction with other projects identified in Appendix F would relate to traffic increases on local roadways, associated increases in traffic noise and air pollutant emissions, increases in greenhouse gas (GHG) emissions, and increased demand on public services.

The geographic scope of the cumulative analysis varies by resource area. For the cumulative traffic assessment, the geographic scope of the cumulative analysis is limited to the local roadways within the City because of the small size of the project (i.e., traffic increases on regional roadways from a project of this size would not be cumulatively considerable). The geographic scope of the cumulative air quality analysis is regional (San Francisco Bay Area Air Basin), while the geographic scope of the cumulative noise impact analysis is more localized and limited to the area in the vicinity of the project site or haul/delivery routes. For the evaluation of cumulative impacts on public services, the geographic scope is the city boundary. On the other hand, the geographic scope for GHG emissions is global.

Project implementation in conjunction with implementation of the cumulative projects listed and mapped in Appendix F would contribute to cumulative increases in traffic on local roadways, associated increases in noise, air pollutant, and GHG emissions, and increased demand on public services. Cumulative impacts are evaluated under Impacts 4.6-7 (traffic), 4.7-6 (noise), 4.8-8 (air quality), 4.9-4 (GHG emissions), and 4.11-5 (public services). These impact discussions indicate that the project's contribution to identified cumulative impacts would not be cumulatively considerable, which is a less-than-significant cumulative impact. Traffic generated by the proposed project would contribute to cumulative degradation of service level operation on local streets and at study intersections, but the project's contribution was determined to be less than cumulatively considerable. The project's contribution of construction-related and operational traffic noise increases on the local street network was also determined to be less than cumulatively considerable since traffic generated by approved and pending projects would not affect the same local street network. The project would contribute to cumulative increases in criteria pollutants during project construction and operation, but these contributions were determined to not be cumulatively considerable. In addition, there are no other approved or pending projects located within 1,000 feet of the project site that would be under construction at the same time as the proposed project, and therefore, cumulative health risks would only consist of the project's contributions, which were determined to be less than significant. Therefore, the project's contribution to cumulative risk and hazard impacts would not be cumulatively considerable, a less-than-significant impact.

ALTERNATIVES

This EIR considered nine alternatives: (1) No Project Alternative and (2) Modified Access Alternative, consisting of seven alternative access designs for the proposed project site. A Mitigated Project Alternative was included as part of the comparative analysis for alternatives presented in Table 5-3 of

Chapter 5 in this DEIR. The Alternate Location Alternative was reviewed on a preliminary basis and then rejected when it was determined to be infeasible because an alternate location in this area would unlikely be able to meet the majority of the project objectives since these lands are: 1) less accessible than the project site; 2) subject to the same hillside slope and ridgeline protection requirements as the proposed project; 3) outside of the Urban Growth Boundary; and 4) expected to have potential environmental impacts that would be similar to or greater than those resulting from the proposed project. Therefore, this project alternative was rejected from further analysis. The seven access alternatives were evaluated in Section 5.5 in detail and impacts associated with each of these alternatives are compared to the impacts of the proposed project in Table 5-3. In summary, some the impacts under these alternatives would be less than the proposed project while others would be greater, and all of these alternatives would meet some of key project objectives to a certain extent.

No Project Alternative. Under the No Project Alternative, the proposed project would not be developed and the environmental impacts identified in this report (summarized above) would be avoided. The existing agricultural uses would continue in operation in the same current manner. However, since the project site is located contiguous to existing urbanized areas and roads terminate at the project site, it is likely that future proposals will be made for development of the 195-acre project site. As discussed in Chapter 4.1, Land Use, Plans, and Policies, the General Plan land use designations for the project would facilitate future development proposals consistent with the General Plan and zoning designations for the Lund Ranch property. Therefore, it is anticipated that development proposals will be made in the future for the project site, and these proposals would likely reflect uses and densities allowed by the then-current General Plan. It should be noted that any future development proposals for the project site would be subject to the provisions of the City's Measures PP and QQ.

The No Project Alternative would preclude the addition of 550 weekday daily and 45 to 56 peak hour vehicle trips generated by the residential uses on the project site. In addition, potential noise and air quality impacts associated with the new traffic volumes as well as temporary construction-related traffic increases would be avoided. The project's potential impacts from grading and excavation would be precluded, as would the identified geotechnical effects. The oak woodland/savanna vegetation would continue to support wildlife habitat and seasonal wetlands would remain intact. Impervious surfaces on the project site would remain at present levels of coverage and no new storm runoff would occur from planned residences, roadways, and associated hardscape.

This alternative would also prevent other potential increases in construction-related noise and air quality impacts from operation of construction equipment on-site, as well as operational increases in noise, air pollutants, and GHG emissions from increases in residential activities and energy demands. Depending upon the condition of the project site's structures, demolition of site buildings would not be necessary and the potential for release of hazardous materials would not occur. In addition, the continued limitation of human activity on the site would constrain the site's exposure to sources for potential wildfire hazards. Without extensive excavation and grading, the potential for uncovering buried cultural resources would also be negligible.

This alternative would not physically alter existing conditions at the site and, therefore, the No Project Alternative is the Environmentally Superior Alternative. However, the No Project Alternative would meet none of the project applicant's objectives. Furthermore, the evaluation of the No Project Alternative would need to consider the future use of the project site absent the project development as currently proposed.

Given the history of the project site, it is reasonable to foresee that proceeding with the No Project Alternative for the project site, in conjunction with a continued diminishing supply of undeveloped land within the City of Pleasanton, would result in future proposal(s) for residential development on the project site. Assuming that the current General Plan Land Use Designation and zoning for the property remains in effect, future low-density, single-family residential development could be anticipated at the Lund Ranch property. Future potential development proposals would be limited to the current site areas proposed for residential use. Depending upon acceptable access plans for the site, future residential development proposals for the site would most likely attempt to maximize the number of single-family lots to be constructed within the developable portion of the site. Consequently, future residential development proposals for the project site would require planning and construction activities similar to those occurring for the proposed project. The potential environmental effects of any future residential development proposed for the project site would be similar in nature to those of the proposed project; however, the extent of these environmental effects may be less than those identified for the proposed project, contingent upon the specific residential development design proposed at a future time.

Modified Access Alternative. The Modified Access Alternative was formulated to address the extensive neighborhood concerns regarding perceived traffic issues for residents of the Sycamore Heights, Bridle Creek, Ventana Hills, Bonde Ranch, and Junipero Street area neighborhoods. In addition, this Alternative examines potential access configurations that may be required as a result of past agreements between residents and developers of neighborhoods adjoining the Lund Ranch project site.

As discussed above, the purpose of developing alternatives to the proposed project is to determine whether one or more alternatives would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Upon consideration of the expressed concerns of the community, it was determined that a Modified Access Alternative should examine a range of potential access configurations which could achieve the CEQA-mandated avoidance and/or reduction of potentially significant impacts that have been identified for the proposed project. Alternatives under consideration should also meet most of the project objectives, although some objectives may not be entirely met.

The Modified Access Alternative consists of eight scenarios that include the proposed project's extension of Lund Ranch Road onto the subject property. Since Chapter 4 of this EIR provides a detailed evaluation of the impacts associated with the first scenario, this Modified Access Alternative examines the remaining seven alternative access configurations for the project site (Scenarios 2 through 8). The seven alternative access scenarios are shown in Figure 5-1 and described as follows:

- Scenario 2 - Lund Ranch Road + Middleton Place (no connection to Livingston Way);
- Scenario 3 - Lund Ranch Road + Sunset Creek Lane;
- Scenario 4 - Lund Ranch Road + Middleton Place (no connection to Livingston Way) + Sunset Creek Lane;
- Scenario 5 - Lund Ranch Road + Middleton Place (no connection to Livingston Way) + Sunset Creek Lane + Sycamore Creek Way;
- Scenario 6 - Middleton Place (no connection to Livingston Way) + Sunset Creek Lane (no connection to Lund Ranch Road);
- Scenario 7 - Middleton Place (no connection to Livingston Way) + Sycamore Creek Way (no connection to Lund Ranch Road); and
- Scenario 8 - Middleton Place (no connection to Livingston Way) + Sunset Creek Lane + Sycamore Creek Way (no connection to Lund Ranch Road).

As indicated in Figure 5-1, Scenarios 2 through 5 would involve access to the Lund Ranch project site from Lund Ranch Road as well as one or more accesses from Middleton Place, Sunset Creek Lane, and/or Sycamore Creek Way, all of which terminate at or near the property's boundaries. Scenarios 6 through 8 would entail connections from Middleton Place to either or both Sunset Creek Lane and Sycamore Creek Way.

Mitigated Project Alternative. This alternative would consist of the proposed project, but with all mitigation measures specified in this EIR incorporated into project plans. With inclusion of all specified mitigation measures, all impacts under this alternative would be less than significant. Since all identified impacts would be mitigated to less than significant, the impacts under this alternative would be less than the proposed project, as indicated in Table 5-3. Incorporation of all mitigation measures would not change the proposed project. Therefore, this alternative would meet all of the project objectives. Under this alternative, all identified impacts under the project would be substantially reduced by specified mitigation measures and therefore, all impacts would be less than significant.

Environmentally Superior Alternative. An EIR is required to identify the Environmentally Superior Alternative from a range of reasonable and feasible alternatives evaluated in the EIR [Section 15126.6 (e) (2)]. If the Environmentally Superior Alternative is the "No Project" Alternative, the EIR shall also identify an Environmentally Superior Alternative among the other alternatives. The Environmentally Superior Alternative would be the alternative that results in fewer environmental impacts.

The preceding discussion compares the impacts of these alternatives with the proposed project. Table 5-3 summarizes the impacts that would occur under the proposed project, and also indicates the relative differences in these impacts under each alternative scenario and applicability of mitigation measures

included in Chapter 4 to each alternative scenario. Table 5-3 also includes a comparison of the alternative access scenarios' potential impacts vis-à-vis the Mitigated Project.

The No Project Alternative would avoid demolition/construction-related impacts associated with the proposed project and, as a result, would be the Environmentally Superior Alternative. As indicated above, the EIR must also identify an environmentally superior alternative among the other alternatives. A comparative evaluation of the Alternative Access Scenarios indicates, overall, that these would result in greater impacts than the proposed project without mitigation. The principal reasons for the higher level of potential impacts from the Alternative Access Scenarios involves: 1) additional and more extensive biological impacts associated with crossing a creek; 2) the geological and soils impacts related to grading for roadway construction on hillside slopes exceeding 25% on the southern portion of the project site; and 3) the introduction of increased traffic noise to neighborhoods adjoining the project site. However, all of the mitigation measures specified in this EIR would have to be required under the proposed project or the Alternative Access Scenarios, while the Mitigated Project Alternative already includes all of the EIR mitigation measures.

The Alternative Access Scenarios would reduce or increase the extent and levels of environmental effects depending on the specific resource under consideration for each individual alternative. As an example, Alternative Access Scenarios 5 (Middleton Place, Sunset Creek Lane, Sycamore Creek Way, and Lund Ranch Road) and 7 (Middleton Place and Sycamore Creek Way) would not result in increased traffic noise effects for the neighborhoods connecting through the proposed Lund Ranch property. However, due to the required creek crossing and road construction, these alternatives would have biological and geological/soils impacts that would be greater than those from the proposed project. Similar conclusions would pertain to all of the other Alternative Access Scenarios considered in this review.

With respect to the selection of the Environmentally Superior Alternative, one of the Alternative Access Scenarios, Alternative Access Scenario 2 (Lund Ranch Road and Middleton Place), would have only slightly greater environmental effects than the Mitigated Project. This alternative would have increased biological and traffic noise impacts relative to the Mitigated Project, but no potential geological/soils or biological impacts associated with road grading or crossing the creek in the southern part of the project site, as with the other Alternative Access Scenarios. As indicated in Table 5-3, the Mitigated Project would have the least environmental effects from project development and would therefore be the Environmentally Superior Alternative that meets all of the Project Objectives.

AREAS OF CONTROVERSY

Section 15123(b) of the CEQA Guidelines requires the EIR Summary to identify areas of controversy known to the Lead Agency and issues to be resolved. The public noticing process was used to inform the public and public agencies regarding the plans for the proposed residential development. A Notice of

Preparation (NOP) for the EIR was prepared and issued on May 1, 2012 and the 30-day comment period extended from May 1, 2012 to June 1, 2012. One letter response was received from the Alameda County Transportation Commission stating that the Commission had no comments and that the project was exempt from Land Use Analysis Program of the County's Congestion Management Program due to the project's generation of less than 100 P.M. peak hour trips above existing conditions. No other comments, either from public agencies or the general public, were received concerning specific issues that would need to be addressed in the EIR.

ISSUES TO BE RESOLVED

This EIR addresses the impacts of the proposed project. Specific activities that were evaluated in this EIR include proposed removal of existing on-site facilities and future road, infrastructure, and residential lot development. The impact assessment in this EIR is based on the project design presented in Chapters 3 and 4 of this EIR. One of the Project Objectives is to implement a project design that complies with the provisions of Measure PP, preserving the hillsides and ridgelines of the community. As indicated in the discussion of Chapter 4.1, Land Use, Plans, and Policies, the proposed residences would be required to be situated a minimum of 100 vertical feet below the ridgelines to comply with ridgeline protection measures. This requirement will most likely require the lowering of pad elevations or the elimination of up to five proposed lots. The feasibility of one or both of these approaches in some combination is yet to be determined.

THE CITY OF




PLEASANTON.

MEMORANDUM

Date: July 14, 2014

To: To All Interested Parties

From: Marion Pavan, Associate Planner 

Subject: PUD-25, Lund Ranch II, Revised and Recirculated Draft Environmental Impact Report (EIR).

Attached is a copy of the revised Notice of Completion and a copy of the Revised Draft Environmental Impact Report (Revised Draft EIR) for the proposed 50-lot development of the Lund Ranch property at 1500 Lund Ranch Road for recirculation (CEQA Section 15088.5). The Revised Draft EIR includes material that was inadvertently omitted from the previous Draft EIR (dated June 2014) including:

- Text expanded pertaining to Measures PP and QQ found on pages 4.1-9 through 4.1-16;
- Table 5-3 found on pages 5-37 through 5-63 (omitted from electronic copies only); and,
- Appendix G (Measure PP Full Text, Ballot Arguments, and City Attorney Impartial Analysis; Measure QQ Full Text).

Title changed to Revised Draft Environmental Impact Report and date changed to July 2014. No other changes have been made to the Revised Draft EIR. The comment period on the Revised Draft EIR will close on September 1, 2014.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2003092021

Project Title: PUD-25, Lund Ranch II (1500 Lund Ranch Road)
Lead Agency: Planning Division, Community Development, Pleasanton
Contact Person: Marion Pavan
Mailing Address: P.O. Box 520 (200 Old Bernal Avenue)
Phone: (925) 931-5610
City: Pleasanton, CA Zip: 94566 County: Alameda County

Project Location: County: Alameda County City/Nearest Community: Pleasanton
Cross Streets: Lund Ranch Road, Independence Drive, Junipero Street, Bernal Avenue Zip Code: 94566
Longitude/Latitude (degrees, minutes and seconds):
Assessor's Parcel No.: 948-0015-001-03 & 04 Section: Twp.: Range: Base:
Within 2 Miles: State Hwy #: I-680 Waterways:
Airports: Railways: Union Pacific Railroad Schools: Pleasanton Unified

Document Type:

CEQA: [] NOP [x] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other: FONSI

Local Action Type:

[] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [x] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [] Other:

Development Type:

[x] Residential: Units 50 Acres 194.8
[] Office: Sq.ft. Acres Employees
[] Commercial: Sq.ft. Acres Employees
[] Industrial: Sq.ft. Acres Employees
[] Educational:
[] Recreational:
[] Water Facilities: Type MGD
[] Transportation: Type
[] Mining: Mineral
[] Power: Type MW
[] Waste Treatment: Type MGD
[] Hazardous Waste: Type
[] Other:

Project Issues Discussed in Document:

[x] Aesthetic/Visual [] Fiscal [x] Recreation/Parks [x] Vegetation
[x] Agricultural Land [x] Flood Plain/Flooding [] Schools/Universities [x] Water Quality
[x] Air Quality [x] Forest Land/Fire Hazard [] Septic Systems [x] Water Supply/Groundwater
[x] Archeological/Historical [x] Geologic/Seismic [x] Sewer Capacity [x] Wetland/Riparian
[x] Biological Resources [] Minerals [x] Soil Erosion/Compaction/Grading [] Growth Inducement
[] Coastal Zone [x] Noise [] Solid Waste [x] Land Use
[x] Drainage/Absorption [x] Population/Housing Balance [x] Toxic/Hazardous [x] Cumulative Effects
[] Economic/Jobs [x] Public Services/Facilities [x] Traffic/Circulation [x] Other: Grnhs. Gas, Energy

Present Land Use/Zoning/General Plan Designation:

Rural Density Residential, Low Density Residential, Medium Density Residential, Public Health and Safety (Wildlands Overlay)

Project Description: (please use a separate page if necessary)

Revised and recirculated Draft Environmental Impact Report (EIR) for a development consisting of 50 single-family detached homes on approximately 18.9 acres with the remaining 172.1 acres dedicated to the City of Pleasanton as permanent open space and recreational trails. The Revised Draft EIR includes material that was inadvertently omitted from the previous Draft EIR: 1) text added pertaining to City Measures PP and QQ on pp. 4.1-9 through 4.1-16, 2) Table 5-3 found on pp. 5-17 through 5-63, and 3) Appendix G.

Current Zoning: PUD-LDR/OS (Planned Unit Development - Low Density Residential/Open Space)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X". If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board | <input checked="" type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input checked="" type="checkbox"/> Parks & Recreation, Department of |
| <input checked="" type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District # <u>4</u> | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # <u>2</u> |
| <input type="checkbox"/> Caltrans Planning | <input checked="" type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input checked="" type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>3</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | Other: _____ |
| <input type="checkbox"/> Health Services, Department of | Other: _____ |
| <input checked="" type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date July 15, 2014 Ending Date September 1, 2014

Lead Agency (Complete if applicable):

Consulting Firm: <u>Geier & Geier Consulting, Inc.</u>	Applicant: <u>Greenbriar Homes Communities</u>
Address: <u>P.O. Box 5054</u>	Address: <u>43160 Osgood Road</u>
City/State/Zip: <u>Berkeley, CA 94705-5054</u>	City/State/Zip: <u>Fremont, CA 94539</u>
Contact: <u>Fritz Geier</u>	Phone: <u>(916) 508-9802</u>
Phone: <u>(510) 644-2534</u>	

Signature of Lead Agency Representative: *[Signature]* Date: 07/14/2011

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

- 13) "F" Street between "K" and "G" Courts shall be designed as a permanent Emergency Vehicle Access (EVA), designed and constructed to the satisfaction of the Planning Director, City Engineer, and Fire Marshal.

Prior to final map recordation the applicant shall use his best effort to obtain right-of-way through the Lund property for a two-way, interim public street from "G" Court to Lund Ranch Road. If right-of-way is secured, and if the neighboring Ventana Hills neighbors do not object, then "F" Street between "K" and "G" Courts will be built as an EVA. Otherwise, this portion of "F" Street will be constructed as a 28' wide interim public street. In this event, the applicant shall post a bond with the City sufficient to cover the costs of returning the interim "F" Street connection to an EVA at the time that "G" Court is connected to the street system serving the Lund Ranch property. The applicant shall post a bond with the City sufficient to cover the costs of removing the interim public street from "G" Court to Lund Ranch Road following the permanent connection of "G" Court to the approved street system within the Lund Ranch property.

The applicant will disclose to the potential home purchasers on "K", "L", and "G" Courts, and to obtain in writing the understanding of these home purchasers, that "F" Street between "L" and "G" Courts is designated as an EVA only and that public street access is interim and will be abandoned when "G" Court is extended to the Lund Ranch property.

- 14) Lots 98-101 shall be limited to single-story homes.

These changes shall be shown on the tentative map and/or preliminary grading plan for review and approval by the Planning Commission.

3. Site Development Standards (except custom lots):

- a. Minimum lot size shall be 7,500 sq. ft. with each lot having a minimum width of 70' and a minimum depth of 100'. Lots 99 through 101 may have a minimum 95' depth and 6,750 sq. ft. area.
- b. 23' minimum front yard setback, reduced to 15' for side entry garages. The applicant shall stagger the front setbacks in all areas where there are more than three consecutive houses on a straight portion of the street.

PUD-97-12

ORDINANCE 1791 (SYCAMORE HEIGHTS)

approval. These revised plans shall be submitted for the review and approval of the Planning Commission with review of the tentative map.

7. The homes on Lots 31 and 37 shall be single-story and oriented with their side building elevations facing the existing homes in Ventana Hills. These homes shall be limited to a maximum height of 20 ft. from the highest portion of the structure to the grade elevation at the base of the structure. A deed restriction shall be recorded with the lots and disclosed to all potential buyers that a second-story addition is prohibited on these homes.
8. The design of the custom homes on the split pad lots shall adhere to the requirements of the Design Guidelines for Split Pad Homes in Sycamore Heights approved as part of this PUD development plan.
9. The portion of "B" Street which extends easterly of Lots 28 and 29 shall be graded and reseeded with native grasses instead of being paved. The developer shall be responsible for dedicating the right-of-way and paying for the future improvements, such as sidewalk, roadway, street lights, etc., to this portion of "B" Street which extends to the project's eastern boundary prior to the recordation of the final map. This roadway will be extended to only serve the future development of the Lund Ranch II property to the east and the homes in the Bonde Ranch subdivision which were approved to be rerouted to this new street.
10. In order for the area shown on the developer's plan as Lot 1 to be a buildable lot, the developer shall demonstrate to the City that it has obtained an abandonment of the access easement(s) to the Locke, Kass, Richey and all other applicable properties. In the event that the access easement(s) is not abandoned, the developer shall show how continued use of these easement(s) by the easement holder(s) would be satisfactorily accommodated. Also, the developer shall be required to demonstrate to the City that it holds title to the area of that lot shown to be obtained from the adjacent Bringhurst parcel (Parcel 24 of the NSSP). Documentation that the above has been completed shall be provided with the review of the tentative map. In the event that either one or both of the above items is not completed, this area shall not be deemed a buildable lot unless the developer can satisfactorily demonstrate to the City prior to the approval of the tentative map how a house can be situated on the lot and meet the requirements of the NSSP and the development standards as approved in this PUD. Also, the developer shall complete a lot line adjustment to add the southwest corner of the lot covered by Sycamore Creek to the adjacent creek parcel in the Greenbriar project immediately to the west. If the creek parcel is to be owned by the City, the developer shall make an open offer of dedication to the City for the rear corner of Lot 1 contained within the creek. The area which would be added to the adjacent creek parcel shall be submitted for review with the tentative map.

**FULL TEXT OF MEASURE PP
Save Pleasanton's Hills & Housing Cap**

Purpose

The purpose of this Initiative is to protect our city from uncontrolled growth and the impact it has on ridgelines and hillsides, traffic, schools, water supply, and our overall quality of life.

I. Pleasanton General Plan Amendments

Policy 12 Program 12.3 on Page 11-17 of the City of Pleasanton August 6, 1996 General Plan is added as shown:

Policy 12.3: Ridgelines and hillsides shall be protected. Housing units and structures shall not be placed on slopes of 25 percent or greater, or within 100 vertical feet of a ridgeline. No grading to construct residential or commercial structures shall occur on hillside slopes 25% or greater, or within 100 vertical feet of a ridgeline. Exempt from this policy are housing developments of 10 or fewer housing units on a single property that was, as of January 1, 2007, "legal parcel" pursuant to the California Subdivision Map law. Splitting, dividing, or sub-dividing a "legal parcel" of January 1, 2007 to approve more than 10 housing units is not allowed.

Policy 15 on Page 11-19 of the City of Pleasanton August 6, 1996 General Plan is added as shown:

Policy 15.3: A housing unit is defined to include any residence that includes a kitchen (sink, cooking device, and refrigerator) and a bathroom (toilet, tub or shower). The City Council shall uphold the housing cap and shall not grant waivers that exclude housing units consistent with this definition.

II. If any portions of this initiative are declared invalid by a court, the remaining portions are to be considered valid.

III. The provisions of this initiative may be amended or repealed only by the voters of the City of Pleasanton at a City general election and overrides any existing General Plan.

FULL TEXT OF MEASURE QQ
THE PLEASANTON RIDGELINES PROTECTION
AND GROWTH CONTROL INITIATIVE

The people of the City of Pleasanton do ordain as follows:

Section 1. Declaration of Purpose.

The purpose of this Initiative is to:

- A. Preserve and protect scenic hillsides and preserve views of the ridges that surround Pleasanton.
- B. Achieve that preservation/protection through a collaborative and public process.
- C. Reaffirm and readopt General Plan policies and programs that currently provide, with no exemptions, preservation and protection of hillsides and views of ridges.
- D. Clarify how all types of housing units are counted towards the voter-approved maximum buildout of 29,000 housing units.

Section 2. Findings.

- A. The hillsides and ridges that surround Pleasanton provide spectacular views and the community wants to ensure that these scenic hillsides and ridges are preserved for the protection of public health and safety, to provide for trails in such open space, for the continuation of agriculture and grazing, to protect natural resources and sensitive habitats, and to preserve wildlands.
- B. The General Plan has a policy that Pleasanton residents will participate in land use planning and decision making, and in recognition of such collaborative and public process, an ordinance/design guidelines should be developed to:

- a. Identify specific ridges, based on engineering considerations related to view lines, geotechnical conditions, elevations (in the Southeast Hills in particular) and other relevant data, where development should not occur.
- b. Such ordinance/design guidelines must be drafted as expeditiously as possible and by no later than the end of November 2009.
- c. In drafting such ordinance/design guidelines, the collaborative and public process should include Pleasanton residents, property owners potentially affected by such ordinance/design guidelines, representatives of environmental organizations, open space and trail advocates and other interested persons.
- d. Such ordinance/design guidelines would be subject to public environmental review under the California Environmental Quality Act (CEQA).

- C. To accomplish such preservation, the Conservation and Open Space Element of the General Plan provides in Goal 1, the following, Program 5.1: Develop a ridgeline protection ordinance and scenic hillside guidelines to improve safety and reduce the potential negative visual impacts of development in hilly areas.
- D. In addition, the Land Use Element of the General

Plan provides in Goal 1, the following: Policy 12: Preserve scenic hillside and ridge views of the Pleasanton, Main, and Southeast Hills ridges; and Program 12.2: Study the feasibility of preserving large open space areas in the Southeast Hills by a combination of private open space and a public park system. And the Conservation and Open Space Element states in Goal 1, the following: Policy 4: Protect all large continuous areas of Open Space, as designated on the General Plan Map, from intrusion by urban development.

- E. Since the voters' adoption of the housing unit cap in 1996, the City Council has consistently determined that all single family homes, multi-family projects (including apartments and mobilehomes) have counted toward the housing cap. Similarly, the City Council has consistently not counted toward the housing cap either second units (as provided by State law) or rooms within extended stay hotels, as these uses are commercial in nature. These actions of the City Council have been consistent with the Land Use Element of the General Plan, Goal 2, Policies 14 and 15.
- F. This Initiative reaffirms, readopts and clarifies existing City policies and programs and therefore no separate environmental review is required.

Section 3. General Plan Policies Regarding Preserving Pleasanton Ridges and Growth Management.

Reaffirmation and Readoption of Policies Concerning Preserving Scenic Hillsides and Ridge Views: The Pleasanton Ridgelines Protection and Growth Control Initiative hereby reaffirms and readopts Land Use Element Policy 12 and Program 12.2, Conservation and Open Space Element Policy 4, as set forth in Section 2.D of this Initiative.

Reaffirmation and adoption of Growth Management Policy Concerning Housing Units: The Pleasanton Ridgelines Protection and Growth Control Initiative hereby reaffirms the General Plan Land Use Element Policy 15 and clarifies how all types of housing units are counted against the housing cap, such that Policy 15 reads as follows: "Maintain a maximum housing buildout of 29,000 units within the Planning area. Each single family residential unit and each multi family residential unit (for example, a condominium, townhouse, each half of a duplex, a mobilehome, or an apartment unit), whether market rate or affordable, shall count towards the maximum housing buildout. Units within assisted living facilities are generally not counted toward the maximum housing buildout due to their commercial nature, but a proportion of such developments may be counted toward the maximum housing buildout based on impacts on community services and infrastructure. Second units and extended stay hotel rooms shall not count against the maximum housing buildout."

Section 4. Implementation.

The collaborative public process identified in Section 2B of this Initiative shall be completed by November

EXHIBIT G

APPENDIX A: PROJECT BACKGROUND

First Application

On September 24, 2002, Greenbriar Homes submitted its application for PUD Rezoning and Development Plan approval on the Lund Ranch II property for 113 single-family homes on approximately 12,000-square-foot lots. Based on this plan, City staff determined on September 3, 2003 that an Environmental Impact Report (EIR) would be necessary to address the environmental impacts and mitigation measures of developing the Lund Ranch II property, and recommended the consulting firm, Geier & Geier, be awarded the contract to prepare the EIR.

Environmental Impact Report

City Council Hearings on the EIR Consultant Contract

The City Council discussed the EIR consultant's contract at its public meetings held on May 20, 2003 and June 3, 2003. The City Council awarded the contract and directed the applicant and staff to consider increasing the proposed project's density as a means of adding an affordable housing component to the proposal with the larger, i.e., lower density homes, on the project's perimeter with a central area for the smaller, i.e., higher density, homes.

Planning Commission Scoping Session on the EIR

On September 24, 2003, the Planning Commission held its public meeting to gather public comment on the scope and content of the EIR for the Lund Ranch proposal. A summary of the public comments expressed at the scoping session include:

- Affordable and low-income housing;
- Inadequate disclosures to the residents of the Bridle Creek development;
- Loss of habitat areas, rangeland, trees and vegetation;
- Grading and erosion;
- Noise;
- Parks and open space;
- Placement of houses;
- School impacts;
- Traffic impacts to surrounding streets including access and pedestrian safety;
- Views; and,
- Water quality.

Based on that first application and on the comments received at the scoping session, the Planning Commission directed staff and/or the applicant to address the following issues with the project and/or the EIR:

- Address the potential transfer of the unused development rights from the Lund Ranch property to other properties in Pleasanton;
- Address the proposed buildings on ridges;
- Address construction routes and possible neighborhood traffic calming measures;
- Consider alternative access points such as Kottinger Ranch, Bonde Ranch, and Ventana Hills;
- Concern regarding major grading and tree loss;
- Concern regarding potential impact to the City's Urban Growth Boundary Line;
- Analyze the proposed project according to the General Plan;
- Consider an off-site project alternative, such as the Hacienda Business Park, for this development;
- Address amenities if the project density exceeds the General Plan midpoint density of 83 units; and
- Consider the cumulative impacts on air quality and energy.

Second Application

On April 3, 2007, Greenbriar Homes submitted its response to the comments made by the City Council and Planning Commission with a revised PUD Development Plan that consisted of three alternative PUD Development Plans:

- Alternative A for 149 units in response to the City Council's direction for increased density. The development alternative included 149 units with 43 units designed as "cluster homes" (five detached homes on 3,000 square foot lots served by a motor court), 23 units on 4,000- to 6,000-square-foot lots, and 79 units on 12,000- to 40,000-square-foot lots. The proposed 149-unit alternative proposed to utilize the 25-percent density bonus (Policy 11, Page 2-32) of the Pleasanton General Plan "for the provision of significant affordable housing." The entire 149-unit development with streets and related improvements was located on approximately 71 acres.
- Alternative B for 107 units on 17,000-square-foot to 60,000-square-foot lots including 16 lots designated as potential duet-style lots for below-market rate housing and 4 lots designated as split-pad lots. The entire 107-unit development with streets and related improvements was located on approximately 71 acres with the remaining 114.7 acres.
- Alternative C for 82 units on approximately 14,000-square-foot to 60,000-square-foot lots, that would show the Lund Ranch II property developed at the mid-point density of the Pleasanton General Plan. The entire 82-unit development with streets and related improvements was located on approximately 64.9 acres.

The 149-unit, 107-unit, and the 82-unit development plan alternatives and supporting materials constituted the proposed project for PUD-25 that was to be evaluated in the project's Draft and Final EIR. The EIR review, however, was not completed. All three alternatives proposed to:

- Dedicate the remaining land area to the City of Pleasanton as permanent open space, with the proposed project's wildland fire management areas, public trails, and a public trail staging area.
- Provide public street connections to Livingston Way (Bonde Ranch development) and to Sunset Creek Lane and Sycamore Creek Way (Sycamore Heights) development, Emergency Vehicle Access (EVA) connections to Lund Ranch Road (Ventana Hills development) and Casterson Court (Kottinger Ranch development), and a future public street connection to the Foley property.

Third Application

Completion of the project review and the project's environmental review was delayed by the Pleasanton General Plan update and by the initiatives for Measures PP and QQ that addressed development in the City's hillside areas and defined the term "dwelling unit" for the General Plan.

Alternative D

After the City completed the General Plan update, the applicant in 2008 prepared a revised PUD Development Plan, Alternative D, with 77 lots designed to address Measure PP and Measure QQ. Alternative D used a Weighted Incremental Slope⁸ (WIS) formula for the Lund Ranch II property. Staff evaluated and rejected the WIS formula as not being consistent with Measure PP, in that this slope averaging formula would include and, therefore, potentially allow development on slopes greater than 25-percent.⁹ Also, Alternative D did not incorporate the ridgeline setback of Measure PP¹⁰ in its design.

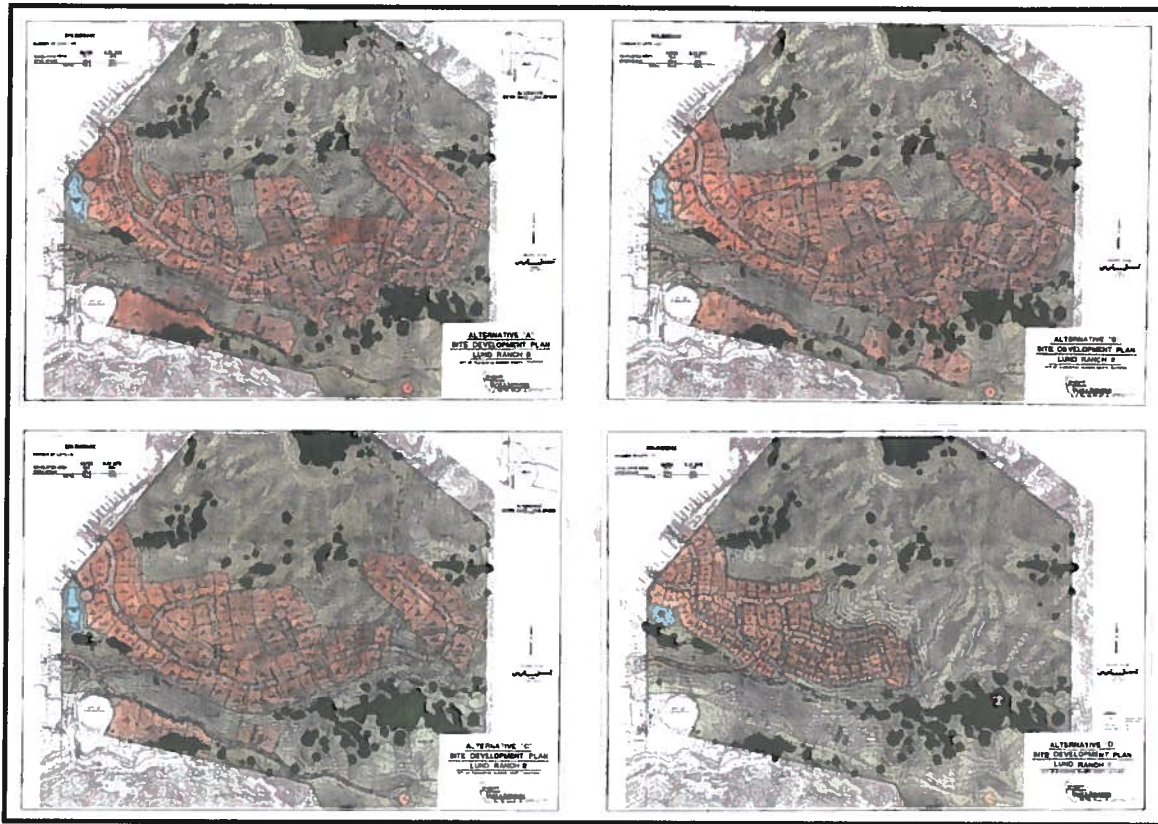
⁸ The HPD (Hillside Planned Residential) District, Chapter 18.76 of the Pleasanton Municipal Code, uses a Weighted Incremental Slope formula to calculate average slope. The HPD District, however, predates the City's PUD Rezoning/Development Plan process and only applies to one developed property west of Foothill Road.

⁹ Staff defines slope as the ratio of rise (height) over run (distance). A 25-percent slope is the ratio of 1-unit of height over 4-units of distance, i.e., 25 percent. Staff also defines the 25-percent slope as a nominal value and not as an average value. For example, proceeding upslope from the relatively flat portions of the site until the slope grade is 25 percent, and plotting this point on a topographic map. The 25-percent slope line is the line that links these points together into a continuous line.

¹⁰ Measure PP prohibits development within 100 vertical feet of ridgeline.

Figure 1, below, shows the four Development Plan alternatives that have been proposed for the development of the Lund Ranch II property.

Figure 1: Revised Development Plan with Alternatives



Alternative E

Staff continued to work with the applicant in the preparation and re-submittal of the proposed PUD Development Plan for the development of the Lund Ranch II property to address the policies and design criteria of Measure PP and Measure QQ. The result is the proposed PUD Development Plan submitted on September 16, 2012 with 50 units and related improvements on approximately 33.8 acres, with the remaining 160.9 acres preserved as permanent open space.

The Alternative E PUD Development Plan constitutes the proposed project evaluated in the Revised Draft EIR.

EXHIBIT H

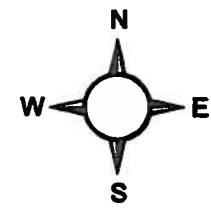
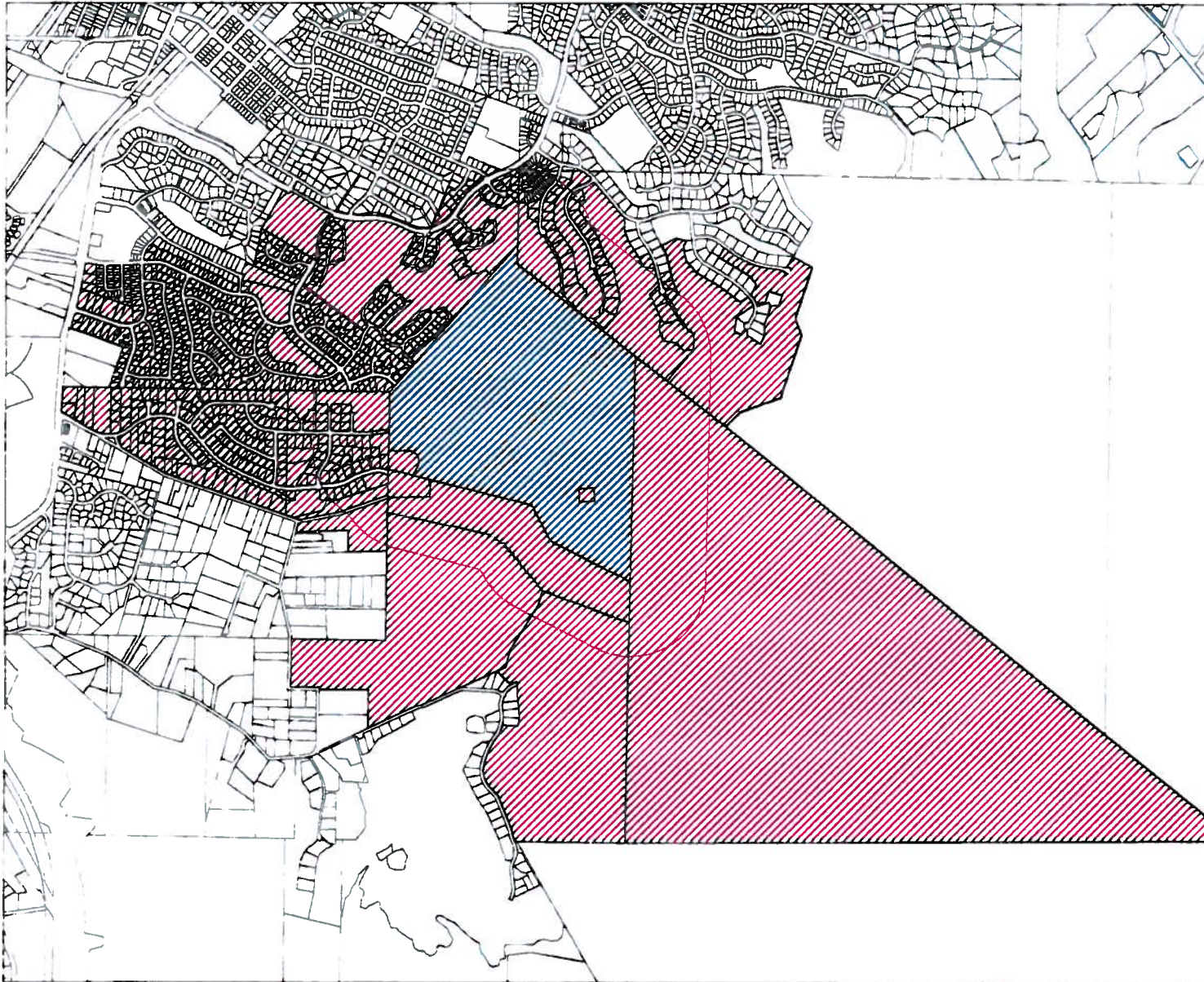
PUD-25

City of Pleasanton

GIS

Department

Notification Area



Printed 2/24/2012

Marion Pavan

From: Allen Roberts
Sent: Thursday, July 10, 2014 11:08 AM
To: Marion Pavan
Subject: Comments on Lund Ranch Draft EIR
Attachments: lund ranch draft EIR response_final.pdf

Marion:

Here are some comments on the Lund Ranch EIR. Let me know if you need a paper copy as well.

Allen

Click

<https://www.mailcontrol.com/sr/E2B7OslfF4rWQxILzJ5p9wNudG!f23d4VDM7ukDEItcjVBv4uRdVp8hAYYOuvbvVmWqsaNf5AvCYRG3cYvl5w==> to report this email as spam.

Allen Roberts

Pleasanton, CA 94566

July 10, 2014

Marion Pavon
City of Pleasanton
200 Old Bernal Ave
Pleasanton, California 94566

Re: Draft Environmental Impact Report for the Lund Ranch II Project

Dear Marion:

Thank you for the notification of the availability of the draft EIR for Lund Ranch II (PUD 25) development proposal.

I believe this is the first development to come up for review following the passage of PP. Because of that, I felt it should be reviewed carefully to be sure it complies with the text of the initiative. To that end, I looked at the proposal for compliance with the conditions with the initiatives requirements for slope and ridgeline.

I have included the text of PP as it applies to this proposal.

Policy 12.3: Ridgelines and hillsides shall be protected. Housing units and structures shall not be placed on slopes of 25 percent or greater, or within 100 vertical feet of a ridgeline. No grading to construct residential or commercial structures shall occur on hillside slopes 25% or greater, or within 100 vertical feet of a ridgeline. Exempt from this policy are housing developments of 10 or fewer housing units on a single property that was, as of January 1, 2007, "legal parcel" pursuant to the California Subdivision Map law. Splitting, dividing, or sub-dividing a "legal parcel" of January 1, 2007 to approve more than 10 housing units is not allowed.

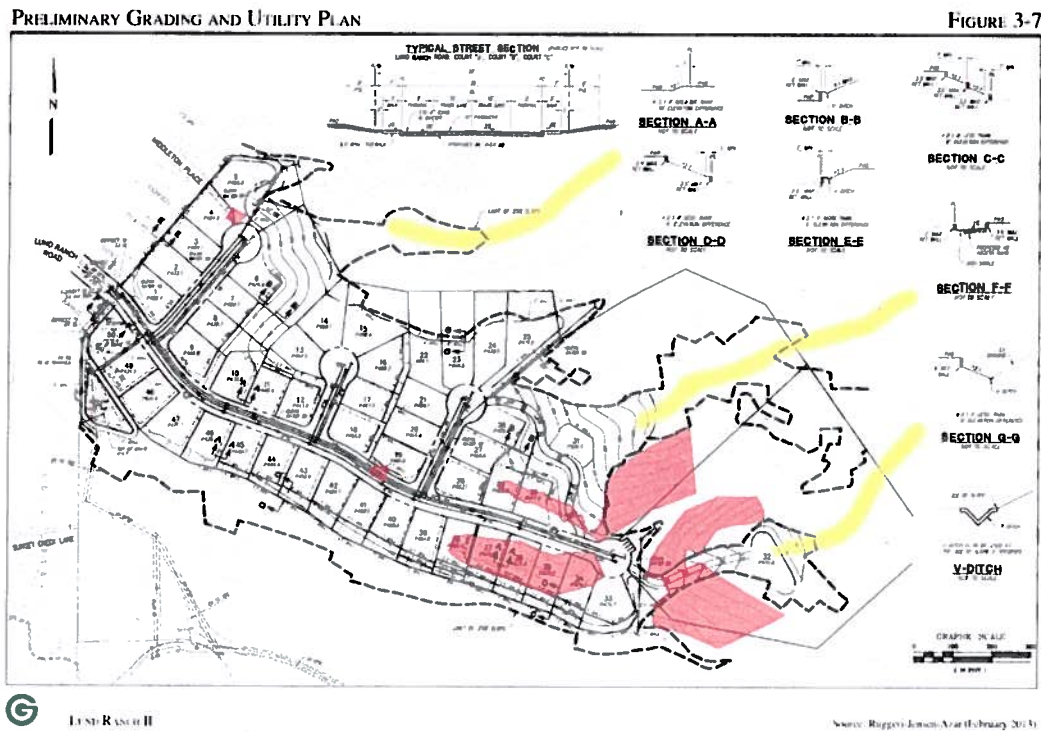
I reviewed both the preliminary grading plan drawing (page 52) and the slope map (page 68) for compliance to the 25% rule. To check for compliance with the 25% rule, I used an averaging method which uses a 40' linear dimension. If there are five or more contour lines that occur in that 40' length as measured perpendicular to the contours, then the slope is more than 25%. This method is perhaps more generous than other methods proposed, but it tends to eliminate small slope inconsistencies.

Using this method, I found that 12 of 52 lots appear to violate the PP rule prohibiting development on slopes greater than 25%. Those lots are 4, 5, 29, 30, 33, 34, 35, 36, 37 and 38. There is a note on the drawing on page 68 about man-made slopes being exempt from PP, but as you can see in the text of the initiative, there is no such exemption provided for. Such exemptions can not be created without going to a public vote. Additionally, the service road between the courts behind lots 26 and 30 crosses slopes

greater than 25%. Finally, the main road also crosses slopes greater than 25% near lot 19 and then again near lot 35 and 34. The best I can tell there must have been a software mistake on the slope map adjacent to lot 19, because the slope in that area is steeper than the slope map from page 68 indicates.

The initiative also prohibits homes from being sited within 100' vertical feet of a ridge. I believe that lots 32 and 31 clearly violate that rule as they sit directly on a ridge. While the ridge where lot 31 sits becomes less distinct after the "knob" at elevation 591', even using the City's controversial "last hill" definition, the fact is that the proposed home base elevation of 500' is not in compliance. In addition, lots 15, 16, 22, 23, 24, and 25 appear to encroach on the 100' vertical limit on the ridge to their immediate north.

Below is the grading map from page 52 marked in red with the areas greater than 25% (in the areas proposed for development or grading) and showing the ridges in yellow near the proposed development area.



Given that a significant number of the proposed lots (nearly half) are not in compliance with PP, it would appear this development proposal requires significant modification in order to be considered.

Sincerely

Allen Roberts

Marion Pavan

From: John Halim
Sent: Sunday, August 03, 2014 6:13 PM
To: Marion Pavan; Marion Pavan
Subject: Greenbriar Homes - Lund Ranch Project (PUD-25)

Hello,

We want to express our concerns about the proposed project. With our ongoing drought, the City needs to suspend all major development projects until the City find a way to solve our water problems. We are required to cut back our water consumption by at least 25%. All lawns in our neighborhood is basically brown. How is the City going to supply water to this new housing development?

This is outrageous! The City must solve our water problems first.

John & Su May Halim

Pleasanton, CA 94566

Click

<https://www.mailcontrol.com/sr/zogLdX4AYQHGX2PQPOMvUihCLhWP7Wj9cKCKm2zCrST!9CxT86ON5VqboDVy+qXDalPjxinsAkDUfE+mA+MlhQ==> to report this email as spam.

Marion Pavan

From: Sue Wittenau
Sent: Wednesday, August 06, 2014 3:18 PM
To: Marion Pavan
Subject: Greenest Homes draft EIR

Marion Pavan,

Responding to the Notice of Public Hearing. How can the city consider building more homes when we are in the middle of a severe drought? Why isn't a building moratorium being considered in light of our lack of water?

Sue Wittenau

Sent from my Verizon Wireless 4G LTE Smartphone

Click [here](#) to report this email as spam.

Ventana Hills Steering Committee
c/o Lofland residence
████████████████████
Pleasanton, CA 94566

August 15, 2014

Mr. Brian Dolan
Director of Community Development
City of Pleasanton
P.O. Box 520
Pleasanton, CA 94566

RECEIVED
AUG 15 2014
CITY OF PLEASANTON
PLANNING DIVISION

Subject: Comments from Ventana Hills Steering Committee
Re: Draft Environmental Impact Report - Lund Ranch II, PUD-25
State Clearinghouse No. 2003092021
Released July 2014

In reviewing the draft Environmental Impact Report for Lund Ranch II, PUD-25, there is inadequate information presented for the adopted City circulation plan, which is for Lund Ranch II traffic access to come by way of the North Sycamore area. That City policy has been reaffirmed repeatedly over the last 22 years, in the North Sycamore Specific Plan, in the Shapell Agreement (PUD-90-18 – Bonde Ranch), and most recently in the Pleasanton General Plan adopted on July 21, 2009, which relied on a traffic study using North Sycamore as the outlet for Lund Ranch II traffic.

A list of prior City planning actions over 22 years confirming the North Sycamore access route, and our letter dated October 27, 2011 summarizing the history are attached to this EIR comment letter (Attachments 1 and 2). All information in these two attachments should be made a part of the Environmental Impact Report for Lund Ranch II – PUD-25.

The Draft EIR for the Lund Ranch II project provides a useful starting point with its development of eight traffic scenarios. But, the Draft EIR alternatives analysis stops short of legal adequacy, as follows:

1. The Draft EIR does not adequately analyze Scenario 6 - the Sunset Creek Lane connection to the North Sycamore area.

With their proposed site plan using Lund Ranch Road rather than Sunset Creek Lane for access, Greenbriar Homes is asking the City Council to violate its agreement with the Ventana Hills neighborhood, and other neighborhood groups. This Draft EIR does not give the City Council an approvable, environmentally reviewed alternative consistent with the City's adopted circulation plan through the North Sycamore area.

Abandonment of the City's adopted circulation plan requires multiple plan and PUD amendments together with findings justifying the change of plans.

Several previous site plans presented by Greenbriar honored the City adopted circulation plan connecting through North Sycamore, essentially following Scenario 6, the Sunset Creek Lane connection. We get a glimpse of what the Sunset Creek Lane connection would look like in the

reduced scale map at Figure 5.3 of the DEIR (Attachment 3). According to that site plan, there is only a 10 foot elevation change from Sunset Creek Lane to the Greenbriar project. That road connection follows the hillside contour for most of its length, with a gentle slope overall – a very functional road design (Attachment 4 photo). The Sunset Creek Lane connection, as shown in Scenario 6, is the least impactful alternative consistent with the City's circulation plan of having Lund Ranch II take its traffic access through the North Sycamore area.

But this Draft EIR fails to develop the project details, supporting information, and mitigation measures the City Council would need to evaluate the Sunset Creek Lane scenario. For this EIR to be legally adequate, and fair to City Council and the Pleasanton community, Scenario 6 (Sunset Creek Lane connection) needs to be fully developed and analyzed, as follows:

- Is there a rural road design that would help make the Sunset Creek Lane connection aesthetic and functional? (Need cross-sections of the road.)
- What would the finished rural road look like? (Need visual simulations).
- Are there retaining walls, and how would they be arranged?
- Are there options for width and route that should be considered?
- What kind of landscaping is appropriate for this rural road segment?
- What would the bridge crossing the drainage channel consist of? (Options, aesthetics).
- Should/does the road provide for pedestrians?
- What are the significant environmental effects, if any, of the Sunset Creek Lane connection that requires mitigation?
- What would the mitigation plan be for this route, if selected by City Council?
- What would the impacts be of having Lund Ranch II traffic use the Sunset Creek Lane connection with, and without, the Middleton Place connection?

Before the City Council breaks a longstanding commitment, and takes actions inconsistent with its adopted circulation plans and Specific Plans, Greenbriar needs to demonstrate infeasibility, changed circumstances, and/or tangible benefits to the City. That decision would need to be supported by legally adequate findings. The credibility of any City Council in reaching agreement with any neighborhood on any future issue in this City would be permanently compromised. This Draft EIR is legally inadequate until the missing information above has been provided through an EIR Addendum, or through an extensive Response to Comments.

2. Environmentally Superior Alternative.

Improperly, Table 5.3 selects the Greenbriar proposal (Lund Ranch Road access) as the environmentally superior alternative because it does not involve a creek crossing. A properly designed bridge crossing a creek at a perpendicular angle has virtually no impact on wetland resources, with bridge abutments typically located outside of any wetlands and the creek channel. For comparison, the Greenbriar project backs a retaining wall up to the drainage channel along its entire linear length, which the EIR says results in a loss of only 0.022 acres (958 sq. ft.) of wetland habitat. The environmental impact of one added bridge footing on the southwestern side might increase the wetland disturbance by a few square feet, or more probably, not at all.

Greenbriar cannot be allowed to say the word "wetlands" and throw out 20+ years of City plans. Whatever the wetland impact of the Sunset Creek Lane connection, the EIR needs to provide us that information. A small amount of wetland impact, mitigated to a level of insignificance, would never equal the significant environmental impact of ignoring the adopted circulation plan of the City. Scenario 6 is the least impactful alternative consistent with the City's circulation plan of having Lund Ranch II take its traffic access through the North Sycamore area. With accurate information, the environmentally superior alternative will be Scenario 6 (Sunset Creek Lane connection).

3. Significant noise impact.

The noise evaluation of Scenario 6 (Sunset Creek Lane connection) describes the noise impact of Scenario 6 as significant. Yet, this same DEIR does not describe virtually the same number of cars going down Lund Ranch Road under the Greenbriar proposal as significant. When one refers to Table 5.2 showing the noise level under the alternate scenarios there is barely any difference between the resulting noise levels, as follows:

Sunset Creek Lane connection (Scenario 6):	53.0 db A
Lund Ranch Road (to Independence and Junipero)	52.8 db A
Difference:	0.2 db A

It should be noted that the General Plan Noise Element suggests that a much higher front yard noise level of 65 db A is the point at which mitigation is required. Neither route comes near creating an environmentally significant noise level requiring mitigation under the General Plan.

The Sunset Creek Lane connection homeowners (Bridal Creek and Sycamore Heights) were given full disclosure with their purchase documents, with signs at the end of Sunset Creek Lane/Sycamore Creek Way, and with recorded documents, that Lund Ranch II traffic would exit on their street. The Lund Ranch Road, Junipero Street, and Independence Drive homeowners, in contrast, relied upon the City Council promise that Lund Ranch II traffic would not use their streets. Which group should justly bear the (environmentally insignificant) increase in noise levels?

Bridal Creek was designed and built with fewer homes along Sycamore Creek Way, (the East/West Collector) deeper front yard setbacks and bike lanes to position them further back from any traffic related noise. This is not the case with the homes on Lund Ranch Road, Independence Drive and Junipero Street.

4. Effect of Measure PP.

The revised Draft EIR contains an expanded discussion of Measure PP and the issue of whether a road is a structure, which was a substantial improvement to the document. That revised Draft EIR discussion strongly supports the conclusion that Measure PP does not prohibit roads crossing lands with 25% slope. That means Measure PP does not prohibit the Sunset Creek Lane connection – which crosses some 25% slope land.

We hereby add two pieces of evidence which buttress the Draft EIR's conclusion that a road is not a structure under Measure PP:

a. At pp. 4.1-15 the Draft EIR notes a counterargument could be made based on "*the ballot argument against Measure PP asserting it would block the Happy Valley by-pass road.*" Please note that the Measure PP proponents categorically denied that allegation in their rebuttal argument – putting the Measure PP proponents on record with the voters claiming that a road is not a structure under Measure PP.

b. If there were any doubt about the intent of the proponents of Measure PP, the proponents clarified their intent at City Council prior to voter adoption:

"Karla Brown spoke on behalf of all three authors of the Initiative. . . .

Councilmember Sullivan confirmed with Ms. Brown that the intent of the Initiative is to control construction of residential and commercial structures and not roads that may be on 25% slope and leads to the conclusion that the intent of the Initiative is not to preclude construction of the Happy Valley Bypass Road."

P. 10 of City Council Minutes, June 26, 2008

Conclusion

We ask that the Final EIR provide enough additional information that City Council has the realistic option of choosing to follow the City's adopted circulation plan under Scenario 6.

We appreciate your consideration of our comments.

Sincerely,

The Ventana Hills Steering Committee

Andy Allbritten
George Dort
Amy Lofland
Carol Spain
Wayne Strickler

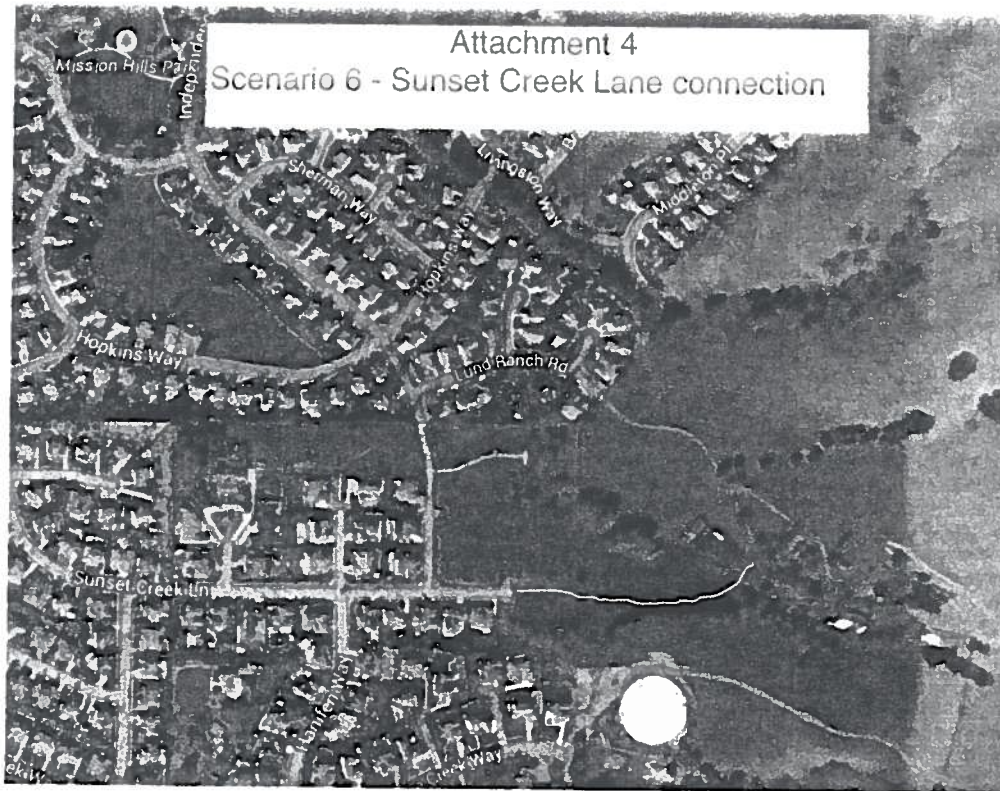
Mission Park Representatives

Justin Brown
Jay Hertogs

Enclosures:

- Attachment 1: Compilation of City actions supporting North Sycamore Access Route
- Attachment 2: Ventana Hills Steering Committee letter dated October 27, 2011
- Attachment 3: Site plan for Sunset Creek Lane connection (Figure 5.3 DEIR)
- Attachment 4: Aerial of Lund Ranch II area with Scenario 6 route shown.

Cc: Pleasanton City Council
Pleasanton Planning Commission
Nelson Fialho, City Manager
Marion Pavan, Associate Planner
Brian Swift



Attachment 4
Scenario 6 - Sunset Creek Lane connection



**PUD-25 - LUND RANCH II
DOCUMENTATION SUPPORTING SYCAMORE CREEK WAY CONNECTION**

DATE	SOURCE	DOCUMENT
1991	PUD 90-18 Bonde Ranch 4-19-91 Site Plan Job NO592.91	Letter of Understanding with Shapell Industries of No. CA routing traffic from Middleton Pl through Lunch Ranch II to the East-West Collector indicating traffic from Lund Ranch II traffic would use the new East/West Collector road. Note: Middleton Place was "G Court" during PUD Planning.
Jun-92	North Sycamore Specific Plan	Pages 24, 49, 52, 53 and 54 make reference to the East-West Collector. The Plan includes construction of a new East-West Collector street connecting North Sycamore and the adjacent proposed Lund Ranch II development to the east with Sunol Blvd. to the west.
2/17/98	PUD-97-03 Greenbriar Sycamore V. Co.	Conditions of Approval 1, 43, 68 & Exhibit "A" which verify additional development in the area which may use the circulation system proposed by this project, right-of-way dedication to the City of land intended to be public streets & disclosure to homebuyers of these facts.
6/16/98	Happy Valley Specific Plan	Page 49 The "Bypass Road" will extend from the easternmost end of the future North Sycamore "East-West Collector" road...Figure VI-2 on page 50 shows Future NSSP East/West Collector road.
10/19/99	PUD-97-12 New Cities'Sycamore Heights	Conditions of Approval 1, 9, 73, 98 & Exhibit "A" which shows right of way for connection "A" Street (Sycamore Creek Way) and "B" Street (Sunset Creek Lane). "This roadway will be extended to only serve the future development of the Lunch Ranch II property to the east...
12/3/99	Bridle Creek CC&R's	Each Lot Owner acknowledges, agrees and accepts the potential development of the NSSP Area ...and the Lund Ranch Property into approximately 125 residential lots;
9/10/03	Planning Comm. Staff Report	Public scoping session for DEIR for PUD-25 (Greenbriar Homes) page 4 states, "The sole vehicular entrance to the development would be Sunset Creek Lane."
12/17/03	Sycamore Heights CC&R's	1.1 Sunset Creek Lane may become a through street, extending easterly over Parcel D and beyond. 3.3 However, the City intends that if the properties to the east of the Project are developed for new residential homes or other purposes, this street will become a through street...
10/27/11	Letter from VH Steering Comm.	A detailed description of future connections to Lund Ranch II involving the City of Pleasanton, Shapell and the Ventana Hills Steering Committee. Lund Ranch Road was never considered as a connector.
2005-2025	General Plan	"New improvements identified on Figure 3-10 must be installed to address existing congestion and to ensure that future development does not result in increased congestion."Pg 3-30. Proposed Roadway Improvements "Sycamore Creek Way Extension" Pg 3-21 also Pg. 3-2 and 3-34 Traffic Calming.

**Ventana Hills Steering Committee
c/o Lofland**

Pleasanton, CA 94566

October 27, 2011

Marion Pavan, Associate Planner
City of Pleasanton Planning Department
P.O. Box 520
Pleasanton, CA 94566-0802

RECEIVED

OCT 27 2011

CITY OF PLEASANTON
PLANNING DIVISION

Project Title: PUD-25 Lund Ranch II
Project Applicant: Greenbriar Homes

This letter is in response to the application received by the City Planning Department from Greenbriar Homes on September 16, 2011 for the proposed development of Lund Ranch II (PUD-25). In this application, Greenbriar shows plans to have all the traffic from the 50 homes proposed, as well as construction traffic, run down Lund Ranch Road, connecting to Independence Drive and then to either Junipero Street and/or Bernal Avenue. The majority of traffic would use Junipero Street to access freeway/schools/shopping, etc. Traffic using Junipero Street would curve past Mission Park where safety issues already exist.

The Ventana Hills Steering Committee was formed as a result of a motion adopted by the Pleasanton City Council at the April 2, 1991 meeting, to provide an orderly input and negotiations for the adoption of PUD 90-18 (Bonde Ranch). All committee members appointed to the Steering Committee were at the time and continue to be residents of the Ventana Hills subdivision.

Through a series of negotiations adopted by the developer Shapell Industries of Northern California and approved by the Pleasanton City Council at the meeting May 21, 1991, The Revised Mitigated Alternative 4-19-1991 Site Plan, Bissell & Karn Civil Engineers, Sheet 1, Job # NO592.91 was included and incorporated in to a Letter of Understanding signed by the parties to these negotiations.

The agreement(s) provided for development of Bonde Ranch as a "cluster" of residences throughout the property, minimizing traffic impacts on surrounding neighborhoods to the extent possible and took into account the contemplated eventual development of the real property east of Ventana Hills, commonly known as "Lund Ranch". Included within the Letter of Understanding is paragraph (s), regarding "Steering Committee negotiating development plans for development of the Lund Ranch."

These discussions, negotiations and agreements are significant as they were negotiated in cooperation with Brian Swift of the City of Pleasanton Planning Department, agreed to by residents of Ventana Hills and adopted by the City of Pleasanton City Council.

Traffic routing from Bonde Ranch's Middleton Place, through Lund Ranch II to the East-West Collector and the closure of Livingston Way between Braxton Place and Middleton Place to an EVA is a condition of the adopted agreement. In addition, the developer Shapell was required to disclose this in writing and to obtain a "sign-off" from the residents of Middleton Place at purchase. The City has signage at the end of Middleton Place indicating future connection to the Lund Ranch II property. It would make no sense that this would have been negotiated in 1991 simply to connect to Lund Ranch Road through the Lund Ranch II development. It is clear that this negotiation was intended to take the traffic from Middleton Place along with the Lund Ranch II traffic out through the new East/West Collector.

In this same time frame, The City of Pleasanton Planning Department had meetings with The Ventana Hills Steering Committee as well as representatives from Mission Park, Pleasanton Heights and the Sycamore/Happy Valley areas to create a specific plan for the development of North Sycamore area, and future circulation for undeveloped land adjacent to our neighborhoods. This included the re-routing of Sycamore Road for the public golf course (commonly known as Callippe Preserve Golf Course). These negotiations and agreements are represented in the North Sycamore Specific Plan prepared for the City of Pleasanton, Submitted by Brady and Associates, Inc. in association with McGill-Martin-Self, Civil Engineering Consultants, TJKM, Transportation Consultants and BioSystems Analysis, Inc., Biological Consultants dated June 1992.

The North Sycamore Specific Plan considered the concerns of all the surrounding neighborhoods in 1991. Of specific importance to the development of Lund Ranch II are the following:

- Page 24

- 3. Circulation/Connection with Adjacent Areas

- "Connections to the North. Emergency and pedestrian connections to the north are provided at San Antonio Street and Independence Drive. Pedestrian access only is provided via San Carlos Way." (This showing the commitment to existing surrounding neighborhoods for either pedestrian or EVA access only)*

- "Connection to the East. Access to the east (proposed Lund II development) is provided via the extension of the east-west collector and a local street. Maintenance access continues to be provided to the reservoir via a private drive." (The east-west collector is now called Sycamore Creek Way and the local street is called Sunset Creek Way).*

- Page 49

- 1. East-West Collector

- The proposed Plan includes construction of a new east-west collector street connecting the North Sycamore area and the adjacent proposed Lund II development to the east with Sunol Boulevard to the west. Emergency access to this street from Independence Drive in the Ventana Hills neighborhood and San Antonio Street in the Mission Park Neighborhood are also proposed."*

- Page 52

- 1 Connections at Study Area Boundaries

- Street connections to adjacent developable areas as proposed in the Specific Plan include one into the proposed Lund II development, and one to southeast Pleasanton. An extension from the new east-west collector connects to Sycamore Road through parcel 9, as shown in Figure V-2."*

- Page 53

- D. DESIGN GUIDELINES

- "2. Constuction of the east-west collector is critical for access for the study area. It should be constructed to full size as North Sycamore develops."*

- Page 54

- "6. Emergency vehicle access to the study area should be provided from the existing private road drive west of Alisal Street, and from Independence Drive and San Antonio Way." (Again, showing commitment to existing surrounding neighborhoods for either pedestrian or EVA access only).*

- "7. On-street parking is not recommended for the new collector streets." (The east-west collector, Sycamore Creek Way, followed this recommendation and has no on street parking, no park to go around, no additional stops until Sunol Blvd. for smooth traffic flow. If traffic for Lund Ranch II were to go through Ventana Hills, down Lund Ranch Road, Independence Drive and Junipero Street, they all have on street parking, there is a park at the corner of Junipero Street and Independence Drive and four stops before Sunol Blvd. 52 homes face or are*

adjacent to Sycamore Creek Way. 91 homes face or are adjacent to Lund Ranch Road, Independence Drive, and Junipero Street. Sycamore Creek Way was built not to exceed 10,000 ADT [average daily trips]. Independence Drive was built not to exceed 3,000 ADT).

▪ Page A-4, paragraph two

"The cumulative condition also results in potentially significant impacts on surrounding area roadways. Sunol Boulevard requires widening to four lanes. Cumulative traffic impacts to the north of the study area would be as follows: Volumes on San Antonio Street and Independence Drive, south of Junipero Drive would be less than or approximately equal to the environmental capacity (3,000 ADT) for streets with residential frontage. The projected volume on Independence Drive, south of Bernal Avenue, is 3,630 ADT. Thus, future residential development in this area should not front on Independence Drive." (The Lund Ranch II plan, as proposed, would add potentially another 500 ADT to Lund Ranch Road, Independence Drive and Junipero Street).

Both the Sycamore Heights and Bridle Creek developments in the North Sycamore area were approved following the North Sycamore Specific Plan with circulation/connection to adjacent existing neighborhoods being either pedestrian or EVA. The City of Pleasanton has posted signs at the end of Sycamore Creek Way, Sunset Creek Lane indicating future extensions into the Lund Ranch II property. Approximately 100 yards beyond the end of Sunset Creek Lane there already exists a City fire hydrant, directly in line with the extension of that road.

The public report furnished to home buyers along Sycamore Creek Way disclosed that the roadway would carry traffic from future development to the East.

After the Bonde Ranch negotiations were completed, the Steering Committee met with Brian Swift of the City Planning Department and Vic Lund to review the future development plans of Lund Ranch. Included in the meeting was a "walk" of the major portion(s) of Lund Ranch. The expressed concerns of the Lund Family in preserving the topography of the Ranch property were discussed, as well as the routing of traffic from Bonde Ranch's Middleton Place onto Livingston, continuing through Lund Ranch II and connecting with the East-West Collector Road, which would service the Lund Ranch II development.

A cul-de-sac design at the termination of Lund Ranch Road was presented to the Steering Committee by Vic Lund and also by the Planning Department, further reinforcing the eventual closure and routing of traffic to the East-West Collector (Sycamore Creek Way).

Lund Ranch Road in Ventana Hills is the only road of the four roads abutting Lund Ranch II in which signage from the City is not posted specifying access to future development to the East. This is in line with all negotiations and agreements made in 1991 with the City, The Ventana Hills Steering Committee and other surrounding neighborhood representatives.

It is our objective to reconfirm with the City Planning Department the previous negotiations and agreements with all the surrounding neighborhoods of this area in 1991 before the current plan submitted by Greenbriar Homes goes any further, as it is in direct conflict to these negotiations and agreements, which are in the North Sycamore Specific Plan.

The City Planning Department should reject the proposal submitted on September 16, 2011 and direct Greenbriar Homes to modify a planned unit development in accordance with the agreements made and represented in the North Sycamore Specific Plan.

Should a future plan be submitted to the City by Greenbriar Homes that adheres to circulation plans previously agreed upon, we also recommend that the Planning Department request from Greenbriar Homes the following two items as well;

1. There should be an easement (green belt or open space) between existing Ventana Hills homes and any new homes on Lund Ranch II. This would be in line with the approved developments of Sycamore Heights, Bonde Ranch and Bridle Creek that surround the rest of this neighborhood.

2. The City Planning Department should direct the developer to provide a park and/or recreation area in the new development. The only existing park where children can play for Sycamore Heights, Bridle Creek, Bonde Ranch, The Diamond Collection, Mission Park, Pleasanton Hills and Ventana Hills is Mission Park at the corner of Independence Drive and Junipero Street. The hiking trails as submitted in Greenbriar Homes plan are an inadequate substitute for a public park. Mission Hills Park is already heavily impacted by daily use and special events.

This letter summarizes our assessment, based upon the current proposed Lund Ranch II plan, as well as the previous agreements with the City. We will provide additional comments and concerns as the planning process continues to evolve.

Sincerely,

The Ventana Hills Steering Committee;
Andy Allbritten
George Dort
Amy Lofland
Carol Spain
Wayne Strickler

Cc: Ms. Janice Stern, Planning Manager
Brian Dolan, Community Development Director
Brian Swift, City of Pleasanton Community Development Director, retired

Marion Pavan

From: John Halim
Sent: Friday, August 15, 2014 5:16 PM
To: Marion Pavan
Subject: Lund Ranch II - Draft Environmental Impact Report

Dear Mr. Pavan,

We are in support of the letter written by the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II.

Please add our names to the letter in the City records.

Thank you.

John & Su May Halim

Pleasanton, CA 94566

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Marion Pavan

From: Animesh Mishra
Sent: Friday, August 15, 2014 10:43 PM
To: Marion Pavan
Subject: Support for Ventana Hills Steering Committee - Lund Ranch II

Hi Marion,

Please include my name as a supporter for the letter written by the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II. Please add my name to the letter in the City records.

Thanks
Animesh Mishra

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Marion Pavan

From: Rachel McElhinney
Sent: Saturday, August 16, 2014 3:24 AM
To: Marion Pavan
Subject: Ventana Hills Letter

We are in support of the letter dated 8/15/14 regarding the draft EIR for the Lund Ranch li development. We urge you to keep the promises made to the Ventana Hills neighbourhood by the City Council in the past.

Sincerely,
Rachel and Bruce McElhinney

Pleasanton, CA

Sent from my iPad

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Marion Pavan

From:
Sent: Saturday, August 16, 2014 5:51 PM
To: Marion Pavan
Subject: Letter from Ventana Hills Steering Committee

I am in favor and support the letter composed and sent by the Ventana Hills Steering Committee dated 8/15. Please add my name to the letter. Thanks.

Marcy Alstott

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Marion Pavan

From: Tom DeMott
Sent: Sunday, August 17, 2014 6:43 PM
To: Marion Pavan
Cc: Laura DeMott
Subject: Lund Ranch II

We want to voice our support for the letter written by the Ventana Hills Steering Committee, dated 8/15/14, regarding the draft EIR for Lund Ranch.

Thank you, Tom & Laura DeMott

Pleasanton, Ca

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Marion Pavan

From: Mark Medor
Sent: Sunday, August 17, 2014 8:37 PM
To: Marion Pavan
Cc: Mark Medor
Subject: Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II.

Hi Ms. Pavan,

Please add my name supporting the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for Lund Ranch II.

Sincerely,

Mark Medor

Pleasanton, CA 94566

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Marion Pavan

From: Bruce
Sent: Sunday, August 17, 2014 9:49 PM
To: Marion Pavan
Subject: Comments on PUD-25 Revised Draft EIR (Greenbriar Homes Communities)

Ms Pavan,

I have browsed through the draft EIR and have one major comment.
The impact assessment on traffic is inadequate.

Having a single egress which connects to Independence St will by its very nature cause problems on Junipero St.

Virtually all traffic which desires to travel south on I-680 will most likely choose Junipero St not Bernal Ave.
We have already seen this affect from the earlier housing in that area.

Juniper St gets to be quite dangerous as it curves around Mission Hills Park and drivers do not pay enough attention as they traverse the park.
And to make matters worse traffic at the 3-way stop with San Antonio St quite often does not stop properly, sometimes not even slowing down much.

The original South Sycamore plan assumed that much of this traffic would be funneled through Sycamore Creek Way, as posted signs explain.
However, I understand that high paid lawyers have petty much nixed this idea.

I think the draft EIR needs to address the traffic issue better. Saying that it is a minor impact is not true.

Sincerely,

Bruce Crawford

Pleasanton, CA

Click

<https://www.mailcontrol.com/sr/41hFqfNW!P!GX2PQPOMvUmkxeMeR4!FmFwlqEgrInmStDDwTHxTLb2W9mrIVW5oC9AawskBRg9Oiy!a!1rT5xQ==> to report this email as spam.

Marion Pavan

From: Jimmy Ko
Sent: Monday, August 18, 2014 3:53 PM
To: Marion Pavan
Subject: Email in support of Ventana Hills Steering Committee letter dated 8/15/14 regarding the draft EIR for Lund Ranch II

Dear Mr Pavan,

I am writing this email in support of the Ventana Hills Steering Committee letter from August 15, 2014. I am opposed to any plans to funnel traffic from new home developments down Junipero Street and/or Independence Drive. I live on Junipero Street near Mission Hills Park, and there already far too many cars on those streets. I have two young children, and if anything, I would like to see traffic decreased (and speeds reduced) around the park.

Following the original agreement from 1991, funneling traffic from new developments down Sycamore Creek Way is the right thing to do, especially from a safety standpoint.

Thank you for your time and consideration.

Sincerely,
Jimmy Ko, MD

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Marion Pavan

From: Mark Priscaro
Sent: Monday, August 18, 2014 4:10 PM
To: Marion Pavan
Cc: Blaise & Amy Lofland
Subject: Re: PUD-25, Revised Draft Environmental Impact Report (EIR) Greenbriar Homes Communities application (Lund Ranch II)
Attachments: 8-15-14 City Stamped Lund Ranch II Draft EIR letter.pdf

Dear Marion:

I am writing you to communicate my support of the letter written by the Ventana Hills Steering Committee dated 8/15/14 regarding the draft EIR for PUD-25 (Lund Ranch II; see attached). Please add my name to the letter in the City records.

Sincerely yours,

Mark Priscaro

Pleasanton, CA 94566

From: Marion Pavan <MPavan@cityofpleasantonca.gov>
To: Mark Priscaro
Sent: Tuesday, March 13, 2012 9:25 AM
Subject: RE: PUD-25 Lund Ranch II/Greenbriar Homes application

Mark:

All emails that have been received up to last Friday have been attached to the Planning Commission staff report that was submitted to the Planning Commission last Friday. Emails received afterward up to the night of the March 14th work session will also be forwarded to the Planning Commission.

Marion Pavan
Associate Planner

From: Mark Priscaro
Sent: Tuesday, March 13, 2012 9:22 AM
To: Marion Pavan
Subject: RE: PUD-25 Lund Ranch II/Greenbriar Homes application

Thanks, Marion.

Mark

--- On Tue, 3/13/12, Marion Pavan <MPavan@cityofpleasantonca.gov> wrote:

From: Marion Pavan <MPavan@cityofpleasantonca.gov>
Subject: RE: PUD-25 Lund Ranch II/Greenbriar Homes application
To: "Mark Priscaro"

Date: Tuesday, March 13, 2012, 7:14 AM

Dear Mark:

Thank you for your e-mail. I will ensure that it is provided to the Planning Commission for their review prior to the work session on this item.

Marion Pavan
925-931-5610

From: Mark Priscaro
Sent: Monday, March 12, 2012 5:07 PM
To: Marion Pavan; Jennifer Hosterman; Cindy McGovern; Matt Sullivan; Jerry Thorne; Cheryl Cook-Kallio
Cc: Nelson Fialho; Jonathan Lowell; Blaise & Amy Lofland
Subject: Re: PUD-25 Lund Ranch II/Greenbriar Homes application

Dear Marion, et al:

I'm contacting you to reiterate my concerns regarding this application (see below re: previous communications regarding this matter). I strongly recommend the following actions be taken:

- Traffic should connect to Sycamore Creek Way and/or Sunset Creek Lane as understood in all previously agreed negotiations with the City and surrounding neighborhoods dating back to 1991, and NOT connect to Lund Ranch Road as proposed by Greenbriar.
- An easement (greenbelt or open space) between existing neighborhoods and the new development should be established and required by the City in keeping with the establishment of similar ones in surrounding developments in the area.
- A new park in the Lund Ranch II development should be required of and built by Greenbriar homes, with Greenbriar absorbing 100% of the costs of doing so.

Thank you,
Mark Priscaro

From: Mark Priscaro
Subject: PUD-25 Lund Ranch II/Greenbriar Homes application
To: "Marion Pavan" <mpavan@ci.pleasanton.ca.us>

Cc: Nelson Fialho

Date: Friday, November 4, 2011, 11:57 AM

Dear Marion, Mayor Hosterman, City Councilmembers, et al:

As a resident of the Ventana Hills neighborhood, I'm writing in support of the Ventana Hills Steering Committee's objections to this recent application by Greenbriar Homes, which they presented to the City Planning Department on September 16th, 2011 (see the attached letter previously submitted to Mr. Pavan on October 27, 2011).

Their proposal conflicts with written, signed agreements, of which it's my understanding that City of Pleasanton officials at the time signed in 1991. I would presume these agreements made then are still legally binding documents with no expiration date.

In particular, I strongly advise you and the City Attorney to review pp. 3-4, including:

"Lund Ranch Road in Ventana Hills is the only road of the four roads abutting Lund Ranch II in which signage from the City is not posted specifying access to future development to the East. This is in line with all negotiations and agreements made in 1991 with the City, The Ventana Hills Steering Committee and other surrounding neighborhood representatives.

It is our objective to reconfirm with the City Planning Department the previous negotiations and agreements with all the surrounding neighborhoods of this area in 1991 before the current plan submitted by Greenbriar Homes goes any further, as it is in direct conflict to these negotiations and agreements, which are in the North Sycamore Specific Plan."

Please do not allow Greenbriar Homes to "bulldoze" their plans through the City, ignoring previously signed agreements. If they're either ignorant of or choosing to disregard these agreements, I believe it's your obligation to make them aware of AND HONOR THEM.

Sincerely,

Mark Priscaro

Pleasanton

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Christian H Cebrian

File No. 26440

August 20, 2014

VIA OVERNIGHT COURIER

Marion Pavan
City of Pleasanton
Department of Planning and Community Development
200 Old Bernal Avenue
Pleasanton, CA 94566-0802

Re: Lund Ranch II Draft EIR

Dear Mr. Pavan:

On behalf of GHC Lund Ranch, LLC (“Lund Ranch”), thank you for providing us a copy of the Draft Environmental Impact Report for the Lund Ranch II PUD-25, 1500 Lund Ranch Road Project (the “Draft EIR”). Lund Ranch appreciates the diligent work by the City of Pleasanton in preparing the document. The following are Lund Ranch’s limited comments on the Draft EIR:

1. *Maintenance Association*

In several locations the Draft EIR refers to a home owners’ association (HOA) for the Lund Ranch project. Lund Ranch does not intend to establish a HOA for the project and believes a maintenance association similar to those established for other developments in Pleasanton, such as Bridle Creek, would be a more appropriate vehicle to carry out the functions proposed by the Draft EIR. Lund Ranch therefore requests the following changes to the Draft EIR to clarify that a maintenance association in lieu of a HOA would be acceptable to the City of Pleasanton:

Draft EIR Page No.	Requested Revision
2-1	The public open space would be owned by the City and maintained by either the City of or the development’s homeowners’ association (HOA)/ <u>maintenance association.</u>
2-20	The project would include the disclosure of the Program’s requirements as part of the <u>CC&Rs governing documents</u> for the project development.

	Vegetation management measures included in this Plan shall continue to be implemented according to the <u>CC&Rs governing documents</u> for the proposed residences, and/or an Open Space Maintenance District.
3-3	The public open space would be owned by the City and maintained by either the City of <u>or</u> the development's homeowners' association (HOA)/ <u>maintenance association</u> .
4.12-14 (Policy 8)	The Homeowners' Association (HOA), <u>Maintenance Association or Open Space Maintenance District</u> shall be required to pay for annual inspections.
4.12-15 (Policy 11) (Policy 11.3)	The HOA, <u>Maintenance Association, or Open Space Maintenance District</u> shall be required to pay for annual inspections. ... shall be incorporated into the <u>CC&R's governing documents</u> of the proposed development.
4.12-24	The project would include the disclosure of the Program's requirements as part of the <u>CC&Rs governing documents</u> for the project development. Vegetation management measures included in this Plan shall continue to be implemented according to the <u>CC&Rs governing documents</u> for the proposed residences, and/or an Open Space Maintenance District.

2. *Noise Mitigation*

The Draft EIR concludes that the Project would result in a 5.6 dBA increase on Lund Ranch Road between the project boundary and Independence Drive and a 4.2 dBA increase on Independence Drive between Hopkins Way and Lund Ranch Road. (Draft EIR Table 4.7-4.) It is generally accepted that a noise increase of 3 dBA would be at the edge of human perception and a 5 dBA increase is a noticeable change (Draft EIR p. 4.7-15). The Draft EIR concludes that even though the Project would result in noise levels the City's General Plan would consider "normally acceptable," the dBA increases for the road segments described above would be potentially significant due to General Plan Policy 1, Program 1.3. As mitigation for this impact, the Draft EIR proposes that the City (A) require the project be reduced to 29 units; or (B) require resurfacing of the impacted roadway segments with rubberized asphalt. (Draft EIR Mitigation Measure 4.7-4).

Option A would not be legally feasible mitigation. Mitigation Measure 4.7-4 should be revised to only propose option B. A 42% reduction in the project size to address a noise increase that would be just noticeable would not be "roughly proportional" to the project's impacts as required by the Federal and State Constitutions and CEQA. (See CEQA Guidelines §§ 15041(a), 15126.4(a)(4)(B).) Further, CEQA Guidelines § 15092 prohibits an agency from

imposing a mitigation measure that results in reducing the number of proposed housing units if another mitigation measure exists that provides comparable benefits. (CEQA Guidelines § 15092(c).) The Draft EIR is clear that Option B would be as effective as Option A, therefore Option A (reducing the number of housing units by 42%) cannot be imposed on the project. (*Id.*) At a minimum, Mitigation Measure 4.7-4 should be revised to clarify it would be in the developer's sole discretion which option would be selected to mitigate the project's impacts.

Finally, in the event a Project circulation system is adopted that varies from the proposed Project, Land Ranch requests that Mitigation Measure 4.7-4 be revised to provide the opportunity to demonstrate that the final circulation system approved by the City would not conflict with General Plan Policy General Plan Policy 1, Program 1.3 and therefore no noise mitigation would be required.

Lund Ranch proposes one of the following two proposed revisions be made to the Draft EIR:

p. 4.7-17 "... to achieve noise reductions of up to 5 dB. However, in addition to mitigation being available with comparable benefits, such mitigation is not feasible because requiring a reduction in the Project size to 29 units would not be roughly proportional to anticipated impacts of 5.2 dBA or less.

Mitigation Measure 4.7-4: The City shall require the project applicant to reduce the project's estimated 5.6 dBA increase on Lund Ranch Road to 4 dBA or less. Such a reduction ~~could~~ shall be achieved by either: ~~(a) reducing the number of residential units to 29 in order to sufficiently reduce noise generated by project related traffic volumes; or (b) requiring resurfacing Lund Ranch Road (Independence Drive to project site boundary) and Independence Drive (from Lund Ranch Road to Hopkins Way) with rubberized asphalt to be installed, at discretion of the City Engineer, prior to project completion. If a revised noise analysis, prepared to the satisfaction of the City Engineer and based on the Project's circulation system approved by the City, demonstrates that the noise increases to Lund Ranch Road and Independence Drive would be less than 4 dBA, then this mitigation measure would be inapplicable.~~

or

"... to achieve noise reductions of up to 5 dB.

Mitigation Measure 4.7-4: The City shall require the project applicant to reduce the project's estimated 5.6 dBA increase on Lund Ranch Road to 4 dBA or less. Such a reduction could be achieved, in project applicant's sole discretion, by either: (a) reducing the number of residential units to 29 in order to sufficiently reduce noise generated by project related traffic volumes; or (b) ~~requiring~~ resurfacing Lund Ranch Road (Independence Drive to project site boundary) and Independence Drive (from Lund Ranch Road to Hopkins Way) with rubberized asphalt to be installed, at discretion of the City Engineer, prior to project completion. If a revised noise analysis, prepared to the satisfaction of the City Engineer and based on the Project's

circulation system approved by the City, demonstrates that the noise increases to Lund Ranch Road and Independence Drive would be less than 4 dBA, then this mitigation measure would be inapplicable.

3. *Interpretation of Measure PP and QQ*

The Draft EIR states on page 2-28 that Measure PP's setback requirements "will most likely require the lowering of pad elevations or the elimination of up to five proposed lots." A similar statement is made in the General Plan consistency analysis on pages 4.1-7. Neither the analysis in the EIR, nor prior staff analyses, supports these statements. The proposed site plan for the project fits within the measure PP/QQ development limit line shown on Draft EIR Figure 4.1-3. This development limit line has been supported by City staff for several years as shown on page 11 of the March 14, 2012 Planning Commission Works Session Staff Report attached as an appendix to the EIR. That staff report confirms that the Project complies with the "Measure PP/QQ development limit line." Likewise, the Draft EIR states that "In Figures 4.1-3 and 4.4-1, the 100-foot ridgeline setback is shown, and proposed lots are outside of that area." (Draft EIR at p.4.1-14; *see also* 4.3-20 ["Housing units and grading in the proposed project would be located on slopes of less than 25 percent and at least 100 vertical feet from the ridgeline."].)

Therefore, the statements that the lowering of pad heights or the loss of lots would likely be required to comply with Measure PP/QQ are unsupported and should be removed. The Project has been designed to comply with Measure PP/QQ with direction from staff over the last several years and Lund Ranch believes there have been no changes in circumstances that would warrant new requirements at this stage in the entitlement process.

###

Thank you for your consideration of these comments and feel free to contact me if you have any questions.

Sincerely,


Christian H. Cebrian

CHC/mlh

Marion Pavan

From: John Spotorno
Sent: Wednesday, August 20, 2014 1:48 PM
To: Marion Pavan
Cc: LaVerne Spotorno; Joanne Zachariades
Subject: Lund Ranch II DEIR

Dear Marion,

We wanted to add some last minute grammatical corrections to an email sent earlier today. If it is not too late, please include this version of our comments. Thanks.

Thank you for collecting comments for the Lund Ranch II DEIR for consideration by the Planning Commission. We have not had time to read the whole document word for word but wanted to raise a couple of thoughts after a brief review.

1. We are not sure if after the project is complete that the slopes generally to the north of the project will be visible, but there appears to be some significant hillside grading which, as we have seen from the work done behind the golf course, doesn't ever seem to look "natural" again. Can care be taken to blend the grading, soils, new planting, and drainage to reduce the impacts of the grading as these slopes will become the backdrop to the new neighborhood?
2. The plan calls for removing 146 trees, 80 of them Heritage. We are surprised that mitigation is to plant new ones and not try to save more of at least the heritage oaks many of which are hundreds of years old.
3. The plan proposes a 1:1 mitigation ratio for the California Tiger Salamander. We've been told in regards to possible development on the Spotorno Flat (no existing trees, minimal wetlands) that mitigation for the CTS in Southern Alameda County is a minimum 3:1? Are there special considerations for this site to allow a lower mitigation ratio. Also, we did not see anything for future residents about protection from predators, I.E. Foxes, Coyotes and Mountain Lions which have been seen often in this area. Are there examples of polices for dealing with these animals in close proximity to residential neighborhoods when these neighborhoods abut open habitat.
4. There is no mention of the impact a new residential neighborhood with public open space and public trails will have on existing rural agricultural (Foley and Spotorno) The trail of most concern is the one paralleling the access road on the south side of the project ending at Foley's property line. There needs to be in the plan improved fencing and signage as well as enforcement to maintain the secure integrity of the existing ranches. Even the city water tanks will be more susceptible to vandalism. Would this be the time to reconcile the mistake our family made with the existing fence location that originally divided the ranch in the 1938? One idea would be to move the existing fence off the very steep side slope up to the edge of access road where it could be more easily maintained? Or, maybe have the project add a new fence along the access road to discourage trespassers into the creek.
5. Will there be any mitigation and control of the many known California listed invasive weeds on the remaining open space around the project site as well as rodent control? These are issues the city has never really addressed effectively in the golf course open space where both nuisance plant and animal species are continuing to densify and spread onto neighboring properties.
6. To be on the record, in terms of access alternatives, we would support the proposed access extension of Lund Ranch Road and would not support a connection to Sycamore Creek Way.
7. Finally, although this is the EIR phase and not necessarily about design, we are saddened by the complete loss of that ranch family heritage. Seems like the design of site elements and architecture of the homes might somehow relate better to the specific location. The plan feels like more of the same suburban development seen just about anywhere.

Sincerely,